



AGENDA
FERNANDINA BEACH CITY COMMISSION
REGULAR MEETING
FEBRUARY 4, 2020
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE / INVOCATION

Invocation by Pastor John Kasper of Blackrock Baptist Church.

4. PRESENTATIONS

4.1 **PRESENTATION - NASSAU HUMANE SOCIETY** - *Representatives of the Nassau Humane Society will present the "City Commission Dog of the Month."*

4.2 **PRESENTATION - CHARTER REVIEW COMMITTEE** - *Chair Arlene Filkoff of the Charter Review Committee will provide an update on the efforts of the Charter Review Committee.*

5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA OR ITEMS ON THE CONSENT AGENDA

6. CONSENT AGENDA

6.1 **LEASE AGREEMENT - SOUTHSORE CRE, INC. - RESOLUTION 2020-09 APPROVING THE LEASE AGREEMENT WITH SOUTHSORE CRE, INC. FOR AN AERONAUTICAL GROUND LEASE AT THE AIRPORT; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.** *Synopsis: Approves a lease agreement with Southshore CRE, Inc. for aeronautical use at the Fernandina Beach Municipal Airport.*

6.2 **FACILITIES USE AGREEMENT - AMELIA ISLAND CONCOURS D'ELEGANCE FOUNDATION, INC. - RESOLUTION 2020-20 AUTHORIZING THE USE OF AIRPORT PROPERTY BY AMELIA ISLAND CONCOURS D'ELEGANCE FOUNDATION, INC IN CONJUNCTION WITH ANNUAL AMELIA ISLAND CONCOURS D'ELEGANCE EVENTS IN MARCH, 2020; APPROVING THE FACILITIES USE AGREEMENT; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.** *Synopsis: Approves a Facilities Use Agreement with Amelia Island Concours d'Elegance Foundation, Inc. for vehicle parking at multiple locations of the Fernandina Beach Municipal Airport in support of events held on March 6, 7, and 8, 2020.*

- 6.3 **GRANT APPLICATION - FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES - RESOLUTION 2020-21 AUTHORIZING THE SUBMITTAL OF ONE FLORIDA DIVISION OF HISTORICAL RESOURCES SMALL MATCHING GRANT APPLICATION TO FUND AN ANALYSIS OF THE OLD TOWN FERNANDINA PRESERVATION & DEVELOPMENT GUIDELINES AND CREATION OF AN UPDATED VERSION OF THAT PUBLICATION; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.** *Synopsis: Authorizes the submittal of one Historic Preservation Small Matching Grant application for \$48,000 to fund a project regarding the analysis of the Old Town Fernandina Preservation & Development Guidelines and creation of an updated version of that publication with no City match requirements.*

7. RESOLUTIONS

- 7.1 ***Quasi-judicial* - FINAL PLAT APPROVAL - VERNON STREET & 425 S. 13TH STREET - RESOLUTION 2020-22 APPROVING FINAL PLAT, PAB CASE 2019-19 TITLED, "6 ON ELM"; AND PROVIDING FOR AN EFFECTIVE DATE.** *Synopsis: Accepts and approves the plat titled, "6 on Elm," as the final plat.*
- 7.2 **SOLE SOURCE VENDOR APPROVAL - TOPGOLF INTERNATIONAL, INC. / BUDGET AMENDMENT - GOLF COURSE - RESOLUTION 2020-23 APPROVING TOPGOLF INTERNATIONAL, INC. AS A SOLE SOURCE VENDOR IN FISCAL YEAR 2019/2020; APPROVING AN AMENDMENT TO THE BUDGET IN FY 2019/2020; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.***Synopsis: Approves Topgolf International as an annual sole source vendor (due to costs expected to exceed \$20,000 annually) for implementation of Toptracer technology and programming, beginning in FY 19/20. Approves an amendment to the budget by transferring \$495,000 from the Reserve account to the Transfer to Golf account, From General Fund account, and Golf Improvements account.*

8. ORDINANCES - FIRST READING

- 8.1 **FY 2019/2020 AMENDED PAY AND CLASSIFICATION PLAN - ORDINANCE 2020-05 AMENDING THE CLASSIFICATION PLAN FOR FISCAL YEAR 2019/2020, PURSUANT TO SECTION 120 OF THE CITY CHARTER AND SECTION 62-247 OF THE CODE OF ORDINANCES OF THE CITY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.** *Synopsis: Amends the Pay and Classification Plan for FY 2019/2020.*
- 8.2 **CODE AMENDMENT - GENERAL EMPLOYEES' PENSION PLAN - ORDINANCE 2020-06 AMENDING CHAPTER 62, PERSONNEL, ARTICLE III, GENERAL EMPLOYEES' PENSION PLAN, OF THE CODE OF ORDINANCES OF THE CITY OF FERNANDINA BEACH; AMENDING SECTION 62 96, DEFERRED RETIREMENT OPTION PLAN, TO ADD LEAVE PAYOUT PROVISIONS; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH AND PROVIDING AN EFFECTIVE DATE.** *Synopsis: Amends Chapter 62 of the City Code pertaining to the General Employees' Pension Plan.*

8.3 **CODE AMENDMENT - FIREFIGHTERS' AND POLICE OFFICERS' PENSION PLAN -** ORDINANCE 2020-07 AMENDING CHAPTER 62, PERSONNEL, ARTICLE IV, FIREFIGHTERS' AND POLICE OFFICERS' PENSION PLAN, OF THE CODE OF ORDINANCES OF THE CITY OF FERNANDINA BEACH; AMENDING SECTION 62-117, PRE-RETIREMENT DEATH; AMENDING SECTION 62-118, DISABILITY; AMENDING SECTION 62-138, DEFERRED RETIREMENT OPTION PLAN (DROP); PROVIDING FOR COMPLIANCE WITH CHAPTER 2019-21, LAWS OF FLORIDA; PROVIDING FOR STATUTORY MINIMUM BENEFIT FOR NOT IN LINE OF DUTY DISABILITY BENEFITS; PROVIDING FOR DROP LEAVE PAYOUT PROVISIONS; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING AN EFFECTIVE DATE. *Synopsis: Amends Chapter 62 of the City Code pertaining to the Firefighters' and Police Officers' Pension Plan.*

8.4 **CODE AMENDMENT - CENTRAL BUSINESS DISTRICT RIGHT-OF-WAY ENCROACHMENT-** ORDINANCE 2020-08 AMENDING CHAPTER 70, STREETS, SIDEWALKS AND OTHER PUBLIC PLACES, OF THE CODE OF ORDINANCES; BY AMENDING SECTION 70-2 ENCROACHMENTS IN THE PUBLIC RIGHT-OF-WAY; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE. *Synopsis: Amends Chapter 70 of the City Code pertaining to right-of-way encroachments to be consistent with the Land Development Code.*

9. **ORDINANCE - SECOND READING**

9.1 **LAND DEVELOPMENT CODE AMENDMENT - STANDARDS FOR BUILDING HEIGHTS AND VARIANCES -** ORDINANCE 2020-01 AMENDING THE LAND DEVELOPMENT CODE (LDC) BY AMENDING SECTIONS 4.02.03 (CALCULATION OF BUILDING HEIGHTS AND MECHANICAL EQUIPMENT SCREENING); AND 10.02.01 (DIS-ALLOWANCE OF CERTAIN VARIANCE REQUESTS); PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE. *Synopsis: Amends the Land Development Code specific to standards for building heights and variances.*

10. **BOARD APPOINTMENT**

10.1 **MARINA ADVISORY BOARD -** *one appointment.*

11. **CITY COMMISSION DISCUSSION**

11.1 **LAND CONSERVATION -** *This item is placed on the agenda at the request of Commissioner Lednovich.*

11.2 **WATERFRONT PARK DEVELOPMENT -** *This item is placed on the agenda at the request of Commissioner Lednovich.*

11.3 **BEACHES -** *This item is placed on the agenda at the request of Vice Mayor Kreger.*

12. **CITY MANAGER REPORTS**

13. **CITY ATTORNEY REPORTS**

14. **CITY CLERK REPORTS**

15. **MAYOR/COMMISSIONER COMMENTS**

16. ADJOURNMENT

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- A THREE (3) MINUTE TIME LIMIT MAY BE IMPOSED FOR ALL SPEAKERS (EXCEPT IN A QUASI-JUDICIAL HEARING). A “REQUEST TO SPEAK” FORM IS AVAILABLE ON THE COUNTER AT THE ENTRANCE TO THE COMMISSION CHAMBERS. THE FORM SHOULD BE GIVEN TO THE CITY CLERK UPON COMPLETION.
 - THE MAYOR WILL DETERMINE THE ORDER OF THE SPEAKERS AND MAY IMPOSE MORE RESTRICTIVE TIME LIMITS.
 - ONE PERSON WILL SPEAK AT A TIME AND ADDRESS COMMENTS TO THE MAYOR, NOT INDIVIDUAL CITY COMMISSION MEMBERS.
 - THE CITY COMMISSION MAY ASK QUESTIONS OF SPEAKERS WHO WILL HAVE ONE MINUTE TO RESPOND. ADDITIONAL TIME MAY BE GRANTED AT THE DISCRETION OF THE MAYOR OR BY A MOTION BY THE CITY COMMISSION.
 - SPEAKERS MAY FILE COPIES OF THEIR REMARKS WITH THE CITY CLERK WHO WILL MAKE THEM AVAILABLE TO THE COMMISSION.
 - MULTI-MEDIA PRESENTATIONS MUST BE SUBMITTED TO THE CITY CLERK NO LATER THAN THE FRIDAY BEFORE THE MEETING.
 - FERNANDINA BEACH CITIZENS WILL SPEAK BEFORE NONRESIDENTS AND SPEAKERS WILL LIMIT REMARKS TO THE SPECIFIC SUBJECT MATTER.
 - DISCUSSION – DIRECTION - ACTIONS ITEMS MAY BE ACTED UPON BY THE CITY COMMISSION BY EITHER A MOTION AND VOTE IN ACCORDANCE WITH ROBERTS RULES OF ORDER, OR BY A CONSENSUS OF THE CITY COMMISSION.
 - PURSUANT TO RESOLUTION 95-32, IF AN ITEM IS NOT ON THE AGENDA IT REQUIRES A FOUR-FIFTHS VOTE OF THE CITY COMMISSION DECLARING THE ITEM AN EMERGENCY BEFORE ACTION CAN BE TAKEN.
 - *QUASI-JUDICIAL* - DENOTES THAT THE ITEM MUST BE CONDUCTED AS A QUASI-JUDICIAL HEARING IN ACCORDANCE WITH CITY COMMISSION ESTABLISHED PROCEDURE AND FLORIDA STATUTES. ANY PERSON WISHING TO APPEAL ANY QUASI-JUDICIAL DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH MEETING OR HEARING WILL NEED A RECORD OF THE PROCEEDINGS, AND, FOR SUCH PURPOSES, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS MADE.
 - AT THE DISCRETION OF THE MAYOR, A RECESS MAY BE SCHEDULED EVERY NINETY MINUTES.
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Persons with disabilities requiring accommodations in order to participate should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired).

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Presentation
Nassau Humane Society

ITEM TYPE: Presentation

REQUESTED ACTION:

SYNOPSIS: Representatives of the Nassau Humane Society will present the "City Commission Dog of the Month."

This item is placed on the agenda at the request of Mayor Miller.

FISCAL IMPACT: N/A

CITY ATTORNEY COMMENTS: N/A

CITY MANAGER RECOMMENDATION(S): N/A

Dale L. Martin, City Manager 1/22/2020

Date: October 30, 2019

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION:

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Presentation
Charter Review Committee

ITEM TYPE: Presentation

REQUESTED ACTION:

SYNOPSIS: Chair Arlene Filkoff of the Charter Review Committee will provide an update on the efforts of the Charter Review Committee.

FISCAL IMPACT: N/A

CITY ATTORNEY COMMENTS: N/A

CITY MANAGER RECOMMENDATION(S): N/A

Tammi E. Bach, City Attorney 1/21/2020

Dale L. Martin, City Manager 1/22/2020

Date: December 04, 2019

Submitted By: Katie Newton, Legal Assistant

COMMISSION ACTION:

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Resolution 2020-09
Lease Agreement - Southshore CRE, Inc.

ITEM TYPE: Resolution (w/ fiscal impact)

REQUESTED ACTION: Consider Resolution 2020-09

SYNOPSIS: This request is for approval of an aeronautical ground lease agreement with Southshore CRE, Inc. Approval of this ground lease will allow the requester to construct one row hangar building containing three individual hangar units, associated ramp and parking infrastructure, and also allows for a potential second phase of hangar development on an adjacent parcel contingent upon provisions and timelines set forth in the ground lease. The intended use of these hangars is aircraft storage.

The proposed use of this property is consistent with the Airport's Master Plan and Airport Layout Plan. The development plans for a single row hangar containing three individual units have been reviewed and approved by the City Technical Review Committee (TRC). The hangar plans and associated TRC approval letter are included with this agenda item. Additionally, a depiction of location showing consistency with the Airport Layout Plan is also included with this agenda item.

The Airport Advisory Commission unanimously recommended approval of this ground lease, contingent upon TRC approval, during the December 12, 2019, Airport Advisory Commission meeting.

A certificate of insurance, as required by the ground lease, will be provided by the lessee upon execution of the ground lease.

FISCAL IMPACT: Approval of this agreement will initially increase Airport revenue by \$1,631.90 per month or \$19,582.80 per year which will be deposited into Lease Payments - Land Lease account, 420 34971. An annual review of the Consumer Price Index (CPI) will be conducted to adjust the established base rate for the term of the agreement.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission adopt proposed Resolution 2020-09.

Nathan Coyle, Airport Director	1/21/2020
Dale L. Martin, City Manager	1/22/2020
Pauline Testagrose, Comptroller	1/22/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: January 17, 2020

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION: Adopt

RESOLUTION 2020-09

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, APPROVING THE LEASE AGREEMENT WITH SOUTHSORE CRE, INC. FOR AN AERONAUTICAL GROUND LEASE AT THE FERNANDINA BEACH MUNICIPAL AIRPORT; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Fernandina Beach Municipal Airport is engaged in leasing ground to tenants for aeronautical use; and

WHEREAS, Southshore CRE, Inc., a private entity, wishes to lease ground at the Fernandina Beach Municipal Airport for construction of hangars, ramp apron, automobile parking and related infrastructure which consists of approximately 97,914 square feet; and

WHEREAS, the City has published rates for the lease of ground at the Airport and allows for such use; and

WHEREAS, the parties have agreed to the rates and terms for a twenty-year ground lease with options for renewal beyond the initial term.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The City Commission hereby approves the lease agreement with Southshore CRE, Inc., attached hereto as Exhibit "1".

SECTION 2. The City Manager and City Clerk are hereby authorized to execute the Lease Agreement, upon review and approval of the City Attorney.

SECTION 3. This Resolution shall become effective immediately upon passage.

ADOPTED this 4th day of February, 2020.

CITY OF FERNANDINA BEACH

John A. Miller
Commissioner – Mayor

ATTEST:

APPROVED AS TO FORM & LEGALITY:



Caroline Best
City Clerk

Tammi E. Bach
City Attorney

**GROUND LEASE AGREEMENT
FOR Southshore CRE, Inc. FOR
PROPERTY LOCATED AT THE
FERNANDINA BEACH MUNICIPAL AIRPORT**

This GROUND LEASE AGREEMENT (hereinafter referred to as "Agreement"), made and entered into this _____ day of _____, 2019, made by and between the **CITY OF FERNANDINA BEACH, FLORIDA**, a municipal corporation (hereinafter referred to as "LESSOR" or "City,") and **Southshore CRE Incorporated**, an OHIO For-Profit Corporation, its successors and assigns (hereinafter referred to as "LESSEE").

WHEREAS, LESSOR owns, controls and operates the Fernandina Beach Municipal Airport (hereinafter referred to as "Airport"), in the City of Fernandina Beach, County of Nassau, and State of Florida; and

WHEREAS, LESSEE has proposed to lease certain property from LESSOR at the LESSOR's municipal airport for aeronautical related activities; and

WHEREAS, LESSOR desires to make real property available to LESSEE at the Airport for the construction of aircraft storage hangars, ramp apron, auto parking and related infrastructure for business use and storage of aircraft;

NOW THEREFORE, for and in consideration of the Premises and the mutual benefits and covenants contained in this Agreement, the parties hereby agree as follows:

1. Leased Premises. LESSOR hereby leases to LESSEE, and LESSEE hereby leases from LESSOR, the following real property identified and shown on Exhibit "A" and Exhibit "B" Lease Areas, attached hereto (hereinafter referred to as the "Premises"), together with the right of ingress and egress for vehicles and aircraft. The Premises is located within an area of Airport property designated the east area.

The LESSEE is authorized to conduct the following non-exclusive use at the Airport: All operations associated with the conduct of the LESSEE's flight operations including but not limited to general commercial aircraft storage, and other non-commercial related aviation operations to include minor maintenance and repairs on LESSEE's aircraft. Additionally, the LESSEE is permitted to provide the commercial storage of aircraft of others. Any other commercial aeronautical activity may be permitted in the future, however such activity would require expressed written consent by LESSOR and LESSEE obtaining necessary permits, as may be required. All LESSEE operations shall comply with all federal, state and local rules, regulations and ordinances.

For the purposes of this Agreement, the term "Premises" shall include the use of airspace above and in the vicinity of said Airport, which is being used for conducting airport operations by LESSEE.

2. Term. The term of this Agreement shall be for a period of twenty (20) years,

commencing on the first day of the first month following the execution of this Agreement by both parties (the "Lease Commencement Date"), and continuing for said term, unless earlier termination under the provisions of this Agreement.

Provided the LESSEE is not in default of any terms and conditions of this Agreement, upon expiration of the initial Twenty (20) year term, the LESSEE shall have the right to extend the Lease for an additional Ten (10) year term on the same terms and conditions contained herein. Furthermore, if the LESSEE is not in default of any terms and conditions of this Agreement, the LESSEE may request to extend this Agreement for an additional Ten (10) years. This renewal option shall be based on a renegotiation and mutual agreement of both parties. Such written notice must be given a minimum of 120 days and no more than 270 days before the end of each term. All options for extension of this Agreement term shall be subject to performance standards noted below and accompanying continued capital investment toward improvements and repair. Such performance standards include:

a. At the 10 year anniversary of the Agreement, and every five (5) years thereafter, the LESSOR may conduct an inspection of the Premises to ascertain that facility and any improvements have been maintained in a condition and appearance to present clean, safe and attractive facilities at the Airport. Items considered will include, but not limited to, siding and exterior finish, roofing, doors including hangar doors, structural framing, apron pavement, lighting, electrical, landscaping, drainage, signage, and parking areas including pavement and striping. Any repairs required shall be completed by the LESSEE within 180 days of receipt of written notice from LESSOR that such repairs are to be made by LESSEE. If such reasonable repairs are not completed, then LESSEE will be billed at 115% of cost for LESSOR to complete identified repairs.

b. If Lessee desires, at the expiration of the 10 year renewal term, or if exercised at the expiration of any additional extensions, LESSEE may request a new lease. If LESSOR determines that the leased Premises are not required for other airport uses, the LESSEE has met its obligations under the term of the preceding lease, and the LESSOR finds that a new lease is appropriate, the LESSOR and LESSEE may negotiate a new lease at terms to be agreed upon at the time of the negotiations. The duration of the new lease shall be at the LESSOR'S option.

3. Rent. In consideration of the rights and privileges granted by this Agreement, LESSEE agrees to pay LESSOR the following ground rent from the date of commencement of this Agreement for two separate parcels.

a. Rent for the use of real property on Airport property within the area further described in Section 8 as the **Phase 1 Development Parcel** is based on a total lease area of 11,109 square feet; at a lease rate of \$0.20 dollars per square foot per year. Initial annual ground rent for the Phase 1 Development Parcel shall be \$2,221.80 per year.

b. Rent for the use of real property on Airport property within the area further described in Section 8 as the **Phase 2 Development Parcel** is based on a total lease area of 86,805 square feet; at a lease rate of \$0.20 dollars per square foot per year. Initial annual ground rent for the Phase 2 Development Parcel shall be \$17,361.00 per year.

c. This annual ground rent shall be converted to equal monthly payments to be made at the rate of \$1,631.90 per month, which also is subject to applicable sales tax currently \$106.07 per month or a total of \$1,737.97 per month, and shall commence on the first day of the first month following the execution of this Agreement. All payments shall be due and payable without notice on or before the first day of each month. This rental rate shall be reduced in the event that the LESSEE or LESSOR provides notice to eliminate lease of the Phase 2 Development Parcel in accordance with the terms and conditions of Section 8 of this lease agreement below.

d. This ground rent rate shall be reviewed each year by the LESSOR and ground rent rates, plus all applicable taxes, shall be adjusted so as to maintain a fair rental rate based on change in the Consumer Price Index (CPI) – All Urban Consumers South Urban Region – All Items (base year 1982-84=100), as published by the United States Department of Labor-Bureau of Labor Statistics, an appraisal, market rent study or other method designated by LESSOR. Such CPI change will be computed each year after the completion of the month of July and any change will be implemented and effective with October rent payments of each year. An appraisal, market rent study or alternative method as designated by the LESSOR may be substituted periodically for the CPI adjustment and shall be at least four years apart and any such adjustment will also be implemented in October of the applicable year. In no event, however, shall the ground rent be less than the previous year's rental amount. The Tenant shall be solely responsible for the payment of all applicable ad valorem property taxes.

4. Delinquency Charge. Any payments received after the tenth (10th) day of the month are subject to a delinquency charge of one and one-half percent (1 ½%) per month beginning with the eleventh (11th) day after payment is due.

5. Place of Payment. All payments due LESSOR from LESSEE shall be made payable to the City of Fernandina Beach, and mailed to P. O. Box 1146, Fernandina Beach, Florida 32035 or delivered to 1180 South 5th St. Extension, Fernandina Beach, Florida 32034.

6. Non-Exclusive Right. It is not the intention of this Agreement to grant to LESSEE the exclusive right to provide any or all of the services described in this Agreement at any time during the term of this Agreement. LESSOR reserves the rights, at its sole discretion, to grant others certain rights and privileges, to grant others certain rights and privileges upon the Airport which are identical in part or in whole to those granted to LESSEE. However, LESSOR does covenant and agree that:

a. It shall enforce all Airport Minimum Standards for Commercial Aeronautical Activities as currently approved or requirements for all similar services and activities conducted at the Airport;

b. Any other provider of similar services or activities will not be permitted to operate on the Airport under rates, terms, or conditions which are more favorable than those set forth in this Agreement; and

c. It will not permit the conduct of any aeronautical endeavor or activity at the Airport, except under an approved lease or operating agreement, or as general aviation by the general public.

7. Appurtenant Privileges. LESSEE shall be entitled, in common with others so authorized, to the non-exclusive use of all facilities and improvements of a public nature which now are or may hereafter be connected with or appurtenant to the Airport, including but not limited to, the use of rights-of-way, common area utilities, landing areas, runways, taxiways, navigational aids, terminal facilities and aircraft parking areas designated by LESSOR.

8. Construction and Use of Premise. LESSEE is hereby granted the non-exclusive privilege to engage in, and LESSEE agrees to engage in development which includes construction and maintenance of up to three (3) shared wall row hangars, ramp apron, auto parking and related infrastructure on the Premises for LESSEE'S business use, or for other commercial use as may be approved by LESSOR, built in accordance with plans and specifications contained in the Architecture and Building Design Standards for Development on the Airport and as approved by LESSOR and other aviation or aeronautical activities and services necessary or incidental thereto, such approval shall not be unreasonably withheld by LESSOR. The construction of three (3) shared wall row hangars shall be referred to as the **Phase 1 Development** and will take place on the Phase 1 Development parcel on the sketch and description found at Exhibit "A" to this lease agreement. If Phase 1 Development construction on the Premises has not begun within one (1) year of the date of this Agreement, and construction of three (3) shared wall row hangars is not completed within fifteen (15) months of the beginning of construction, this Agreement may be terminated by the LESSOR with thirty (30) days written notice to LESSEE.

LESSEE shall lease additional airport property for potential future aircraft hangar development, referred to herein as **Phase 2 Development**. A description and sketch of Phase 2 property can be found at Exhibit "B" to this lease. LESSEE shall have fifteen (15) months from commencement of this lease to provide written notice to LESSEE of intent to develop additional hangars on the Phase 2 Development parcel and shall also submit all required documents for design review by the City of Fernandina Beach Technical Review Committee. If written notice of intent and submittal of all required documents to the City of Fernandina Beach Technical Review Committee is not completed on or before fifteen (15) months from commencement of this lease, LESSOR may, at its sole discretion, terminate the lease of Phase 2 Development parcel upon thirty (30) days written notice. If LESSEE provides notice that it does not intend to build Phase 2, the Parties shall consider this lease to be amended thirty (30) days following receipt of the date of written notice to remove the Phase 2 Development parcel. The lease of the Phase 1 Development parcel shall be unaffected by this notice. LESSEE may request an amendment of the Phase 2 parcel boundaries if proposed development on this parcel will only utilize a portion of the leasehold area, and this amendment will be contingent upon approval of the LESSOR.

The parties agree that this Agreement shall be construed as an "Aeronautical Use Agreement" and LESSEE shall not engage in any business on the Premises other than that specified herein. Included as part of the LESSEE's Phase 1 development are:

a. Three shared wall row hangars with the approximate dimensions of 40'x35', 40'x35', and 45'x35' with a single unisex shared restroom to be used for the commercial storage of aircraft of others and for no other purpose.

b. Suitable vehicle parking shall be installed and maintained by the LESSEE to allow the loading, unloading and parking of vehicles having business on the Premises.

c. All Phase 1 Development and Phase 2 Development improvements, including the design thereof, on the Premises must be permitted by the LESSOR prior to installation or construction. The LESSEE is responsible for applying for and obtaining all necessary construction permits and licenses required by local, state and federal laws and regulations.

d. The LESSEE shall construct an aircraft ramp apron on the Premises as designated by the LESSOR, for the purpose of aircraft access to the LESSEE's Hangar facilities. No structures or fixtures will be allowed on the ramp apron. Any and all taxi-lanes and ramp aprons shall be constructed to adequately permit aircraft and vehicles access to the Premises. Pavement construction shall be of equal or greater strength than that of the existing airport taxi-lanes/taxiways/aprons to which it shall abut. The design and construction are subject to review and approval by the LESSOR's Engineer or designee. Maintenance and repair or replacement of this aircraft ramp apron shall be the responsibility of the LESSOR during the term of this lease, and shall be at the sole cost and expense of the LESSOR.

e. Suitable pavement markings and lighting shall be installed and maintained by the LESSEE to provide for the orderly and safe movement of aircraft and vehicles on the Premises. Any lighting on the Premises must be approved by the LESSOR prior to installation, and not interfere with flight operations at the Airport.

f. All improvements shall be constructed, graded and drained so as to direct all storm water which may fall on the Premises into approved disposal devices. The LESSOR shall not contribute to storm water contamination and will take such steps and measures as are necessary to comply with the Airport's Storm Water Pollution Prevention Plan and all federal, state, and local regulations governing storm water discharge.

g. Any landscaping installed on the Premises is subject to approval by the LESSOR and shall be installed and maintained by the LESSEE.

9. Rights and Obligations of LESSEE.

a. Payments: LESSEE shall meet and pay all expenses and payments in connection with the use of the Premises and the rights and privileges herein granted, including taxes, ad valorem taxes, permit fees, impact fees, license fees and assessments lawfully levied or assessed upon the Premises or property situated hereon, as well as any and all utilities used or consumed by LESSEE on the Premises, including, but not limited to, water, gas, electricity, sewer, and refuse services.

b. Agreement to Pay Taxes and Obligations: LESSEE shall pay all lawful taxes and assessments, debts and obligations of every kind or nature which, during the term hereof, may become a lien upon or which may be levied by the state, county, city or any other tax levying body, upon any taxable interest of the LESSEE acquired in the Agreement or any taxable possessory right which LESSEE may have in or to the Premises or facilities hereby leased or the improvements thereon, or on the LESSOR'S fee simple interest therein, by reason of its use or occupancy thereof or otherwise as well as all taxes or taxable property, real or personal, owned by LESSEE in and about said Premises, whether said taxes are assessed in the name of LESSEE or LESSOR.

c. Premise Upkeep: The LESSEE shall, at its own expense, maintain and keep the Premises to include structural, roofs, and hangar doors as well as all improvements thereon including lighting, landscaping, drainage, signage, auto parking areas and aircraft parking ramp apron including all pavement and striping, in good condition and make all repairs, both interior and exterior, necessary to keep and maintain the Premises, including all improvements thereon in good condition. The Premises and all buildings, improvements, and property thereon must be maintained in a safe, clean and sanitary condition. The LESSOR shall require maintenance and needed repairs to be made in a timely manner.

d. Access: LESSEE shall have at all times the right of ingress to and egress from the rented Premises. To ensure this right the LESSOR shall make all reasonable efforts to keep adjacent areas to the rented Premises free and clear of all hazards and obstructions, natural and manmade.

e. Work in Hangar: It is clearly understood by the LESSEE that no right or privilege has been granted which would operate to prevent any person, firm or corporation operating aircraft on the Airport from performing any services on its own or leased aircraft with its own regular employees (including, but not limited to, maintenance and repair) that it may choose to perform. However, City building code requirements and governmental regulations must be met for the type of work being conducted (examples – painting of aircraft or heavy maintenance of aircraft.)

f. Commercial Activity: LESSEE is permitted to operate commercial aeronautical activities as described in Section 1. LESSEE hereby agrees that it shall comply with the contents of Exhibit “D” - Minimum Operating Standards for Commercial Aeronautical Activities (Minimum Standards), attached hereto, as currently approved or as may be amended from time to time. Should the Minimum Standards be updated, and any requirement become more restrictive than current Minimum Standards the LESSEE shall have eighteen (18) months from date of adoption to meet the revised Minimum Standards unless waived in writing by the LESSOR. Once updated, those Minimum Standards shall become a part of this Agreement.

g. Signs: During the term of this Agreement, LESSEE shall have the right, at its expense, to place in or on the Premises, a sign or signs. Said sign or signs shall be of a size, shape and design, and at a location or locations, approved by LESSOR and shall conform to the City’s sign code. LESSEE shall be responsible for all permits. Notwithstanding any other provision of this Agreement, said sign(s) shall remain the property of LESSEE. LESSEE shall remove, at its expense, all lettering, signs and placards so erected on the Premises at the expiration of the term of this Agreement.

h. Compliance with Applicable Laws, Rules and Regulations: Notwithstanding other requirements contained herein, the LESSEE at its sole cost and expense hereby agrees to and shall comply with all applicable ordinances, laws, rules and regulations established by federal, state, and local government agency or by the City, and they may be amended from time to time, and conduct its operations or commercial business in accordance with all applicable regulations pertaining to airports, including Airport Rules and Regulations, attached hereto as Exhibit “E”, promulgated by the LESSOR governing safe and efficient operation of Fernandina Beach Municipal Airport. The LESSOR may, from time to time, modify and/or update the Rules and

Regulations. LESSOR will provide LESSEE with a copy of the updated Rules and Regulations, and once updated or revised, those Rules and Regulations shall become a part of this Agreement.

i. Compliance with Environmental Law, Rules and Regulations: LESSEE expressly represents, covenants, warrants, guarantees, and agrees that it shall fully comply with all federal, state and local laws, ordinances, rules and regulations protecting the environment. Any cost or expense to remain or to be compliant with applicable environmental rules and regulations shall be the responsibility of the LESSEE. LESSEE agrees to keep themselves informed of future changes in the existing environmental laws. Such compliance will be responsibility of the LESSEE at its sole cost and expense.

j. Hazardous Materials and Toxic Waste: LESSEE shall not cause or permit to occur:

1. Any violation of any federal, state or local law, ordinance or regulation now or later enacted, related to environmental conditions on, under, or about the Premises, or arising from LESSEE'S use or occupancy of the Premises, including, but not limited to, soil and ground water conditions; or

2. The use, generation, release, manufacture, refining, production, processing or disposal of any hazardous substance on, under, over, or about the Premises.

3. LESSEE shall, at its sole and exclusive expense, comply with all laws and regulations regulating the storage or transportation of hazardous substances relating to the Premises, and shall further make all submissions to, provide all information required by, and comply with all requirements of all governmental authorities under applicable federal, state and local laws and regulations; and the LESSOR is to be immediately notified by LESSEE of any claim or allegation of non-compliance herewith.

4. If any authority demands that a clean-up plan be prepared and that a clean-up be undertaken because of any deposit, spill, discharge or other release of hazardous substances that occurs during the term hereof, or any renewals hereof, at or from the Premises, or which arises from LESSEE's use or occupancy of the Premises, then LESSEE shall, at LESSEE's expense, prepare and submit the required plans and all related bonds and other required financial assurances; and LESSEE shall carry out all work required by such clean-up plans at its sole and exclusive expense.

10. Continuing Obligation. LESSEE'S obligations under Section 9, subsection (j), and Section 11 and Section 15 of this Agreement shall survive the expiration or termination of this Agreement or any renewal thereof.

11. Indemnification for Toxic Wastes. LESSEE, for itself and on behalf of its officers, agents, employees, assigns, and contractors, does agree to protect, defend, ensure and indemnify LESSOR, its officers, directors, elected and appointed officials and employees, for any manner of loss, damage, cost or assessment which may result from or in any manner be related to the deposit, spill, discharge or other release, and or the presence, use, distribution or disposition of any toxic substance, chemical, metal, petroleum product, or hazardous or toxic waste, or any

other substance or derivative. This provision shall survive the expiration of this Agreement. This shall not apply to conditions which pre-exist the date of this Agreement.

12. Aerial Approaches. LESSOR reserves the right to take any action it considers necessary to protect the aerial approaches of the Airport against obstruction, together with the right to prevent LESSEE from erecting, or permitting to be erected, any building or other structure on or adjacent to the Airport which, in the opinion of the LESSOR, would limit the usefulness of the Airport or constitute a hazard to aircraft.

13. Leasehold Improvements.

a. LESSEE agrees to submit to LESSOR, for approval, detailed plans and specifications for any structural change, alteration, addition, improvement or removal from or to the Premises. LESSOR shall approve the plans and specifications as submitted, or transmit proposed revisions to LESSEE within sixty (60) days of receipt of the plans and specifications from LESSEE. In the event that LESSOR requires revisions of the original plans and specifications, LESSEE shall have thirty (30) calendar days from the date of receipt of the proposed revisions to resubmit the plans and specifications for LESSOR's approval. This initial review shall not constitute review for the purposes of obtaining City permits. LESSEE shall be required to obtain all permits from governmental agencies as may be required, including the City, and shall be solely responsible for all costs relating to permitting the proposed improvements.

b. Any such improvements made by LESSEE shall remain the property of the LESSEE until the expiration of this Agreement and any extensions or renewals thereof and which shall remain on the Premises until the expiration or termination of this Agreement, at which time such improvements shall become the property of LESSOR. LESSEE shall at all times maintain all improvements constructed on the property in good condition. Upon expiration or termination of this Agreement, the LESSEE shall execute any and all documentation necessary to transfer clear title to the leasehold improvements, free of any lien or encumbrance, to LESSOR.

c. LESSEE shall not permit any mechanic's or other liens to be placed upon the Premises, at any time, except that LESSEE shall be permitted to mortgage its leasehold improvements to be constructed on the Premises by LESSEE. LESSOR shall not be required to subordinate its interest to such Leasehold Mortgage. All documentation regarding any leasehold mortgage must be reviewed and approved by the LESSOR prior to finalization of documents, to assure that no interest of the LESSOR is included in the documentation.

d. LESSEE shall provide payment and performance bonds in amounts and form as approved by LESSOR, prior to commencement of construction.

e. Within sixty (60) days of completion of construction, erection or any alteration of any improvements by the LESSEE, the LESSEE shall provide to the LESSOR a complete set of "as-built" plans and drawings.

14. Insurance. LESSEE shall obtain and maintain continuously in effect at all times during the term of this Agreement, at LESSEE's sole expense, the following insurance:

a. Comprehensive general liability insurance with a Combined Single Limit (CSL) of not less than One Million (\$1,000,000) Dollars protecting LESSOR against any and all liability by reason of LESSEE's conduct incident to the use of the Premises, caused by or arising out of any negligent or wrongful act or omission of LESSEE;

b. LESSEE agrees that, should it desire to lease space for aircraft hangar storage, it shall obtain Hangar Keepers liability insurance protecting LESSOR against any and all liability by reason of LESSEE'S conduct incident to the use of the Premises, caused by or arising out of any negligent or wrongful act or omission of LESSEE, in the minimum amount of Five Hundred Thousand (\$500,000) Dollars;

c. All insurances as required under the applicable Airport Minimum Standards for Commercial Aeronautical Activities shall be provided to LESSOR;

d. Property insurance covering direct physical loss due to perils of fire, windstorm and extended coverage for full replacement value;

e. Copy of annual insurance certificate(s) to be attached hereto as Exhibit "C", Liability Insurance Certificate, and shall be provided to LESSOR annually; AND

f. All insurance requirements specified herein above shall name LESSOR as an additional insured with instructions that the insurance carrier will notify LESSOR if the LESSEE defaults on premium payments, and shall require that the insurance carrier notify LESSOR thirty (30) days prior to any event leading to the material modification or cancellation of the policy.

15. Indemnification. LESSEE agrees to assume liability for and indemnify, hold harmless, and defend the LESSOR, its commissioners, mayor, officers, employees, agents, and attorneys of, from, and against all liability and expense, including reasonable attorney's fees, in connection with any and all claims, demands, damages, actions, causes of action, and suits in equity of whatever kind or nature, including claims for personal injury, property damage, equitable relief, or loss of use, arising directly or indirectly out of or in connection with any negligent and/or deliberate act or omission of LESSEE, its officers, employees, agents, and representatives. LESSEE'S liability hereunder shall include all attorney's fees and costs incurred by the LESSOR in the enforcement of this indemnification provision. This includes claims made by the employees of LESSEE against the LESSOR and LESSEE hereby waives its entitlement, if any, to immunity under Sections 440.11, Florida Statutes. The obligations contained in this provision shall survive termination of this Agreement and shall not be limited by the amount of any insurance required to be obtained or maintained under this Agreement. Nothing contained in the foregoing indemnification shall be construed to be a waiver of any immunity or limitation of liability the LESSOR may have under the doctrine of sovereign immunity of Section 768.28 Florida Statutes.

16. Assignment or Sublease. This Agreement, or any part thereof, may not be assigned, transferred or subleased by LESSEE, by process or operation of law or in any other manner whatsoever, without the prior written consent of LESSOR, which consent shall not be unreasonably withheld. Prior to issuing any written consent, LESSOR may demand such information it may require to adequately judge whether the proposed assignee, transferee or sub-

lessee can adequately perform the duties of the LESSEE under this Agreement.

17. Independent Contractor. In its use of the Premises, LESSEE acts as an independent contractor and not as an agent of LESSOR. The selection, retention, assignment, direction and payment of LESSEE'S employees shall be the sole responsibility of LESSEE, and LESSOR shall not attempt to exercise any control over the daily performance of duties of LESSEE'S employees.

18. Non-Discrimination. Notwithstanding any other inconsistent provision of this Agreement, during the performance of this Agreement, LESSEE, for itself, its heirs, personal representatives, successors in interest and assigns, as part of the consideration for this Agreement, does hereby covenant and agree, as a covenant running with the land, that:

a. No person on the grounds of race, color, religion, sex, or national origin shall be excluded from participating in, denied the benefits of, or otherwise be subjected to discrimination, in the use of the Premises.

b. In the furnishing of services on, over or under the Premises, no person on the grounds of race, color, religion, sex or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination;

c. LESSEE shall use the Premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation Effectuation of Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968, and as said regulations may be amended.

19. Maintenance of Airport Facilities. LESSOR shall maintain all public and common joint use areas of the Airport, including the Air Operations Area, in good repair, and shall make such repairs, replacements or additions thereto, as in its opinion, are required and necessary for the safe and efficient operation of the Airport.

20. Termination. This Agreement shall be subject to termination by either party in the event of any one or more of the following:

a. The abandonment of the Airport as an airport or airfield;

b. The default by either party in the performance of any of the terms, covenants and conditions of this Agreement, and the failure of such defaulting party to remedy or to undertake to remedy to the other party's satisfaction such default for a period of thirty (30) days after receipt of notice from the non-defaulting party to the defaulting party to remedy same. This includes the failure of the LESSEE to complete the proposed improvements within the time frames as set forth herein;

c. Damage to or destruction of all or a material part of the Premises or Airport facilities necessary to the LESSEE'S operation;

d. LESSEE shall be entitled to terminate this Agreement in the event of the lawful

assumption by the United States, or any authorized agency thereof, of the operation, control or use of the Airport, or any substantial part thereof, in such a manner as to restrict substantially LESSEE from conducting its operations for a period in excess of ninety (90) days.

e. LESSOR shall be entitled to terminate this Agreement upon the filing of a voluntary petition in bankruptcy by LESSEE, including a reorganization plan, a general or other assignment for the benefit of creditors, adjudication as a bankrupt, or if a receiver is appointed for the property or affairs of LESSEE and such receivership is not vacated within thirty (30) days after the appointment of such receiver;

f. LESSOR shall be entitled to terminate this Agreement upon the conviction of LESSEE or any of LESSEE's officers, managers or employees of any crime involving moral turpitude relating to this Agreement of LESSEE's operations hereunder;

g. LESSEE shall have the right to terminate this Agreement and its obligations hereunder, by providing sixty (60) days written notice to LESSOR and by conveying to LESSOR the title to the improvements constructed on the Premises, free and clear of any lien or encumbrance, provided that LESSEE has properly maintained said property and it is in as good condition as when originally constructed, ordinary wear and tear excepted, and provided, further, that the obligations regarding accumulated rent and indemnification shall specifically survive.

h. In the event of abandonment or closure of the Airport by the LESSOR, referenced in Paragraph 20(a) above, LESSOR shall reimburse LESSEE the difference between LESSEE's actual investment costs including preliminary engineering and design fees, permitting fees, contracting and building fees, insurance, utilities, maintenance fees and ground leasing fees incurred by LESSEE minus rents collected by LESSEE through the date of abandonment or closure of the Airport, plus recapture of all investment costs and interest to date including accumulated expense and investments. This reimbursement obligation by LESSOR to LESSEE shall continue for a period of 20 years from the initial effective date of this Agreement.

21. Subordination. This Agreement shall be subordinate to the provisions of any existing or future agreement between LESSOR and the United States, relative to the operation or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of Federal funds for the development of the Airport.

22. National Emergency. During the time of war or national emergency, the LESSOR shall have the right to lease the landing area or all or any part of the Premises upon demand to the United States Government, and if any such agreement is executed, the provisions of this Agreement with the LESSEE herein, and all obligations of LESSEE to make the payments as required in Section 3 above, shall be suspended for the length of time that the United States Government requires the use of the said landing area and/or Premises. This period of time during which the Agreement is so suspended will not count against the time provisions of the then existing Agreement.

23. Entire Agreement. This Agreement constitutes the entire agreement and understanding between the parties, and as of its effective date supersedes all prior or independent contracts or agreements between the parties covering the subject matter hereof. Any change or modification hereof must be in writing signed by both parties.

24. Severability. If any substantive provision hereof shall be finally declared void or illegal by any court or administrative agency having jurisdiction and such declaration results in a substantial failure of consideration for either party, the entire Agreement shall be subject to termination by such party. Otherwise, such declaration shall not be cause for termination of this Agreement, but only such void or illegal provision shall be canceled or deemed to be of no effect.

25. Notice. Any notice given by one party to the other in connection with this Agreement shall be in writing and shall be sent by certified mail, return receipt requested, postage prepaid, addresses as follows:

If to LESSOR, address to: City Manager
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

With a copy to Airport Manager at same address.

If to LESSEE, address to: Southshore CRE, Inc.
4835 Munson Street
Canton, Ohio 44718

With a copy to: Christopher J. Freeman
P.O. Box 4396
Copley, OH 44321

Notices will be deemed to have been received on the date of receipt as shown on the return receipt.

It shall be the LESSEE's responsibility to keep the address contained in this Agreement up to date and accurate.

26. Governing Law, Venue and Attorney's Fees. This Agreement is to be construed in accordance with the laws of the State of Florida, with venue in Nassau County, Florida. In the event of any litigation between the parties regarding the breach and/or enforcement of this Agreement, the prevailing party shall be entitled to its reasonable attorney's fees and costs, including at the appellate court level, from the non-prevailing party as determined by a court of competent jurisdiction.

27. Re-Entry. It is further understood and agreed between the parties hereto that in the event of any breach of any covenant or agreement on the part of the LESSEE to be performed and provided, that if such breach is not remedied by the LESSEE after reasonable notice in writing to it by the LESSOR, the LESSOR may re-enter and terminate this tenancy by giving the LESSEE thirty (30) days written notice, to quit the Premises. LESSOR shall at all times be entitled to recover by all lawful means any and all damages, including reasonable attorney's fees and costs, sustained by it through the breach of any said covenants and agreements on part of the LESSEE to be performed.

28. Obligation Upon Termination. Upon termination of this Agreement, all obligations of either party hereunder to the other shall cease and terminate, except as specifically provided herein, and the LESSEE agrees it shall immediately quit, surrender and return peaceable and quiet possession of the Premises, including all improvements to include but not limited to buildings, parking areas, and fuel facility improvements, to the LESSOR in as good order and condition as existed at the time of the initial occupancy and only reasonable wear and tear being accepted. LESSEE shall be allowed to remove all LESSEE's equipment and trade fixtures from the Premises, including the fuel facility equipment.

29. Inspection. The LESSOR shall have the right to enter upon the Premises at reasonable intervals during regular business hours to inspect the Premises for compliance with the terms and conditions of the Agreement and federal, state and local laws and regulations. In case of emergencies, the LESSOR shall have the right to immediately enter the Premises.

30. Further Airport Development. LESSOR reserves the right to further develop or improve the remaining area of the Airport as it sees fit, regardless of the desires or view of the LESSEE, and without interference or hindrance.

31. Non-Waiver. The failure of the LESSOR to insist upon strict performance of any of the terms, conditions or covenants herein set forth shall not be deemed a waiver of any rights or remedies that it may have and shall not be deemed a waiver of any breach or default by the LESSEE of the terms, conditions or covenants contained herein.

32. Radon Gas Notice: Pursuant to Florida Statutes Section 404.056(8), LESSOR hereby makes, and LESSEE hereby acknowledges, the following notification:

Radon Gas: Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks over time. Levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from your county public health unit.

LESSOR makes no representation or warranty with respect to the presence or absence of radon on the Premises, and LESSEE shall undertake such inspection or testing as it deems necessary or convenient to assure itself as to the presence or absence of radon.

33. Lease Commencement Date: The commencement date of this Agreement shall be the date set forth in Section 2 above.

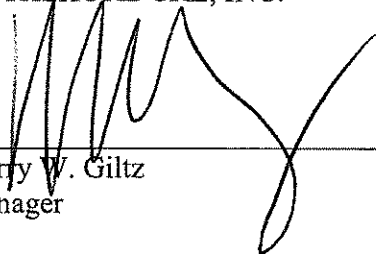
IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first above written.

CITY OF FERNANDINA BEACH, FL

SOUTHSHORE CRE, INC.

By: Dale Martin
Its: City Manager

By: Harry W. Giltz
Its: Manager



ATTEST:

By: Caroline Best
Its: City Clerk

APPROVED AS TO FORM & LEGALITY:



By: Tammi E. Bach
Its: City Attorney

Attachments

Exhibit "A" Phase 1 Development Parcel Lease Area — Legal Description of LESSEE'S Phase 1 Development Parcel and Sketch or Drawing of Description

Exhibit "B" Phase 2 Development Parcel Lease Area — Legal Description of LESSEE'S Phase 2 Development Parcel and Sketch or Drawing of Description

Exhibit "C" Liability Insurance Certificate(s) as required under this lease and/or applicable Minimum Standards for Commercial Aeronautical Activities (Note: This certificate shall show that the City has been named as an additional insured on all policies.)

Exhibit "D" Minimum Standards for Commercial Aeronautical Activities

Exhibit "E" Airport Rules and Regulations

MANZIE & DRAKE LAND SURVEYING



LEGAL DESCRIPTION

FERNANDINA BEACH MUNICIPAL AIRPORT
PROPOSED 3 UNIT GROUND LEASE
DECEMBER 13, 2019

FOR A POINT OF REFERENCE COMMENCE AT NATIONAL GEODETIC SURVEY CONTROL STATION "FERNPORT"; THENCE NORTH $36^{\circ}38'24''$ EAST, ALONG A GRID BEARING, A DISTANCE OF 2,394.00 FEET TO NATIONAL GEODETIC SURVEY CONTROL STATION "FERNPORT AZIMUTH MARK"; THENCE NORTH $55^{\circ}05'18''$ WEST A DISTANCE OF 1,942.95 FEET TO THE **POINT OF BEGINNING**; THENCE NORTH $09^{\circ}10'07''$ WEST, A DISTANCE OF 69.00 FEET; THENCE SOUTH $80^{\circ}49'53''$ WEST, A DISTANCE OF 161.00 FEET; THENCE SOUTH $09^{\circ}10'07''$ EAST, A DISTANCE OF 69.00 FEET; THENCE NORTH $80^{\circ}49'53''$ EAST, A DISTANCE OF 161.00 TO THE POINT OF BEGINNING.

CONTAINING 0.255 ACRES MORE OR LESS.

A handwritten signature in black ink, appearing to read "Michael A. Manzie".

MICHAEL A. MANZIE, P.L.S.
FLORIDA REGISTRATION NO. 4069
JOB NO. 14050 12/16/19



580°49'53"W 161.00'

3 UNIT GROUND LEASE

N 55° 05' 18" W 1,942.95

N. 35° 11' 29" N
2.95'
1.750.10'
76.62'

TAXIWAY A

N36°38'24"E

2394.00

JOB NO. 14050
PAGE 3 OF 3

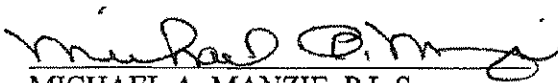
MANZIE & DRAKE LAND SURVEYING



LEGAL DESCRIPTION
FERNANDINA BEACH MUNICIPAL AIRPORT
PROPOSED 6 UNIT GROUND LEASE
DECEMBER 13, 2019

FOR A POINT OF REFERENCE COMMENCE AT NATIONAL GEODETIC SURVEY CONTROL STATION "FERNPORT"; THENCE NORTH $36^{\circ}38'24''$ EAST, ALONG A GRID BEARING, A DISTANCE OF 2,394.00 FEET TO NATIONAL GEODETIC SURVEY CONTROL STATION "FERNPORT AZIMUTH MARK"; THENCE NORTH $55^{\circ}11'26''$ WEST A DISTANCE OF 1,750.10 FEET TO THE **POINT OF BEGINNING** THENCE SOUTH $78^{\circ}04'12''$ WEST, A DISTANCE OF 8.08 FEET; THENCE SOUTH $82^{\circ}06'18''$ WEST, A DISTANCE OF 35.27 FEET; THENCE NORTH $09^{\circ}10'07''$ WEST, A DISTANCE OF 174.67 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF $90^{\circ}00'00''$, AN ARC DISTANCE OF 78.54 FEET AND BEING SUBTENDED BY A CHORD BEARING NORTH $54^{\circ}10'07''$ WEST, A DISTANCE OF 70.71 FEET; THENCE SOUTH $80^{\circ}49'53''$ WEST, A DISTANCE OF 134.95 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE SOUTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF $90^{\circ}00'00''$, AN ARC DISTANCE OF 78.54 FEET AND BEING SUBTENDED BY A CHORD BEARING SOUTH $35^{\circ}49'53''$ WEST, A DISTANCE OF 70.71 FEET; THENCE SOUTH $09^{\circ}10'07''$ EAST, A DISTANCE OF 254.75 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 50.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF $90^{\circ}00'00''$, AN ARC DISTANCE OF 78.54 FEET AND BEING SUBTENDED BY A CHORD BEARING SOUTH $54^{\circ}10'07''$ EAST, A DISTANCE OF 70.71 FEET; THENCE NORTH $80^{\circ}49'53''$ EAST, A DISTANCE OF 178.28 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 50.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF $90^{\circ}00'00''$, AN ARC DISTANCE OF 78.54 FEET AND BEING SUBTENDED BY A CHORD BEARING NORTH $35^{\circ}49'53''$ EAST, A DISTANCE OF 70.71 FEET; THENCE NORTH $09^{\circ}10'07''$ WEST, A DISTANCE OF 79.69 FEET TO THE POINT OF BEGINNING.

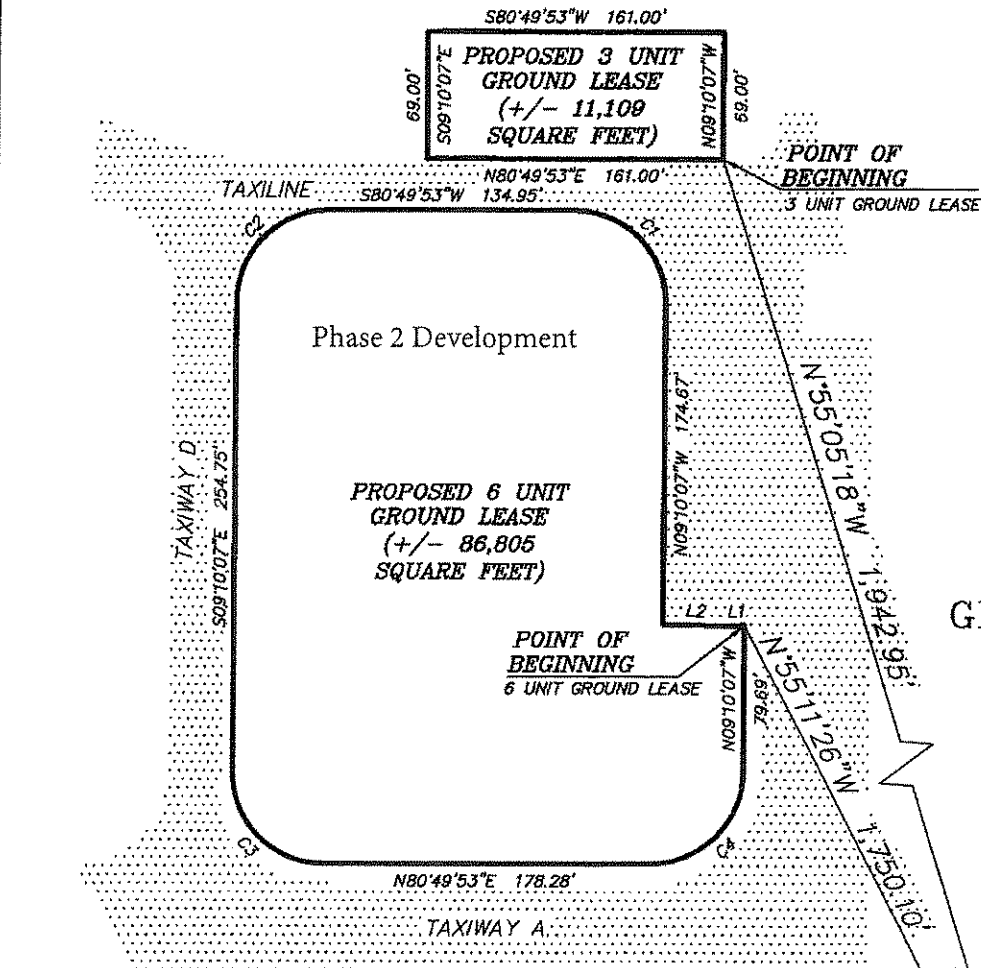
CONTAINING 1.99 ACRES MORE OR LESS.


MICHAEL A. MANZIE, P.L.S.
FLORIDA REGISTRATION NO. 4069
JOB NO. 14050 12/16/19

MANZIE & DRAKE LAND SURVEYING

SKETCH OF LEGAL DESCRIPTION

(LEGAL DESCRIPTION ATTACHED)
(THIS IS NOT A BOUNDARY SURVEY)



GRAPHIC SCALE



(IN FEET)
1 inch = 100 ft.

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	78.54'	50.00'	90°00'00"	N54°10'07"W	70.71'
C2	78.54'	50.00'	90°00'00"	S35°49'53"W	70.71'
C3	78.54'	50.00'	90°00'00"	S54°10'07"E	70.71'
C4	78.54'	50.00'	90°00'00"	N35°49'53"E	70.71'

LINE TABLE		
LINE	BEARING	LENGTH
L1	S78°04'12"W	8.08'
L2	S82°06'18"W	35.27'

POINT OF REFERENCE

"FERNPORT"
GRID NORTHING=2281204.99
GRID EASTING=509734.99

"FERNPORT AZIMUTH MARK"
GRID NORTHING=2283125.94
GRID EASTING=511163.69

FERNANDINA BEACH MUNICIPAL AIRPORT

MINIMUM STANDARDS FOR COMMERCIAL AERONAUTICAL ACTIVITIES

Original Adoption September 10, 1987

Amended December 18, 2007

Amended October 20, 2009

Amended August 2, 2011

Amended October 7, 2014

Prepared By:
City of Fernandina Beach
700 Airport Road

Fernandina Beach, Florida 32034

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Section 1 – General

1.01 INTRODUCTION

The City of Fernandina Beach, as owner, operator, and sponsor of Fernandina Beach Municipal Airport (FBMA), being responsible for all aspects of the administration of this public, general aviation facility, and in order to foster and encourage the economic growth and orderly development of aviation and related aeronautical activities at FBMA has established certain requirements for commercial aeronautical entities to ensure that adequate aeronautical services and facilities are provided to the users of FBMA.

These Minimum Standards for Commercial Aeronautical Activities (Minimum Standards) are the threshold entry requirements for a person or persons, partnership, company, trust, corporation, or other business entity, based on FBMA and/or using FBMA, to engage in one or more commercial aeronautical service or activity to the public at FBMA. These Minimum Standards are to promote fair competition at FBMA, taking into consideration the aviation role of FBMA, facilities that currently exist at FBMA, services being offered at FBMA, and the future development planned for FBMA. The uniform application of these Minimum Standards, containing the minimum levels of service and facilities that must be offered by the service provider, relates primarily to the public interest and discourages substandard entrepreneurs, thereby protecting both established and future aeronautical activity as well as FBMA patrons. All commercial aeronautical operators are provided a level playing field on which they will hopefully prosper while providing excellent service to aviation customers. There is not any prohibition to exceed the minimum requirements in terms of quality of facilities and services provided.

The adoption of these Minimum Standards for Commercial Aeronautical Activities is recommended by the FAA to comply with federal law and regulations that prohibit the granting of exclusive rights to use an Airport that has received federal Airport Improvement Program (AIP) funding. The City of Fernandina Beach will comply with federal law and Federal Aviation Administration (FAA) Advisory Circulars which currently exist for MINIMUM STANDARDS FOR COMMERCIAL AERONAUTICAL ACTIVITIES, and EXCLUSIVE RIGHTS AT FEDERALLY-OBLIGATED AIRPORTS, and as those advisory circulars may be amended by the FAA from time to time.

These Minimum Standards are not intended to be all-inclusive, as the operator of a commercial aeronautical venture who is based on or uses FBMA will be subject to additional applicable federal, state and local laws, codes and ordinances and other applicable regulatory measures, including the Airport Rules and Regulations pertaining to all such activities.

1.02 PURPOSE

- Provide a minimum level of services that are offered to the public in connection with the conduct of particular aeronautical activities or services on FBMA
- Provide for the safe conduct of all commercial aeronautical activities at FBMA
- Protect airport users from unlicensed and unauthorized products and services
- Maintain and enhance the availability of adequate services for all airport users
- Provide that no entity receives a competitive advantage through less-than-fair and uniform market value use of City facilities
- Promote the economic health of FBMA businesses
- Promote the orderly improvement and development of FBMA

1.03 EXCLUSIVE RIGHTS

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In accordance with FBMA assurances given to the federal or state government by the City as a condition to receiving federal or state funds, the granting of rights or privileges to engage in commercial aeronautical activities shall not be construed in any manner as affording any person or entity any exclusive right, other than the exclusive use of the land and/or improvements which are specifically set forth in a written lease, permit, or agreement.

1.04 STATEMENT OF POLICY

A fair and reasonable opportunity, without unjust discrimination, shall be accorded to all applicants to qualify and present ideas for doing business, using FBMA facilities and furnishings, which the City, deems are available for selected aeronautical activity or service. Proposals meeting the Minimum Standards as established by the City and set forth herein for commercial aeronautical activities at FBMA shall be presented to the City Commission for approval. Commercial aeronautical activities may be proposed that do not fall within the categories designated herein. In any such cases, appropriate Minimum Standards shall be developed on a case-by-case basis for such activities and, if accepted and approved by the City, incorporated into the entity's written agreement with the City and into these Minimum Standards by amendment. The City in its sole discretion may distribute a Letter of Interest (LOI) or a Request for Proposal (RFP) for the leasing/use of available FBMA facilities.

A written agreement, lease, or permit, properly executed by the City and a based or local area commercial aeronautical operator is a prerequisite to commencement of FBMA facility and airfield use by any commercial aeronautical activity. Contingent upon its qualifications, its meeting the established Minimum Standards with the City and the payment of the prescribed rentals, fees, and charges, commercial aeronautical operators shall have the right and privilege to engage in and conduct the activity or activities specified by written agreement with the City. All agreement provisions, however, must be compatible with the Minimum Standards herein contained and will not change or modify the standards and requirements themselves. In all cases where the words "standards" or "requirements" appear, it shall be understood that they are modified by the word "minimum." Any required determinations, interpretations, or judgments regarding what constitutes an acceptable minimum standard, or regarding compliance with such standard, shall be made by the City.

The City reserves and retains the right for the use of FBMA by others who may desire to use it, pursuant to applicable federal, state, and local laws, ordinances, codes, standards, and other regulatory measures pertaining to such use. The City further reserves the right to designate specific FBMA areas in which the individual or a combination of aeronautical services may be conducted. Such designation shall give consideration to the nature and extent of the operation and the lands and improvements available for such purpose, consistent with the orderly and safe operation of FBMA.

These Minimum Standards may be included in whole, in part, or by reference as part of all leases, and other agreements between the City and any entity desiring to be based on and/or use FBMA and engage in any commercial aeronautical activities. The rates, fees, and charges applicable to the providers of commercial aeronautical activities are established by the City to make FBMA as financially self-sustaining as possible and be sufficient to cover FBMA costs.

These Minimum Standards are not retroactive and do not alter any existing written agreement properly executed prior to the date of approval of these Minimum Standards and as may be amended that does not provide for application of future revisions of the Minimum Standards, in which case these Minimum Standards shall be effective consistent with such written agreement. In any event, upon expiration of an existing lease, agreement, or permit with the City or if the commercial aeronautical operator desires to materially increase or expand its activities, the commercial aeronautical operator shall then comply with the provisions of these Minimum Standards. Conversely, these Minimum Standards shall not be deemed to modify any existing agreement under which an entity is required to exceed these Minimum Standards, nor shall they prohibit the City from entering into or enforcing an agreement that

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requires an entity to exceed the Minimum Standards. In the event of any conflict between the terms of these Minimum Standards and the provisions of any lease or agreement, the terms of the lease or agreement shall be controlling.

These Minimum Standards may be supplemented and amended by the City from time to time and in such manner and to such extent as is deemed appropriate by the City. Minimum Standards shall be reviewed and updated at minimum every five years or as needed to be amended.

The City reserves the right to lease an existing facility or any portion of an existing facility to a Specialized Aviation Service Operation (SASO) in order to maximize facility use and business opportunities. A lease of this nature shall be at the City's sole discretion, and shall be considered to meet any minimum facility requirements as defined in these Minimum Standards.

The City further reserves the right to designate from time to time the specific areas where individual aeronautical services or a combination of aeronautical services may be conducted, and to determine whether or not there is sufficient, appropriate, or adequate space at the proposed site to meet the minimum requirements established herein. Such determination shall consider the nature and extent of the proposed operation and the sites available for such purpose, consistent with the current Airport Master Plan and the orderly, safe, and efficient operation and development of FBMA.

1.05 WAIVER OF MINIMUM STANDARDS

No commercial aeronautical operator will be allowed to operate or provide services not in compliance with these Minimum Standards unless unusual circumstances exist which may give cause for consideration of a temporary waiver. The City may, at its sole discretion, waive or modify any portion of the Minimum Standards for any person or entity when it is determined that such waiver is in best interest of the public and will not result in unjust discrimination against other commercial aeronautical operators at FBMA. Any initial waiver will not exceed 12 months. However any waiver may be reviewed annually and extended in sole discretion of City.

1.06 GENERAL REQUIREMENTS FOR COMMERCIAL AERONAUTICAL OPERATORS

The following shall apply to all commercial aeronautical activity or service provider, either a FBO or SASO, at FBMA:

1. Unless otherwise provided by the City, all activities of the commercial aeronautical entity shall be conducted on an area or areas of sufficient size to accommodate all services that the commercial aeronautical operator is approved to perform, allowing for future growth and additional services as contemplated by the City or the commercial aeronautical operator at the time of application, but as limited by the space available on FBMA.
2. Shall conduct its business operations strictly within the areas assigned to it by the City, and its operations shall not in any way interfere with the operations of other commercial aeronautical entities, agencies, or other businesses operating on FBMA, the use of FBMA by the general public, or with any common use areas.
3. Shall provide their services or activities on a fair, equal, and not unjustly discriminatory basis to all users thereof, and they will charge fair, reasonable, and not unjustly discriminatory prices for each unit or services provided. Lessee may be allowed to make reasonable and non-discriminatory discounts, rebates, and other similar types of discounts to volume purchasers or users of the service provided. Further, any commercial aeronautical entity will insure that any sub-lessee or subcontractor comply with the provisions of this paragraph.
4. Personnel shall meet all federal, state, and local training and certification requirements applicable to their individual duties and company services.

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5. Shall control the conduct and demeanor of its personnel and subtenants, as well as to conduct its business operations in a safe, orderly, efficient, and proper manner so as not to unreasonably disturb, endanger, or offend any customers, tenants, or competitive operators.
6. Shall employ the necessary quantity of trained staff, on-duty management, and supervisors to provide for the efficient, safe, and orderly compliance with its lease, agreement, sublease, or permit.
7. No right or privilege will be granted to any commercial aeronautical entity which would prevent any entity operating aircraft at FBMA from performing any services on its own aircraft with its own direct employees (W-2), including but not limited to maintenance and repair, that it may choose to perform.
8. The City reserves the right to further develop or improve FBMA as it sees fit, regardless of the desires or views of the commercial aeronautical operator, and without interference or hindrance. FBMA shall make every effort to minimize the disruption of normal airport usage during periods of repair or further airport development.
9. Airport access and security shall be maintained at all times in accordance with standards as may be established and required by the City.
10. Any fine or penalty imposed on the City by the FAA or other governmental body, resulting from lessee's or permittee's use, operations, and occupancy of the leased premises, will be payable by lessee or permittee.
11. Shall keep current and provide the Airport Manager with applicable point-of-contact(s) and phone numbers for emergency purposes.
12. Shall permit its personnel who drive motor vehicles on FBMA to do so only in accordance with the Airport Rules and Regulations, applicable federal, state, and local laws, ordinances, codes, or other similar regulations now in existence or as may be hereafter modified, amended, or enacted.
13. Shall keep and maintain its leased premises and all improvements in a neat and orderly condition at all times, and in good and substantial repair, condition, and appearance. Shall keep mowed and in a pleasing condition all landscaping and grass areas within its leased premises.
14. Shall commit no unlawful nuisance, waste, or injury on the leased premises and will refrain from doing anything which may result in the creation, commission, or maintenance of such nuisance, waste, or damage to property on FBMA.
15. Shall refrain from creating or allowing on its premises any obnoxious odors or smokes, or noxious gases or vapors. The creation of exhaust fumes by the operation of internal combustion engines or aircraft engines of other types, so long as such engines are maintained and are being operated in a proper manner, is not a violation of this paragraph, nor shall the reasonable operation of the commercial aeronautical operator's business constitute such violation, although some odors, gases, and vapors may result therefrom.
16. Shall refrain from doing anything which might interfere with the effectiveness or accessibility of FBMA's public utilities systems, drainage or sewer system, storm water management system, fire protection system, sprinkler system, alarm system, or fire hydrants and hoses, if any are installed or located on or in their leased premises.
17. Shall remove or dispose of debris and other waste material, whether solid or liquid, arising from the commercial aeronautical operator's activities. Any garbage, debris, or waste, which may be temporarily stored in the open, shall be kept in suitable metal garbage or waste receptacles equipped with tight-fitting covers of a design sufficient to contain whatever may be placed therein. Shall use extreme care when removing all such waste. Any hazardous waste generation, storage, or disposal shall comply with all applicable federal, state, and local regulations.
18. No fuels, oils, greases, detergents, or other insoluble substances shall be placed in the sewage or drainage systems or on the ground. Any FBO or SASO, at its sole cost and expense, shall comply with all requests made by the U.S. Environmental Protection Agency (EPA) or other competent governmental authority including, but not limited, to the installation of a grease

and oil trap designed to catch all oils, greases, detergents, and other insoluble substances used in the maintenance and washing of equipment and/or aircraft. The installation of any required equipment or structure shall conform to recommended specifications of the EPA or Florida Department of Environmental Protection (FDEP) as applicable.

19. Shall at no time conduct any aeronautical activity on leased property from a structure that would be considered temporary or mobile under Florida Building Codes and applicable City Ordinances without specific approval from the City.
20. Shall maintain all aprons, ramps, taxiways, roadways, and parking lots that are constructed by the FBO or SASO or reserved for their exclusive use.
21. Shall refrain from doing any act or thing upon the FBMA which will invalidate or conflict with any fire, property, or liability insurance policies covering FBMA.
22. Shall provide an adequate supply of properly located, type, size and operable fire extinguishers and other safety equipment in accordance with the National Fire Prevention Association (NFPA) requirements.

1.07 SUB-LESSEE OR SUBCONTRACTOR REQUIREMENTS

If a commercial aeronautical operator leaseholder desires to sublease space to another person or entity or contracts with an aeronautical operator to provide one or more specialized aviation services, the following conditions shall apply:

1. Lessee must obtain written approval of sublease or subcontractor agreement from the City before allowing sub-lessee or subcontractor to occupy or conduct any form of business from the lessee's leasehold. Said sublease or subcontract shall define the type of business and service to be offered by sub-lessee or subcontractor.
2. Sub-lessee or subcontractor shall also enter into an agreement with the City. Such agreement shall be appropriate to the particular type of services to be provided by sub-lessee or subcontractor. The agreement or permit shall provide for payment by sub-lessee or subcontractor to FBMA of fees pertinent to the types of services offered by sub-lessee or subcontractor unless prohibited by written agreement.
3. Lessee must have the facilities and physical space necessary to support the aeronautical services of his sub-lessee(s) or subcontractor(s). Such facilities and space shall be sufficient to accommodate the lessee's aeronautical service as well as those requirements for any sub-lessee or subcontractor according to these Minimum Standards.
4. The sub-lessee or subcontractor must meet all of the Minimum Standards established by the City for the category or categories of services to be furnished. The Minimum Standards may be met in combination by lessee and sub-lessee or subcontractor. Any sublease or subcontract agreement shall specifically define those services provided by lessee to sub-lessee or subcontractor that must be used to meet the Minimum Standards.
5. Sub-lessee or subcontractor shall provide evidence of minimum insurance coverage as determined by the City for the categories of service to be offered as noted in Section 1.08 and Appendix B. Additionally any sub-lessee or subcontractor shall carry premise insurance.

1.08 INSURANCE REQUIREMENTS FOR COMMERCIAL AERONAUTICAL OPERATORS

Insurance amounts as detailed in Appendix B provide a minimum guideline and may not meet the requirements for every commercial aeronautical entity. Each commercial aeronautical entity should make its own analysis to determine if more is needed. Insurance coverage shall be obtained and paid for by the commercial aeronautical operator as required in the coverage and amounts specified by the City. Commercial aeronautical operators shall demonstrate to the City's satisfaction evidence of its ability to acquire insurance coverage as stipulated for each particular type of operation. Each policy shall name the City of Fernandina Beach as additional insured. All insurance required shall apply as primary and not in excess of or contributing with other insurance which the commercial aeronautical entity may carry. A Certificate of Insurance or a copy of the insurance policies shall be furnished to the City with each annual

renewal and shall provide 30 days advance written notice of any change in coverage to any policy or cancellation of any policy. The City will provide 90 days advance notice of any changes to the minimum insurance coverage requirement. The types of insurance as noted in Appendix B may be added to or deleted from as determined by the City in its sole discretion.

A commercial aeronautical operator leaseholder shall be required to carry public liability insurance for any sub-lessee or subcontractor or provide a certificate of insurance which shows the entity and the City as named insured, in amounts commensurate with sub-lessee's or subcontractor's individual activities and services, as determined by the City.

Section 2 – Lease Requirements for Commercial Aeronautical Operators

2.01 BUSINESS PLANNING

The Airport Manager is the first person of contact to discuss providing or increasing a commercial aeronautical opportunity at FBMA. At this meeting any prospective commercial aeronautical operator can secure the necessary documents needed to complete the process to become a FBO or SASO at FBMA. Documents available include:

1. Minimum Standards for Commercial Aeronautical Activities
2. Airport Leasing Policy
3. Application for Ground or Facility Lease or Airport Operating Permit
4. Airport Ground Leasehold Development Process
5. Airport Architecture and Building Design Standards
6. Airport Rates and Charges
7. Sample Ground or Facility Lease
8. Airport Rules and Regulations

2.02 QUALIFICATION AND REQUIREMENTS

Any person desiring to conduct a commercial aeronautical activity on FBMA must complete a written application for an Airport Ground or Facility Lease or Airport Operating Permit and submit it to the Airport Manager detailing what aeronautical service or services are to be provided. No processing or approval action is possible until this application is submitted. Such application from any prospective commercial aeronautical operator assists in the City's determination that the applicant is technically and financially able to perform the services proposed. A person or entity shall have such business background and shall demonstrate the business capability to successfully provide the contemplated commercial aeronautical activity as to meet the City's approval. The information presented shall include financial documentation (annual balance sheets and related) to demonstrate the entity's financial capability to initiate operations and/or to construct improvements that may be required to support the proposed operation, or operations, and also indicate the commercial aeronautical operator's ability to operate the contemplated operations, once initiated. In each instance, the City shall be the final judge as to the qualifications and financial ability of the entity. A business plan may be required of entities desiring to operate on FBMA. The City also may request any such additional information as may reasonably be required to evaluate the proposal. Additionally any entity seeking to conduct commercial aeronautical activity at FBMA as a FBO shall demonstrate that it has adequate resources to realize the business objectives agreed to by the City and the entity.

Those commercial aeronautical entities not leasing or subleasing property on FBMA, such as an independent aeronautical operator or an independent service provider, also need to provide appropriate documentation as part of the application process for their proposed operation to secure an Airport Operating Permit. Such independent commercial aeronautical operators shall meet and maintain

compliance with the applicable Minimum Standards for their commercial activity. The City retains the right to restrict or deny such FBMA access if FBMA safety or efficiency is compromised by the existence of the proposed commercial service or activity. Further the City has the right to prohibit use or continued use of FBMA should a lease holding entity offer same or similar services on FBMA. Once an Airport Operating Permit is approved then each year such independent commercial aeronautical operators shall secure an annual renewal of the permit to include providing applicable operational certificates, providing evidence of insurance, and paying any applicable fees.

2.03 APPLICATION TO PROVIDE ON AIRPORT SERVICES

Demonstration of intent to conduct a business operation at FBMA shall be by application to the Airport Manager. The following at minimum must be provided:

1. The legal name of the entity submitting this application and its business name (if different).
2. The address and telephone number of the entity and primary contact person.
3. The names, addresses, phone numbers, and short resume of all owners of five (5) per cent or more equity interest, management control, or debt in the entity.
4. A comprehensive listing of all activities proposed to be offered, along with copies of all applicable federal, state, or local operating certificates and licenses held.
5. Evidence of past experience and technical ability to perform and/or develop the proposed services and facilities.
6. Amount of land to lease.
Building space to lease or facilities to construct.
Will there be any subleasing of building space.
7. The estimated cost of any structure or facilities to be constructed or furnished, proposed specifications, and the means and method of financing such construction.
8. The dates for commencement and completion of proposed development or the proposed date for commencement of the intended activities and proposed term for conducting same.
9. The equipment, any special tooling required, vehicles, and inventory proposed to be utilized in connection with the intended activities.
10. Will there be any hazardous materials located on site. If yes describe.
11. The number of persons to be employed, including the names and qualifications of each management/supervisory person, and specifications as to whether the employees will be full-time, part-time, or seasonal.
12. Periods (days and hours) of proposed operation:
13. The number of aircraft to be utilized in connection with the proposed activities and the make, model, passenger seating capacity, cargo capacity, aircraft registration number, and copies of applicable operating certificates for each aircraft.
14. Amounts and types of insurance coverage to be maintained (no less than required under Minimum Standards).
15. For proposed agreements for lease of unimproved or improved Airport areas, a layout (to scale) of the size, configuration, and location of the property proposed for occupancy and a preliminary drawing(s) of the building(s) and improvements to be constructed, together with the identification of vehicle parking areas (See Ground Leasehold Development Process).
16. For proposed agreements to lease existing structures or improvements, a description of the size, location, and proposed utilization of office, hangar, tie-downs, and vehicle parking areas to be utilized (See Ground Leasehold Development Process).
17. Evidence of a written business plan to include:
 - a. Business projections for the first year by quarter and the succeeding 4 years annualized.
 - b. A current balance sheet and previous fiscal year's balance sheet.
 - c. Methods to be used to attract new business (advertising and incentives).
 - d. Amenities to be provided to attract business.
 - e. Plans for physical expansion, if business should warrant such expansion.
18. Contact information of three references (name, title, company, telephone).

19. Contact information of three credit references (name, title, company, telephone).

2.04 ACTION ON APPLICATION FOR COMMERCIAL AERONAUTICAL OPERATORS

With a properly submitted application to the Airport Manager, an agreement or lease will then be developed between the entity and the City. Both documents are also presented to the Airport Advisory Commission for its review. The Airport Advisory Commission will develop a recommendation and forward to the City Commission for its final action. This process can take 120 days from the receipt of application.

Applications may be denied for one or more of the following reasons:

1. The applicant, for any reason, does not meet qualifications, standards, and requirements established by these Minimum Standards.
2. The proposed operation or construction will create a safety hazard on FBMA.
3. The granting of the application will require the expenditure of local funds, labor, or materials on the facilities described in or related to the application, or the operation will result in a financial loss or hardship to FBMA.
4. There is no appropriate or adequate available space or building on FBMA to accommodate the proposed activity at the time of application.
5. The proposed operation, FBMA development, or construction does not comply or is inconsistent with the Land Development Code, approved Airport Layout Plan, or conflicts with federal, state, or local rules and regulations.
6. The development or use of the land area requested will result in aircraft or building congestion or will unduly interfere with the operation of any present commercial aeronautical operator on FBMA or restrict aircraft access to any commercial aeronautical operator's area.
7. Any party applying, or interested in the business, has supplied false information, or has misrepresented any material fact in the application or in supporting documents, or has failed to make full disclosure on the application.
8. Any party applying, or having an interest in the business, has a record of violating the FBMA Airport Rules and Regulations, the rules and regulations of any other airport, Florida Department of Aviation (FDOT) aviation regulations, or Federal Aviation Regulations.
9. Any party applying, or having an interest in the business, has defaulted in the performance of any lease or other agreement with the City or any lease or other agreement at any other airport.
10. On the basis of current financial information, the entity does not, in the opinion of the City, exhibit adequate financial responsibility to undertake the proposed services.
11. Any party applying, or having an interest in the business, is not sufficiently credit worthy and responsible in the judgment of the City to provide and maintain the business to which the application relates and to promptly pay amounts required under the lease.
12. The applicant cannot provide a performance bond or other adequate security in an amount required by the City to ensure performance of its obligations under its proposed lease or permit or ensure completion of any associated construction.
13. The applicant has committed any crime, or violated any local ordinance, rule, or regulation, which adversely reflects on its ability to conduct the FBO or SASO operation applied for.

2.05 SITE DEVELOPMENT AND CONSTRUCTION STANDARDS

Once the City Commission has approved the agreement, both parties sign the lease or agreement and rent becomes applicable. In the meantime, with a supporting recommendation from the Airport Advisory Commission, it is usual for a commercial aeronautical operator, if desired, to begin the site development and permitting process. The commercial aeronautical operator shall obtain at its sole expense all licenses and permits necessary for the conduct of the commercial aeronautical operator's activities at FBMA as required by the City or any other duly authorized governmental agency. However,

no construction of any kind shall be commenced at FBMA without final approval from the City, FAA, or any other agency that may have jurisdiction. Any proposed construction or modification of facilities by a commercial aeronautical operator will be subject to the development regulations described in the Airport Ground Leasehold Development Process, the Airport Architecture and Building Design Standards, applicable federal, state, local laws and regulations, Florida Building Codes, applicable City Building Ordinances, NFPA requirements, and conformity with the Airport Master Plan. The City must approve the plans and specifications prior to construction, and also approve the filing by the prospective commercial aeronautical operator of a notice of proposed construction required by FAR Part 77, "Objects Affecting Navigable Airspace," to the FAA (Form 7460-1).

Land that is designated for aeronautical purposes must be developed and used for aeronautical activities only. Non-aviation related activities shall not be allowed in buildings or hangars located on land designated for aeronautical purposes without FAA approval. However the City may, at its option, grant an exemption to permit in conjunction with an aeronautical use a limited non-aeronautical use of the land and facility usually not to exceed 30%. No commercial aviation operator shall be allowed to operate in, from, or around a City owned t-hangar or bulk row storage hangar.

All improvements constructed on FBMA, other than trade fixtures, shall become a part of the land and belong to the City upon expiration, termination, or cancellation of the lease agreement between the commercial aeronautical operator and the City covering such improvements. If the commercial aeronautical operator chooses to develop a site which is not currently served by taxiways, roadways, and/or utility services, the commercial aeronautical operator shall be responsible for extending such services and pavement surfaces to its site at the commercial aeronautical operator's sole expense, unless otherwise negotiated with the City. All such utility services and pavement areas shall be constructed in full compliance with FBMA and FAA standards, as well as applicable City codes.

Section 3 – Fixed Base Operator (FBO)

3.01 GENERAL

A Fixed Base Operator is an entity that provides multiple aeronautical services including aircraft fueling to aircraft owners, airport users, and airport tenants. Only a FBO shall be permitted to sell aviation fuel, lubricants, and other related services to both transit aircraft operations and operations of aircraft based at FBMA.

3.02 FBO MINIMUM SERVICE LEVEL

1. Aircraft Fueling and Oil Services
2. Aircraft Line Services
3. Aircraft Crew and Passenger Customer Services
4. The following optional services are encouraged, but not required:
 - a. Aircraft Maintenance and Repair
 - b. Aircraft Bulk Hangar Storage
 - c. Flight Training
 - d. Aircraft Rental/Lease

A FBO may subcontract or use third party operators to provide any of the required FBO services or optional services above, with the exception of Items 1 through 3. For these services, a FBO may be permitted to enter into an agreement with a professional aviation services management company, experienced in managing/operating FBO's, to provide day-to-day management and/or staffing. Such management agreement must be approved by the City. The FBO shall remain the responsible party to the City for all decisions related to safety, security, and overall operational issues. A FBO's subcontractors

and third-party operators shall meet or exceed all Minimum Standards applicable for such services performed and must operate from the FBO premise. See Section 1.07 regarding subleases.

3.03 FBO MINIMUM SERVICE STANDARDS

1. Operation
 - a. Shall have premises open and services available every day of the year, except Christmas Day, from 0800-2000.
 - b. Shall be staffed with a minimum of two properly trained and uniformed personnel during normal business hours.
 - c. Shall be available to provide services outside of normal business hours, if requested in advance, or in response to unscheduled required services.
 - d. Shall be able to assist in the removal of disabled aircraft from FBMA's runway and taxiway system in a timely manner.
2. Aircraft Fueling and Oil Services
 - a. Shall provide the sale and into-plane delivery at a minimum 100LL-octane Aviation Gas (Avgas) and Jet A aviation fuels, accepted grades of aviation engine oils and lubricants, and other aviation petroleum products for aircraft that regularly operate at FBMA.
 - b. Shall deliver fuel to aircraft utilizing at least one Jet A refueling vehicle with a capacity of 2,000 gallons and one Avgas refueling vehicle with a capacity of 500 gallons.
 - c. Shall demonstrate satisfactory arrangements to purchase fuel, oil, and aviation lubricants in such quantities as is necessary to meet expected demand.
 - d. Shall provide properly trained personnel in the safe and proper handling, dispensing, and storage of aircraft fuel using equipment provided by the FBO.
 - e. Shall operate a fixed fuel storage facility which shall contain safety fixtures and filtration systems to ensure aircraft fuel quality in accordance with all Environment Protection Agency (EPA) regulations including proper fuel spill prevention features and containment capabilities. In addition, shall provide an approved fuel Spill Prevention Countermeasure and Control (SPCC) Plan to the Airport Manager or be properly coordinated into the Airport's SPCC Plan.
 - f. In addition to into-plane delivery may provide self-fueling facility for public use and such equipment must be in compliance with applicable state and local regulations and standards, and comply with fueling equipment requirements listed in this section.
 - g. Shall comply with all applicable local, state, and federal environmental statutes and regulations regarding storage tanks, disposal of waste oil and other potentially hazardous substances, and for the refueling of all aircraft and vehicles.
 - h. All equipment used for the storage, handling, and/or dispensing of petroleum products must meet all applicable federal, state, and local safety and fire codes, regulations and standards, NFPA requirements for aircraft fueling operations, and the appropriate FAA Advisory Circular.
 - i. All dispensing equipment shall be equipped with reliable metering devices subject to an independent inspection of the Motor Fuels Section of the Florida Department of Transportation and must be capable of servicing, in an efficient and safe manner, all types of aircraft. All metering devices must be inspected, checked and certified annually by appropriate local and state agencies. A copy of each such inspection must be provided to the Airport Manager.
 - j. All fueling services and systems shall be subject to routine inspection for fire and other hazards by the City, the FAA, and the appropriate state and local fire agencies.
 - k. Quality control of the fuel is the responsibility of the FBO.
 - l. Complete dated records shall be kept with regard to all maintenance activities conducted on fueling equipment and mobile refueling vehicles.
 - m. Shall maintain current fuel reports on file and available for auditing at any time by the City, the FDOT, or the FAA or other applicable agencies.
3. Aircraft Line Services

- a. Shall provide ramp assistance including the parking, tie-down, ground handling, and storage of aircraft including ropes or other types of restraining devices and wheel chocks for aircraft based or normally transiting FBMA.
- b. Shall provide adequate loading/unloading and towing equipment to safely and efficiently move aircraft to include aircraft tug(s) that can accommodate aircraft based or normally transiting FBMA.
- c. Shall provide proper equipment as may be required to service and support aircraft based or normally transiting FBMA such as inflating aircraft tires, changing engine oil, washing aircraft windscreens, recharging aircraft batteries, and starting engines and performing minor repairs not requiring a certified mechanic. Shall have ground power starting capability.
- d. Keep the ramp well maintained, clean, and free of foreign object debris (FOD).
4. Aircraft Crew and Passenger Customer Services
 - a. Shall provide a flight planning area with appropriate communication facilities for complete flight planning including weather communication links separate from other public areas.
 - b. Shall provide a minimum of one courtesy vehicle available for customer use.
 - c. Shall provide appropriate concierge services and/or referral services as may be required to pilots and users and maintain local ground transportation contacts.
 - d. Shall have available basic pilot supplies.
5. Optional Services
 - a. Shall meet Minimum Standards for like category of SASO as to equipment and services.

3.04 LAND AND IMPROVEMENTS REQUIREMENTS

1. Shall lease land area at a minimum of four acres (174,240 square feet) to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking. Parking requirements will be in accordance with City code.
2. Shall lease or construct on the leased premises a public use operations building(s) and related improvements not less than 3,200 total square feet to sufficiently accommodate all activities and operations proposed, as approved by the City. The facility shall be properly lighted, air-conditioned, and heated to include office space, floor space for lobby or public waiting area, pilot's lounge separate from public waiting area, classroom/training room and/or conference room, storage, and public restrooms. Also provide snack food and beverage machines and public use telephone.
3. If optional services for aircraft maintenance and repair and/or aircraft bulk hangar storage is offered then shall lease or construct a hangar facility not less than 4,800 square feet with properly lighted space to perform maintenance work, aircraft storage, parts storage.
4. Any facility(ies) provided shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances.
5. Shall provide sufficient ramp area to support all activities of the FBO and all approved subtenants.
6. Shall lease or construct a separate, above ground or approved underground, aircraft fuel storage facility in a designated area with a minimum 10,000 gallons 100LL/Avgas and 10,000 gallons Jet A. Such facility may offer self-serve capability for either or both fuel products sold. Such facility and all improvements shall, at the FBO own expense, be maintained in a presentable condition consistent with good business practices and in accordance with the appropriate rules and regulations at the time of construction and any mandated changes.

3.05 INSURANCE

See Section 1.08 and Appendix B for insurance coverage requirements for a FBO operation on FBMA.

Section 4 – Specialized Aviation Service Operation (SASO)

4.01 GENERAL

A Specialized Aviation Service Operation (SASO) is a person or entity that provides a single or limited number of commercial aeronautical services and activities, and shall comply with the Minimum Standards for the specific service or activity described in this section. A SASO may not sell fuel.

Whenever a SASO conducts multiple activities pursuant to one lease, permit, or agreement with the City, and the Minimum Standards for one of the commercial aeronautical operator's activities are inconsistent with the Minimum Standards for another of the commercial aeronautical operator's activities, then the Minimum Standards which are more stringent, and/or more protective of the public's health, safety, and welfare, shall apply. When one or more activity is conducted, the minimum requirements may vary depending on the nature of each activity or combination of activities, but shall not necessarily be cumulative but will be required to obtain insurance for all exposures.

Nothing contained herein shall convey or imply an exclusive right of operation by any such commercial aeronautical entity. The City reserves the right to consider any and all other type services and activities not otherwise described herein as a SASO.

A SASO may sublet from a FBO or another SASO with approval of the City and payment of appropriate fees for the privilege to operate a commercial entity on FBMA. See Section 1.07 regarding subleasing.

4.02 SASO – AIRCRAFT MAINTENANCE AND REPAIR SERVICES (Airframe, Power Plant, Propeller, Radios, Instruments, and Accessories)

An aircraft maintenance and repair services SASO engages in a business capable of providing a service, or combination of services which otherwise may require FAA certification for the repair of aircraft airframe (major and minor), power plant, propellers, radios, instruments, and accessories for general aviation aircraft. This category shall also include the nonexclusive sale of aircraft parts and accessories. A SASO in this category may provide full service maintenance and repair services, individual services, or a combination of services. Usually this type of repair is performed on the aircraft, although it may also include bench repair of items removed from an aircraft that are intended for replacement on that aircraft.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall include properly lighted, air conditioned, and heated office space, storage, and restroom area. Also provide telephone availability.
4. Any shop area and/or equipment and parts storage area provided shall be properly ventilated.
5. Shall possess and maintain all licenses and/or certificates as may be required by the FAA, Federal Communications Commission (FCC), or other appropriate agency which are applicable to the operation or services contemplated.

6. Shall employ and have on duty during operating hours trained personnel in such numbers as may be required to meet these Minimum Standards in a safe and efficient manner, but never less than one person currently certificated by the FAA with ratings appropriate to the work being performed and who holds a mechanic certificate or an inspection authorization.
7. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring the SASO services.
8. At the SASO discretion, but strongly encouraged, provide on-call emergency service capability.
9. Shall conduct all maintenance operations in accordance with applicable Airport Rules and Regulations, National Fire Protection Association requirements, and other applicable safety regulations.
10. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.03 SASO – AIRCRAFT COMPONENT AND SUPPORT SERVICES (ancillary aircraft ground services such as aircraft stripping/painting, aircraft salvage, refurbishing, upholstery)

An aircraft component and support services SASO engages in the business of aircraft support services such as aircraft painting, aircraft salvage, refurbishing, upholstery, and similar aircraft components and support services. This category of commercial aeronautical operator also includes the nonexclusive sale of new and/or used components described above.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall include properly lighted, air-conditioned, and heated office space, storage, and restroom area. Also provide telephone availability.
4. Any shop area and/or equipment and parts storage area provided shall be properly ventilated.
5. Shall possess and maintain all licenses and/or certificates as may be required by the FAA, or other appropriate agency which are applicable to the operation or services contemplated.
6. Shall employ and have on duty during operating hours trained personnel in such numbers as may be required to meet the Minimum Standards in a safe and efficient manner, but never less than one person currently certificated as a FAA rated repairman or inspector as appropriate to the services to be offered.
7. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
8. Any stripping/painting provided must be with a proper spray booth and comply with all federal, state, and local regulations pertaining thereto.
9. Shall conduct all maintenance operations in accordance with applicable Airport Rules and Regulations, National Fire Protection Association requirements, and other applicable safety regulations.
10. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.04 SASO – FLIGHT TRAINING

A flight training SASO engages in instructing pilots in dual and solo flight training, in fixed and/or rotary wing aircraft, and provides such related ground school instruction as is necessary preparatory to taking a written examination and flight check ride for the category or categories of pilots' licenses and ratings involved.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall be properly lighted, air-conditioned, and heated to include office space, floor space for lobby or public waiting area, classroom or suitable accommodation for proper ground school instruction, storage, and public restroom. Also provide telephone availability.
4. Shall have available for use in flight training, either owned or leased by and under exclusive control of the SASO not less than one aircraft properly equipped and maintained, and FAA certified for flight instruction.
5. Shall have in its employ or under contract, and on duty as required during operating hours, currently FAA certificated instructor pilots and ground instructors in sufficient numbers as may be required, but never less than one instructor/pilot, to meet the demands of the number of students expected to be engaged in such flight training.
6. Shall provide suitable space equipped with adequate audio and visual aids for effective ground school instruction. All materials, supplies, and training methods must meet FAA requirements for the type training offered.
7. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
8. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.05 SASO – AIRCRAFT LEASE/RENTAL

An aircraft lease/rental SASO engages in the lease or rental of aircraft to the public for compensation.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall be properly lighted, air-conditioned, and heated to include office space, floor space for lobby or public waiting area, storage, and public restroom. Also provide

telephone availability.

4. Provide, and at all times maintain not less than one aircraft, owned or leased by and under exclusive control of the SASO, properly equipped and maintained aircraft and FAA certified for rental.
5. Shall have in its employ or under contract and on duty as required during operating hours trained personnel in such numbers as may be required to meet the Minimum Standards in a safe and efficient manner, but no less than one properly FAA certified and qualified pilot to provide demonstration and check rides for any aircraft it intends to lease or rent.
6. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
7. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.06 SASO – AIRCRAFT CHARTER AND AIR TAXI SERVICE

An aircraft charter and/or an air taxi service SASO engages in the business of providing air transportation of person and/or property, to the general public for hire, on demand, either on a charter basis or as an air taxi operator, as currently defined in the FAR Part 135 “Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft,” or as may be supplemented or amended from time to time.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall be properly lighted, air-conditioned, and heated to include office space, floor space for lobby or public waiting area, storage, and public restroom. Also provide telephone availability.
4. Shall have and maintain during the term of the tenancy at FBMA, an air taxi license (refer to FAR Part 135) and shall operate in conformance with all appropriate FARs including but not limited to FAR Part 135 as amended.
5. Shall provide not less than one aircraft properly maintained and currently certified under FAR Part 135, either owned or under written lease to the SASO, all of which must meet the requirements of the FAA air taxi commercial operator certificate held by the SASO. Any multi-engine aircraft shall be certified for instrument operations.
6. Shall have in its employ or under contract and on duty as required during operating hours trained personnel in such numbers to carry out services as may be required to meet the Minimum Standards in a safe and efficient manner, but never less than one person who hold current FAA commercial pilot certificate with appropriate ratings to permit the flight activity offered by the SASO. All flight crews shall be properly rated for the aircraft operated. Shall provide dispatch capability within six hours of a customer request.
7. Employ one person with experience and ability to provide charter quotes, schedule and dispatch support, and customer service.
8. Make satisfactory arrangements for the checking in of passengers, handling of luggage, ticketing, ground transportation, etc.
9. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the

SASO services.

10. Charter and non-scheduled air taxi companies, not regularly based at FBMA, but who are providing service to and from FBMA, are not subject to these Minimum Standards, but must comply with the Airport Rules and Regulations.
11. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.07 SASO – AIRCRAFT SALES (NEW AND/OR USED)

An aircraft sales SASO engages in the sale of new and/or used aircraft through brokerage, ownership, franchise, or licensed dealership or distributorship, either on a retail or wholesale basis, of an aircraft manufacturer or otherwise, and provides or provides access to such repair, services, and parts, as may be contractually required, to meet any guarantee or warranty on new and/or used aircraft sold by it.

- A. **NEW AIRCRAFT SALES:** An aircraft sales SASO engages in the sale of new aircraft through franchises or licensed dealerships, if required by local, county, or state authority, or distributorship, either on a retail or wholesale basis, of an aircraft manufacturer or used aircraft.
- B. **USED AIRCRAFT SALES:** Many companies engage in the purchasing and selling of used aircraft. This is accomplished through various methods including matching potential purchasers with an aircraft, i.e. brokering, assisting a customer in the purchase or sale of an aircraft, or purchasing used aircraft and marketing them to potential purchasers.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall be properly lighted, air-conditioned, and heated to include office space, storage, and public restroom. Also provide telephone availability.
4. A dealer of new aircraft shall hold an authorized factory sales or distributor franchise or sub-dealership. All aircraft dealers shall hold applicable licenses or permits that may be required by any law or regulation.
5. A dealer of new aircraft shall have available or on-call at least one current FAA certificated and airworthy model demonstrator for the aircraft in its authorized product line. A new aircraft dealer shall be able to provide for demonstration of additional models of the manufacturer for which a dealership is held.
6. Dealers of used aircraft shall have reasonable access to aircraft offered for sale for purpose of demonstration.
7. Shall have in its employ or under contract and on duty as required during operating hours trained personnel in such numbers as may be required to meet the Minimum Standards in a safe and efficient manner, or be able to obtain within eight hours of a request a fully qualified pilot for the aircraft to be demonstrated.
8. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
9. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.08 SASO - AIRCRAFT HANGAR STORAGE

An aircraft hangar storage SASO engages in the rental of space within conventional, open-bay, bulk hangars for the temporary or long-term parking or storage of aircraft.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including a restroom and properly sized paved aircraft apron.
3. May provide properly lighted, air-conditioned, and heated office space(s).
4. Shall have his facilities available for the tenant's aircraft removal and storage on a continuous basis.
5. Shall determine which party is responsible for the tenant's aircraft removal and storage on a continuing basis.
6. Shall employ trained personnel to meet all requirements for the storage of aircraft with appropriate equipment and on site during all aircraft operations.
7. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.09 SASO – AIRCRAFT MANAGEMENT SERVICES

An aircraft management service SASO engages in the operational management of based aircraft for specific aircraft owners. Typically, an aircraft management service operator ensures or provides aircraft maintenance coordination, storage, dispatch, aircrew assignment, and ground servicing for these aircraft. An aircraft management service SASO may choose not to own or exclusively lease the aircraft to be managed and would therefore be prohibited from self-fueling such aircraft. Copies of management services agreements between the aircraft owner and the SASO must be furnished to the City.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall be properly lighted, air-conditioned, and heated to include office space, floor space for lobby or public waiting area, storage, and public restroom. Also provide telephone availability.
4. Shall provide and have based upon its leasehold properly certificated and maintained aircraft.
5. Shall have in its employ or under contract and on duty as required during operating hours trained personnel in such numbers to carry out services as may be required to meet the Minimum Standards in a safe and efficient manner, and all pilots must hold current FAA commercial pilot certificates with appropriate ratings to permit the flight activity offered by the SASO. All flight crews shall be properly rated for the aircraft operated. The SASO shall provide reasonable assurance of the continued availability of qualified operating crews within

- a reasonable notice period.
- 6. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
- 7. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.10 SASO – SPECIALIZED COMMERCIAL FLYING SERVICES

A specialized commercial flying service SASO engages in air transportation for hire for the purpose of providing the use of aircraft for activities including, but not limited to the following:

1. Nonstop sightseeing flights that begin and end at the same airport within a 25-mile radius of the airport.
2. Crop-dusting, seeding, spraying, bird chasing, fish spotting, etc.
3. Banner towing and aerial advertising.
4. Aerial photography, mapping, or survey.
5. Aerial fire fighting.
6. Power line or pipeline patrol.
7. Airborne mineral exploration.
8. Aerial ambulance.
9. Any other operations specifically excluded from FAR Part 135.

Minimum Standards:

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including restroom and properly sized paved aircraft apron.
3. May provide properly lighted, air-conditioned, and heated office space.
4. Shall provide and have based on its premises, owned or leased by and under exclusive control of the SASO, a minimum of one airworthy aircraft, suitably equipped for, and meeting all the requirements of the FAA and applicable regulations of the State of Florida with respect to the type of operations to be performed.
5. Shall provide evidence of all applicable FAA and other government agency certificates for services being provided.
6. Shall have in its employ or under contract and on duty as required during operating hours trained personnel in such numbers as may be required to meet the Minimum Standards in a safe and efficient manner, but no less than one properly FAA certified and qualified pilot properly rated for the aircraft to be used and the type of operation to be performed.
7. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
8. In the case of crop-dusting or aerial application, the SASO shall make suitable arrangements and have such space available in its leased area for the safe loading and unloading and storage and containment of noxious chemical materials and that it is properly licensed by the Florida Department of Agriculture for aerial application in the State of Florida.
8. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

NOTE: With prior permission of the City, some requirements above may be satisfied by a sublease of such space from an existing SASO or FBO or through an aeronautical operator agreement for existing

facilities, if available, from the City. See Section 1.07 regarding subleasing.

4.11 SASO – INDEPENDENT AERONAUTICAL OPERATOR

An independent aeronautical operator SASO requires the use of an aircraft to conduct its commercial aeronautical activity at FBMA, however, the independent aeronautical operator does not have commercial tenancy on FBMA. This SASO provides a single-service aeronautical activity on FBMA and may include, but is not limited to, sightseeing; flight instruction; aerial advertising; aerial photography, mapping, or survey; power line or pipeline patrol; firefighting or fire patrol; fish spotting; airborne mineral exploration; aerial ambulance; aircraft broker/dealer; aircraft rental; aircraft charter.

The City recognizes that certain commercial aeronautical operations do not always interface directly with the public and, therefore, do not necessarily require public facilities to satisfactorily conduct business. In some cases the only FBMA requirement is access to the airport or a tie down space since all other activities of the business are normally conducted off the airport. Such a provider must obtain an annual Airport Operating Permit from the City to conduct such business on FBMA. In no case shall a City owned t-hangar or bulk row storage hangar be used to operate a commercial operation on FBMA. However a properly permitted independent aeronautical operator SASO may use such hangar for aircraft storage only. An independent aeronautical operator SASO may also sublet from a FBO or SASO with approval of the City and payment of appropriate fees for the privilege to operate a commercial operation on FBMA. See Section 1.07 regarding subleasing.

A person holding a current FAA flight instructor certificate, who gives occasional flight instruction (does not advertise or proactively make available flight instruction) to an aircraft owner in the aircraft owner's aircraft, shall not be deemed a commercial aeronautical operator.

Minimum Standards:

1. Except as otherwise noted previously herein, this SASO shall have a permit or agreement with the City of Fernandina Beach for the privilege to operate their commercial aeronautical activity on FBMA. Such agreement is in addition to any possible subtenant status to another SASO or FBO.
2. Shall provide equipment and services required to meet the Minimum Standards as herein described elsewhere in Section 4 for the category of aeronautical activity the SASO is performing.
3. Shall comply with the aircraft requirements, including the equipment thereon for each aeronautical service to be performed except multiple uses can be made of all aircraft owned or under lease by the SASO.
4. Shall provide evidence of all applicable FAA or other government agency certificates for the services being provided.
5. Shall have in its employ or under contract and on duty as required during operating hours trained personnel in such numbers as may be required to meet the Minimum Standards in a safe and efficient manner for each aeronautical service the SASO is performing as herein provided. Multiple responsibilities may be assigned to meet the personnel requirements for each aeronautical service being performed by the SASO.
6. For any SASO who do not post regular operating hours shall provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
7. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.12 SASO – INDEPENDENT SERVICE PROVIDER

An independent service provider SASO is a person or entity on FBMA that does not require an aircraft and does not operate from owned or leased property on FBMA. Examples of independent service

Fernandina Beach Municipal Airport Minimum Standards

provider include but are not limited to: certified mechanics and inspectors, aircraft detailers, prop balancing, and oil recyclers.

The City recognizes that certain commercial aeronautical operations do not always interface directly with the public and, therefore, do not necessarily require public facilities to satisfactorily conduct business. In some cases the only FBMA requirement is access to the airport to conduct its commercial aeronautical business. Such a provider must obtain an annual Airport Operating Permit from the City to conduct such business upon FBMA. A properly permitted independent service provider may also sublet from a FBO or SASO with approval of the City and payment of appropriate fees for the privilege to operate a commercial operation on FBMA.

Minimum Standards:

1. Except as otherwise noted previously herein, this SASO shall have a permit or agreement with the City of Fernandina Beach for the privilege to operate their commercial activity on FBMA. Such agreement is in addition to any possible subtenant status to another SASO or FBO.
2. Shall provide evidence of all applicable FAA or other government agency certificates for the services being provided.
3. Shall provide sufficient qualified personnel necessary to meet the Minimum Standards for each aeronautical service provided. However, multiple responsibilities may be assigned to employees where feasible.
4. For any SASO who do not post regular operating hours shall provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
5. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.13 SASO – COMMERCIAL PARACHUTING AND SKYDIVING

A commercial parachuting and skydiving SASO engages in the transportation of persons for skydiving, instruction in skydiving, and rental and sales of skydiving equipment.

Minimum Standards

1. Shall lease sufficient land area, as approved by the City, to provide for all buildings, aircraft parking, paved ramped area, and on-site customer and employee parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized paved aircraft apron. Apron shall have tie down capability for all non-hangared aircraft capable of being tied down.
3. The facility shall be properly lighted, air-conditioned, and heated to include office space, floor space for lobby or public waiting area, classroom or suitable accommodation for proper ground school instruction, storage, and public restroom. Also provide telephone availability. Also within the hangar or building should be an area for parachute rigging.
4. The commercial aeronautical operator shall meet or exceed the Basic Safety Requirements (BSR) of the United States Parachute Association (USPA), FAR Part 105 "Parachute Operations," and related FAA Advisory Circulars.
5. Shall provide suitable space equipped with adequate audio and visual aids for effective ground school instruction. All materials, supplies, and training methods must meet FAA requirements for the type training offered.
6. Shall have available for skydiving, either owned or under written lease to the SASO, at least one properly certificated and equipped aircraft for skydiving.
7. Hours of operation will be at the discretion of the SASO but shall only be daylight hours.
8. Shall have in its employ or under contract and on duty as required during operating hours

trained personnel in such numbers as may be required to meet the Minimum Standards in a safe and efficient manner, but no less than one properly FAA certified and qualified pilot properly rated for the aircraft to be used and the type of operation to be performed.

9. Shall have one appropriately rated jumpmaster.
10. Shall maintain appropriate hours of operation sufficient to meet public demand or provide a point of contact telephone communication capability for the public desiring to utilize the SASO services.
11. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

4.14 FLYING CLUBS

In an effort to foster and promote flying for pleasure, develop skills in aeronautics, including pilotage, navigation, and an awareness and appreciation of aviation requirements and techniques, flying clubs are permitted at FBMA but are subject to these Minimum Standards, the Airport Rules and Regulations, federal, state, and local laws and regulations, and other restrictions as may be set forth in an operating agreement. A flying club qualifies as an individual under the FAA grant assurances. As such, a flying club has the right to fuel and maintain the aircraft of its members. All flying clubs desiring to base their aircraft and operate on FBMA must comply with the applicable provisions of these standards and requirements. However, they shall be exempt from regular commercial aeronautical operator requirements upon satisfactory fulfillment of the following:

Minimum Standards:

1. Shall lease existing property or lease sufficient land area, as approved by the City, to provide all buildings, aircraft parking, paved ramp area, and parking to accommodate activities and operations proposed. Parking requirements will be in accordance with City code.
2. Such facility shall meet FBMA Architectural and Building Design Standards, NFPA requirements, Florida Building Codes, and all applicable City Building Ordinances including properly sized aircraft apron. Apron shall have tie-down capability for all non-hangared aircraft capable of being tied down.
3. A flying club shall be a non-profit or not-for-profit entity (corporation, association, or partnership) organized for the express purpose of providing its members with one or more aircraft for their personal use and enjoyment only. The lease or ownership of the aircraft(s) must be vested in the name of the flying club, or owned on a pro rata basis by all of its members. The property rights of the members of the flying club shall be equal and no part of the net earnings of the flying club will inure to the benefit of any member in any form, such as salaries, bonuses, etc. The flying club may not derive greater revenue from the use of its aircraft than the amount necessary for the operations, maintenance, and replacement of its aircraft, facilities, and overhead, if any.
4. Flying clubs may not offer or conduct charter and/or air taxi services, or rental of aircraft operations. They may not conduct aircraft flight instruction except for regular members owning the aircraft, and only members of the flying club may operate the aircraft. Instruction may be given by a certified instructor member of the flying club or a SASO or FBO based on FBMA authorized to provide flight training. Any properly licensed mechanic who is a regular member of the flying club, or a SASO or a FBO based on FBMA authorized to provide maintenance, is permitted to perform maintenance on aircraft owned by the flying club.
5. All flying clubs and their members are prohibited from leasing or selling any goods or services whatsoever to any person or firm other than to a member of such flying club, except that a flying club may sell or exchange its capital equipment for replacement.
6. The flying club shall furnish the Airport Manager a copy of its charter and by-laws, articles of incorporation, association, partnership agreement, or other documentation supporting its existence; evidence of the club's status as a nonprofit organization; roster or list of members,

including names of officers and directors, to be revised on an annual basis; evidence of insurance in the amounts determined by the City; number and type of aircraft; evidence that all aircraft are properly certificated; evidence that ownership of the aircraft to be used are vested in the club; and the operating rules of the club. The books and records of the club shall be available for review at any reasonable time by the City.

7. See Section 1.08 and Appendix B for insurance coverage requirements for this commercial aeronautical activity on FBMA.

Appendix A - Definitions

- **Aeronautical Activity** – Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted on airports, include, but are not limited to the following: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities, and any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities.

- **Agreement (or Lease)** – A written contract between the City of Fernandina Beach and an entity or person to occupy, use, and/or develop land and/or improvements and engage in aeronautical activity. Such contract shall recite the terms and conditions under which the activity will be conducted at the airport including, but not limited to, term of the agreement, rents, fees, and charges to be paid by the entity or person, and the rights and obligations of the respective parties.

- **Aircraft** – Any contrivance now known or hereafter invented, used, or designed for navigation of or flight in air. Examples of aircraft include, but are not limited to, airplane, glider, rotorcraft (helicopter or gyroplane), balloon, blimp, and ultralight.

- **Aircraft Maintenance** – The inspection, overhaul, repair, preservation, and the replacement of parts. Major repairs include major alterations to the airframe, power plant, and propeller as defined in 14 CFR Part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration. Minor repairs include normal, routine annual inspection with attendant maintenance, repair, calibration, or adjustment of aircraft and their accessories.

- **Airport** – All land within the legal boundaries of Fernandina Beach Municipal Airport, owned by the City of Fernandina Beach.

- **Airport Layout Plan (ALP)** – A drawing depicting the physical layout of the airport that identifies the location and configuration of runways, taxiways, buildings, hangars, roadways, utilities, navigaids, etc.

- **Airport Manager** – The individual appointed and authorized by the City of Fernandina Beach to administer and manage all operations of the airport and airport facilities.

- **Airport Operating Permit** – An administrative approval issued by the City of Fernandina Beach (normally not exceeding annually) to a person or entity to conduct an aeronautical or commercial aeronautical activity on the airport.

- **Airport Rules and Regulations** – Rules and Regulations of the airport, properly adopted by Resolution of the City Commission of the City of Fernandina Beach, as may be amended from time to time.

- **Apron (or Ramp)** – A defined area of an airport intended to accommodate aircraft for the purposes of loading and unloading passengers or cargo, refueling, parking, or maintenance.

- **City** – The City of Fernandina Beach, located in Nassau County, Florida

- **Commercial Aeronautical Activity** – An activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of aircraft operations commonly conducted on the airport and the purpose of such activity being to generate or secure earnings, income, compensation, services, goods, like-kind exchange, or profit of any kind, whether or not such results are accomplished.

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- Commercial Aeronautical Operator – An entity engaging in an activity which involves, compliments, makes possible, or is required for the operation of aircraft, or which contributes to, or is required for the safe conduct and utility of such aircraft operations, the purpose of such activity being to secure earnings, income, compensation, or profit, whether or not such objective or objectives are accomplished. A commercial aeronautical operator may be classified as either a Fixed Base Operator (FBO) or a Specialized Aviation Services Operation (SASO).

- Entity – A person, persons, firm, limited-liability company, corporation, partnership, unincorporated proprietorship, association, or group formed for the purpose of conducting the proposed activity.

- FAA (Federal Aviation Administration) – The federal agency within the Department of Transportation of the United States government that has the responsibility of promoting safety in the air, by both regulation and education.

- FAR (Federal Aviation Regulation) – The federal government rules and regulations governing aviation activity under Code of Federal Regulations – Title 14 Aeronautics and Space.

- Fixed Base Operator (FBO) – A commercial business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction, etc.

- Flight Training – Any primary use of an aircraft to increase or maintain pilot or crewmember proficiency, rather than the use of an aircraft as transportation between two different airports or other destinations. Flight training shall also include any portion of a flight between two airports or other destinations dedicated to increase or maintain pilot or crewmember proficiency.

- Fuel – Any petroleum product used for the purpose of providing propulsion to an aircraft.

- Lessee – An entity that has entered into an agreement with the City of Fernandina Beach to occupy, use, and/or develop land and/or improvements and engage in aeronautical or commercial aeronautical activities.

- Master Plan – An assembly of appropriate documents and drawings covering the development of the airport from a physical, economical, social, and political jurisdictional perspective and adopted by the City Commission, a copy of which is on file and available for inspection in the Airport Manager's office and any amendments, modifications, revisions, or substitutions thereof. The Airport Layout Plan is a part of the Master Plan.

- Minimum Standards for Commercial Activity (Minimum Standards) – The qualifications, criteria, and standards established by the City of Fernandina Beach as the minimum requirements to be met as a condition for the right to conduct a commercial aeronautical activity on the airport.

- Person – Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic or any other group acting as an entity, or combination of thereof; and further includes any trustee, receiver, committee, assignee, or other representative or employee thereof.

- Regulatory Measures – Federal, state, county, city, and airport laws, codes, ordinances, policies, rules, and regulations, including, without limitation, those of the United States Department of Transportation, the FAA, the FDOT, NFPA, Airport Minimum Standards, Airport Rules and Regulations, all as may be in existence, hereafter enacted, and amended from time to time.

- Repair Station – A certificated aircraft maintenance facility approved by the FAA to perform certain specific maintenance functions. These facilities are certificated under 14 CFR Part 145 "Repair Stations."

- Self-Service – Refers to the refueling, repair, preventative maintenance, towing, adjustment, cleaning, and/or other general services of any aircraft performed by the aircraft owner, or by such direct employee(s) of an aircraft owner with resources supplied by the aircraft owner.

- Shall (or will or must) – These words are always mandatory.

- Specialized Aviation Service Operation (SASO) – A commercial aeronautical entity that offers a single or limited service. These types of companies differ from a FBO in that they typically offer only a specialized aeronautical such as aircraft sales, flight training, aircraft maintenance, aircraft rental, or avionics services for example.

- Subcontract – A written agreement stating the terms and conditions under which a third party

Fernandina Beach Municipal Airport Minimum Standards

person renders aeronautical services or materials on the airport necessary for the performance of another contract at the airport.

- **Sublease** – A written agreement stating the terms and conditions under which a third party person leases space from a Lessee on the airport for the purpose of providing aeronautical services at the airport.
- **Through the Fence** – The right to have direct access to the airport from private property located contiguous to the airport whereby aircraft located on the private property has direct access to the airport's runway and taxiway system.

Appendix B – Insurance Requirements for Commercial Aeronautical Operators

Minimum Standard Insurance Requirements													Appendix B	
Category >>>	Fixed Base Operator	Aircraft Maintenance & Repair Services	Aircraft Component & Support Services	Flight Training	Aircraft Lease/Rental	Aircraft Charter & Air Taxi Services	Aircraft Sales (New and/or Used)	Aircraft Hangar Storage	Aircraft Management Services	Specialized Commercial Flying Services	Independent Aeronautical Operator	Independent Service Provider	Commercial Parachuting & Skydiving	Flying Club
Insurance Requirement v v v														
Airport Liability with Combined Single Limit (CSL) including Premise Liability NOTE 1	\$3,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$100,000/ \$300,000 NOTE 5	\$1,000,000	\$1,000,000
Aircraft Liability with Combined Single Limit (CSL) including Bodily Injury & Property Damage and per Passenger Sub-limits ≥\$100,000 NOTE 1	\$1,000,000	\$1,000,000 NOTE 2	\$1,000,000 NOTE 2	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000 NOTE 2	\$1,000,000 NOTE 2	\$1,000,000	\$1,000,000		\$1,000,000	\$1,000,000
Hangar Keeper's Liability	\$1,000,000 per occurrence	\$500,000 per occurrence	\$500,000 per occurrence	\$500,000 per occurrence NOTE 2	\$500,000 per occurrence NOTE 2	\$500,000 per occurrence NOTE 2	\$500,000 per occurrence NOTE 2	\$500,000 per occurrence	\$500,000 per occurrence NOTE 2	\$500,000 per occurrence NOTE 2	\$500,000 per occurrence NOTE 2		\$500,000 per occurrence NOTE 2	\$500,000 per occurrence NOTE 2
Comprehensive Business Auto Liability with Combined Single Limit (CSL) including Hired and Non-owned	\$1,000,000 per occurrence	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence NOTE 2	\$1,000,000 per occurrence	
Workers Compensation and Employers Liability	Statutory Limits as required by Florida law NOTE 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3	Statutory Limits as required by Florida law NOTE 2 & 3
Pollution Liability with a Combined Single Limit (CSL)	\$1,000,000													
Student and Renter's Liability	If Applicable			YES	YES						If Applicable		YES NOTE 4	If Applicable

NOTE 1: Airport Liability (including Premises), Hangar Keeper's Liability, and Auto Liability can be covered as part of the Aircraft Liability Policy

NOTE 2: As applicable

NOTE 3: Employers Liability shall be not less than \$100,000 bodily injury by accident, \$100,000 bodily injury by disease, each employee and \$500,000 per occurrence

NOTE 4: Also include individual jumper liability insurance

NOTE 5: Insurance requirement is \$100,000 except for those providers that do actual maintenance on the aircraft which has a \$300,000 insurance requirement

FERNANDINA BEACH MUNICIPAL AIRPORT

AIRPORT RULES AND REGULATIONS

Initial Adoption October 1, 1987

Amended July 17, 2007

Amended August 21, 2007

Amended September 2, 2008

Amended December 7, 2010

Prepared By:

City of Fernandina Beach

700 Airport Road

Fernandina Beach, Florida 32034

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Introduction

Fernandina Beach Municipal Airport (FBMA-FHB) is municipally owned and operated by the City of Fernandina Beach, Florida as a General Aviation Reliever Airport. These Airport Rules and Regulations (R&R) are intended to promote the health, safety, interest, and welfare of the public in general and in particular the operators, lessees, tenants, consumers, and users of FBMA, and to promote the safe, orderly, and efficient use of the Airport.

These R&R apply to all users, aeronautical and otherwise, of FBMA property, are not all-inclusive, and reinforce and emphasize federal, state, and local statutes, laws, ordinances, and regulations as well as leases and agreements that may apply (see Appendix A - References). In addition the content of Appendixes A and B attached hereto and made a part hereof shall be adhered to by all users of FBMA. In the event of a conflict between these R&R and a lease or other agreement, the lease or other agreement shall govern. Individual Airport users must adhere to the applicable provisions of these R&R and its attached Appendices, as well as any applicable leases and agreements, and all pertinent federal, state, and local statutes, laws, ordinances, and regulations that may be applicable to their operations.

Violations of the R&R may result in revocation of Airport access privileges, denial of use of the Airport, termination of leases or other agreements, and/or prosecution under applicable laws. Perpetration of violation(s) shall be considered as a factor in renewing or not renewing a violator's application or permit/lease renewal. Use of Airport property without approval or in conflict with these R&R is considered a trespass. Nothing in these R&R is intended to preclude any authorized City personnel from taking other action authorized by law. Section 6 of these R&R provides an appeal process to be followed in the event a user of the Airport is aggrieved by the interpretation and application of the R&R.

These R&R may be amended as required, however, every three years an updated revision should be published.

Section 1 – General

1.01 COMPLIANCE AND RESPONSIBILITIES:

- a. By publication of these R&R, all persons based at FBMA will be deemed to have knowledge of the contents herein. Copies of these R&R will be distributed to all tenants and leaseholders, posted at the Airport, and available through the Airport Manager's office.
- b. Entry upon/into the Airport by any person shall be deemed to constitute an agreement by such person to comply with and be governed by these R&R. All persons employed on or using the Airport shall cooperate with the Airport Manager or his designated representatives to enforce these R&R.
- c. Airport tenants/leaseholders shall be responsible for compliance with all requirements of these R&R applicable to them for their exclusive areas and they shall be held liable for any fines, penalties, or other monetary assessments imposed upon the City by any agency having jurisdiction with respect to any violations involving these areas. Any user, who by their intentional or unintentional action or activity, cause the City to be fined, cited, sued, or charged unnecessary fees/fines, will be responsible for reimbursement of said fines/fees upon demand to the City.
- d. Any permission granted by the Airport Manager or the City under these R&R is conditioned upon the payment of any and all applicable fees and charges established by the City.
- e. Voiding of any particular rule or regulation contained herein shall not affect the validity of the remainder of these regulations.

1.02 EMERGENCY PROCEDURES AND DIRECTIVES:

- a. Under emergency conditions, e.g., a natural disaster, the Airport Manager, or designated representative, is empowered to suspend these R&R, or any part thereof, including ordering persons to leave the Airport or portions of the Airport and prevent access to such areas for such time as may be necessary, and to issue such directives and take such actions as is necessary to protect life and property and ensure the safe operation of the Airport. Such directives and actions have the full power of regulation as long as the emergency exists.
- b. In the event of an extreme threat, condition, or event the Airport Manager shall have, in his discretion, the authority to close the Airport in its entirety or any portion thereof to air traffic, to prohibit aircraft landing and/or taking off, and may delay or restrict any flight or other aircraft operation.
- c. The Airport Manager may also, in his discretion, temporarily close the Airport due to periods of adverse climatic conditions when such action is considered necessary and desirable to avoid endangering persons or property.
- d. Under no circumstance shall an authorized Airport closure or restriction constitute grounds for reimbursement of any expense, loss of revenue, or damage incurred by any operator, lessee, or any other entity.

1.03 LIABILITY:

- a. The City shall not be responsible for loss, injury, or damage to persons or property by reason of fire, theft, vandalism, wind, flood, earthquake, collision, strikes, war, acts of terrorism, or act of God, nor shall the City be liable for injury to persons while on the Airport.
- b. The City, City Commission, Airport, and the Airport Manager, individually and collectively, and their representatives, officers, employees, agents, and volunteers shall be held harmless and shall not be liable for loss, loss of use, damage, or injury to persons or property arising out of any accident, incident, or mishap of any nature whatsoever, or from any cause whatsoever to any individual, aircraft or property occurring on or from the Airport or in the use of any facility situated on Airport property.

1.04 FACILITIES AND PROPERTY:

- a. Operational deficiencies regarding buildings, structures, equipment, utilities, or other property owned by the City shall be reported to the Airport Manager so that repairs, as necessary, may be made in a timely manner.
- b. No person shall alter, add to, or erect any building or sign on the Airport or make any excavation on the Airport without prior written approval of the City.
- c. Any person causing, or responsible for damage to or destruction of Airport property of any kind, including facilities, equipment, real property, fixtures or appurtenances, shall be required to pay the City for the full amount of said damage. Any such damage shall be immediately reported to the Airport Manager.

1.05 OTHER LAWS:

All applicable provisions of Federal Aviation Regulations (FAR), federal, state, and local regulations, laws, statutes, and/or ordinances now in existence or hereafter promulgated are hereby adopted as part of the R&R for FBMA.

1.06 USE AND ENJOYMENT OF AIRPORT PREMISES:

- a. All FBMA users are required to abide by applicable federal, state, and local statutes and ordinances regarding personal conduct on Airport property.
- b. Any person who causes injury to any person or damages equipment or property on the Airport shall be liable for such injuries and/or damages.
- c. All commercial activities shall be conducted in accordance with the FBMA Minimum Standards for Commercial Activities (Minimum Standards).

Fernandina Beach Municipal Airport Rules and Regulations

- d. No person may throw, shoot, or propel any object nor shine a light or laser in such a manner as to interfere with or endanger the safe operation of any aircraft taking off from, landing at, or operating on the Airport or any vehicle operating on the Airport.

1.07 ENTRY UPON AND USE OF AIRPORT:

- a. Entry into FBMA property shall be through designated gates.
- b. All FBMA users shall observe and obey all posted signs, fences, and barricades regarding activities and demeanor while on the Airport.
- c. Use of any FBMA facility for other than authorized purposes is prohibited.
- d. Nothing herein contained shall be construed to limit the use of any area of the Airport by its employees, approved contractors, or to prevent law enforcement or fire department personnel from acting in their official capacity.
- e. No person, except representatives of the press on duty or during official announcements, shall take still, motion, or sound pictures for commercial purposes on non-leasehold Airport property without first obtaining written permission of the Airport Manager.
- f. No camping is permitted on FBMA without written permission of the Airport Manager.

1.08 ACCESS TO THE AIRPORT OPERATIONS AREA:

- a. No person may, without authorization of the Airport Manager, enter the FBMA Airport Operations Area (AOA) except:
 - 1. Persons under the direct supervision of a tenant or leaseholder
 - 2. Persons or entities and their employees performing aeronautical activities
 - 3. Passengers, under appropriate supervision, who enter for the purpose of enplaning or deplaning an aircraft
 - 4. Visitors to Fixed Base Operations (FBO)
 - 5. Emergency vehicles
- b. Except for entry/exit, all ground vehicle gates will be secured. Vehicle operators using an Airport perimeter gate shall ensure the gate closes prior to leaving the vicinity; additionally, should a vehicle operator observe any suspicious vehicles or persons gain (or attempt to gain) access to the airside, they shall notify law enforcement immediately.
- c. Persons who have been provided an Airport access device or access code for the purpose of obtaining access to the AOA shall use only Airport issued devices and shall not duplicate or otherwise distribute or disseminate the same to any other person unless the Airport Manager provides written permission.
- d. No person shall walk or drive on taxiways or runways without written authorization from the Airport Manager.
- e. It shall be the responsibility of a tenant, lessee, or contractor to restrict persons or vehicles to their exclusive use area or leasehold and to establish operating procedures for them, reviewed by the Airport Manager for appropriateness.
- f. No one under 16 years of age will be allowed to enter the AOA except under the direct supervision of an adult or unless visiting an FBO.
- g. No person shall assist an unauthorized individual in accessing the AOA.

1.09 ANIMALS:

- a. Animals, including service animals, are permitted on Airport property only when under the control of their owners/handlers; any waste must be properly collected and removed by the animal's owner/handler
- b. No person shall commit any act to encourage the congregation of birds or other animals on the Airport.

1.10 CARGO, MATERIAL STORAGE, AND ABANDONED PROPERTY:

- a. Unless otherwise provided for by lease or other contractual agreement, no person, firm, partnership, or corporation, shall use any area of the Airport, including buildings, either

Fernandina Beach Municipal Airport Rules and Regulations

privately owned or publicly owned, for the storage of non-aeronautical related cargo, equipment, or any other property without written permission of the Airport Manager.

- b. Any property, aircraft, or vehicle, determined by the Airport Manager to be abandoned, disabled, or which creates an operations problem, nuisance, security or safety hazard, or which otherwise is placed in an illegal, improper, or unauthorized manner, will be removed, stored, and/or disposed of at the owner's expense. The City shall not be liable for any damage to the property or loss or diminution of value that may be caused by the act of removal.

1.11 FIREARMS AND WEAPONS:

Firearms are allowed on FBMA only as permitted by state and federal statutes.

1.12 ADVERTISING, COMMERCIAL SPEECH, AND SIGNAGE:

- a. No person shall post, circulate, distribute, or display written or printed materials or signs on Airport property or facilities or on motor vehicles and aircraft without prior written permission from the Airport Manager. However persons approved to be on Airport property may use vehicles on Airport property that display advertising, pictures, or written material.
- b. Airport entry signage or signage in public areas of the Airport must meet specifications of City codes and be approved by the Airport Manager.

Section 2 – Aeronautical Operations

2.01 COMPLIANCE WITH ORDERS:

All aeronautical activities at FBMA shall be conducted in compliance with applicable FARs, federal and Florida statutes, and local ordinances, these Rules and Regulations, Minimum Standards, and directives/resolutions, as currently written or as may be amended from time to time.

2.02 HOLD HARMLESS:

The aircraft owner, pilot, agent, or his or her duly authorized representative agrees to release, discharge and hold harmless the City, its City Commission, the Airport, and its employees of and from liability for any damage which may be suffered by any aircraft and its equipment, and for personal injury or death. The use of the AOA and related facilities shall constitute acceptance of the terms of this provision, these R&R and other Airport procedures and operating directives.

2.03 NEGLIGENT OPERATIONS PROHIBITED:

- a. Aircraft operators shall not land; take off; taxi; or park an aircraft on any area that has been restricted to a maximum weight bearing capacity of less than the weight of the aircraft. It shall be the aircraft owner's responsibility to repair any damage to the Airport's runways, taxiways, or aprons caused by excessive aircraft weight loading.
- b. No person shall operate any equipment or device on the Airport that will interfere with any aircraft radio communication frequency or any aircraft navigational aid.

2.04 AIRCRAFT ACCIDENTS/INCIDENTS, AIRWORTHY, DISABLED, AND DERELICT AIRCRAFT:

- a. The owner or operator of any aircraft involved in an accident or incident on the Airport, resulting in any injury or death or damage to property shall immediately notify the appropriate emergency response agencies, the Airport Manager, and other governmental agencies as applicable.
- b. The pilot or owner of an aircraft involved in an accident or incident shall be responsible for all costs associated with the accident or incident, including but not limited to, wreckage removal/disposal, environmental clean up, and repair or replacement of property.
- c. Disabled aircraft shall be removed from runways and/or taxiways as quickly as practicable.

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- d. Disabled and derelict aircraft shall not be permitted on the tie-down or ramp areas unless in response to an emergency and with written approval of the Airport Manager.
- e. If the owner of an aircraft fails for any reason to remove a disabled or derelict aircraft from the Airport property as may be requested, the Airport Manager may cause the removal and storage or disposal of such disabled or derelict aircraft at the sole expense of the owner.

2.05 AIRPORT OPERATIONAL AREA RESTRICTIONS:

- a. Unless contrary to federal regulations and/or grant assurances, the City shall have the authority to designate or restrict the use of runways or other operational areas at the Airport with respect to, but not limited to, the following:
 - 1. Experimental Flights (Advance notification to Airport Manager of first flight);
 - 2. Equipment Demonstration;
 - 3. Air Shows;
 - 4. Parachute Operations;
 - 5. Banner Towing Operations (Permit required);
 - 6. Aircraft Type.
- b. No kites, model airplanes, rockets, tethered unmanned balloons, or other objects constituting a hazard to aircraft operations shall be operated on the Airport.

2.06 AIRCRAFT PARKING:

- a. No person shall use any area of the Airport for parking and/or storage of aircraft unless otherwise provided for in a lease or other agreement without the written permission of the Airport Manager. If any person uses unauthorized areas for aircraft parking, the aircraft may be removed by or at the direction of City, at the risk and expense of the owner, without liability for damage that may arise from or out of such removal or storage.
- b. No person shall leave an aircraft parked and unattended on the Airport unless it is in a hangar or properly locked and secured with either wheel chocks and/or tie-down ropes. Owners of such aircraft shall be held responsible for any damage resulting from failure to properly comply with this provision.
- c. Articles left in aircraft are the sole responsibility of the aircraft owner/operator. The City is not responsible for theft or vandalism of said articles.

2.07 STARTING AND RUNNING AIRCRAFT ENGINES:

- a. No aircraft engine will be started or operated inside or taxied from/into any hangar or under the roofline of a hangar, whether said hangar is enclosed or not. This shall not be construed as prohibiting the use of tractors, with National Fire Protection Association (NFPA) approved exhaust systems, when moving aircraft within any hangar.
- b. Starting an aircraft when there is any flammable liquid on the ground in the immediate vicinity is prohibited.
- c. No person may run an engine of an aircraft parked on the Airport in a manner that propeller or jet blast could cause injury to persons, damage to any other property, or in any way hinder the safe operation of the Airport. In no case will the operator of an aircraft block any runway, taxiway, or taxi lane while conducting any maintenance/repair run-up.
- d. No full power aircraft engine run-ups are authorized between 2200 and 0700 hours local for maintenance purposes without written approval of the Airport Manager.

2.08 AIRCRAFT OPERATIONS:

- a. All aircraft operations shall be conducted in accordance with published FARs.
- b. Aircraft operators will familiarize themselves with published local noise abatement guidelines.

2.09 REPAIRING AND MAINTAINING AIRCRAFT:

- a. Aircraft owners, under self-maintenance operations, are permitted to fuel, wash, repair, or otherwise service their owned based aircraft utilizing their own equipment and their own employees, as outlined in FAR Part 43 "Maintenance, Preventative Maintenance, Rebuilding and Alteration" and/or as identified in provisions of written agreement.
- b. Aircraft maintenance or repair is permitted only on paved areas of the Airport.
- c. No aircraft or aircraft component shall be suspended or lifted utilizing the building or any component of the building.

Section 3 – Fire, Safety and Environment

3.01 GENERAL:

- a. All persons using the Airport shall exercise the utmost care to guard against fire and injury to persons and property.
- b. All activities at FBMA shall comply with applicable state, local, and National Fire Protection Association (NFPA) codes and standards now in existence or hereafter promulgated and not in conflict with FARs. All applicable codes, standards, and recommended practices are hereby adopted by reference as part of the R&R of the Airport. In the event of conflict, Florida Statute 633 and NFPA codes and/or FARs shall prevail.
- c. Any fire causing damage, regardless of the size of the fire or whether or not the fire has been extinguished, shall be reported immediately to the Fernandina Beach Fire Department as well as the Airport Manager.

3.02 SMOKING:

Smoking or carrying lighted smoking materials or striking matches or other incendiary devices, such as lighters, are not permitted:

- a. Within 50 feet of parked aircraft and fuel carriers not in motion; within 100 feet of aircraft being fueled or de-fueled, a fuel storage facility, or a flammable liquid spill;
- b. In any area on the Airport where smoking is prohibited by the City or leaseholder by means of posted signs;
- c. In any hangar, shop, or other building in which flammable liquids are stored or used, except in cases where specifically approved smoking areas have been designated for that purpose.

3.03 FIRE EXTINGUISHERS:

- a. All tenants or lessees of hangars, aircraft maintenance buildings or shop facilities shall maintain a minimum of one readily accessible, operable fire extinguisher that shall conform to applicable NFPA standards. Current inspection tags shall be left attached to each unit.
- b. No person shall tamper with any fire extinguisher equipment at the Airport or use the same for any purpose other than fire fighting or fire prevention.

3.04 OPEN FLAME OPERATIONS:

- a. The use of any equipment employing open flames or sparks within any aircraft storage area is prohibited. This excludes open flames utilized by lessees and tenants in the performance of aircraft maintenance approved by agreement.
- b. Lead and carbon burning, fusion gas and electric welding, blow-torch work, engine testing, and all operations involving open flames shall be restricted to the repair shops. During such operations, the shop shall be separated from the storage section by closing all doors and openings to the storage section.

3.05 STORAGE OF MATERIALS:

- a. No operator, tenant, or lessee on the Airport shall keep, store, stack, box, bag, or stock material or equipment in such a manner as to constitute a hazard to persons or property, obstructing any operation, littering, or in such a manner as to create any unsightly appearance.
- b. Storage of materials or equipment except for hoses attached to water spigots shall not be permitted outside buildings or hangers unless under approved sheds, within designated storage areas, or in designated parking areas.

3.06 HAZARDOUS WASTE AND MATERIALS:

- a. No person shall store, keep, handle, use, disperse, discharge, or transport at, in, or upon the Airport any hazardous materials in contravention of any regulatory measures.
- b. No more than five gallons of fuel in a container shall be stored in any building or structure on the Airport at any time. An approved fuel container shall be used at all times.
- c. All empty oil, paint, and varnish cans, bottles, or other containers shall be removed from the Airport in a timely manner and shall not remain on the floor, wall stringers, or overhead storage areas of the hangars, offices, shops, or other buildings and only those hazardous materials used in the maintenance of aircraft, engines, and components may be stored and utilized on the Airport.
- d. No person shall use volatile or flammable substances for cleaning hangar floors, hangars or other buildings on the Airport. Cleaning agents shall meet all federal, state, and local codes, regulations, and permit requirements.
- e. All persons on the Airport shall keep all premises, including floors, leased, or used by them, clean and clear of accumulation of oil, grease, and other flammable material and free of rags, waste materials, or other trash or rubbish or accumulated debris.
- f. Gasoline, oil, and solvent drums or receptacles shall not be stored within aircraft and/or vehicle operating areas nor be in excess of that required as current stock. Such materials shall be kept enclosed and covered in clearly marked and labeled housing.
- g. No person shall use, keep, or permit to be used or kept, any foul or noxious gas or substance at the Airport, or permit or suffer the Airport to be occupied or used in a manner offensive or objectionable to other users by reason of noise, odors, and/or vibrations, or interfere in any way with other occupants or those having business therein.
- h. No volatile substances such as fuels, grease, oil, dopes, acid, flammable liquids, solvents and other cleaning fluids, paints and contaminants of any kind, may be stored inside t-hangars, bulk hangar facilities, or other leased property from the City used for storage of aircraft unless included as part of a rental agreement or lease.
- i. All petroleum products, dopes, paints, solvents, acids, or any other hazardous waste shall be disposed of off the Airport and in compliance with all applicable regulatory measures and shall not be dumped or run into drains, on ramp aprons, catch basins, ditches, sewer systems, storm drains, or elsewhere on the Airport.
- j. No person shall store, keep, handle, use, dispose of, or transport at, in, or upon the Airport any Class A, Class B, or Class C explosives or Class A poison, as defined in the Federal Motor Carrier Safety Administration regulation for transportation of explosives and other dangerous articles, and other poisonous substances, solid, liquid, or gas, compressed gas, and/or radioactive article, substance, or material at such time or place or in such manner or condition that may, or may be likely, to unreasonably endanger persons or property.
- k. Cleaning of aircraft parts and other equipment shall preferably be done with non-flammable cleaning agents or solvents. When the use of flammable solvents cannot be avoided, only liquids having flash points in excess of 100⁰ F shall be used and special precautions shall be taken to eliminate ignition sources in compliance with good practice recommendations of the NFPA.

3.07 DOPING, SPRAY PAINTING, AND PAINT STRIPPING:

- a. No paint, varnish, or lacquer spraying of aircraft or motor vehicles is permitted inside any building or hangar on the Airport unless such facility was properly designed and constructed for such activity. Hand-held aerosol containers or a small air compressor powered automotive type touch up spray gun not to exceed 7 oz. capacity may be permitted for paint touchup, used outside and in a no wind situation, with the specific written approval of the Airport Manager.
- b. The use of "dope", cellulose, nitrate, or cellulose acetate dissolved in volatile flammable solvents, within any hangar is prohibited.

3.08 SANITATION AND ENVIRONMENTAL POLLUTION:

- a. Each person while on Airport property shall conduct his/her activities so as to not cause litter, environmental pollution, or unsanitary conditions.
- b. No person shall unnecessarily or unreasonably or in violation of law, cause any smoke, dust, fumes, gaseous matter, or particulates to be emitted into the atmosphere or be carried by the atmosphere. Exceptions include normal emissions from internal combustion engines, jet engines, smoke from cigarettes, cigars, or pipes, or aircraft maintenance activities.
- c. Aircraft may not be washed with running water in hangars.
- d. Any person who experiences overflow or spillage of oil, grease, fuel, or similar contaminants anywhere on the Airport is responsible and shall take appropriate action in the control, containment, clean up, disposal, and rehabilitation of such hazardous spill. Failure to take appropriate action to clean the area shall result in the City providing the cleanup at the expense of the responsible party. If the responsibility for the spill cannot be promptly determined, the leaseholder will be held responsible for the clean up.
- e. Spills, such as, jet fuel, gasoline, fuel oil, hydraulic oil, motor oil, turbine oil, alcohol, glycol, and all similar chemicals that could be considered hazardous, that covers over 10 feet in any direction or is over 50 square feet in area, continues to flow or is otherwise a hazard to persons or property require notification to the Fernandina Beach Fire Department as well as to the Airport Manager. The spill shall be investigated to determine the cause, to determine whether emergency procedures were properly carried out, and to determine the necessary corrective measures.
- f. In the event of spillage, fuel delivery devices and other vehicles shall not be moved or operated in the vicinity of the spill until the spillage is removed. A fireguard shall be promptly posted to the spill area.
- g. No garbage, empty boxes, crates, rubbish, trash, papers, refuse, and/or other litter of any kind shall be placed, discharged, or deposited on the Airport, including cigarettes, cigars, and matches, except in receptacles specifically provided for such purpose.
- h. The burning of garbage, empty boxes, crates, rubbish, trash, papers, refuse, and/or other litter of any kind is prohibited. With prior written permission of the Airport Manager, Fire Department personnel may engage in training exercises that require controlled burning.
- i. Any person discarding chemicals, paints, oils, batteries, or any products, which may not be discarded in a routine manner, will adhere to all applicable federal, state, and local laws and regulations.
- j. No fuel, grease, oil, dopes, paints, solvents, acid, flammable liquids, or contaminants of any kind shall be allowed to flow into or be placed in any Airport sanitary sewer system or storm drain system.
- k. No person shall dispose of any fill or building, discarded, or waste materials on Airport property except as approved in writing by the Airport Manager and appropriate City authorities.

3.09 ELECTRICAL EQUIPMENT AND LIGHTING SYSTEM:

- a. Extension lights and all portable and mobile lighting equipment used in and around aircraft hangars, shops, buildings, and other areas on or near combustible materials shall be explosion proof and meet NFPA standards. No portable lamp assembly shall be used without a proper protective guard or shield over such lamp assemblies to prevent breakage.
- b. All power operated equipment or electrical devices including hangar interior lights shall be shut off when not in use.
- c. A low current, constant current/constant voltage, or demand type battery charger with a maximum short term output charge rate exceeding seven amps, or a continuous trickle charge rate exceeding two amps, may not be used when an aircraft is located inside or partially inside a hangar.

3.10 HEATING EQUIPMENT:

- a. All heating equipment and fuel burning appliances installed or used on FBMA shall comply with the requirements of the State of Florida and the Florida Fire Prevention Code.
- b. Space heaters may be utilized when attended in hangars so long as the heater has a clear radius of 10 feet from aircraft, or any other object, and fire prevention/safety measures are observed.

Section 4 – Fueling Operations

4.01 GENERAL:

- a. All fuel handled on the Airport shall be treated with due caution and prudent attention with regard to the rights and safety of others so as not to endanger, or likely to endanger, persons or property.
- b. All aircraft fueling operations, including self-fueling, shall be in accordance with NFPA 407 “Standards for Aircraft Fuel Servicing.”
- c. No aircraft shall be fueled or drained of fuel while within the confines of any building, hangar, or enclosed space.
- d. Fueling of aircraft is allowed only on paved surfaces.
- e. In accordance with FAA Order 5190.6B “Airports Compliance Handbook,” any person self-fueling with their own equipment requires authorization and permit from the Airport Manager confirming compliance with all orders, procedures, standards, and these R&R regarding fueling operations.
- f. Airport tenants involved in fueling operations, including those self-fueling, shall maintain an adequate supply of fuel absorbent materials readily available for use in the event of a fuel spill.
- g. No person shall engage in aircraft fueling or de-fueling without readily accessible, adequate, operational fire extinguishing equipment at the point of fueling.
- h. Aircraft being fueled shall be positioned so that aircraft fuel system vents or fuel tank openings are not closer than 25 feet from any terminal building, hangar, or service building.
- i. During fueling operations, no person shall use any material or equipment that is likely to cause a spark or ignition within 100 feet of such aircraft or vehicle.
- j. No aircraft shall be fueled or de-fueled while passengers are on board unless a passenger boarding device is in place at the cabin door of the aircraft, the door is open, and a flight crew member or ground person is at or near the cabin door.
- k. Fueling or de-fueling operations on the Airport shall not be conducted during periods of dangerous thunderstorm activity or if an electrical storm is observed within three statute miles of the Airport.
- l. Should a fire occur during the fueling of an aircraft, fueling shall be discontinued, all emergency valves and dome covers shall be shut down, and the Fire Department notified immediately.

Fernandina Beach Municipal Airport Rules and Regulations

- m. Any malfunction or irregularity detected on or within the aircraft being refueled or de-fueled shall be brought to the attention of the fueling operator immediately.

4.02 ENGINE OPERATIONS:

- a. No aircraft shall be fueled or de-fueled while one or more of its engines are running or is being warmed by external heat.
- b. No person shall start the engine of an aircraft on the Airport if there is any gasoline or other volatile fluid on the ground within the vicinity of the aircraft.
- c. Combustion heaters on aircraft e.g., wing & tail surface heaters, integral cabin heaters, shall not be operated during fueling operations.

4.03 STATIC BONDING:

- a. Each hose, funnel, or apparatus used in fueling or de-fueling aircraft, including self-fueling, shall be maintained in good condition and be properly bonded.
- b. A conductive funnel shall be used to reduce the chance of spillage during fueling operations, when a hose with an approved nozzle is unavailable. When a funnel is used, it shall be kept in contact with the filler neck as well as the fueling nozzle spout during fueling operations.

4.04 LIABILITY:

- a. The fueling operator, tenant, or lessee shall be solely responsible for any violation incident to or in connection with fueling, storage facilities, equipment, operations, and training. The City assumes no liability or responsibility for violations of any applicable fueling requirements and procedures.
- b. The operator, tenant, or lessee shall reimburse the Airport for any fines, legal, or court costs, incurred by FBMA for such violations.

Section 5 – Motor Vehicles

5.01 GENERAL:

- a. All motor vehicles and their operators on the Airport shall comply fully with the State of Florida motor vehicle laws as amended, these R&R, and instructions issued by law enforcement personnel.
- b. Unless otherwise provided herein, the City shall have the authority to establish regulations regarding motor vehicle traffic and control on FBMA.
- c. The Airport Manager may tow, remove, or cause to be removed from the Airport any vehicle that is disabled, abandoned, and/or parked in violation of these R&R at the vehicle operator's risk and expense and without liability for damage that may result from such removal if the vehicle creates a safety hazard or interferes with Airport operations.
- d. Any person causing death or injury on the Airport or damage to Airport property as a result of a motor vehicle accident or incident shall report the accident or incident immediately to the Fernandina Beach Police Department as well as the Airport Manager. Such persons shall be responsible to the City for any damages to City property.
- e. Use of all-terrain vehicles, mini-bikes, go-carts, roller blades, roller skates, skateboards is not permitted on the Airport.
- f. Use of bicycles for transportation between buildings is permitted within hangar areas.

5.02 LICENSING AND INSURANCE:

- a. No person shall operate a motor vehicle or motorized ground equipment on the Airport without a valid operator's license appropriate for the vehicle being operated.
- b. All vehicles entering Airport property are required to have at least the minimum amount of insurance as required by State of Florida statutes.

5.03 VEHICLE OPERATIONS WITHIN AIRPORT OPERATIONS AREA:

- a. No person shall operate a motor vehicle of any kind on the Airport in a reckless manner, or in excess of the posted speed limit.
- b. Speed limits shall not exceed 10 mph on ramps, aprons, in aircraft parking or hangar areas, and other areas of the AOA unless posted.
- c. All motor vehicles on the Airport shall be operated on roadways or paved surfaces when traveling to/from/between aircraft parking areas, hangar areas, and tenant facilities.
- d. No motor vehicle shall be permitted on any portion of the AOA unless the Airport Manager has granted specific written permission to such vehicle's operator and such vehicle is utilized for, or in conjunction with, aeronautical activities.
- e. Pedestrians, aircraft, and emergency vehicles shall at all times have right of way over vehicular traffic.
- f. No person shall operate a motor vehicle in any hangar that is occupied by an aircraft on the Airport unless its exhaust is protected by screens and baffles pursuant to NFPA guidelines.
- g. No person shall park motorized ground equipment near any aircraft in such manner so as to prevent it or the other ground equipment from being readily driven or towed away from the aircraft in case of emergency.
- h. No vehicle used for hauling trash, dirt, or any other materials shall be operated on the Airport unless such vehicle is constructed so as to prevent the contents from dropping, sifting, leaking, or otherwise escaping there from.

5.04 VEHICLES CROSSING TAXIWAYS AND RUNWAYS:

- a. All motor vehicles operating on or across taxiways or runways shall have a functioning two-way radio (capable of communicating on UNICOM) and an operating yellow rotating flashing beacon, except when under escort by a motor vehicle properly authorized and equipped. During an emergency, blue/red flashing lights are acceptable for law enforcement and fire and rescue vehicles.
- b. The installation of two-way radio and/or flashing beacon shall not be construed as license to operate a motor vehicle on the taxiways or runways without prior written permission of the Airport Manager.
- c. Motor vehicles permitted to operate on the Airport will not proceed closer than 250 feet from the centerline of the runways nor across any of the runways prior to visually clearing for aircraft taking off or landing.
- d. When parking adjacent to a runway, all motor vehicles must park at least 250 feet to the outside of the runway lights. Exceptions include operational, agricultural, and maintenance equipment engaged in working on runways.
- e. Construction-related motor vehicles required to enter or work within the AOA, will be marked with an approved orange and white-checkered flag for daytime operations or a yellow beacon for nighttime operations. Non two-way radio capable construction vehicles shall be escorted at all times while within the AOA by an Airport authorized vehicle or flagman equipped with two-way radio.

5.05 PARKING:

- a. Short-term (less than 24 hours) motor vehicle parking is available only in the unpaved vehicle parking lot on Airport Road. Long-term (more than 24 hours up to 30 days) parking may be permitted in the paved vehicle parking lot on Airport Road. Any ground vehicle improperly parked in the short term or long term public parking areas without written approval of the Airport Manager may be removed at the owner's expense.
- b. No person may park in such a manner to obstruct a parking lot lane, driveway, roadway, Airport access gate, walkway, crosswalk, fire lane, runway, taxiway, taxi lane, and/or obstruct access to hangars, parked aircraft, and/or parked vehicles or create a hazard nor in a manner, which could interfere with, or create a hazard for aircraft operations.

Fernandina Beach Municipal Airport Rules and Regulations

- c. No person shall use any public parking area to temporarily or permanently store any type of motor vehicle.
- d. Boats, jet skis, snowmobiles, dune buggies, any cars including race cars and antique cars, recreational vehicles, trailers, and like equipment may not be permanently parked or stored on FBMA, including within hangars, unless permitted by written agreement or with written permission of the Airport Manager.
- e. Attended vehicles shall be parked parallel to the t-hangar. One vehicle only may be parked inside a t-hangar when hangar is empty and aircraft is not on the Airport. Additional motor vehicles shall park in long-term parking or other designated areas.
- f. Bulk hangar tenants shall park their motor vehicles in designated areas at their hangar.

5.06 REPAIR OF VEHICLES:

No person shall clean or make any repairs to motor vehicles anywhere on the Airport; except as may be approved by the Airport Manager for minor repairs.

Section 6 – Conflict Resolution Process

6.01 VIOLATIONS:

The Airport Manager may issue verbal or written violation notices to any tenant or operator and agents or employees who, in his discretion, violates any part of these R&R.

6.02 APPEAL PROCESS:

- a. Anyone issued a written notice of violation who wishes to contest such issuance shall have ten (10) calendar days from such notice to provide a written statement to the Airport Manager explaining the occurrence and providing any other information or explanation concerning the alleged violation(s). The Airport Manager has ten (10) calendar days to respond to any request for review based upon information received from the alleged violator and, if applicable, may revise, amend, or rescind his original violation notice. However, should the Airport Manager, in his discretion, conclude that the alleged violation(s) poses a threat to the safety, health, and welfare of others, may temporarily revoke the violator's Airport privileges and/or temporarily suspend the Airport operations of the violator pending completion of such appeal.
- b. An alleged violator may file a written request of appeal to the City Manager within ten (10) calendar days of the Airport Manager's written decision. The City Manager, along with the City Attorney, and an appointee of the City Manager, who shall be a Department Director but not the Airport Manager, shall schedule a meeting to review and hear an appeal from the Airport Manager's decision. The Committee shall hear the appeal and have thirty (30) calendar days to issue a written opinion which shall be final and binding on the alleged violator.

Appendix A

REFERENCES

Code of Federal Regulations – Title 14 Aeronautics and Space – All Chapters, Current Edition
(commonly called Federal Aviation Regulations – FARs)

Code of Federal Regulations – Title 49 Transportation – Current Edition

Aeronautical Information Manual (AIM) - Current Edition

Chapters 1-10, Appendix 3 Abbreviations/Acronyms, Pilot/Controller Glossary

FAA Order 5190.6B – Airport Compliance Handbook

City of Fernandina Beach Code of Ordinances

Nassau County Code of Laws and Ordinances

State of Florida Statutes as applicable including:

Chapter 163 – Intergovernmental Programs

Chapters 329-333 – Aviation

Chapter 633 – Fire Prevention and Control

National Fire Prevention Association Codes as applicable including:

NFPA Code 403 – Standard for Aircraft Rescue and Firefighting Services at Airports

NFPA Code 407 – Standard for Aircraft Fuel Servicing

NFPA Code 409 – Standard on Aircraft Hangars

NFPA Code 410 – Standard on Aircraft Maintenance

NFPA Code 30 – Flammable and Combustible Liquids Code

State of Florida Administrative Code as applicable including:

Department 9 – Department of Community Affairs

Department 14 – Department of Transportation

Department 17 – Department of Environmental Regulation

Department 62 – Department of Environmental Protection

Fernandina Beach Municipal Airport Minimum Standards for Commercial Activities

Fernandina Beach Municipal Airport Noise Abatement Procedures

Aircraft Owners and Pilots Association (AOPA) - AOPA WATCH

Florida Department of Environmental Protection

State of Florida Aviation System Plan

State of Florida Department of Transportation, “Florida (Aviation) Guidelines”

Navy Helicopter Operations MOU

Local Operations MOUs

Appendix B

DEFINITIONS

The terms below shall have the following definitions for purposes of these R&R. All other terms not defined below and related to aeronautical practices, processes, and equipment shall be construed according to their general usage in the aviation industry.

- Aeronautical Activity – Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted on airports, include, but are not limited to the following: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities, and any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities.

- Agency – Any federal, state, or local government entity, unit, agency, organization, or authority.

- Agreement (or Lease or Hangar Rental Agreement) – A written contract between the City of Fernandina Beach and an entity or person to occupy, use, and/or develop land and/or improvements and engage in aeronautical activity. Such contract shall recite the terms and conditions under which the activity will be conducted at the Airport including, but not limited to, term of the agreement, rents, fees, and charges to be paid by the entity or person, and the rights and obligations of the respective parties.

- Aircraft – Any contrivance now known or hereafter invented, used, or designed for navigation of or flight in air. Examples of aircraft include, but are not limited to, airplane, glider, rotorcraft, helicopter or gyroplane, balloon, blimp, and ultralight.

- Airport – All land within the legal boundaries of Fernandina Beach Municipal Airport, owned by the City of Fernandina Beach.

- Airport Manager – The individual appointed and authorized by the City of Fernandina Beach to administer and manage all operations of the Airport and Airport facilities.

- Airport Rules and Regulations – Rules and Regulations of the Airport, properly adopted by Resolution of the City Commission of the City of Fernandina Beach, as may be amended from time to time.

- Airport Tenant (Tenant) – Any person or entity based on the property of the Airport possessing an approved lease or agreement with the City; any person or entity with a sublease agreement with an entity based on the Airport possessing a lease or agreement with the City.

- AOA (Airport Operations Area) – The area of the Airport situated within the perimeter fence line, which is used primarily for aircraft parking, taxiing, refueling, landing, takeoff, or surface maneuvering.

- Apron (or Ramp) – A defined area of an Airport intended to accommodate aircraft for the purposes of loading and unloading passengers or cargo, refueling, parking, or maintenance.

- City – The City of Fernandina Beach located in Nassau County, Florida

- Commercial Aeronautical Activity – An activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of aircraft operations commonly conducted on the Airport and the purpose of such activity being to generate or secure earnings, income, compensation, services, goods, like-kind exchange, or profit of any kind, whether or not such results are accomplished.

- Emergency Vehicle – Vehicle of the police or fire department, ambulance or any vehicle conveying an Airport official or Airport employee in response to an official alarm call.

- Entity – A person, persons, firm, limited-liability company, corporation, partnership, unincorporated proprietorship, association, or group formed for the purpose of conducting the proposed activity.

Fernandina Beach Municipal Airport Rules and Regulations

- FAA (Federal Aviation Administration) – The federal agency within the Department of Transportation of the United States government that has the responsibility of promoting safety in the air, by both regulation and education.
- FAR (Federal Aviation Regulation) – The federal government rules and regulations governing aviation activity under Code of Federal Regulations – Title 14 Aeronautics and Space.
- Fire Department – Fernandina Beach Fire Department having jurisdiction and responsibility over the Airport.
- Fixed Base Operator (FBO) – A business granted the right by the Airport sponsor to operate on an Airport and provide aeronautical services such as fueling, hangar space, tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction.
- Flammable Liquids – A liquid or agent which when in contact with another property or properties may ignite causing a flame.
- Fuel – Any petroleum product used for the purpose of providing propulsion to an aircraft.
- Fuel Handling – The transporting, delivering, dispensing, storage, or draining of fuel or fuel waste products to or from any aircraft, vehicle or equipment.
- Hazardous Materials – Any substance, waste or material which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic, or otherwise hazardous, and is or becomes regulated as a hazardous material by any governmental authority, agency, department, commission, or board.
- Minimum Standards for Commercial Activities (Minimum Standards) – The qualifications, criteria, and standards established by the City of Fernandina Beach as the minimum requirements to be met as a condition for the right to conduct a commercial aeronautical activity on the Airport.
- Motor Vehicle (or Vehicle) – Any device that is capable of moving itself, or being moved, from place to place upon wheels, but does not include any device designed to be moved by muscular power or designed to move primarily through the air.
- NFPA (National Fire Protection Association) – All codes, standards, rules, and regulations contained in the standards of the National Fire Protection Association, as may be amended from time to time, and are incorporated herein by reference.
- Operator (Aircraft or Motor Vehicle) – Any person who is in actual physical control of an aircraft or motor vehicle.
- Operating Directive – Specific written documents detailing approved methods of operations as directed and signed by the Airport Manager. Such will become an addendum of the Airport Rules and Regulations.
- Owner – Any person who holds the legal title of an aircraft or a motor vehicle.
- Permission – A right or approval granted by the Airport Manager under authority delegated by City Manager and/or City Commission.
- Person – Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic or any other group acting as an entity, or combination of thereof; and further includes any trustee, receiver, committee, assignee, or other representative or employee thereof.
- Police Department (or Law Enforcement) – Fernandina Beach Police Department having jurisdiction and responsibility over the Airport.
- Public Area (or Common Area) – The land and/or improvements at the Airport that is available for use on a non-exclusive basis and not controlled by any leasehold.
- Regulatory Measures – Federal, state, county, city, and Airport, laws, codes, ordinances, policies, rules and regulations, including, without limitation, those of the United States Department of Transportation, the FAA, the FDOT, NFPA, Airport Minimum Standards, Airport Rules and Regulations, all as may be in existence, hereafter enacted, and amended from time to time.
- Restricted Area – Any area of the Airport wherein entry or use thereof is restricted to authorized personnel only pursuant to regulatory measures, including but not limited to: runways, taxiways, fire lanes, Airport maintenance facilities, mechanical rooms, electrical vaults, fire breaks, and any of the areas marked as such with appropriate signage.

Fernandina Beach Municipal Airport Rules and Regulations

- Run-up – Aircraft engine operation above normal idle power for purposes other than initiating taxi or takeoff.
- Runway – A defined rectangular surface on an Airport prepared or suitable for the landing or taking off of aircraft. Runways are identified by a broken white centerline, solid white edge lines, and white edge lights.
- Self-fueling or self-service – Self-fueling means the fueling or servicing of an aircraft (i.e. changing the oil, washing) by the owner of the aircraft with his or her own employees and using his or her own equipment. Self-fueling or other self-services cannot be contracted out to another party. Self-fueling implies using fuel obtained by the aircraft owner from the source of his/her preference. As one of many self-service activities that can be conducted by the aircraft owner or operator by his or her own employees using his or her own equipment, self-fueling, differs from using a self-service fueling pump made available by the Airport, a FBO, or an aeronautical service provider. The use of a self-service fueling pump is a commercial activity and is not considered self-fueling as defined herein and can be subject to Minimum Standards. In addition to self-fueling, other self-service activities that can be performed by the aircraft owner with his or her own employees include activities such as maintaining, repairing, cleaning, and otherwise providing service to an aircraft, provided the service is performed by the aircraft owner or his/her employees with resources supplied by the aircraft owner. Title 14 CFR Part 43 permits the holder of a pilot certificate to perform specific types of preventative maintenance on any aircraft owned or operated by the pilot.
 - Shall (or will or must) – These words are always mandatory.
 - Taxi lane – The portion of the aircraft parking areas used for access between taxiways and aircraft parking positions.
 - Taxiway – A defined path established for the taxiing of aircraft from one part of an Airport to another. Taxiways are identified by a solid painted yellow centerline and blue edge lights.
 - Tie-down Area – An area paved or unpaved suitable for parking and mooring of aircraft wherein suitable tie-down points are located.
 - UNICOM (CTAF) – A two-way communication system operated by a non-governmental entity on a designated radio frequency to provide Airport advisory information while operating to or from an Airport that does not have a control tower or an Airport when the tower is closed. The Common Traffic Advisory Frequency (CTAF) may be a UNICOM, MULTICOM, Flight Service Station (FSS), or a tower frequency and is identified in appropriate aeronautical publications. While not required for operation at Fernandina Beach Municipal Airport, use is strongly encouraged.



January 27, 2020

Christopher Nardone, AIA
Passero Associates, LLC
4730 Casa Cola Way #200
St. Augustine, Fl. 32095

Re: SPR 2019-10 Southshore CRE Hangar

Based on findings from the Technical Review Committee (TRC) and their review of the plans signed and dated January, 2020, the site plan for the above referenced project is hereby approved. This compliance letter serves as your technical review approval.

Local Development Orders shall expire twelve (12) months after the date of issuance, which is the date of this letter. Prior to expiration of a local development order, the local development order may be extended for a period not to exceed six (6) months, when a written request is submitted to the City. No more than two (2) such six (6) month extensions shall be issued.

Any revisions to this site plan may require additional review and approval. At this point, your project can move forward securing the necessary general building permits.

If you need further information regarding this compliance report or next steps for this project, please contact me at 904.310.3482

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Platt", is written over a faint, stylized blue line.

Jacob M. Platt

CC: File
Kelly N. Gibson AICP
Planning and Conservation Director

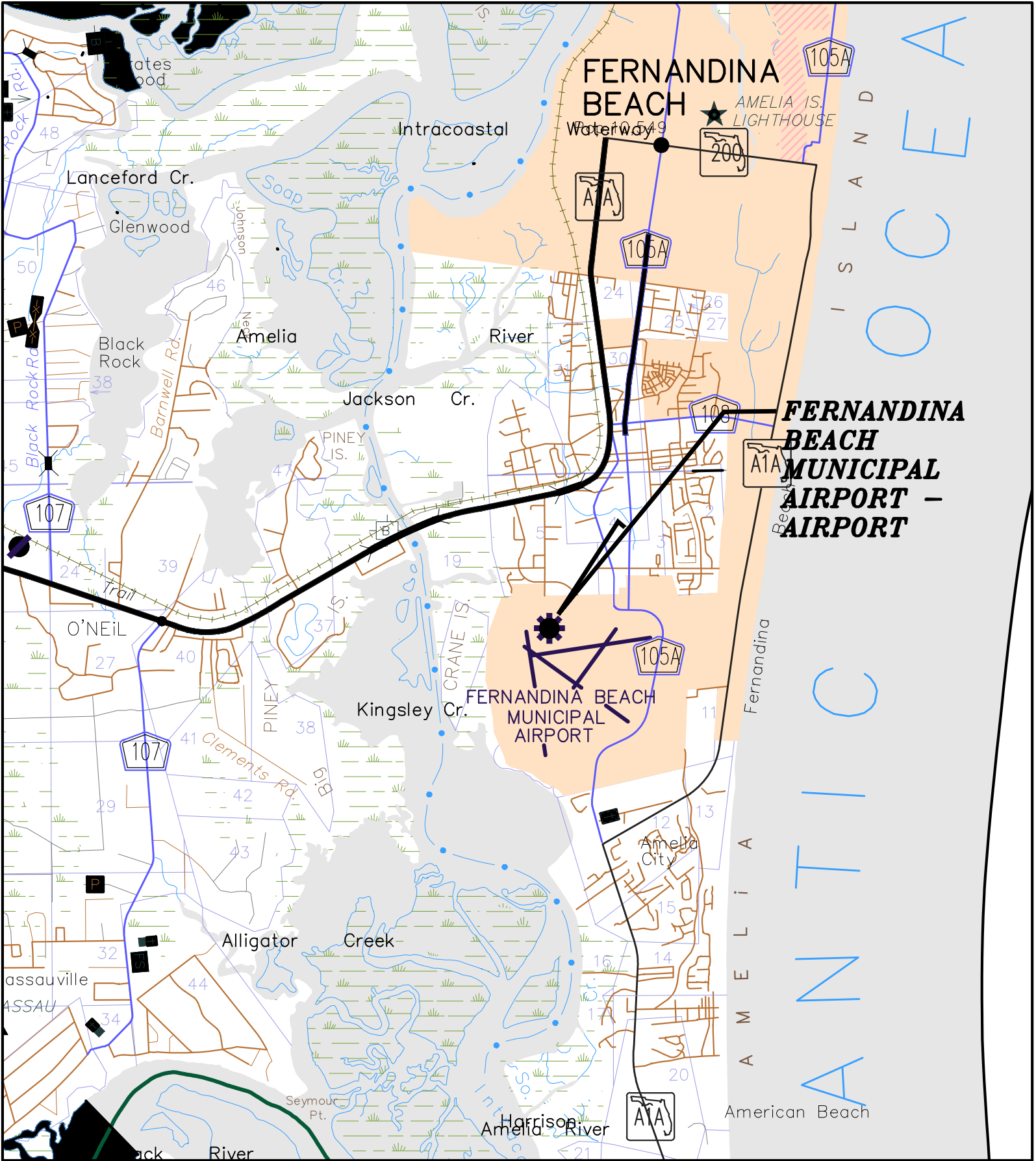
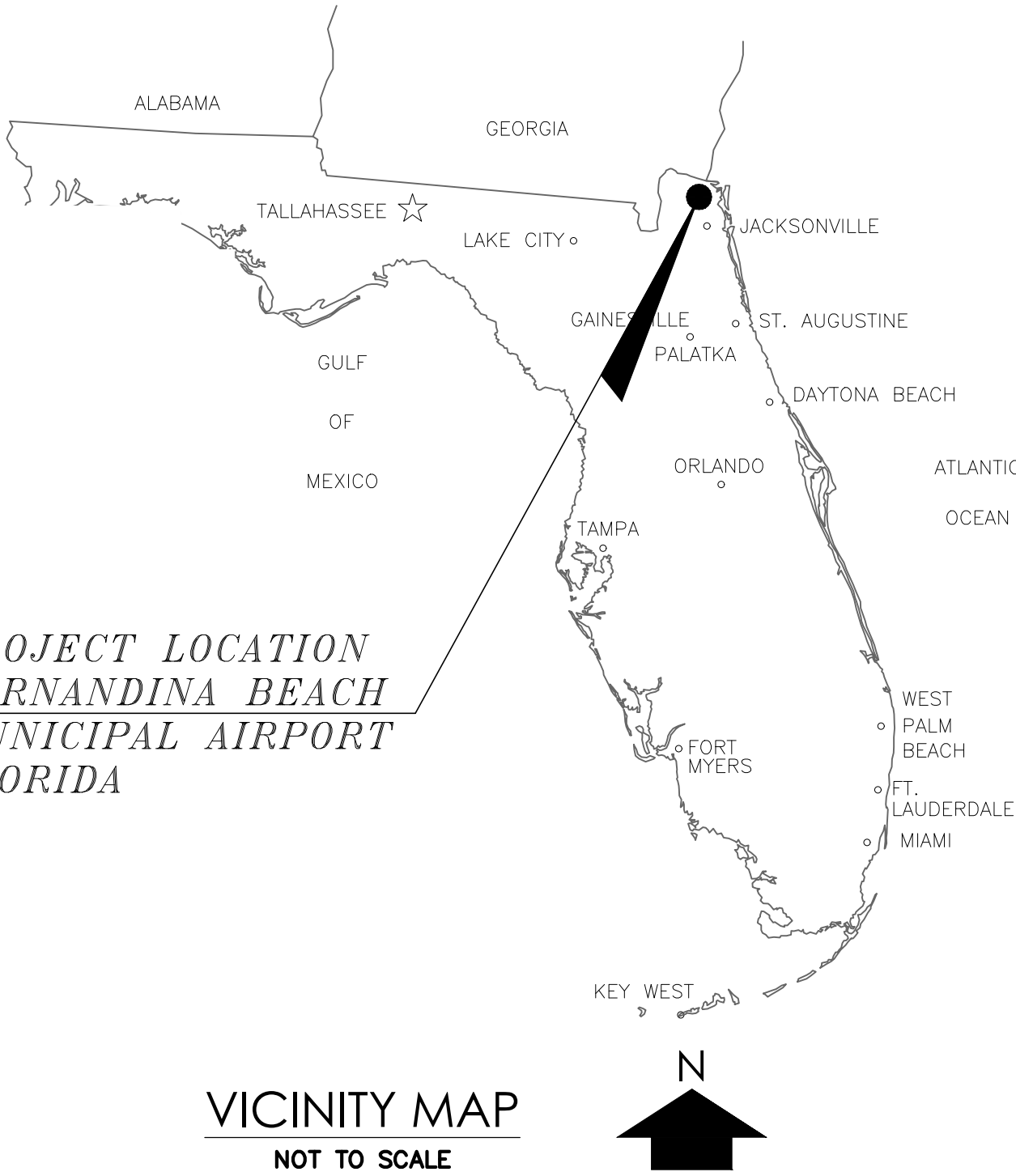
CONTRACT DRAWINGS FOR:

GILTZ & ASSOCIATES, INC.

BOX HANGAR PROJECT

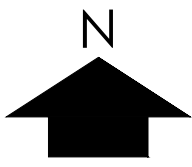
AIRPORT ROAD
FERNANDINA BEACH MUNICIPAL AIRPORT
CITY OF FERNANDINA BEACH, FLORIDA

PROJECT LOCATION
FERNANDINA BEACH
MUNICIPAL AIRPORT
FLORIDA



- **THREE UNIT BOX HANGAR BUILDING**

LOCATION MAP
NOT TO SCALE



DECEMBER, 2019

1 RESUBMITTAL SET/ REVISIONS - JANUARY 02, 2020

PASSERO ASSOCIATES
PROJECT NUMBER 20182651.0003

City of Fernandina Beach
Fernandina Beach Municipal Airport
700 Airport Road
Fernandina Beach, Florida 32034

INDEX OF TRC DRAWINGS:

COV	-	COVER SHEET
C-100	-	SITE DETAILS
C-101	-	PROPOSED SITE PLAN
C-102	-	DRAINAGE & EROSION CONTROL PLAN
C-103	-	UTILITY SITE PLAN
C-104	-	WATER SPECIFICATIONS
A-200	-	BUILDING ELEVATIONS

Passero Associates

4730 Casa Cola Way, Suite 200
St. Augustine, FL 32095

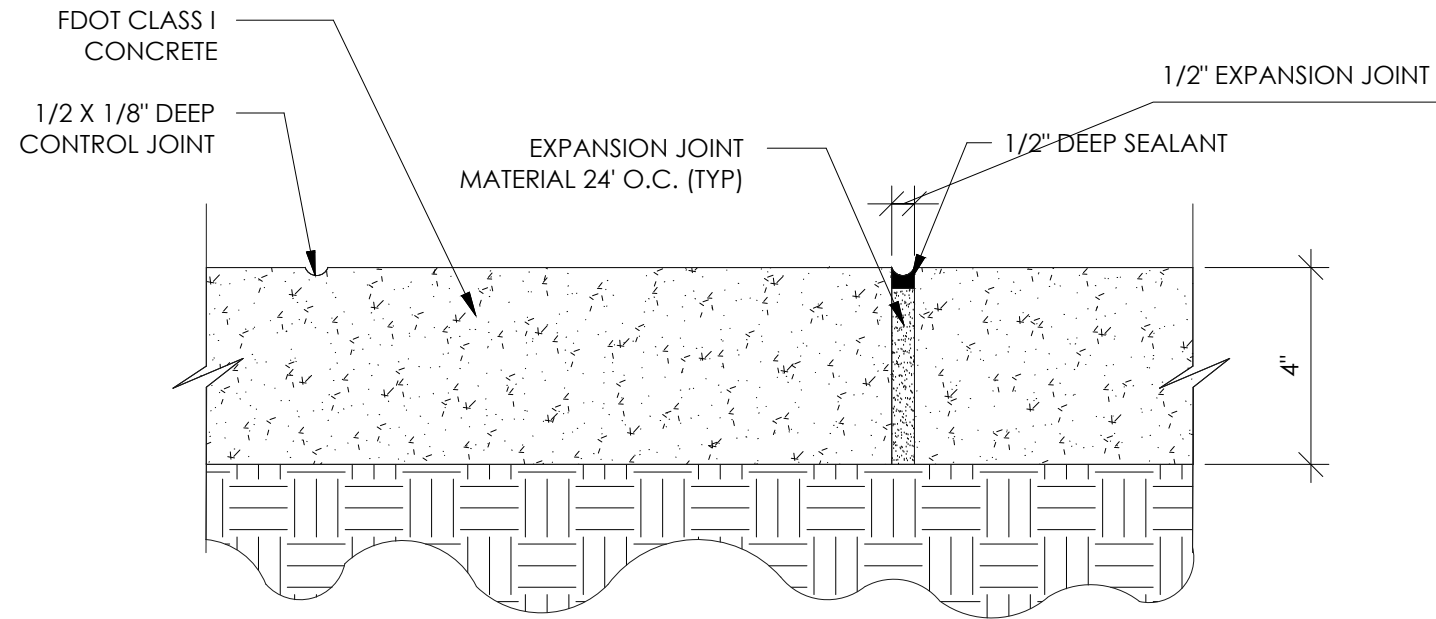
(904) 757-6106
Fax: (904) 757-6107
Certificate of Authorization # 3428

Engineering • Architecture

www.passero.com

GILTZ & ASSOCIATES, INC.
4835 MUNSON STREET, NW
CANTON, OH 44718
(330) 494-6688

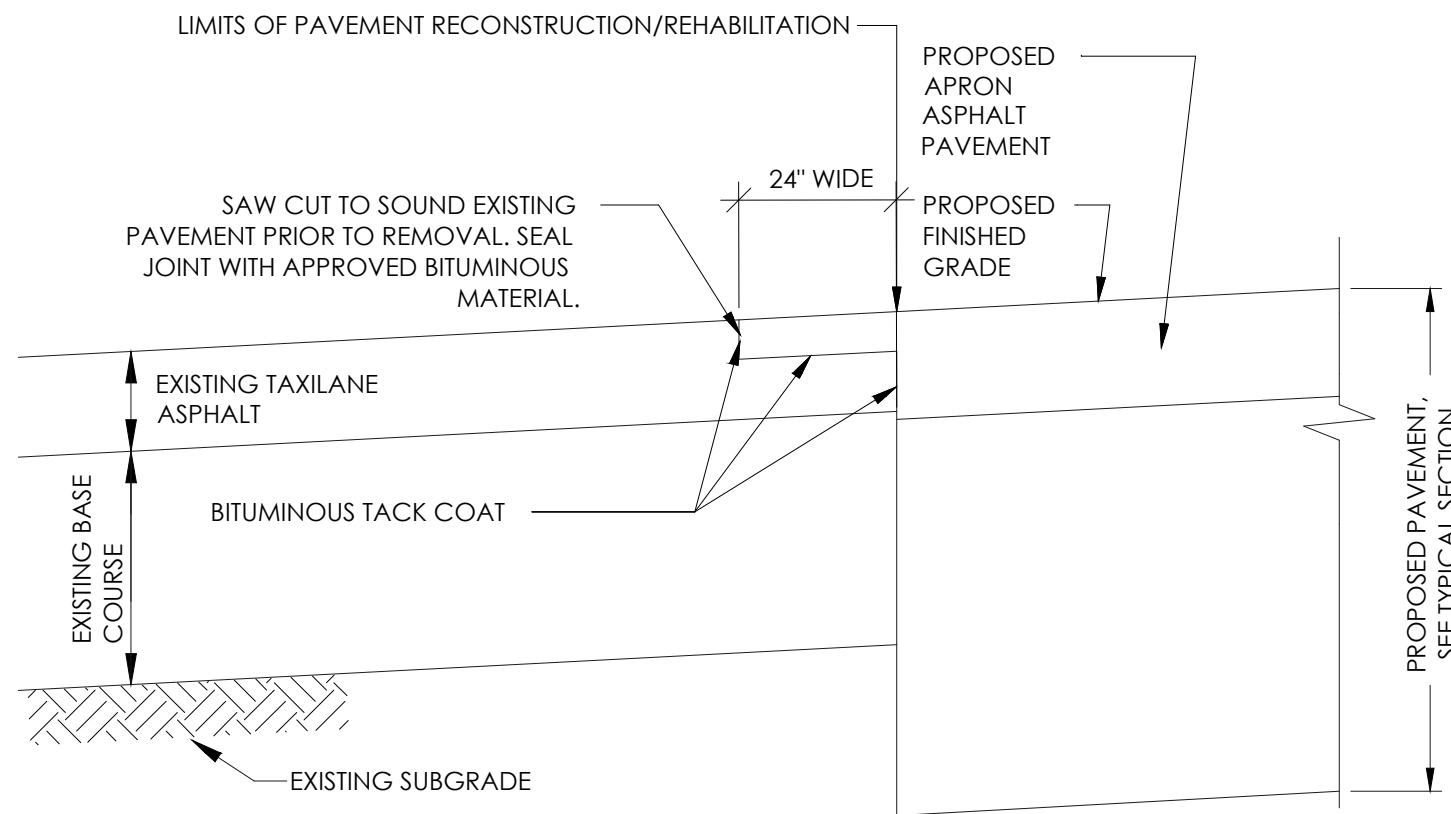
TRC REVIEW SET



- NOTE:
1. CONCRETE SIDEWALK SHALL MEET THE REQUIREMENTS OF FDOT INDEX 310, UNLESS OTHERWISE SPECIFIED.
 2. SAWING OF THE PROPOSED CONTROL JOINTS SHALL BE ACCOMPLISHED WITHIN 12 HRS. OF CONCRETE POUR. 5'-0\"/>

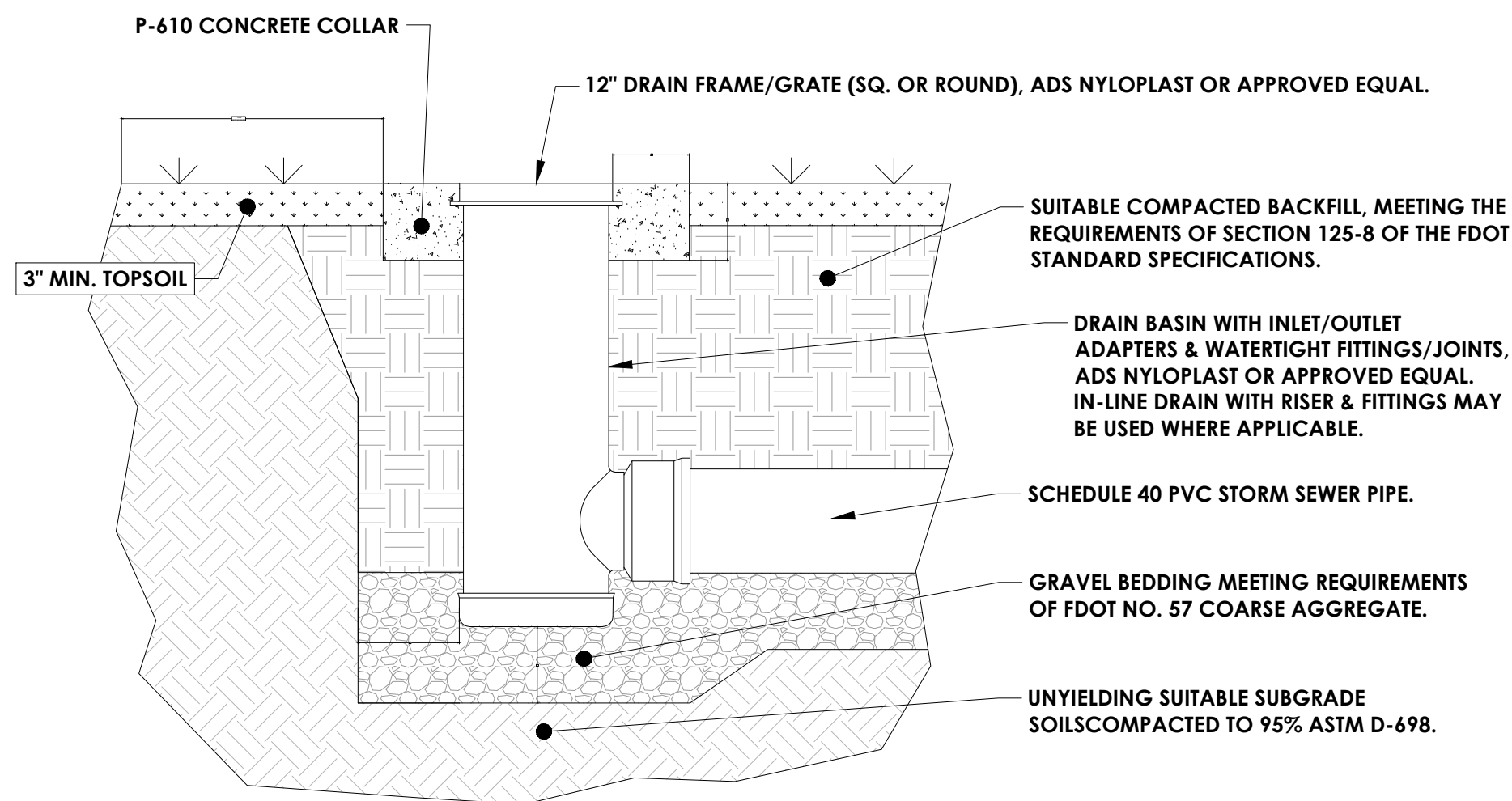
CONCRETE SIDEWALK

N.T.S.



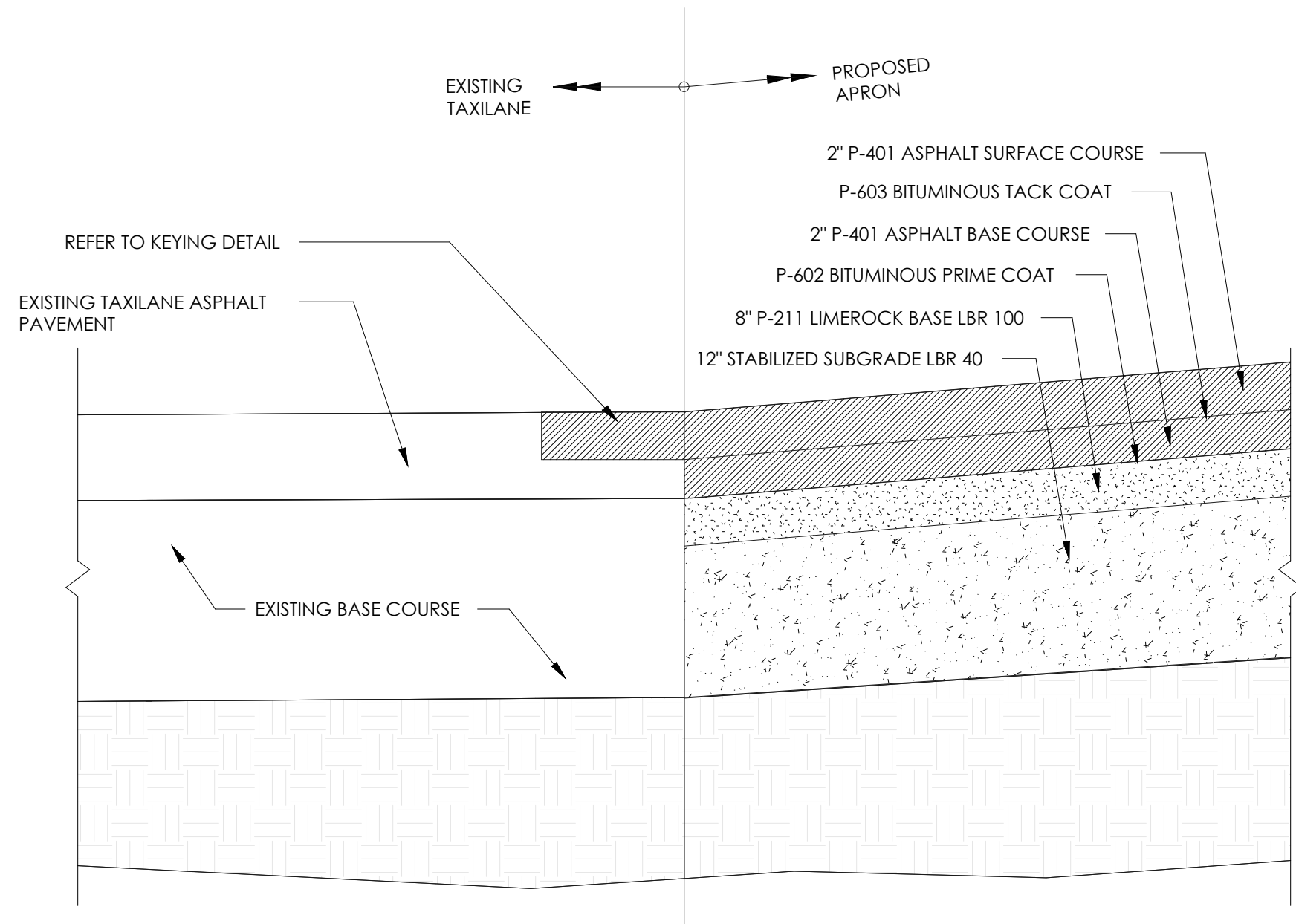
KEYING DETAIL AT LIMITS OF APRON PAVEMENT

N.T.S.



TYPICAL YARD DRAIN DETAIL

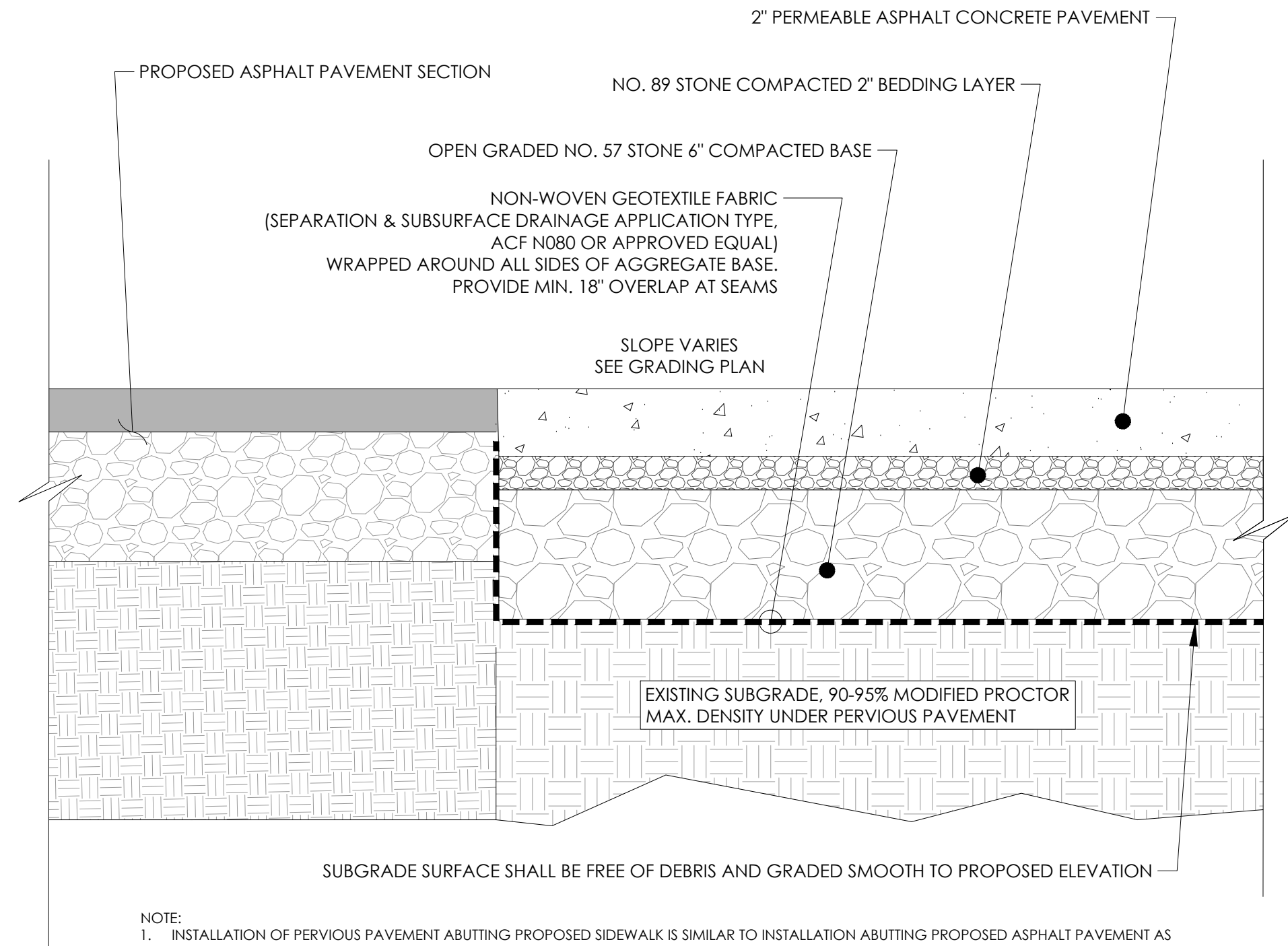
N.T.S.



- NOTES:
1. THE AREA UNDER THE NEW PAVEMENT SHALL BE COMPRISED OF 8\"/>
 2. THE EXCAVATION FOR THE NEW PAVEMENT AREA IS AS DISCUSSED IN GEOTECHNICAL REPORT.

PROPOSED PAVEMENT SECTION AT EXISTING APRON

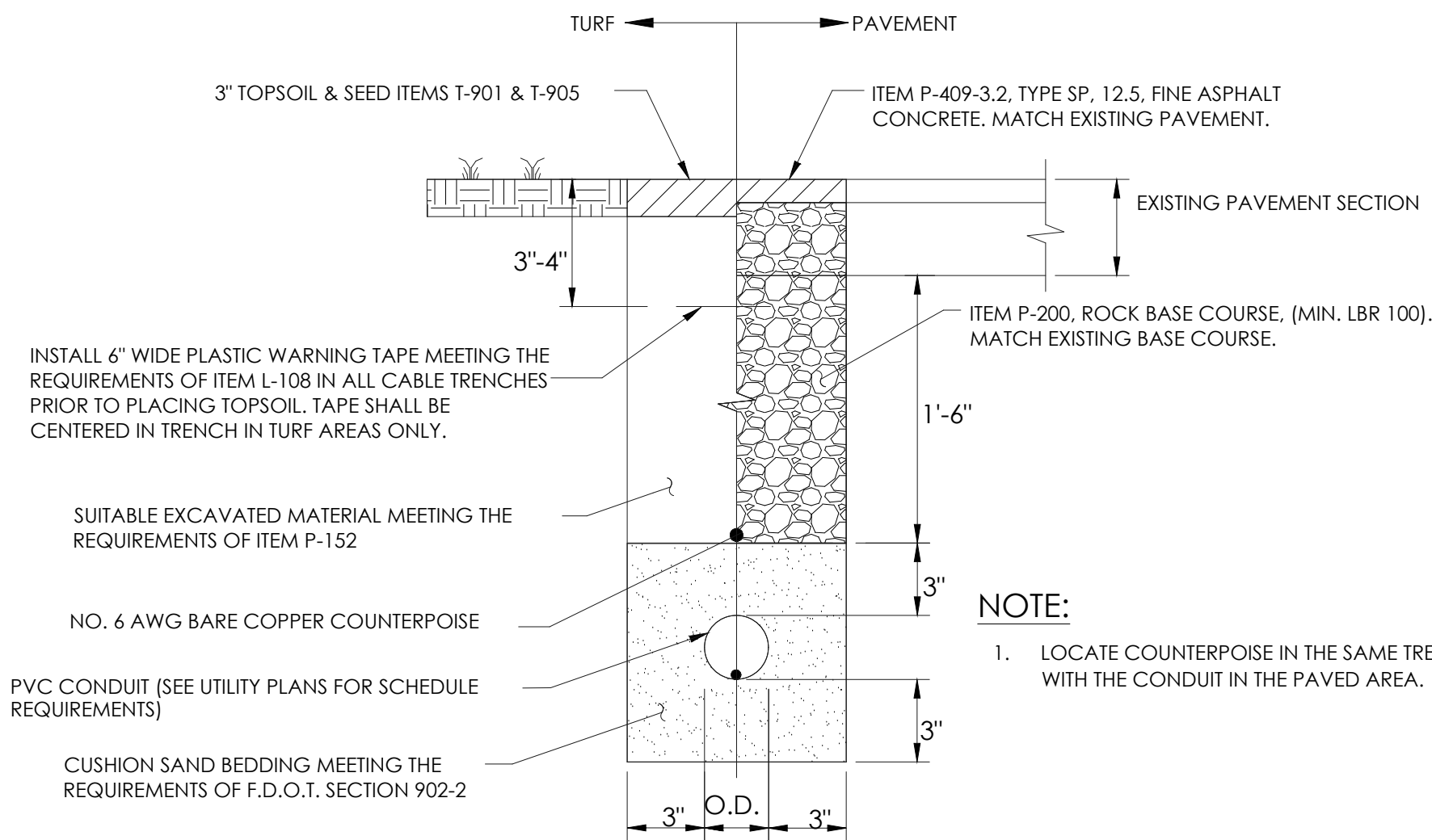
N.T.S.



- NOTE:
1. INSTALLATION OF PERVIOUS PAVEMENT ABUTTING PROPOSED SIDEWALK IS SIMILAR TO INSTALLATION ABUTTING PROPOSED ASPHALT PAVEMENT AS SHOWN IN THIS DETAIL.
 2. MATERIALS SHALL BE APPROVED THROUGH THE SHOP DRAWING REVIEW PROCESS.
 3. INSTALLATION OF GEOTEXTILE SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS.

PROPOSED PERVIOUS PAVEMENT SECTION

N.T.S.

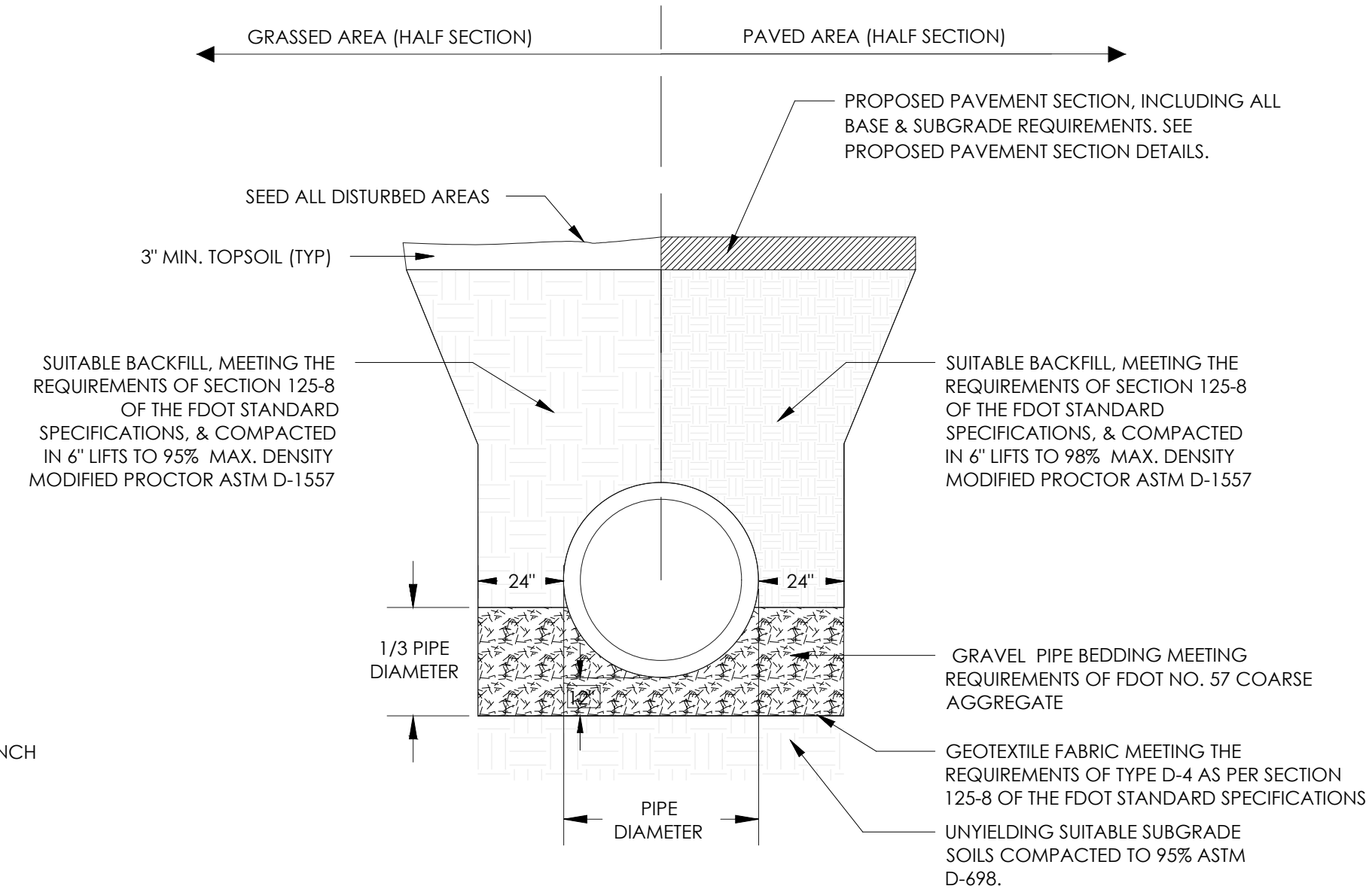


NOTE:

1. LOCATE COUNTERPOISE IN THE SAME TRENCH WITH THE CONDUIT IN THE PAVED AREA.

TYPICAL CONDUIT INSTALLATION DETAIL

N.T.S.



TYPICAL DRAINAGE PIPE INSTALLATION

N.T.S.

GENERAL NOTES FOR DRAINAGE STRUCTURE & PIPE INSTALLATION:

1. IF UNSUITABLE OR UNYIELDING MATERIAL IS ENCOUNTERED AT PROPOSED DEPTH OF BOTTOM OF PIPE OR STRUCTURE, THEN THE MATERIAL SHALL BE UNDERCUT IN ACCORDANCE WITH PIP EXCAVATION REQUIREMENTS ITEM D-701.
2. DEWATER EXCAVATED TRENCH AS REQUIRED TO ALLOW FOR PROPER COMPACTION OF SOIL MATERIALS AND PROPER PLACEMENT OF PIPES AND STRUCTURES.
3. PIPE BED SHALL BE SHAPED TO FIT THE PIPE AND SHALL HAVE RECESSES SHAPED TO RECEIVE THE BELL AND SPIGOT PIPE, IF APPLICABLE.

PA

PASSERO ASSOCIATES
engineering architecture

TRC REVIEW

Stamp:

Client:

Giltz & Associates

4835 Munson St. NW
Canton, OH 44718

Owner:

City of Fernandina Beach



204 Ash Street
Fernandina Beach, FL 32034

Passero Associates

4730 Cassa Cola Way, Suite 208
St. Augustine, FL 32095

(585) 325-1000
Fax: (585) 325-1691
Principle-In-Charge
Project Manager
Project Architect

Andrew Holesko, C.M.
Matt Singleary, P.E.
Chris Wardone, R.A.

No.	Date	By	Description

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SITE DETAILS

THREE UNIT BOX HANGAR BUILDING

Fernandina Beach Municipal
Airport

Town/City: Fernandina Beach
County: Nassau State: Florida

Project No.:

20182651.0003

Drawing No.:

C-100

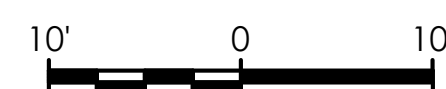
Date:

January, 2020

1

SITE DETAILS

IF THERE IS A DISCREPANCY BETWEEN ARCHITECTURAL AND ENGINEERING SPECIFICATIONS OR DRAWINGS, THEN ENGINEERING SHALL BE FOLLOWED UNLESS ARCHITECTURAL DESIGN IS AFFECTED; THEN CONTACT ENGINEER IN ANY CASE OF DISCREPANCY, CONTACT ARCHITECT FOR DIRECTION.



TRC REVIEW

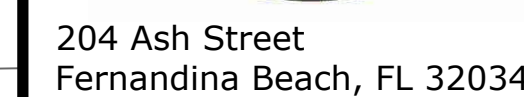
Stamp:

Client:

Giltz & Associates
4835 Munson St. NW
Canton, OH 44718

Owner

City of Fernandina Beach



Passero Associates

4730 Casa Cola Way, Suite 208 (585) 325-1000
St. Augustine, FL 32095 Fax: (585) 325-1666

Principle-In-Charge
Project Manager
Project Architect

No.	Date	By	Description
1	01/02/20	BB	GEOPHYSICAL DATA

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PROPOSED SITE PLAN

THREE UNIT BOX
HANGAR BUILDING

Fernandina Beach Municipal
Airport

Town/City: Fernandina Beach
County: Nassau State: Florida

Project No.

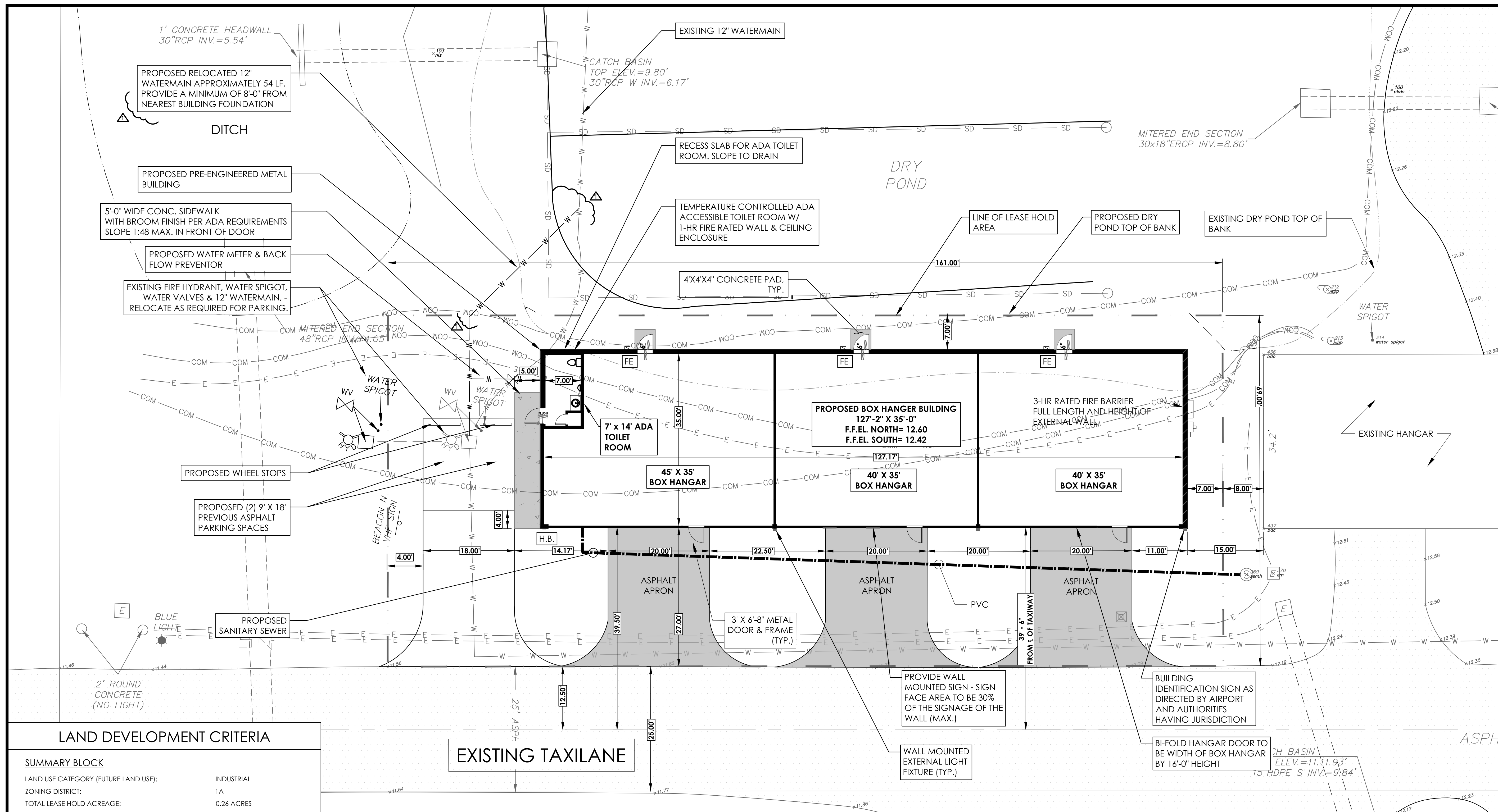
20182651.0003

Drawing N

C-101

Date _____

January, 2020



LAND DEVELOPMENT CRITERIA

SUMMARY BLOCK

LAND USE CATEGORY (FUTURE LAND USE):	INDUSTRIAL
ZONING DISTRICT:	1A
TOTAL LEASE HOLD ACREAGE:	0.26 ACRES
TOTAL LEASE HOLD SQUARE FOOTAGE:	11,109 S.F.

IMPERVIOUS SURFACE RATIO:

7,213 S.F. IMPERIOUS SURFACE / 11,109 S.F. TOTAL SITE
EQUALS: 64.9% PROPOSED IMPERIOUS SURFACE - PER LDC
PERMISSIBLE MAX. IMPERVIOUS SURFACE RATIO = 75% PER
LDC AIRPORT MIN. TOTAL GROSS LANDSCAPE AREA = 20%

FLOOR AREA RATIO:

4451 S.F. FLOOR AREA / 11,109 S.F. TOTAL SITE EQUALS
40.0% PROPOSED FLOOR AREA RATIO -
PER LDC PERMISSIBLE MAX. FLOOR AREA RATIO = 50%

TOTAL NUMBER OF PARKING SPACES

2 PARKING SPACES PROVIDED - PER LDC 0.5 PARKING
SPACES PER 1 BOX HANGAR UNIT

TOTAL NUMBER OF PERVIOUS PARKING SPACES:

2 PARKING SPACES PROVIDED - PER LDC 75% OF PARKING
SPACES SHALL USE PERVIOUS PARKING MATERIALS
2 PERVIOUS PARKING SPACES PROVIDED - 100%

TOTAL TREES ON SITE CRITERIA

PER AIRPORT LDC - FOR SAFETY REASONS NO NEW TREES SHALL BE PERMITTED WITHIN THE AIR OPERATIONS AREA.

PLAT BOOK SECTION TOWNSHIP RANGE: 06 - 2N - 28 - 0000 - 0001 -0000

EXISTING TAXILANE

1 PROPOSED SITE PLAN

IF THERE IS A DISCREPANCY BETWEEN ARCHITECTURAL AND ENGINEERING SPECIFICATIONS OR DRAWINGS, THEN ENGINEERING SHALL BE FOLLOWED UNLESS ARCHITECTURAL DESIGN IS AFFECTED: THEN CONTACT ENGINEER IN ANY CASE OF DISCREPANCY, CONTACT ARCHITECT FOR DIRECTION.

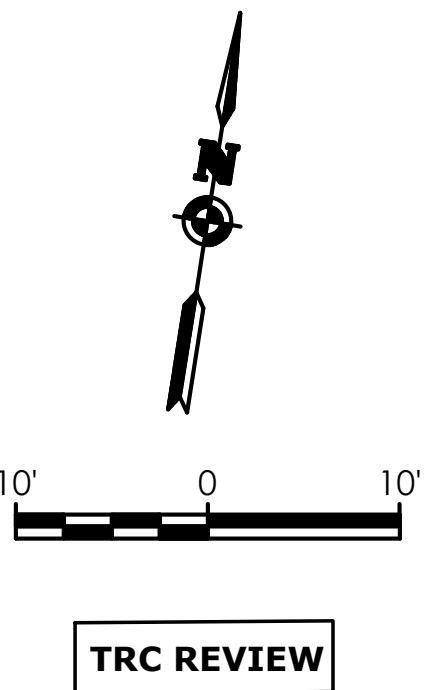
CODE RESEARCH

FBC 2017 & NFPA 409 2016

OCCUPANCY CLASSIFICATION:	GROUP S-1 MODERATE - HAZARD STORAGE
SPECIAL OCCUPANCY REQUIREMENTS:	AIRCRAFT HANGAR (STORAGE ONLY)
TYPE OF CONSTRUCTION:	TYPE II B & TYPE II (000) UNPROTECTED / UN-SPRINKLERED
ALLOWABLE BLDG HGT & AREA PER FBC:	55' HGT 2 STORY 17,500 S.F.
AIRCRAFT HANGAR GROUP PER NFPA:	GROUP III
ALLOWABLE DOOR/BLDG HGT & AREA PER NFPA:	28' ACCESS DR HGT 1 STORY 12,000 S.F.
ALLOWABLE BLDG HGT PER FAA PART 77 FROM RUNWAY 13-31:	97' HGT
ALLOWABLE BLDG HGT PER AIRPORT DEVELOPMENT CODE:	45' HGT
REQUIRED SEPARATION OF OCCUPANCIES PER FBC:	1 HOUR
MAXIMUM FIRE AREA ALLOWABLE PER FBC & NFPA:	12,000 S.F.
FIRE SEPARATION DISTANCE FOR EXTERIOR WALLS PER FBC: $x \geq 30'$	= 3 FIRE RATING
MINIMUM BLDG SEPARATION REQUIRED BETW. BLDGS PER NFPA:	50'
SEPARATION OF INCIDENTAL ACCESSORY OCCUPANCIES PER FBC:	1 HR FIRE RESISTANT RATING
ROOF COVERINGS SHALL BE LISTED AS PER NFPA:	CLASS C OR BETTER
EXPOSED INTERIOR INSULATION PER FBC:	THERMAL/Acoustical INSUL CLASS A ONLY
OIL SEPARATOR REQUIRED PER FBC:	SINGLE LEASE SPACE EXCEEDING 2000 S.F.

PROVIDED

TOTAL EACH HANGAR UNIT SQUARE FOOTAGE:	+/- 1,455 S.F.
TOTAL HANGAR BUILDING SQUARE FOOTAGE:	4,451 S.F.
TOTAL HANGAR BUILDING HEIGHT:	+/- 20'-3" HGT 1 STORY
MAXIMUM SINGLE LEASE SPACE UNIT:	1,455 S.F.
NEAREST BUILDING & PROPERTY LINE:	x > 15'
<u>WIND LOADS DESIGN CRITERIA</u>	
ULTIMATE DESIGN WIND SPEEDS, ASCE 7, VALT FOR RISK CATEGORY II BUILDINGS	
BASIC WIND SPEED:	130 MPH
EXPOSURE CATEGORY:	"C"
WIND IMPORTANCE FACTOR:	1.0
BUILDING CATEGORY:	ENCLOSED
WIND BORNE DEBRIS REGION REQUIREMENTS ARE APPLICABLE	
REFER TO STRUCTURAL DRAWINGS	



Stamp:

Client:
Giltz & Associates
4835 Munson St. NW
Canton, OH 44718

Owner:
City of Fernandina Beach



204 Ash Street
Fernandina Beach, FL 32034

Passero Associates

4730 Casa Cola Way, Suite 208
St. Augustine, FL 32095
(855) 335-1000
Fax: (855) 335-1699

Principal-In-Charge
Project Manager
Project Architect
Andrew Holosko, C.M.
Matt Singletary, P.E.
Chris Nordone, R.A.

No.	Date	By	Description
1	01/02/20	BB	GEOPHYSICAL DATA

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UTILITY SITE PLAN

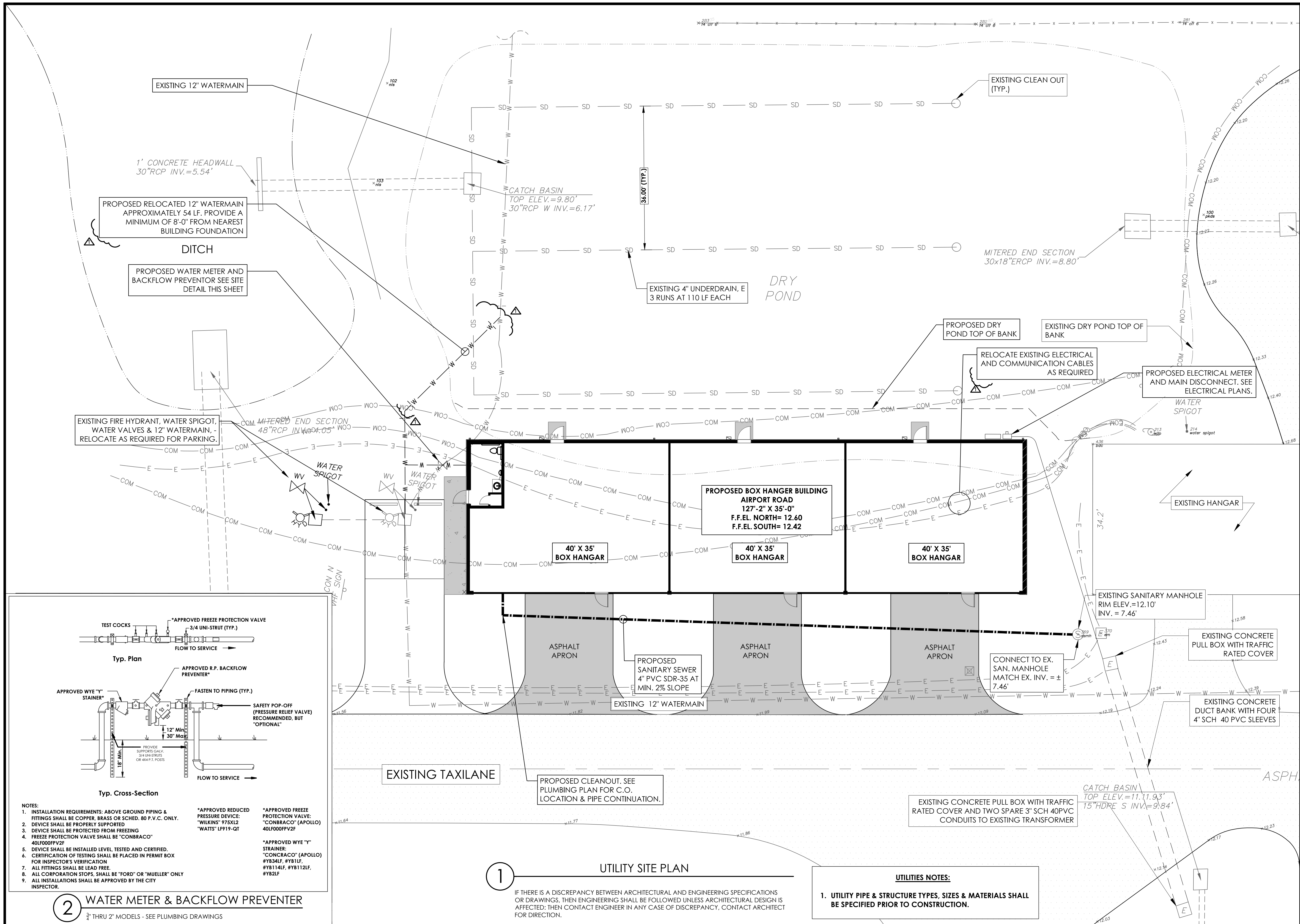
**THREE UNIT BOX
HANGAR BUILDING**

Fernandina Beach Municipal
Airport
Town/City: Fernandina Beach
County: Nassau State: Florida

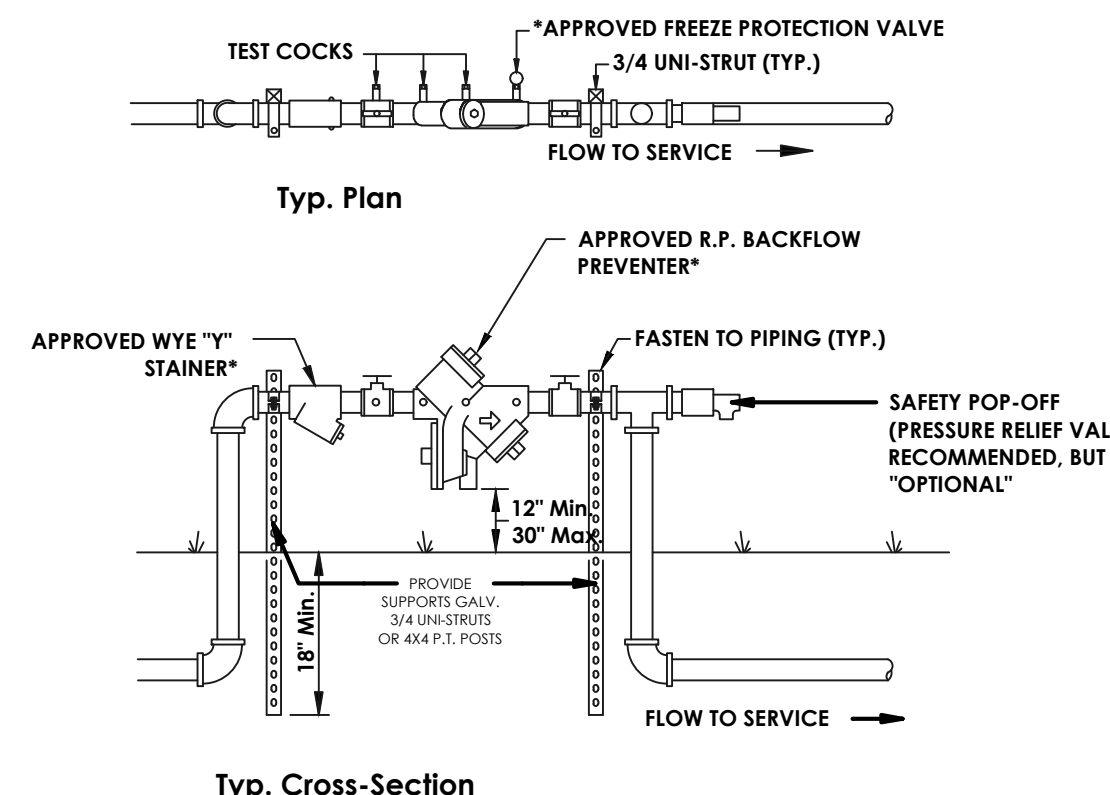
Project No.:
20182651.0003

Drawing No.:
C-103

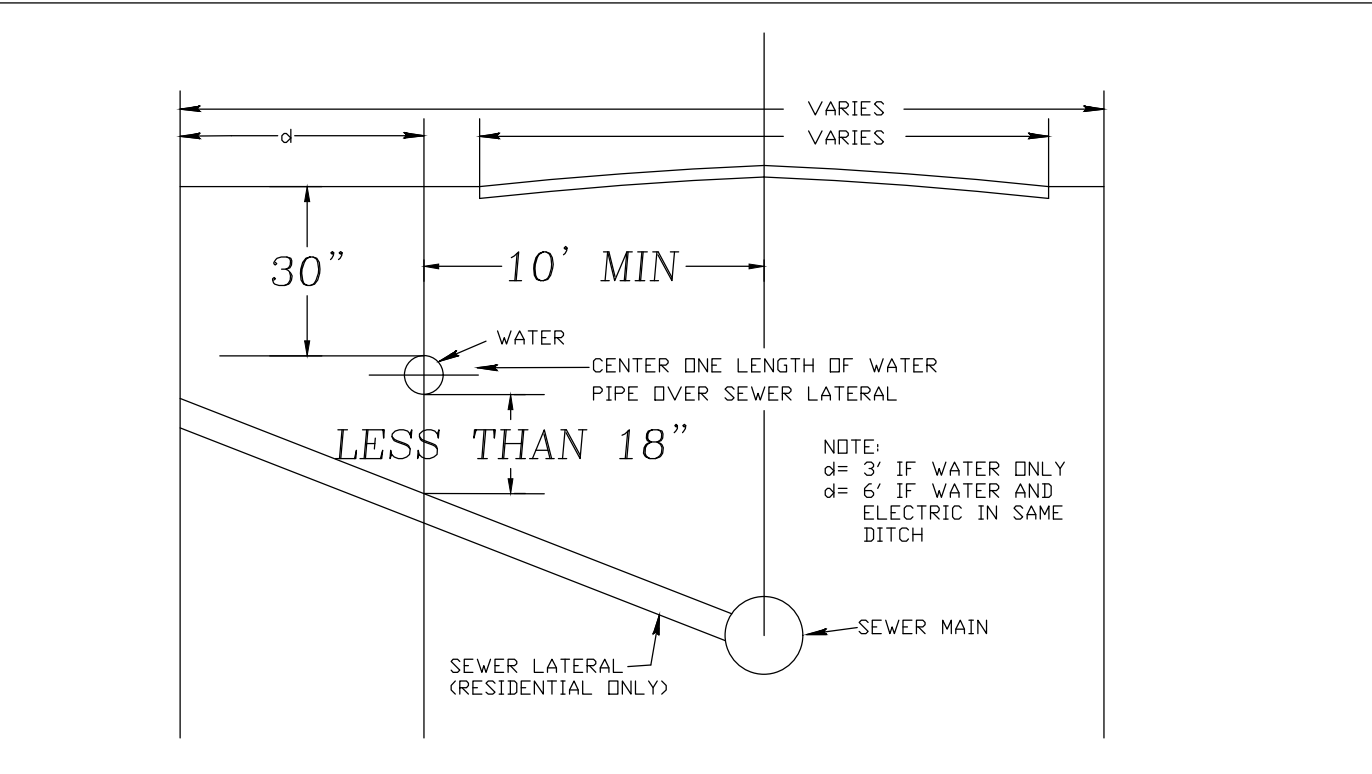
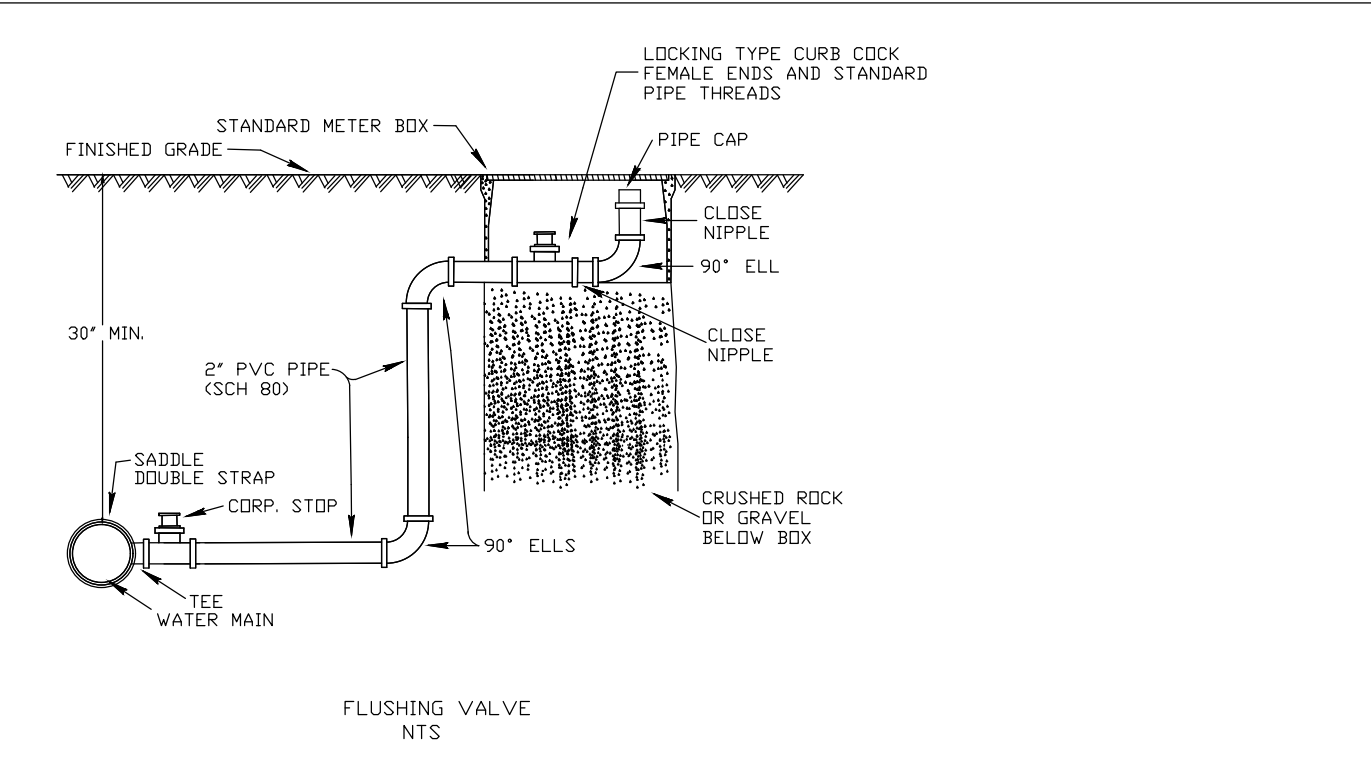
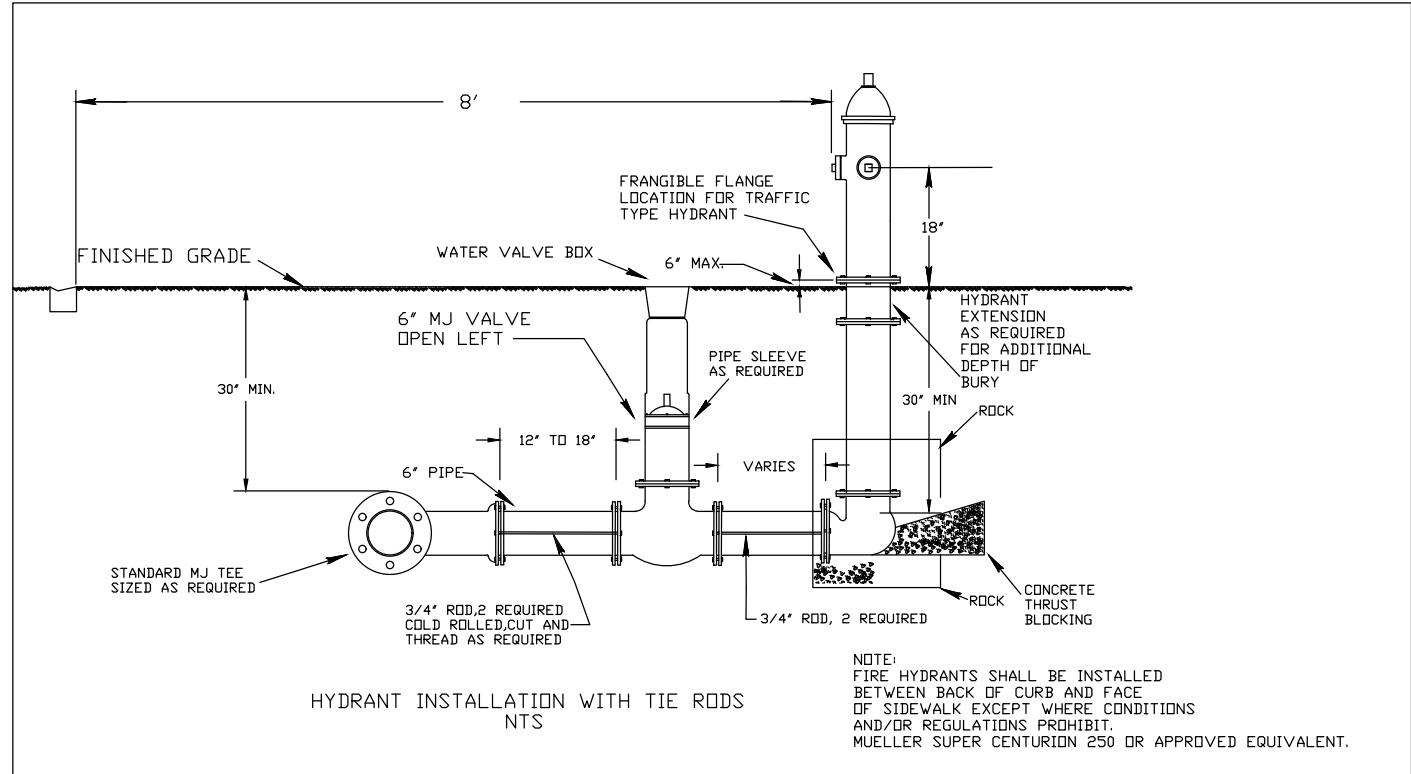
Date:
January, 2020



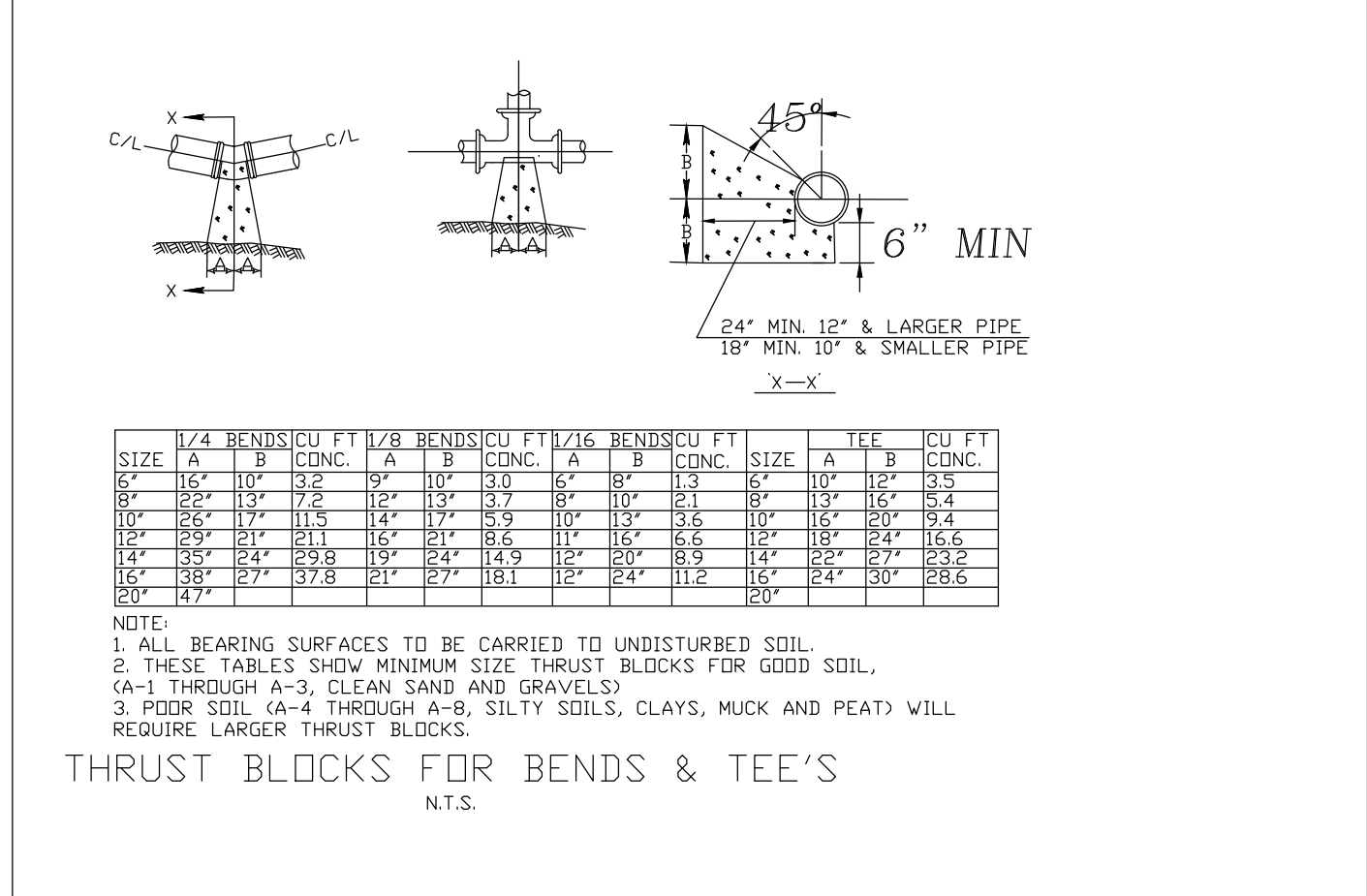
2 WATER METER & BACKFLOW PREVENTER
3/4" THRU 2" MODELS - SEE PLUMBING DRAWINGS

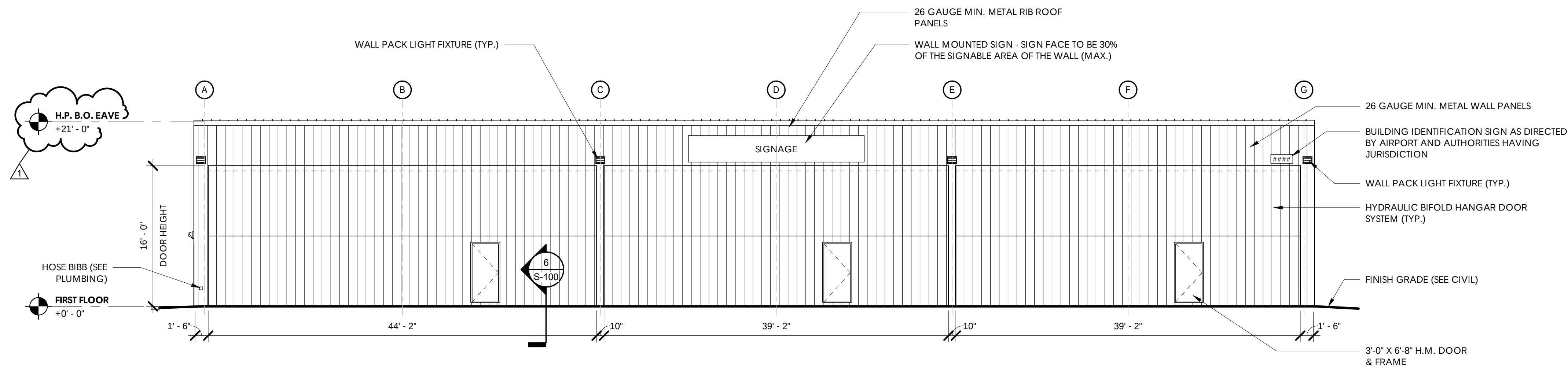


- NOTES:
1. INSTALLATION REQUIREMENTS: ABOVE GROUND PIPING & FITTINGS SHALL BE COPPER, BRASS OR SCHED. 80 P.V.C. ONLY.
 2. DEVICE SHALL BE PROPERLY SUPPORTED
 3. DEVICE SHALL BE PROTECTED FROM FREEZING
 4. FREEZE PROTECTION VALVE SHALL BE "CONBRACO" 40LF000FPV2F
 5. DEVICE SHALL BE INSTALLED LEVEL, TESTED AND CERTIFIED.
 6. CERTIFICATION OF TESTING SHALL BE PLACED IN PERMIT BOX FOR INSPECTOR'S VERIFICATION
 7. ALL FITTINGS SHALL BE LEAD FREE.
 8. ALL CORPORATION STOPS, SHALL BE "FORD" OR "MUELLER" ONLY
 9. ALL INSTALLATIONS SHALL BE APPROVED BY THE CITY INSPECTOR.
- *APPROVED REDUCED PRESSURE DEVICE: "WILKINS" 975X12 "WATTS" LF919-QT
- *APPROVED FREEZE PROTECTION VALVE: "CONBRACO" (APOLLO) 40LF000FPV2F
- *APPROVED WYE "Y" STRAINER: "CONBRACO" (APOLLO) #YB34LF, #YB11F, #YB114LF, #YB112LF, #YB21F

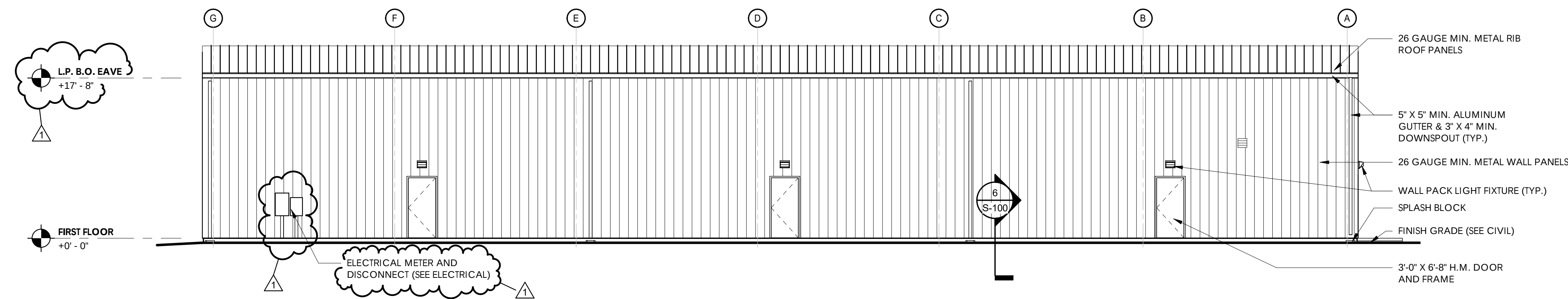


MINIMUM LENGTH TO BE RESTRAINED ON EACH SIDE OF FITTING (FEET)									
PIPE SIZE	11 1/4	22 1/2	45	90	TEE	VALVE	CAP	REDUCER	
4	2	4	7	18	20	39	39	N/A	
6	2	5	10	25	20	55	55	28	
8	3	6	13	32	20	72	72	30	
10	4	8	16	38	20	86	86	29	
12	4	9	19	45	20	102	102	50	
16	6	11	23	57	20	131	131	30	

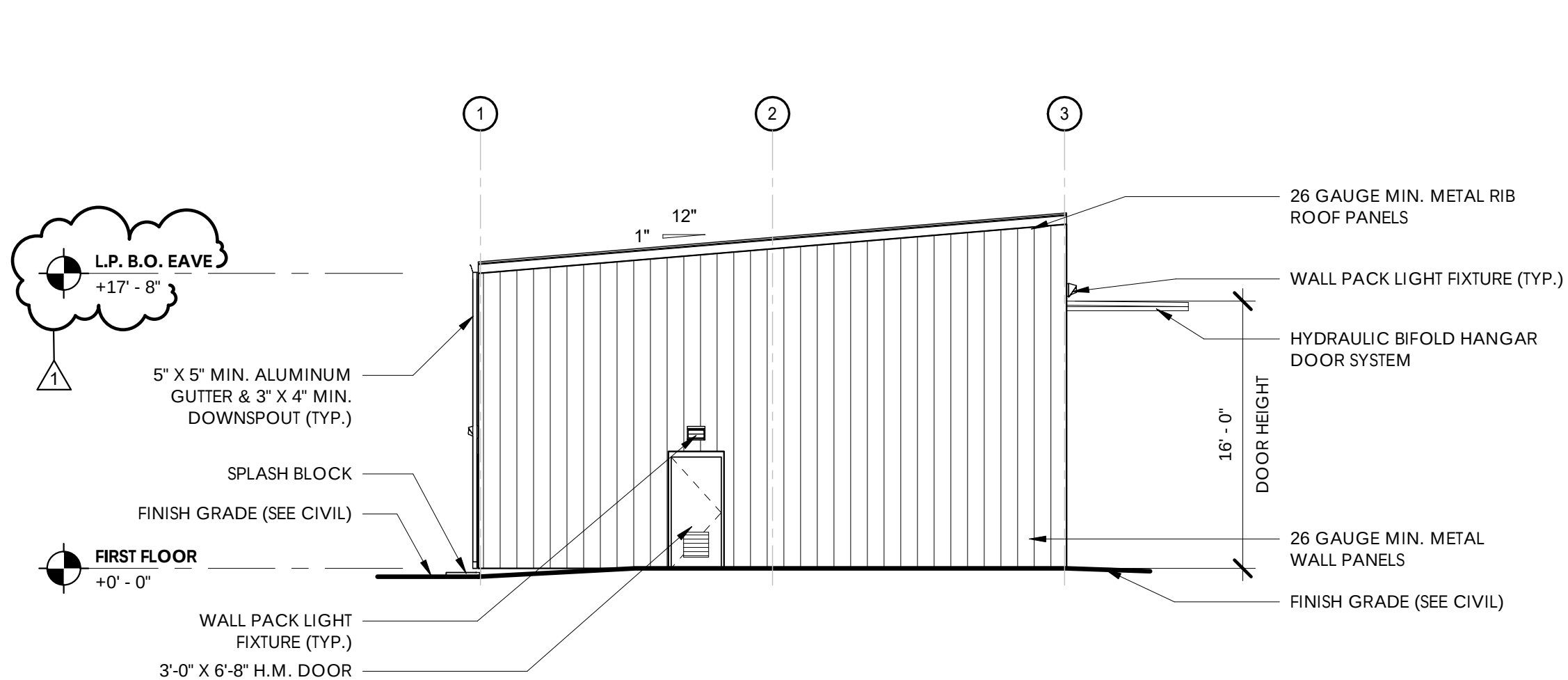




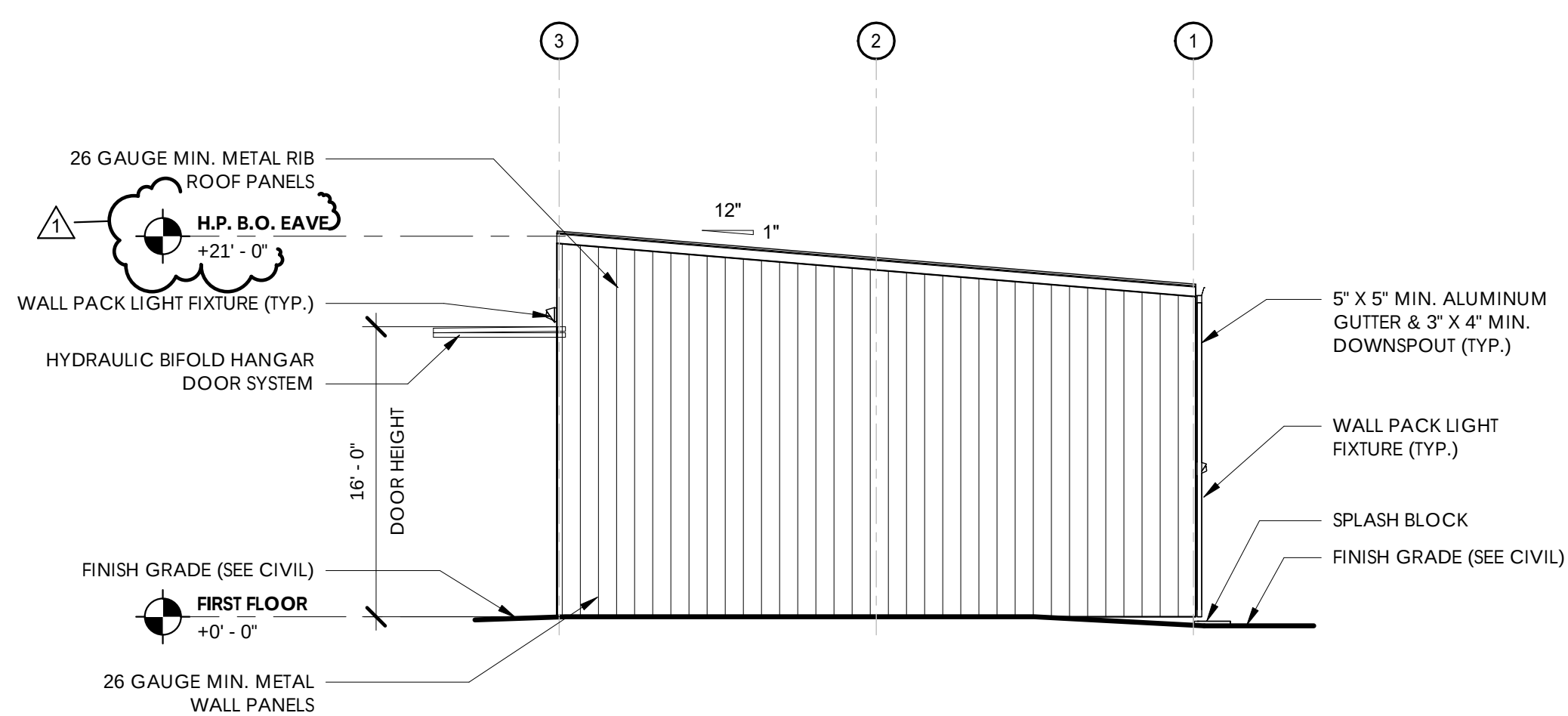
3 SOUTH ELEVATION



4 NORTH ELEVATION



1 EAST ELEVATION



2 WEST ELEVATION

NOTES:

ELEVATIONS EXPRESSED IN DECIMAL FEET REFER TO NATIONAL GEODETIC VERTICAL DATUM (NGVD). ELEVATIONS EXPRESSED IN FEET AND INCHES REFER TO BUILDING RELATIVE ELEVATIONS WHERE 0'-0" = ±12.42' AND ENGINEERING SPECIFICATIONS. SEE ENGINEERING DRAWINGS.

TRC REVIEW

Stamp:

Client:
Giltz & Associates
4835 Munson St. NW
Canton, OH 44718

Owner:
City of Fernandina Beach



204 Ash Street
Fernandina Beach, FL 32034

Passero Associates

4730 Casa Cola Way, Suite 208
St. Augustine, FL 32095
(585) 325-1000
Fax: (585) 325-1691
Principle-In-Charge: Andrew Holesko, C.M.
Project Manager: Matt Singletary, P.E.
Project Architect: Chris Nardone, R.A.

No.	Date	By	Description
1	01/02/20	TS	PEMB COORD.

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EXTERIOR ELEVATIONS

BOX HANGARS (GILTZ)

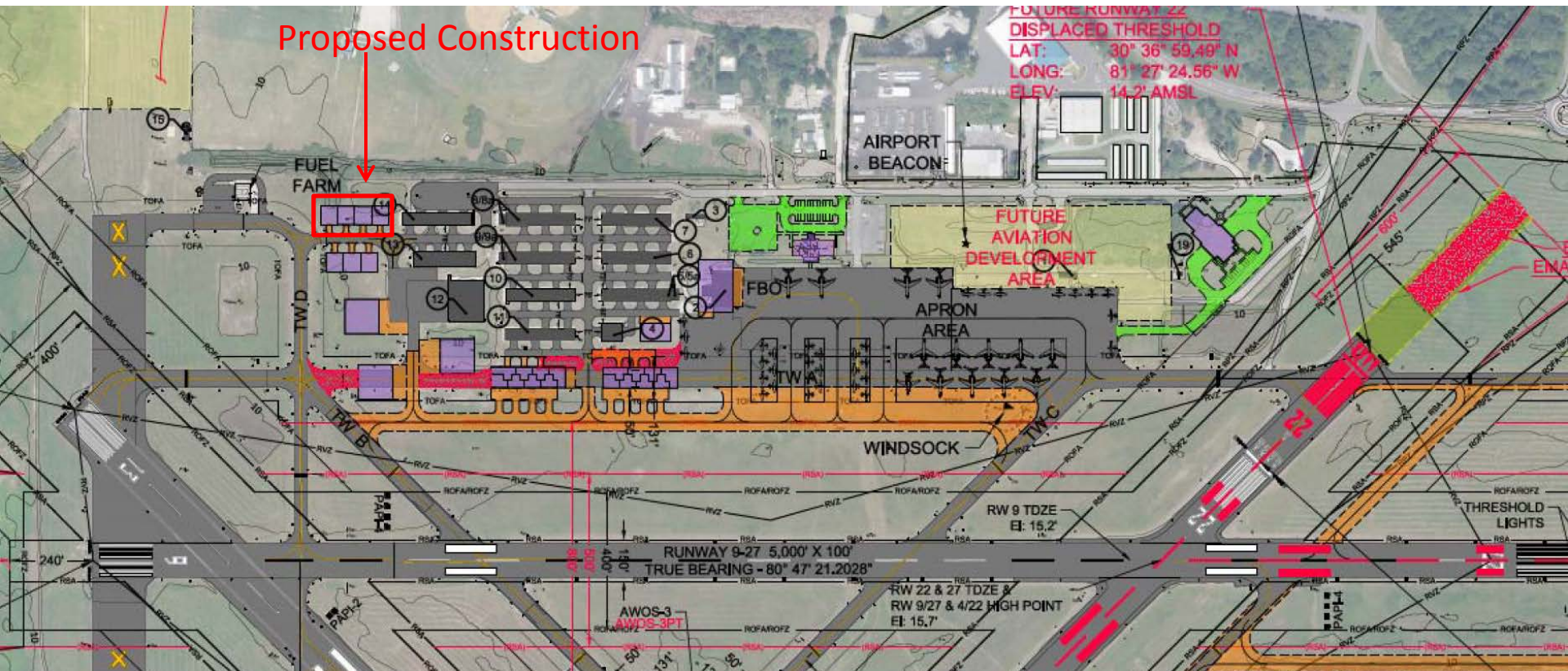
Fernandina Beach Municipal Airport
Town/City: Fernandina Beach
County: Nassau State: Florida

Project No.:
20182651.0002

Drawing No.:
A-200

Date:
JANUARY 2019

Airport Layout Plan Depiction



CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Resolution 2020-20
Facilities Use Agreement - Amelia Island Concours d'Elegance Foundation, Inc.

ITEM TYPE: Resolution (w/ fiscal impact)

REQUESTED ACTION: Consider Resolution 2020-20.

SYNOPSIS: The annual Concours d'Elegance returns to Amelia Island in March of 2020. Although the Concours d'Elegance is actually hosted at the Ritz Carlton, logistical support for the event has, in previous years, been provided by the City of Fernandina Beach through the use of Airport grounds for parking. The attached agreement proposes to continue the same level of support through use of Airport property as has been provided in previous years. The Fernandina Beach Airport Advisory Commission reviewed this Facilities Use Agreement during its January 9, 2020, meeting, and unanimously recommended approval by the City Commission.

In conjunction with annual Concours d'Elegance events, the Amelia Island Bonhams Vehicle Auction is hosted on the Fernandina Beach Golf Course. Facilities in support of that vehicle auction reside within the runway protection zone of Runway 9/27, and require that the runway be closed during use of the property to host and conduct a vehicle auction. This closure, though, offers the opportunity to make use of Airport property, as has been done in years past, at the east end of Runway 9/27 to support vehicle parking, while also allowing for additional aircraft parking on the surface of Runway 9/27 to support the increased volume of air traffic utilizing the Airport during this event timeframe. The parking areas depicted in the exhibit/map with the attached Facilities Use Agreement are operationally controlled through the assistance of volunteers from the Friends of Fernandina Airport, Experimental Aircraft Association, and Concours d'Elegance personnel. Airport staff coordinates with these agencies, and the Federal Aviation Administration, regarding, set-up requirements, oversight, and execution of these parking operations.

FISCAL IMPACT: The fee for use of the Airport under this Facilities Use Agreement is \$20,000, to be deposited into the Airport Fund, Other Revenue Account, 420 36990. Additionally, the Airport anticipates an additional \$5,000 as its share of revenue in support of parking operations on Airport property outlined within this agreement, and these funds would also be deposited into the Airport Fund, Other Revenue Account, 420 36990.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission adopt proposed Resolution 2020-20.

Nicole Bednar, Administrative Services Manager	1/21/2020
Dale L. Martin, City Manager	1/22/2020
Pauline Testagrose, Comptroller	1/23/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: January 15, 2020

Submitted By: Nathan Coyle, Airport Director

COMMISSION ACTION: Adopt

RESOLUTION 2020-20

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AUTHORIZING THE USE OF AIRPORT PROPERTY BY AMELIA ISLAND CONCOURS D'ELEGANCE FOUNDATION, INC IN CONJUNCTION WITH ANNUAL AMELIA ISLAND CONCOURS D'ELEGANCE EVENTS IN MARCH, 2020; APPROVING THE FACILITIES USE AGREEMENT; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Amelia Island Concours d'Elegance is an annual event and the City of Fernandina Beach allows the use of property located at the Fernandina Beach Municipal Airport; and

WHEREAS, the Fernandina Beach Municipal Airport will be paid \$10,000 for the use of the area east of Runway 9/27 for parking (Area 2 depicted within Exhibit "A"), \$5,000 for the use of Taxiway E for parking (Area 3 depicted within Exhibit "A"), and \$5,000 for the use of areas adjacent to Airport Road for assembly and parking (Areas 1 and 4 depicted within Exhibit "A"); and

WHEREAS, the Airport will collect a \$100 per night fee for commercial car haulers utilizing the Ybor Alvarez parking lot from March 4, 2020, through March 9, 2020. The Airport will also receive a portion of the parking fees for the assembly, parking, and shuttle of spectators further described as: a fee of \$10 per vehicle and \$5 per motorcycle to be collected on Saturday, March 7, 2020, and \$20 per vehicle and \$5 per motorcycle on Sunday, March 8, 2020, with proceeds distributed equally among the Experimental Aircraft Association (EAA), the Friends of Fernandina Aviation (FOFA), and the Fernandina Beach Municipal Airport; and

WHEREAS, the Airport use fees and parking fees collected will be deposited into the Airport Fund, Other Revenue Account, 420 36990. The City will remit equal shares of parking fee revenue to the Experimental Aircraft Association (EAA) and the Friends of Fernandina Aviation (FOFA).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The City Commission hereby approves the use of Airport property for the annual Amelia Island Concours d'Elegance events in March of 2020, and the Facilities Use Agreement attached hereto as Exhibit "1."

SECTION 2. The City Commission hereby approves the methodology for the collection and distribution of parking fees collected during the Amelia Island Concours d'Elegance.

SECTION 3. The City Manager and City Clerk are hereby authorized to execute the Agreement upon review and approval of the City Attorney.

ADOPTED this 4th day of February, 2020.

CITY OF FERNANDINA BEACH

John A. Miller
Commissioner – Mayor

ATTEST:

Caroline Best
City Clerk

APPROVED AS TO FORM & LEGALITY:

A handwritten signature in blue ink, appearing to be 'TEB', is positioned above a horizontal line.

Tammi E. Bach
City Attorney

CITY OF FERNANDINA BEACH FACILITIES USE AGREEMENT

This FACILITIES USE AGREEMENT (herein after called the AGREEMENT) is made and entered into this _____ day of February, 2020, by and between the CITY OF FERNANDINA BEACH, a Florida municipal corporation, whose address is 204 Ash Street, Fernandina Beach, FL 32034 (herein called "CITY"), and **Amelia Island Concours d'Elegance Foundation, Inc.** whose address is **3016 Mercury Road South, Jacksonville, Florida 32207** (herein called "USER").

WHEREAS, CITY owns, controls and operates that certain public facility known as the Fernandina Beach Municipal Airport (herein called "FACILITY"); and

WHEREAS, USER has expressed a desire to use said FACILITY for car parking of patrons attending the Concours d'Elegance event and for certain specific uses of the Airport in conjunction with the Concours d'Elegance event being held on Amelia Island, March 6-8, 2020.

NOW, THEREFORE, the parties agree as follows:

1. USER shall be permitted to use the FACILITY from March 2 –9, 2020 for the event described above and as illustrated on the sketch at Exhibit 1 to this agreement.
2. CITY agrees to coordinate the parking arrangement and provide any setup materials required to facilitate parking in the designated parking areas. USER will provide portable toilet facilities.
3. USER shall pay CITY a fee of \$10,000.00 for the parking area located at the eastern end of Runway 9/27, \$5,000.00 for the parking area located on Taxiway E, and \$5,000 for the parking located near Airport Road. Additionally, CITY will have the right to collect a vehicle parking fee from patrons using the "North" parking portion of the FACILITY for vehicle parking to attend the Concours d'Elegance event (the fees of which are to be disbursed equally among the Experimental Aircraft Association, the Friends of the Fernandina Airport, and the City of Fernandina Beach Municipal Airport). CITY shall also have the right to collect a vehicle parking fee from patrons for overnight parking of car haulers utilizing the Ybor Alvarez Athletic Complex parking lot.
4. As condition to USER's right to use the facilities herein, USER agrees to and shall comply with the following:
 - a. USER shall not exclude any person from its services because of race, sex, age, religion, disability, national origin or other prohibited discrimination.
 - b. USER shall have competent, responsible, and able supervision on the premises at all times that its service is operational.
 - c. USER shall not interfere with emergency operations of CITY or other authorized users of the FACILITY.
 - d. USER shall keep premises in a clean and sanitary condition, and be responsible for cleanup on a daily basis and removal of temporary structures at the site upon completion of the event and returning property to same condition as when received.
 - e. CITY shall have the right, acting through its agents or employees, to enter upon the premise at reasonable hours and times for the purpose of making inspections.
 - f. USER will obtain all required Federal, State, County and City permits including any applicable fees.
 - g. USER shall not undertake any alterations or changes in the construction of the facility premises, without prior written consent of CITY.
 - h. USER agrees to assume liability for and indemnify, hold harmless, and defend the CITY, its commissioners, mayor, officers, employees, agents, and attorneys of, from, and against all liability and expense, including reasonable attorney's fees, in connection with any and all claims, demands, damages, actions, causes of action, and suits in equity of whatever kind or nature, including claims for personal injury, property damage, equitable relief, or loss of use, arising directly or indirectly out of or in connection with any negligent and/or deliberate act or omission of USER, its officers, employees, agents,

and representatives. USER's liability hereunder shall include all attorney's fees and costs incurred by the CITY in the enforcement of this indemnification provision. This includes claims made by the employees of USER against the CITY and USER hereby waives its entitlement, if any, to immunity under Section 440.11, Florida Statutes. The obligations contained in this provision shall survive termination of this Agreement and shall not be limited by the amount of any insurance required to be obtained or maintained under this Agreement. Nothing contained in the foregoing indemnification shall be construed to be a waiver of any immunity or limitation of liability the CITY may have under the doctrine of sovereign immunity or Section 768.28, Florida Statutes.

- i. USER shall not rent, sublet, or assign space in the FACILITY premises without the prior written consent of CITY.
 - j. USER has priority over the portion of the FACILITY as described during the time agreed upon in this AGREEMENT, and can use specified areas during the time of this AGREEMENT.
 - k. CITY reserves the right to cancel this AGREEMENT at any time, without cause, by giving USER 30 days notice of such cancellation.
 - l. USER shall maintain liability insurance, in amounts as deemed necessary and appropriate by the City Attorney, show the CITY as additional insured thereon, and shall provide proof of it to CITY, upon commencement of this AGREEMENT, and thereafter, as required by CITY. USER will provide insurance on all their equipment being used in the FACILITY.
 - m. USER shall, at all times, abide by Federal, State, and local laws, in the operation of its programs or services at the FACILITY. Sale and/or consumption of alcohol not allowed on Airport property unless properly permitted by the City.
5. Term of Agreement: The term of the AGREEMENT is as noted in paragraphs 1 and 2 above, unless terminated sooner.
6. The addresses for giving notices are as follows:

USER: Amelia Island Concours d'Elegance
Foundation, Inc.
3016 Mercury Road South
Jacksonville, FL 32207

CITY: City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
Attn: Airport Manager

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this day and year first above written.

**AMELIA ISLAND CONCOURS
D'ELEGANCE FOUNDATION, INC.**

By: 
Timothy Pendergast
Its: Director of Operations

CITY OF FERNANDINA BEACH

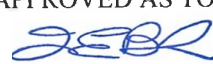
By: _____
Dale L. Martin
Its: City Manager

By: _____
Caroline Best
Its: City Clerk

WITNESS:


Print Name: Nathan Coyle

APPROVED AS TO FORM AND LEGALITY:


Tammi E. Bach
Its: City Attorney

1. BAILEY ROAD
(NORTH) PARKING

4. ASSEMBLY AREA
(OUTSIDE SECURITY FENCE)

3. JAMESTOWN ROAD
(TRAILER) PARKING

6. AUCTION
TENT AREA

2. RUNWAY 9-27
(EAST) PARKING

5. BONHAMS AUCTION
(APPROX. LOCATION)

LEGEND

RUNWAY PROTECTION ZONE (RPZ)

RUNWAY SAFETY AREA (RSA)

RUNWAY OBJECT FREE AREA (ROFA)

TAXIWAY SAFETY AREA (TSA)

TAXIWAY OBJECT FREE AREA (TOFA)

BARRICADES (BARRICADE, FENCING, SIMILAR)

FLAGMAN/SAFETY/SECURITY

TEMPORARY RUNWAY CLOSURE MARKERS

RPZ

RSA

ROFA

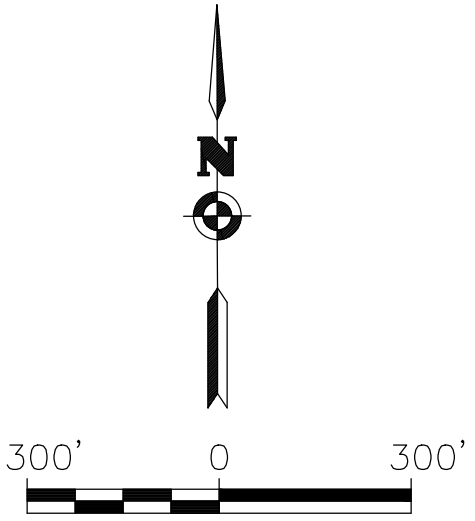
NOTES

1. PARKING AREAS SHALL NOT CREATE ANY OBSTRUCTIONS TO FAR PART 77 SURFACES.

2. EVENT OPERATOR SHALL BE REQUIRED TO PLACE BARRICADES & SECURITY STAFFING WHERE EVENT OPERATION BORDERS AIRPORT OPERATIONAL AREAS.

3. SAFETY AND SECURITY STAFFING SHALL BE RESPONSIBLE IN REDIRECTING AND REGULATING PEDESTRIAN & AUTOMOBILE MOVEMENT AWAY FROM ACTIVE RUNWAYS, TAXIWAYS, AND ALL SAFETY AREAS.

PEDESTRIANS WILL NOT BE PERMITTED AT ANYTIME TO CROSS ACTIVE RUNWAYS, RUNWAY SAFETY AREAS, AND ANY AIRCRAFT MOVEMENT AREAS.



Property Owner:
City of Fernandina Beach
Fernandina Beach Municipal Airport
700 Airport Road
Fernandina Beach, Florida 32034

Tenant / Client:

Passero Associates
13453 N. Main Street Jacksonville, FL 32218 (904) 757-6106 Fax: (904) 757-6107
Certificate of Authorization # 3428
Principal-in-Charge Andrew M. Holesko, C.M.
Project Architect
Email:
Project Engineer

Revisions			
No.	Date	By	Description

UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS IN VIOLATION OF STATE EDUCATION LAW ARTICLE 145 SECTION 7209 AND ARTICLE 347 SECTION 7307. THESE PLANS ARE COPYRIGHT PROTECTED ©

Attachment 1

Town/City: Fernandina Beach
County: Nassau State: Florida
Project No.
99047.0066P1
Drawing No.
1
Date
September 2019

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Resolution 2020-21
Grant Application - Florida Department of State, Division of Historical Resources

ITEM TYPE: Resolution (w/ fiscal impact)

REQUESTED ACTION: Consider Resolution 2020-21.

SYNOPSIS: The City of Fernandina Beach is applying for a Small Matching Grant in the amount of \$48,000 to fund a partnership between the City of Fernandina Beach, the University of Florida's (UF) School of Design Construction & Planning, and the Amelia Island Museum of History to analyze the Old Town Fernandina Preservation & Development Guidelines effectiveness in preserving the Spanish grid. A publication will be generated which will include an illustrated history of Old Town Fernandina and guidelines for its preservation.

FISCAL IMPACT: This grant will be 100% funded. The grant revenue and related expenditures in the amount of \$50,000 have both been included in Planning & Conservation Professional Services account, 0011500 53100, in FY 2019/2020. There is no required cash match from the City.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission adopt proposed Resolution 2020-21.

Kelly Gibson, AICP, Planning Director	1/17/2020
Lorelei Jacobs, Grants Administrator	1/22/2020
Dale L. Martin, City Manager	1/22/2020
Pauline Testagrose, Comptroller	1/22/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: January 13, 2020

Submitted By: Kelly Gibson, AICP, Planning Director

COMMISSION ACTION: Adopt

RESOLUTION 2020-21

AN RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AUTHORIZING THE SUBMITTAL OF ONE FLORIDA DIVISION OF HISTORICAL RESOURCES SMALL MATCHING GRANT APPLICATION TO FUND AN ANALYSIS OF THE OLD TOWN FERNANDINA PRESERVATION & DEVELOPMENT GUIDELINES AND CREATION OF AN UPDATED VERSION OF THAT PUBLICATION; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Fernandina Beach is requesting authorization to submit one Historic Preservation Small Matching Grant application to the Florida Department of State, Division of Historical Resources for \$48,000 in order to fund a project regarding analysis of the Old Town Fernandina Preservation & Development Guidelines and creation of and creation of an updated version of that publication; and

WHEREAS, no matching funds will be required from the City. Funds in the amount of \$50,000 have been budgeted in Planning & Conservation Professional Services account, 0011500 53100, in FY 2019/2020.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The City Commission of the City of Fernandina Beach authorizes the submittal of one Historic Preservation Small Matching Grant application for \$48,000 to fund a project regarding the analysis of the Old Town Fernandina Preservation & Development Guidelines and creation of an updated version of that publication with no City match requirements. Project costs are reimbursable by the state and are included in the FY 2019/2020 budget.

SECTION 2. This Resolution shall become effective immediately upon passage.

ADOPTED this 4th day of February, 2020.

CITY OF FERNANDINA BEACH

John A. Miller
Commissioner – Mayor

ATTEST:

Caroline Best
City Clerk

APPROVED AS TO FORM & LEGALITY:



Tammi E. Bach
City Attorney

City of Fernandina Beach

Project Title: Old Town Guidelines Analysis and Update

Grant Number: 21.h.sm.100.076

Date Submitted: Wednesday, July 10, 2019

A. Organization Information Page 1 of 9

Applicant Information

- a. **Organization Name:** City of Fernandina Beach 
- b. **FEID:** 59-6000317
- c. **Phone number:** 904.310.3483
- d. **Principal Address:** 204 Ash Street Fernandina Beach, 32034
- e. **Mailing Address:** 204 Ash Street Fernandina Beach, 32034
- f. **Website:** www.fbfl.us
- g. **Organization Type:** Municipal Government
- h. **Organization Category:** Other
- i. **County:** Nassau
- j. **DUNS number:** 079192274

1. Designated Project Contact *

First Name

Salvatore

Last Name

Cumella

Phone

Email

scumella@fbfl.org

2. Authorized Official *

First Name

Lorelei

Last Name

Jacobs

Phone

904.310.3104

Email

ljacobs@fbfl.org

3. Certified Local Governments (CLG) *

Only governmental entities that are Certified Local Governments (CLG) in good standing are eligible to receive **Federal** funds for the Survey, Planning, and National Register Nomination project categories. CLGs may also apply for state funds for projects in **other** categories (Education and Publication and Historical Marker projects). No more than two (2) applications, one for federal funding and one for state funding, may be submitted under a single application deadline.

Are you a CLG in good standing? What is a CLG?

☒ Yes

☐ No

If yes, is this an application for federal or state funding?

☒ Federal (Survey, Planning, and National Register Nomination project types only)

☐ State (Education and Publication, and Historical Marker project types only)

If yes, provide the following:

4

4. Florida Main Street Programs *

Are you an Active Florida Main Street community designated as such pursuant to Chapter 1A-36, Florida Administrative Code?

☐ Yes

☒ No

5. Applicant Grant Experience and History

Has the applicant received previous grant assistance within the past five years from any source? *

☒ Yes

☐ No

If yes, for each grant specify the year of the grant award, grant number, grant project name, the granting entity, the grant award amount, and its current status. Make sure to include any grants awarded by the Division or other State grants.

#	Previous Grant Year	Previous Grant Number.	Previous Grant Project Name	Previous Granting Entity	Previous Grant Amount	Open/Closed
1	2019	LP45013	Fernandina Beach Stormwater Shoreline Stabilization	Florida Department of Environmental Protection	\$450,000	Open
2	2018	H0104	City of Fernandina Beach - Drainage Improvement	Federal Emergency Management Agency/Florida Division of Emergency Management	\$103,324	Open
3	2017	32053	Area 1 Drainage Improvements	St. John's River Water Management District	\$251,283	Open
4	2017	NA-FB-17-20	Southern Basin Dock Realignment Phase 1B	Florida Inland Navigation District	\$75,000	Open
5	2017	NA-FB-16-18	Marina Maintenance Dredging	Florida Inland Navigation District	\$151,650	Closed
6	2018	NA-FB-18-21	Marina Basin Maintenance Dredging Phase II	Florida Inland Navigation District	\$175,000	Closed
7	2016	JAGD-NASS-1-FB-052	Bullet Proof Vests	U.S. Department of Justice	\$1,680	Closed

8	2016	15078	Florida Boating Improvement Program-Breakwater Dock and Fire Safety Improvements	Florida Fish and Wildlife Conservation Commission	\$100,000	Closed
9	2019	2019-JAGD-NASS-2-N3-039	Fernandina Beach Police Triage of Bleeding Victims Program	U.S. Department of Justice	\$1,873	Open
10	2015	NA-FB-15-17	Breakwater Dock Safety Enhancements Phase II	Florida Inland Navigation District	\$89,306	Open
11	2017	LP45011	Fernandina Beach North Fletcher Basin Area Stormwater Treatment (Basin 5)	Florida Department of Environmental Protection	\$500,000	Closed
12	2016	23868	Urban and Community Forestry-	Florida Department of Agriculture and Consumer Affairs	\$21,000	Closed
13	2017	18.h.sm.200.054	Fernandina Beach Historic Resources Survey Update	Florida Department of State	\$40,000	Open

6. Proposed Project Team *

#	Name	Project Role Title	% of Time	Email	Phone/Ext.
1	Lorelei Jacobs	Grants Administrator	100	ljacobs@fbfl.org	904.310.3104.____
2	Salvatore Cumella	Historic Preservation Planner	10	scumella@fbfl.city	9043103483

7. Applicant staffing and hours *

Select the option that best describes your organization.

- ☒ Organization is open at least 40 hours per week and has at least one paid staff member in a management position
- ☐ Organization has some paid staff but they are not full-time
- ☐ Organization is open part-time and has volunteer staff

B. Project Information Page 2 of 9

1. Project Type *

Select the project type for which grant funds are requested. If you are unsure of which type to select, please refer to the definition beneath each project type.

☐ Survey Project

Projects which identify, document, and evaluate historic or archaeological resources within historic or archaeological districts or areas being investigated for the potential of becoming historic districts or zones, or updating previous surveys.

☒ Planning Project

Projects to prepare historic structures report, condition assessment, predictive modeling, preparation of preservation or management plans, design or preservation guidelines and such, necessary to guide the long term preservation of a historic resource or historic district.

☐ National Register Nominations Project

Projects that prepare a nomination to the National Register of Historic Places, be it individual, district, or multiple property listing nominations.

☐ Education and Publication Project

Projects aimed at increasing public understanding and awareness of the importance of the history of Florida and the historical and archaeological resources and their preservation, either in general or in particular for specific sites, properties, or collections.

☐ Main Street Start-up or Re-start-up Project

A one-time start-up grant to newly designated Florida Main Street communities pursuant to Chapter 1A-36, Florida Administrative Code, or a one-time restart grant for Main Streets that have been inactive for more than ten years and have new board members to return to active program status.

☐ Historical Marker Project

Projects which assist with the acquisition of state markers for which texts (monolingual or bilingual) have been approved by the State Historical Marker Council prior to applying for the grant.

2. Project Title and Location Information

The title should reflect the name of the property, site, area, and the goals of the proposed project. The title should be consistent with previous applications/awards. (For example, Pensacola Maritime Heritage Trail, Archaeological Survey of Deering Estate, etc.)

Project Title *

Old Town Guidelines Analysis and Update

Name of Property (If applicable)

Street Address (primary location where the proposed project will be carried out)

Old Town Fernandina

City (location of the proposed project)

Fernandina Beach

Primary County (location of the proposed project)

Nassau

3. Additional Counties Served

Select any additional counties the project will serve.

C. Historical Significance Page 3 of 9

1. Historical Designation

Indicate the type of historical designation currently held by the historic resource. For properties or sites that have been listed in the National Register or are contributing properties or sites within a National Register District, provide the date that the property, site or district was listed. Should you have questions regarding the National Register status of a property or site, contact the Division's National Register Staff at 1.800.847.7278 or 850.245.6300.

Type of Historical Designation *

☒ National Register District - Contributing Resources

Historical Designation details

#	Property Name	Date Designated
1	Old Town Fernandina Historic Site	1/29/1990

2. Historical Significance

Explain the historic significance for the property, site, information, or resource(s) that is the subject of the proposed project - (Maximum characters 1500.)

The Old Town Fernandina Historic District on Amelia Island is the last town platted in North America by the Spanish in accordance with the Law of the Indies planning edicts of 1573. The northern end of the island has been occupied by Timucuan groups dating from ca. 1000 BCE up until the invasion of European forces begun in the 16th century (Milanich, 1995). The Spanish established a mission on the site in 1606 and increased fortifications through 1696. James Oglethorpe's forces occupied the settlement briefly in the mid-18th century before heading to attack St. Augustine. After the American Revolution, Spain regained control of the area from the British and by 1811 officially established the "Town of Fernandina" named in honor of King Ferdinand VII of Spain. Fort San Carlos was constructed on the Plaza in 1816 (The Plaza was designated a State Park in 1968 and contains 2 FLMSF locations, NA10 NA10a).

Fernandina was second in population and cultural significance to St. Augustine, but the town's deep-water port established it as a thriving *entrepot*. Jefferson's Embargo of 1803, left Fernandina as the only port of consequence open to foreign vessels on the East Coast, which created considerable trade in slaves and contraband, a fact that continued through the War of 1812 until Florida was transferred to the United States by the Adams-Onís Treaty in 1821. (Cusick, 2007).

Fernandina declined in cultural and economic importance when in 1853, New Fernandina was established further south by David Levy Yulee around the Florida Railroad railhead. Ironically, this isolation has been a key factor in the preservation of Old Town grid which remains as one of the last and purest examples of the Law of the Indies planning edict of 1573.

For projects associated with Historic Structures and Archaeological Sites, enter the Florida Master Site File (FMSF) Number (ex. 8ES1234). For multiple site forms, separate with a semicolon (;). If no FMSF form exists, applicants may be required to complete one as part of the requirements in a grant award agreement.

N/A

For Historic Property, Indicate Year of the Original Construction (enter Year only)

N/A

For Archaeological Sites, provide the Cultural Affiliation of the Site and Dates of Use or Occupation - (Maximum characters 300.)

N/A

D. Project Specifics Page 4 of 9

1. Scope of Work - (Maximum characters 5000.) *

In the space provided below, briefly describe the scope of work for the project for which funding is requested. List the work items that will be completed during the grant period using the funds requested and the required match.

The proposed project has three phases:

A. Analysis of the Guidelines and their effectiveness in preserving the Spanish Grid, **B. Conceptual Modeling** of Solutions to changes in the Land Development Code affecting the District and **C. A multifaceted Education and Publication** program.

A. Analysis: The current Design Guidelines for the Old Town Historic District were created in 1992 by a team from the University of Florida Preservation Institute: Caribbean directed by Professor William Tilson. At that time, Old Town contained 40 structures-approximately the same number as recorded in an 1821 survey (map). A major concept of the Design Guidelines was to create "visibility corridors" around the Spanish lot Divisions-the *Peonia* 46' by 92' and a *Media Peonia* 46' by 46' (a block dimension unique to Old Town). The premise being as building density increased over time these spaces or voids would make the historic grid visible in three-dimensions. Although an updated photographic survey of existing structures was completed by Bland and Associates in 2008 and Thomason and Associates in 2013, there has been no analysis of the interstitial spaces created by the visibility corridors to determine if this premise is producing the desired effect. There has been a significant increase in building activity since 2013, making these spatial corridors finally appear. (Numbers of new projects, built, in construction, planned)

1. The first task is to laser scan selected blocks where building density is highest in order to construct a precise three-dimensional model of the visibility corridors. This model will allow the Planning staff, the Historic District Council, current and future property owners in Old Town and the general public to visual what up to now has been a largely abstract concept. An analysis of this model will also determine if the guidelines are meeting their intent or if changes need to be made to ensure that the grid becomes more visible as more structures are added. Members of the UF Envision Heritage laser scanning team will conduct the scans and develop a three-dimension models. Measured orthographic drawings and "fly-through" animations are potential outputs that can be made later.

B. Modeling

1. In the current LDC, the *media peonias* are considered substandard lots. The 1999 guidelines originally contained conceptual house designs for these lots, but these were removed at the City's request. There is renewed interest in building on these lots, but no design examples now exist to aid rational discussion. The UF team will develop design drawings and three-dimensional models to support public discussion of this issue.
2. Currently, the City is considering Accessory Structures to be rentable property. Given the smaller scale of the blocks, lots and streets in Old Town, a major concern is whether this move will inundate the District with vehicles. To date, there has been no study of this impact so discussion among City staff, Commissioners and the public remains anchored in personal opinions. Maps produced by City planning staff and conceptual designs demonstrating various parking scenarios will be produced by the UF team to illustrate the pros and cons of this potential change in the ordinance.
3. Although Town Gate Street (map), the original entry to Old Town, was vacated by the City prior to National Registry nomination and is now private property, the City is considering a plan to reopen a section linking Someruelos Street with the Historic Bosque Bello Cemetery and adding a small visitors center at this extension. The proposed visitors center is planned to have a small exhibit on the history of the Cemetery and Old Town. The UF design team will develop design drawings and three-dimensional models to support public discussion of this plan. This proposal is important as it reconnects the town grid directly with the Cemetery.

C. Education and Publications

1. An illustrated history of Old Town that focuses on the legacy of the Spanish Grid and the importance of its preservation will be prepared by Cumella, Hylton and Tilson with editorial review by the Amelia Island Museum of History Council. A summary of key Guidelines illustrated with 3d models produced from the laser scans will be included along with a glossary of terms and bibliography for further reading. The pamphlet is expected to be 25 pages in length. 1000-2000 copies will be prepared which will be available at the City Hall offices, The Chamber of Commerce located in the restored Old Florida Railroad Depot, and the Amelia Island Museum of History.
2. City staff, in consultation with the UF team and AIMH, will update the Fernandina Beach web site reflecting this new information. The AIMH will also update its website to reflect this new content. Under separate funding, the Museum is planning a complete update of its exhibits and new information about Old Town's history and preservation challenges will be included using content and illustrations developed by the UF team.

3.

2. Tentative Project Timeline (remember this is a 24 month grant period) *

Please specify the start and end month and year below; indicate all major elements of the project for which funding assistance is requested, the anticipated time required to complete each element, and the planned sequence of these activities. Grants, if awarded, will begin July 1 of the year funds are appropriated. **Projects should be completed within 12 months.**

#	Work Item	Starting Date	Ending Date
1	3D Modeling	7/1/2020	12/1/2020
2	Analysis	7/1/2020	12/1/2020
3	Publication Development	12/1/2020	6/30/2021

3. Planning Projects

Explain the need for the proposed project. - (Maximum characters 1000.)

Three principle threats affect the preservation of the Spanish street grid of Old Town. 1. Erosion of the eastern edge due to increased storm intensity and rising sea levels has rendered Marine Street impassable. There is no mitigation plan to prevent further collapse of the western embankment of the Amelia River. The proposed project will produce a plan to mitigate threats to the plaza geometry and its archaeological resources. 2. Current guidelines do not adequately increased vehicle traffic and street parking resulting from new construction which has inundated yards, rights of way and public spaces with vehicles. Without a new plan of action, the spatial quality, scale and walkability will be irreparably damaged. 3. New landowners often do not understand the significance of the Spanish plan and the current design guidelines. Buildings of inappropriate scale and position on historic lots are routinely proposed, wasting time and resources of property owners, real estate agents, architects and City staff. The revised Old Town Guidelines produced through this grant will educate stakeholders through public workshops, posters, pamphlets, podcasts and public websites.

How will the product(s) be made available to others in the community? - (Maximum characters 500.)

An illustrated history of Old Town and summary of key Guidelines will be published and available at multiple locations.

One or two public workshops will be held to explain: a. laser scanning as a documentation tool in historic preservation and b. Rationale and findings for Old Town guideline revisions illustrated with maps, drawings and models.

Under separate funding, the Museum is planning a complete update of its exhibits and new information about Old Town's history and preservation challenges incorporating content and illustrations developed through this project.

4. Does the proposed project entail a partnership with any other local entity?

☒ Yes

☐ No

If yes, describe their participation to date and anticipated further participation in this project.

The Amelia Island Museum of History helped develop this grant application. The Amelia Island Museum of History and the University of Florida (Gainesville, FL.) have both committed resources to ensure the successful implementation of the Oldtown Guideline Analysis and Update project. The proposed project will also yield a draft educational package for Middle School teachers that presents the history of Old Town, threats to its existence and action plans to address these threats.

An illustrated history of Old Town that focuses on the legacy of the Spanish Grid and the importance of its preservation will be prepared by the City of Fernandina Beach and the Amelia Island Museum of History Council. A summary of key Guidelines illustrated with 3d models produced from the laser scans will be included along with a glossary of terms and bibliography for further reading. The pamphlet is expected to be 25 pages in length. 1000-2000 copies will be prepared which will be available at the City Hall offices, The Chamber of Commerce located in the restored Old Florida Railroad Depot, and the Amelia Island Museum of History.

City staff, in consultation with the University of Florida team and Amelia Island Museum of History, will update the Fernandina Beach web site reflecting this new information. The Amelia Island Museum of History will also update its website to reflect this new content.

Under separate funding, the Amelia Island Museum of History is planning a complete update of its exhibits and new information about

Old Town's history and preservation challenges will be included using content and illustrations developed by the University of Florida team.

The Amelia Island Museum of History will assist the City of Fernandina Beach in holding one or two public workshops to educate the public about: a. laser scanning as a documentation tool in historic preservation and b. Rationale and findings for guideline revisions illustrated with maps, drawings and models.

A summer workshop on the history of Old Town for Nassau County elementary School children will be offered at the Amelia Island Museum of History as part of their summer series. The workshop will include field trips to Old Town, Ft. Clinch and the Downtown Historic District, building block and drawing exercises. The workshop is conducted by Museum staff and local architects. The intent of the workshop is to connect local events to national and international history and explains the importance of historic preservation. Each child will receive an illustrated pamphlet summarizing the content of the workshop. The workshop is also intended as a prototype History Resource Packet for Nassau County elementary school teachers to be developed later.

E. Budget and Match Page 5 of 9

1. Rural Economic Development Initiative (REDI) Waiver of Match Requirements *

Applicants with projects located in counties or communities that have been designated as a rural community in accordance with Section 288.0656 and 288.06561, Florida Statutes, may request a waiver of matching requirements. (Waivers are not available for Historical Marker Project types. State agencies, state colleges, and state universities are not eligible for a REDI match waiver, regardless of project location.)

Are you requesting a waiver? Is my project in a REDI Community?

☒ Yes

☐ No

Are you a state agency, state college, or state university?

☐ Yes

☒ No

2. Project Budget and Match

Grant Funds and Match *

List work items and associated estimated expenses and how they will be paid (from match, the grant, or both). Only include expenses that are specifically related to the project. Refer to the program Guidelines for examples of non-allowable expenses (available at FLheritage.com/grants). Expenses may include an actual amount to be paid or the value of an in-kind contribution.

Small Matching grants require a 100% (i.e., 1:1) match unless exempted by the program Guidelines. Applicant Organizations that are Florida Certified Local Government (CLG) or Florida Main Street communities are not required to provide a match. Applicant Organizations applying for projects located in REDI areas are not required to provide a match (exception: Historical Marker Projects and applicants that are agencies of state, state colleges and state universities are not eligible for the REDI match waiver).

Round amounts to the nearest dollar. Rows must have a value in Grant Funds, or Cash Match, or In-Kind Match. If all three columns are 0 or blank, the row will not be saved.

The amount of grant funds requested in this application will be the total in the "Grant Funds" column. The total amount of the "Cash Match" column must equal or exceed 25% of the total combined match (cash and in-kind).

#	Work Item	Grant Funds	Cash Match	In-Kind Match	Total
1	Laser Scanning & Analysis	\$25,000	\$0	\$0	\$25,000
2	Revision of guidelines based on analysis	\$10,000	\$0	\$0	\$10,000
3	Document creation, publication, and dissemination	\$13,000	\$0	\$0	\$13,000
Totals:		\$48,000	\$0	\$0	\$48,000

Grant Funds Requested:

\$48,000

Total Match Amount:

Project Total Budget:

\$48,000

Additional Budget Information/Clarification

Use this space to provide additional detail or information about the proposal budget as needed. For example, where the relationship between items in the budget and the objectives of the proposed project may not be obvious, provide clarification regarding the necessity for or contribution of those work items to the successful completion of the project.

3. Completed Project Activities

#	Activity Description	Date Completed	Cost Value
1	Old Town Public Workshop	3/27/2019	
2	Amelia Island Museum of History - Conceptual Plan Updating Museum Exhibits which will include additional information about Old Town informed by this project	4/29/2019	

4. Operating Forecast. - (Maximum characters 500.)

Describe source(s) of funding for necessary maintenance, program support, and/or additional expenses warranted to sustain the proposed project after the grant period.

There will be no ongoing costs to the project after the completion of the grant.

F. Property Information Page 6 of 9

1. Property Ownership (for site-specific projects).

Enter name of the Property Owner and choose the appropriate owner type. If applicant is not the owner of the property, the applicant must secure Property Owner concurrence. The applicant shall provide a letter from the Property Owner that documents that the applicant has the permission of the Property Owner of record to conduct the proposed project on the owner's property and that the Property Owner is in concurrence with this application for grant funding. This letter shall be uploaded in the Support Materials section of this application.

Does your organization own the property? *

- ☐ Yes
- ☐ No
- ☒ Not Applicable

Property Owner

N/A

Type of Ownership

- ☐ Non-Profit Organization
- ☐ Private Individual or For-Profit Entity

Note: Properties owned by private individuals or for-profit entities are not eligible for grant funding with the exception of site-specific archaeological projects that entail fieldwork being undertaken by an eligible applicant organization.

- ☒ Governmental Agency

2. Threats or Endangerment - (Maximum characters 1500.)

Discuss the immediate endangerment to the historic resource(s) that is the subject of the proposed project, including existing or potential short-term threats of loss or damage to the properties, site, or information, as consequence of issues such as inaction, deterioration or lack of understanding of its historical significance. Documentation material, such as newspaper articles, are to be uploaded in the Support Materials section of this application.

Three principle threats are affecting the integrity of Old Town. First, continued erosion of the western edge of the town on the Amelia River due to increased storm intensity and rising sea levels has already rendered Marine Street impassable. Currently, there is no mitigation plan to prevent further collapse of the western embankment. The proposed project will propose a draft plan to mitigate this threat the plaza geometry and its archaeological resources. Secondly, rapidly increasing density due to new construction since the end of the Great Recession has inundated yards, rights of way and public spaces with vehicles. These numbers will certainly escalate as provisions for renting accessory structures is being entertained. The guidelines do not address this problem in a detailed and comprehensive manner. Without a new plan of action, the spatial quality, scale and walkability will be irreparably damaged. Thirdly, new landowners often do not understand the significance of the Spanish plan and the current design guidelines. Buildings of inappropriate scale, position on historic lots are being routinely proposed which, wastes the time and resources of property owners, real estate agents, architects and City staff. In addition to public workshops, the revised Old Town Guidelines will be explained and distributed through posters, pamphlets, podcasts and public websites aimed at professionals and the general public. The proposed project will also yield a draft educational package for Middle School teachers that presents the history of Old Town, threats to its existence and action plans to address these threats.

G. Protection and Impact Page 7 of 9

1. Local Protection

Indicate the level(s) of local protection currently afforded the project historic property or site and upload a copy of the local protection documents in the Support Materials section of this application.

Local Protection Level(s) *

☒ Local Ordinance Design Review

2. Annual Visitation

What is the estimated or anticipated Annual Visitation for the project property or site?

For education products, please list the estimated annual distribution, downloads, or web hits.

326,047

What is the basis of these estimates? - (Maximum characters 200.)

STATE PARK SYSTEM DIRECT ECONOMIC IMPACT ASSESSMENT FISCAL YEAR 2016-2017, as part of Fort Clinch.

3. Anticipated Economic Impact - (Maximum characters 1500.) *

Explain the direct economic impact this project will have on the surrounding community. Include any information regarding number of jobs it will provide, if known.

\$32,883,334, as part of Fort Clinch. (from STATE PARK SYSTEM DIRECT ECONOMIC IMPACT ASSESSMENT FISCAL YEAR 2016-2017)

4. Benefit to Minorities and the Disabled - (Maximum characters 1500.) *

Describe any direct benefit the project will have on minority groups and/or the disabled. If project includes media content, describe accessibility methods to be used (e.g. voice over, closed captioning, etc.)

The significance of free black residents in the development of Old Town is largely unknown. Jane Landers states that prior to the passage of Fernandina to the United States in 1821, thirty six of the forty-one free blacks and mulattos lived in Fernandina. (Landers, 1999, p238). Men and women owned property and ran a variety of business in the town. Although most lost their property after Florida entered the Union, some like the Traeye family remained and prospered. The Traeye decedents, like Neil Frink, an Amelia Island Museum of History Board of Trustee member are prominent members of the community. An Oral history interview of Mr. Frink on life in Old Town is available for listening online in the Museum's "Heritage Keepers" archives. Additional interviews are planned with other African American residents of Old Town to bring this history alive. Short video programs about Old Town's complex history and necessity for the Design Guidelines will be recorded and made available on the City, Museum and Old Town residents' websites. The videos will be closed captioned. The revised Guidelines will be made available as an audiobook.

5. Educational Benefits and Public Awareness - (Maximum characters 1500.) *

Explain how the proposed project will educate the public on issues related to historic preservation, Florida history, and/or heritage preservation.

Throughout the process of revising the Guidelines, the project team will engage the public through workshops, lectures at different venues such as the Amelia Island Museum of History, the Fernandina Public Library and the Peck Center (a Rosenwald School). The UF team in cooperation with the Museum will engage experts in design guideline development sustainable design, Florida history and preservation law to add diversity and depth to the public discussions. These workshops are recorded by the City and made available online free of charge. Publicity for these events is publicized in the Fernandina Observer, Fernandina News Leader, the Nassau County Record and the Amelia Island Magazine, Walking tours of Old Town will be conducted by members of the project team, docents from the museum and long-time residents. A summer workshop on architecture for children at the Museum conducted by local architects at the Museum each summer will include Old Town history, design exercises using the revised guidelines and a field trip to Old Town to

observe actual building projects. The City and the Museum website will be updated to include new material developed during the project. The updated guidelines will contain many new illustrations, additional history and more concise texts. These publications will be distributed to the public at City Hall, Amelia Island Museum of History, the Public Libraries of Nassau County, the Tourism Development Board and the Chamber of Commerce and local bookshops.

H. Support Materials

Page 8 of 9

1. Non-Profit Status

2. Substitute W-9 Form

(available at DFS website <https://flvendor.myfloridacfo.com>)

File Name	File Size	Uploaded On	View (opens in new window)
FB Substitute W-9 Form.pdf	284 [KB]	7/10/2019 9:48:37 AM	View file

3. Documentation of Confirmed Match

Consult the program Guidelines for suitable documentation evidencing match (FLheritage.com/grants/)

4. Letters of Support

File Name	File Size	Uploaded On	View (opens in new window)
Letters of Support.pdf	2179 [KB]	7/10/2019 9:48:37 AM	View file

5. Photographs

File Name	File Size	Uploaded On	View (opens in new window)
Old Town Photos.pdf	1999 [KB]	7/10/2019 9:48:37 AM	View file

6. Representative Image

Upload a single representative image of the property or project that will be used in the application review meeting. For historic properties, this should be an image of the front of the building.

File Name	File Size	Uploaded On	View (opens in new window)
Old Town Aerial.PNG	5895 [KB]	7/10/2019 9:48:37 AM	View file

7. Florida Historical Marker Council Support Documents (for Historical Marker Projects only)

8. Documentation of Threat or Endangerment

File Name	File Size	Uploaded On	View (opens in new window)
new construction in OT.PNG	7852 [KB]	7/10/2019 9:48:37 AM	View file

9. Local Protection

Provide copies any documents that provide local protection of the project site as identified in question G1.

File Name	File Size	Uploaded On	View (opens in new window)
Local Protections Guidelines and LDC.pdf	3351 [KB]	7/10/2019 9:48:37 AM	View file

10. Owner Concurrence Letter (for site-specific projects only)

Provide a letter that documents that the applicant has the permission of the owner of record (if the Property Owner is not the applicant) to conduct the proposed project on the owner's property and that the owner is in concurrence with this application for grant funding. Note that, for other than site-specific archaeological projects that entail fieldwork being undertaken by an eligible applicant, the owner must be a Non-profit Organization or agency of government.

11. Optional Materials

Applicants may attach materials not specifically requested by the Division that support the application.

File	Title	Description	Size	Type	View (opens in new window)
NA00238_Old Town NR Nomination.pdf	National Register Nomination		45784 [KB]		View file

I. Review and Submit Page 9 of 9

1. Review and Submit

☒ I hereby certify that I am authorized to submit this application on behalf of City of Fernandina Beach and that all information indicated is true and accurate. I acknowledge that my electronic signature below shall have the same legal effect as my written signature. I am aware that making a false statement or representation to the Department of State constitutes a third degree felony as provided for in s. 817.155, F.S., punishable as provided for by ss. 775.082, 775.083, and 775.084.

Guidelines Certification

☒ I hereby certify that I have read and understand the guidelines and all application requirements for this grant program as outlined under section , Florida Statutes 1A-39.001 and 1A-39.001, Florida Administrative Code.

Signature (Enter first and last name)

Lorelei Jacobs



State of Florida

Chief Financial Officer
Department of Financial Services
Bureau of Accounting
200 East Gaines Street
Tallahassee, FL 32399-0354
Telephone: (850) 413-5519 Fax: (850) 413-5550

Substitute Form W-9

In order to comply with Internal Revenue Service (IRS) regulations, we require Taxpayer Identification information that will be used to determine whether you will receive a Form 1099 for payment(s) made to you by an agency of the State of Florida, and whether payments are subject to Federal withholding. The information provided below must match the information that you provide to the IRS for income tax reporting. Federal law requires the State of Florida to take backup withholding from certain future payments if you fail to provide the information requested.

Taxpayer Identification Number (FEIN): 59-6000317
IRS Name: CITY OF FERNANDINA BEACH

Address: 204 ASH STREET
FERNANDINA BEACH, FL
32034-0000

Business Designation: Government Entity

Certification Statement:

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer information **AND**
2. I **am not** subject to backup withholding because:
 - (a) I am exempt from backup withholding **or**
 - (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of failure to report all interest or dividends, **or**
 - (c) the IRS has notified me that I am no longer subject to backup withholding **AND**
3. I am a U.S. citizen or other U.S. person (including U.S. resident alien)

Preparer's Name: MELISSA HOWARD
Preparer's Title: UTILITY BILLING SUPERVISOR
Phone: 904-310-3401
Email: mhoward@fbfl.org

Date Submitted: 07/10/2017

JACOBS SCHOLZ & ASSOCIATES, LLC.

A LIMITED LIABILITY COMPANY OF PROFESSIONAL ASSOCIATIONS

THE LAW OFFICES OF
JACOBS & ASSOCIATES, P.A.
ARTHUR I. JACOBS

ATTORNEYS AT LAW
GATEWAY TO AMELIA
961687 GATEWAY BLVD., SUITE 201-I
FERNANDINA BEACH, FLORIDA 32034

RICHARD J. SCHOLZ, P.A.
RICHARD J. SCHOLZ
DOUGLAS A. WYLER

TELEPHONE (904) 261-3693
FAX NO. (904) 261-7879

May 31, 2019

City of Fernandina Beach
Attn: Sal Cumella
Historic Preservation Planner
204 Ash Street
Fernandina Beach, FL 32034

**Re: Support of revision to the Old Town Fernandina
Preservation and Development Guidelines**

Dear Review Committee:

This letter is to inform you that I support the City of Fernandina, Department of Planning and Conservation's application for a Small Matching Grant from the Florida Department of State Department, State Division of Historical Resources, to revise the Old Town Fernandina preservation and Development Guidelines. As you are aware I am very much involved in the history and historical preservation of our community and believe this would be a great asset to the City and especially the Old Town area.

The rapid increase in new construction of Old Town and surrounding developments over the last five years has increased pressure on the communities. In addition, storm surges and rising sea levels are speeding erosion of the west bank of the grid affecting the historical and archeological integrity of the Spanish grid.

The City Planning and Conservation Department includes a team from the University of Florida, College of Design, Construction and Planning Preservation Program of which I have been involved with for many years. As part of an assessment of Old Town, the team will employ their proven expertise in three-dimensional laser scanning for managing, documenting, conserving and interpreting built heritage. Locally, the proposed project has the support and assistance of the Amelia Island History Museum and the Amelia Island

Fernandina Restoration Foundation. The Community will be fully engaged in the revision process through workshops conducted by the Historic District Council, updates in websites including short videos on Old Town's history, the importance of Design Guidelines will employ additional illustrations in a more concise format to increase usefulness for architects, builders, real estate agents, City Staff and the general public.

If you require additional information, please do not hesitate to contact me.

Yours sincerely,



Arthur I. Jacobs

AMELIA ISLAND
MUSEUM OF HISTORY



Florida Division of Historical Resources
500 S. Bronough Street
Tallahassee, FL 32399

May 28, 2019

Dear Review Committee,

The City of Fernandina Beach is the only place in the United States to have been under eight different flags, and has therefore experienced a melding of many diverse cultures. As the frontier boundary between French/Spanish Florida and the developing nation to the north, the island has seen the loss of a Native American culture and has also served as battleground between nations, a haven for pirates and smugglers, and even home for the first African American resort community.

The Amelia Island Museum of History for over 30 years has been a place of opportunity and boasts a membership of over 500 people who are concerned with preserving and celebrating our area's rich history. It is in this capacity that we are lending our support to the City of Fernandina Beach in its continuing efforts to preserve this special and unique place.

We commend the City for its desire to revise the Old Town Fernandina Preservation and Development Guidelines. The rapid increase in new construction in Oldtown and surrounding developments over the last five years has increased pressure on the communities. In addition, storm surges and rising sea levels are speeding erosion of the west bank of the grid affecting the historical and archeological integrity of the Spanish grid. Through a professional and thorough study we can identify areas at risk and prevent the loss of our future heritage.

The City Planning and Conservation Department includes a team from the University of Florida, College of Design, Construction and Planning Preservation Program. In their assessment of Old Town, the team plans to employ their proven expertise in three-dimensional laser scanning for managing, documenting, conserving and interpreting built heritage. Locally, the proposed project has the support and assistance of the Amelia Island History Museum and the Amelia Island Fernandina Restoration Foundation. The Community will be fully engaged in the revision process through workshops conducted by the Historic District Council, updates in websites including short videos on Old Town's history, the importance of Design Guidelines in preserving heritage sites. An updated publication of the Old Town Fernandina Preservation and Development Guidelines will employ additional illustrations in a more concise format to increase usefulness for architects, builders, real estate agents, City staff and the general public.

If we don't preserve the past, who will?

Sincerely,

Phyllis E. Davis
Executive Director

THE AMELIA ISLAND-FERNANDINA RESTORATION FOUNDATION

May 30, 2019

Dr. Timothy Parsons
Florida Division of Historical Resources
R.A. Gray Building
500 South Bronough Street
Tallahassee, Florida 32399-0250

Dr. Parsons:

I am writing as President of the Amelia Island-Fernandina Restoration Foundation in support of the City of Fernandina Beach's application for a Small Matching Grant from the Florida Department of State, State Division of Historical Resources, to support revision of its Old Town Preservation and Development Guidelines. The City Planning and Conservation Department has teamed with the University of Florida, College of Design, Construction and Planning Preservation Program in this effort.

There has been a significant increase in new construction in Fernandina's Old Town, as well as, in areas contiguous to that historic site. Further, rising sea levels and storm surges are contributing to erosion of the west bank of the Old Town original Spanish grid affecting its historical and archeological integrity. In the revised assessment of Old Town, the City and its University of Florida partner plan to employ their expertise and capabilities in three dimensional laser scanning for managing, documenting, conserving and interpreting Fernandina's Old Town's historic heritage.

The revised Old Town Fernandina Preservation and Development Guidelines are intended to provide, in a concise format with appropriate updated illustrations, readily useful information for architects, builders, real estate developers and the general public to help facilitate the preservation of the historic Old Town site.

The Restoration Foundation was formed in 1970 after the demolition of a historic structure on the City's main street. In 1972 it was chartered as a 501 (c) 3 corporation. Through its efforts and with the support of the community the Foundation helped to establish Fernandina's Historic District, placed a number of historic building on the National Register and fought to save our historic Centre Street Court House. It was the prime mover in the reconstruction and revitalization efforts of Centre Street in 1977.

More recently, the Foundation was successful in placing our 1911 Centre Street Post Office on the Florida Trust for Historic Preservation's list of Endangered Historic Places and has participated in a joint public private partnership with the City in restoring its 1899 Centre Street Railroad Depot and in 2016 funded construction of a replica of the Depot's passenger platform.

We have been and continue to be dedicated and committed to historic preservation in the City of Fernandina Beach. This grant will enable the City of Fernandina Beach to continue and maintain its preservation efforts of Old Town and its historic Spanish grid. The Amelia Island-Fernandina Restoration unequivocally supports the City's grant application.

Thank you.

Adam Kaufman, President
The Amelia Island Fernandina Restoration Foundation
116 South 10th Street
Fernandina Beach, Florida 32034

cc Board of Directors
City of Fernandina Beach



NASSAU COUNTY
BOARD OF COUNTY COMMISSIONERS
96135 Nassau Place, Suite 1
Yulee, Florida 32097

Daniel B. Leeper
Aaron C. Bell
Pat Edwards
Thomas R. Ford
Justin M. Taylor

Dist. No. 1 Fernandina Beach
Dist. No. 2 Amelia Island
Dist. No. 3 Yulee
Dist. No. 4 Bryceville/Hilliard
Dist. No. 5 Callahan/West Yulee

JOHN A. CRAWFORD
Ex-Officio Clerk

MICHAEL S. MULLIN
County Attorney/County Manager

TACO E. POPE, AICP
Assistant County Manager

May 30, 2019

Dear Review Committee,

Please accept this letter of support for the City of Fernandina Beach Department of Planning & Conservation's application for a Small Matching Grant from the Florida Department of State to revise the Old Town Fernandina Preservation and Development Guidelines.

Old Town is a historic site located in Fernandina Beach and is listed on the National Register of Historical Places. It is the last Spanish city platted in the Western Hemisphere and is known for its rich history. It's close proximity to downtown Fernandina Beach and view of the Amelia River make it very desirable location to live. The rapid construction in Old Town and surrounding development over the last five years has increased pressure on the community. Additionally, storm surges and rising sea levels are speeding the erosion of the west bank of the grid affecting the historical and archeological integrity of the area.

The City's Planning & Conservation Department includes a team from the University of Florida, College of Design, Construction and Planning Preservation Program. They desire revising Old Town's Preservation and Development Guidelines to ensure that the history, logic and preservation of the Spanish Grid of Old Town are maintained. The team plans to employ their proven expertise in three-dimensional laser scanning for managing, documenting, conserving and interpreting built heritage. Their project has received support from the Amelia Island Museum of History and the Amelia Island Fernandina Restoration Foundation. The community will be engaged in the revision process through workshops conducted by the Historic District Council and website updated to include videos on Old Town's history.

As the County Commissioner for District One which includes the City of Fernandina Beach, I fully support the City's efforts in preserving one of Nassau County's most historic landmarks and feel that this grant opportunity will be very helpful in achieving their goals.

Please feel free to contact me with any questions you may have.

Sincerely,

Daniel B. Leeper
County Commissioner for District One

(904) 530-6010 or (866)-474-1446

An Affirmative Action / Equal Opportunity Employer



CITY OF FERNANDINA BEACH

Historic District Council

Michael Spino

Chair

May 31, 2019

Tim Parsons
State Department of Historic Resources
2035 East Paul Dirac Drive, Suite 206
Tallahassee, FL 32310-3700

Mr. Parsons:

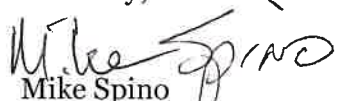
The Spanish have been gone from north east Florida for almost 200 years yet their presence is felt daily in the Old Town of Historic Fernandina Beach. The Spanish law of the Indies prescribed the site plan of Fernandina's Old Town in its peonia, media peonia, east-west orientation, street scape and plaza. What made the site attractive to the original Spanish settlers has now attracted a new class of residents eager to build on the historic site overlooking the Amelia River. With this development comes the need to balance the public policy goal of preserving the past while accommodating the needs of today's "settlers."

As chair of the City of Fernandina Beach Historic District Council, I am writing to support the City's Department of Planning and Conservation's application for a Small Matching Grant from the Florida Department of State Division of Historical Resources, to support revision of the OLD TOWN FERNANDINA PRESERVATION AND DEVELOPMENT GUIDELINES. The revised guidelines will also have a significant education component in the form of workshops, publications, updated websites and short videos to ensure that the history, logic and preservation of the Spanish Grid of Oldtown through good design is communicated to the public in a visually effective manner.

We are pleased to support this effort to bring a team from the University of Florida, College of Design, Construction and Planning Preservation Program to our project. In their assessment of Old Town, the team plans to employ their proven expertise in three-dimensional laser scanning for managing, documenting, conserving and interpreting built heritage. Locally, the proposed project has the support and assistance of the Amelia Island History Museum and the Amelia Island Fernandina Restoration Foundation. The Community will be fully engaged in the revision process through workshops conducted by the Historic District Council and updates in websites including short videos on Old Town's history. An updated publication of the Old Town Fernandina Preservation and Development Guidelines will employ additional illustrations in a more concise format to increase usefulness for architects, builders, real estate agents, City staff and the general public.

If you require additional information, please do not hesitate to contact me.

Sincerely,


Mike Spino
City of Fernandina Beach
Chair, HDC













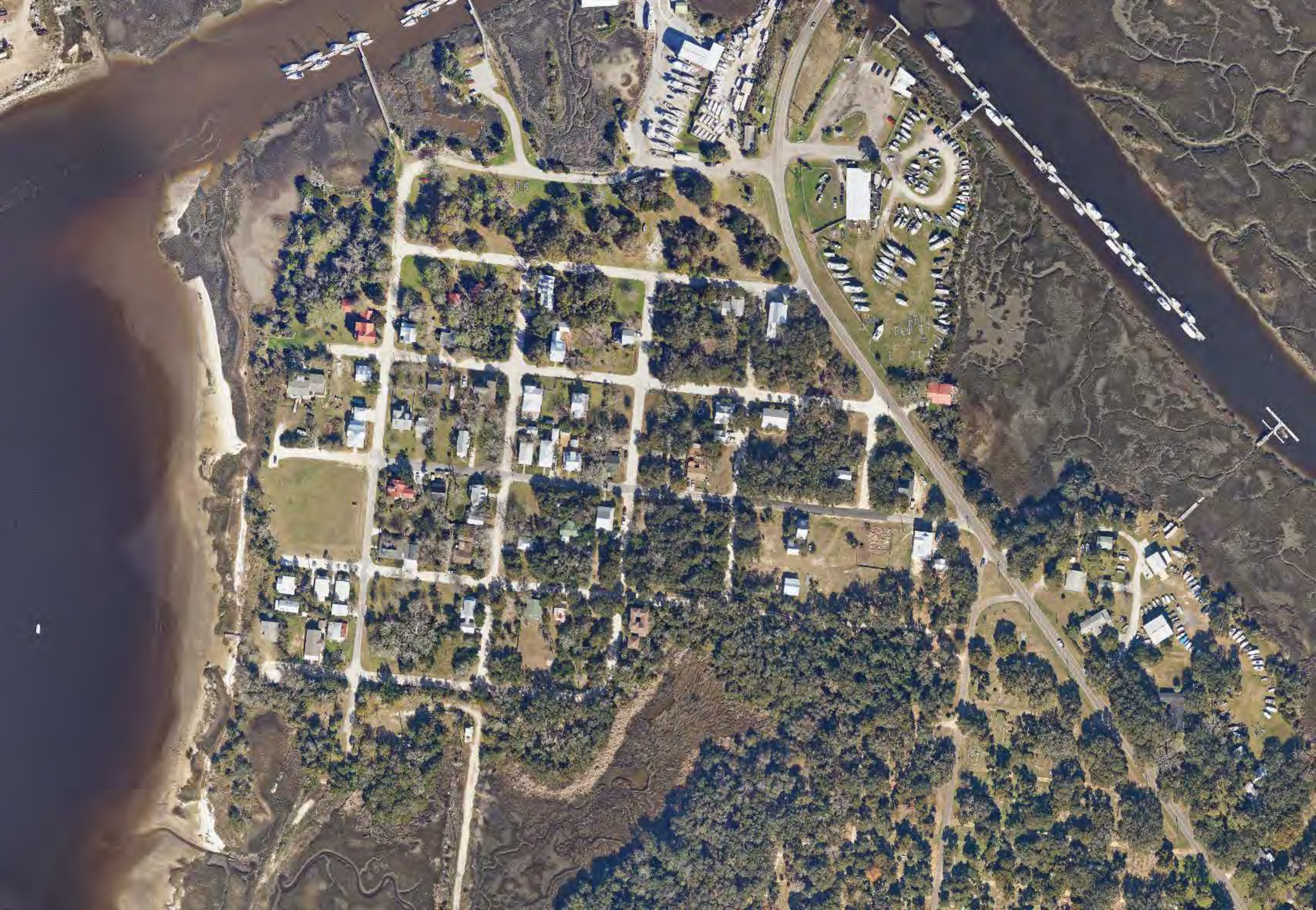
Ladies
Men

Get Wood?
WOODS
104-753-1158



East 1st St.
904-261-1929

200th Anniversary 1811 - 2011







OLD TOWN FERNANDINA PRESERVATION AND DEVELOPMENT GUIDELINES

UNIVERSITY OF FLORIDA
COLLEGE OF ARCHITECTURE
PRESERVATION INSTITUTE: CARIBBEAN

CITY OF FERNANDINA BEACH
COMMUNITY DEVELOPMENT DEPARTMENT



UPDATED BY THOMASON AND ASSOCIATES
2013

OLD TOWN FERNANDINA PRESERVATION AND DEVELOPMENT GUIDELINES

This publication has been financed in part with historic preservation grant assistance provided by the National Park Service, U.S. Department of the Interior, administered through the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, assisted by the Florida Historical Commission. However, the contents and opinions do not necessarily reflect the views and opinions of the Department of the Interior or the Florida Department of State, nor does the mention of trade names or commercial products constitute endorsement or recommendation by the Department of the Interior or the Florida Department of State. This program receives Federal financial assistance for identification and protection of historic properties. Under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and the Age Discrimination Act of 1975, as amended, the U.S. Department of the Interior prohibits discrimination on the basis of race, color, age, national origin, religion, sex, disability, or sexual orientation in its federally assisted programs. If you believe you have been discriminated against in any program, activity, or facility as described above, or if you desire further information, please write to: Office of Equal Opportunity, U. S. Department of Interior, National Park Service, 1849 C Street, NW, Washington, DC 20240.

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PREFACE

The material contained in this document has been developed by the faculty and students of the Preservation Institute: Caribbean, a program of the College of Architecture at the University of Florida, in cooperation with the City of Fernandina Beach Community Development Department. We wish to thank Community Development, and the staff for all their assistance in the preparation of this report. Special thanks are extended to the Historic District Council and the City Commission of Fernandina for their active involvement at all stages of the project.

The concerned residents of Old Town are to be commended for their candor, constructive comments and fierce determination to preserve the historic character of Old Town as it enters the twenty-first century.

Background research on the history of Old Town was developed from archives in the Museum of Fernandina Beach, the P.K. Yonge Library of Florida History at the University of Florida and the St. Augustine Historical Society Museum. The directors and staff of these institutions were inordinately helpful in locating the most relevant information in their extensive holdings. Source material used in this report is publicly accessible and is summa-

rized in the bibliography for those interested in further research on the issues raised in this document.

The Preservation Institute: Caribbean (PI:C) is dedicated to the conservation of the cultural traditions of the Greater Caribbean Basin as expressed through its architecture, landscape and urban centers. PI:C has provided educational, research and service programs for students, faculty and community leaders throughout the region for over eighteen years in order to achieve this goal.

A current emphasis of the Institute is to provide growth management assistance in the form of documentation, design proposals and educational workshops to historic seacoast communities under development pressures from commercial tourism. The Institute was attracted to the community of Old Town primarily for this reason and the strong connection it has to Caribbean history and the history of Florida.

The 2013 update was intended to reflect changes adopted in the city's land use plan and to provide additional guidance for rehabilitation and new construction. It has been financed in part with federal funds from the National Park Service, Department of the Interior through the Florida Division of Historic Resources. However, the contents

and opinions do not necessarily reflect the views or policies of the Department of the Interior.

1999 Project Director

William L. Tilson
Director, Preservation
Institute: Caribbean
College of Architecture
University of Florida
Gainesville, FL 32611

1999 Project Consultants

Herschel Shepard, FAIA
Professor Emeritus,
College of Architecture
University of Florida

Julia Starr Sanford, Designer

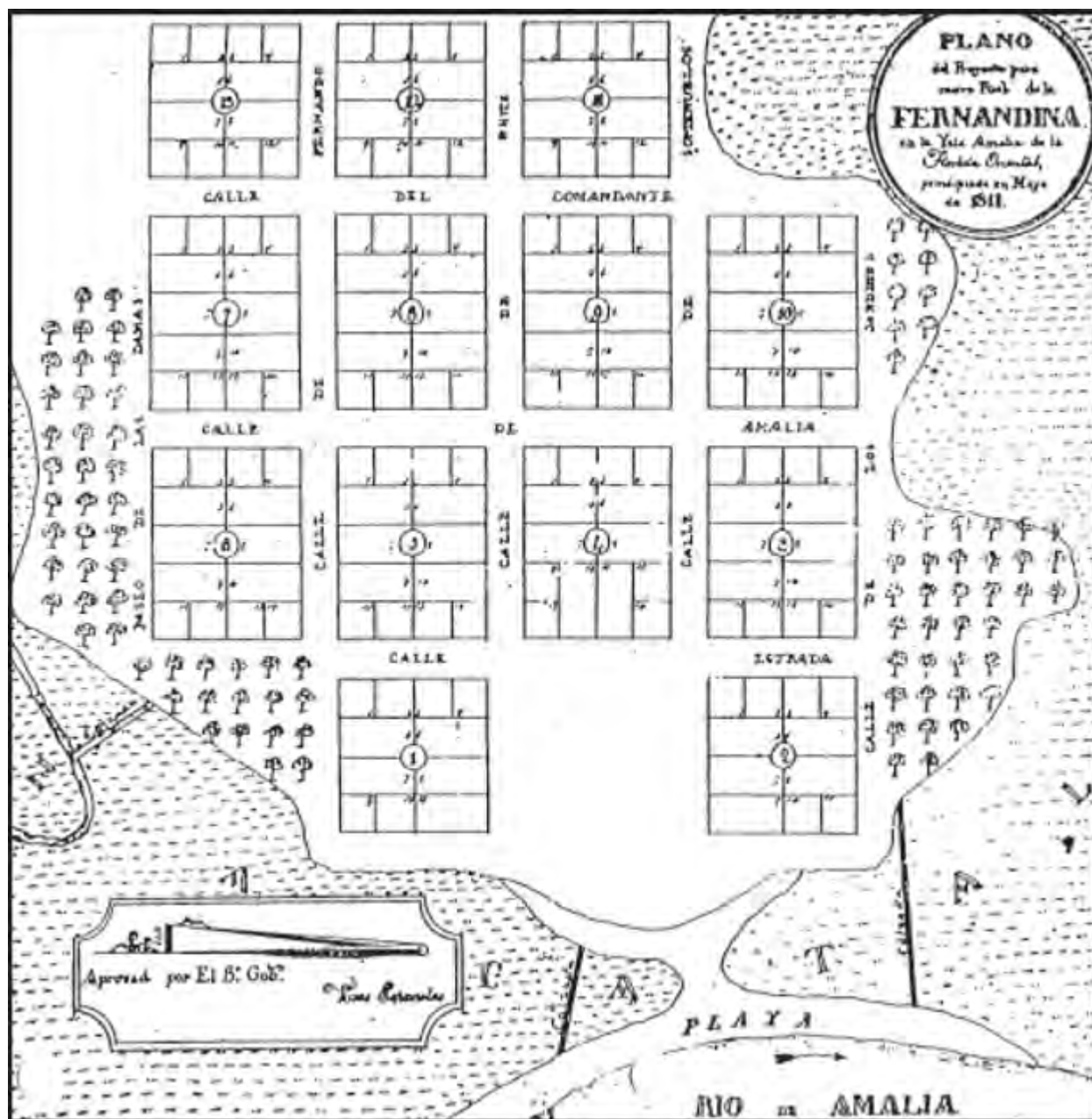
1999 Project Assistants

Kathleen M. McGuinness,
Project Manager
Kevin Baxter,
Field Assistant
Stephen Bender,
Field Assistant
Michael Haflants,
Field Assistant
Tom Ring,
Field Assistant
Kivanc Senocak,
CAD Coordinator
Lamthuy Ma,
Graphic Coordinator

2013 Update

Thomason and Associates
Preservation Planners
P.O. Box 121225
Nashville, TN 37212

Cover: Entrance sign to Old Town.



Plat of Old Town Fernandina, Florida, 1811.

INTRODUCTION

This study provides a foundation for standards of architectural design review as required by Chapter 8 of the Land Development Code for Fernandina Beach. The Old Town Historic District is within a Historic District Overlay and design review is based upon the latest edition of Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings from the U.S. Secretary of Interior.

These standards are intended as guidelines for the rehabilitation or adaptive use of existing buildings and new construction projects in the Historic District of Old Town. The recommendations in this report primarily emphasize the importance of understanding the Spanish grid plan of Old Town as the basis for good design and contain recommendations and examples for rehabilitation and new construction in keeping with the design guideline standards.

The listing of the Old Town Historic District on the National Register was largely due to its significance in planning rather than architecture. The Spanish grid is a distinctive approach to town planning and this grid has remained constant for two centuries. The remaining contributing buildings date

from the late 19th and early 20th centuries rather than from the Spanish period.

The basic structure of the original grid remains. Currently, about forty structures exist in the town, roughly the same number found in records from the century of its founding. Old Town's geographic isolation from the rapid development of Amelia Island has largely accounted for its preservation. Bound on the north and west by the salt marsh of Egan's Creek and the Amelia River respectively, the town occupies one of the highest points in the area and demonstrates the careful strategic planning of Spanish settlements.

This isolation has been furthered by the addition of large-scale industrial facilities just south of the town and adjacent to the historic Bosque Bello Cemetery. Prevented from further expansion by geographic and man-made boundaries, the Old Town grid remains as one of the last and purest examples of the Law of the Indies planning edict of 1573.

The road surface constructed in 1998 demonstrates the influence of the guidelines as seen in the crushed shell surface, minimal road width, green right of way and lack of sidewalks common to more rural settlements.

Improvements fostered by changes in infrastructure will also significantly increase development. The guidelines proposed in this document are founded on the belief, however idealistic, that the small scale, quiet lifestyle enjoyed by current Old Town residents can be maintained through careful town planning and thoughtful, well-made buildings.

Intent

These recommendations are the beginning of an ongoing process to preserve the town plan and guide Old Town through a period of inevitable growth. It is important to remember that design guidelines, no matter how well written and illustrated, cannot insure a sustainable community. Property owners, designers, builders, developers and town officials must collaborate in order to maintain the scale and character of Historic Old Town for future generations.

SUSTAINABILITY AND HISTORIC PRESERVATION

Introduction

Historic preservation not only promotes and showcases a city's unique heritage, its by-product is sustainable development. Preservation encourages the maintenance and reuse of existing buildings, embracing the philosophy of recycling, making it inherently "green." Preservation's traditional focus on the aesthetic and cultural significance of historic buildings is expanding to highlight the inherent energy-efficient values of historic properties as well.

Embodied Energy

While "green" practices and materials have become a major focus of contemporary building design, the fact is construction of a new building requires a new expense of energy. From the extraction of raw natural materials, to their transportation, manufacture, and distribution, to the physical act of construction, energy is spent. An existing building represents an embodiment of this cumulative energy, already in place. This energy, in the inert form of a building, remains in place as long as the building stands. If razed, the building's embodied energy is lost; this demolition represents an expenditure of new energy. Loading and hauling the building debris to a

landfill requires additional energy and loss of resources. Thus, embodied energy can be viewed as the existing investment in a building. Demolishing a sound building wastes that investment.



An existing building represents embodied energy. (710 Estrada)

Working with Nature: Site Orientation

Buildings constructed before World War II were designed, constructed, and sited with respect to optimizing the advantages available via the natural environment, such as ventilation, insulation, and use of daylight. Banks of windows on a south elevation, for example, optimize natural light on the interior and also passive solar heat during winter months. During summer months, these windows could be shaded with removable awnings to block heat. Indigenous trees of Fernandina Beach help create shade. Evergreen hedges can be added on northwestern exposures to serve as wind

blocks during winter. In construction, thick masonry walls of older buildings help retain interior heat in the winter and also help lengthen the time it takes for summer heat to penetrate the building. Architectural elements with form-to-function design include operable transoms and high ceilings; both allow the escape of hot air.

Over the past sixty years, as electricity, synthetic insulation, and central heating and air conditioning systems became standard installations in modern construction, architectural design no longer required attention to the natural environment. Quality and longevity of building materials also became less important, as these modern conveniences could control the interior climate of buildings, and materials were readily available to build anew.

Inherent Energy Efficiency of Older Buildings

Data from the U.S. Energy Information Agency found that buildings constructed before 1920 are actually more energy-efficient than those built at any time until the past decade, when home builders began a concerted effort to design more energy-efficient buildings.

Retrofitting and Weatherization

Buildings from before World War II often have inherent energy-efficient design features. However, older buildings with numerous windows and minimal insulation pose particular challenges in the face of rising energy costs. Some homeowners have resorted to covering the building's original exterior with synthetic sidings, replacing original windows, and enclosing porches. These actions result in the loss of a property's historic character. However, historic character need not be compromised for improved energy efficiency. The addition of attic insulation and new heating and cooling systems improves energy use. In particular, repairing, weatherstripping, and adding storm windows to historic wood windows often results in energy performance equal to or exceeding new vinyl or aluminum windows and at much less cost.

Every building will benefit from a systematic assessment of its energy-efficiency. Historic buildings can also be adapted to new technology such as geothermal heating/cooling systems and solar roof tiles. Furthermore, many of these improvements can be performed without the need for review by the Historic District Council,

whereas requests for replacement and removal of historic architectural components may require review.

Windows

The concept of embodied energy of a whole building translates to its components. The old growth lumber used in historic wood windows can last indefinitely. Removal and replacement of original windows represents the loss of embodied energy. Further more, vinyl replacement windows are not as durable and will eventually require wholesale replacement. All windows expand and contract with temperature change. However, vinyl expands more than twice as much as wood, resulting in failed seals between the frame and glass and a significant performance reduction. Vinyl windows have a high failure rate – more than one-third of all windows being replaced today are less than ten years old.

Any energy savings from replacing wood windows with vinyl seldom justifies the costs of installation. Vinyl windows cannot be recycled and are detrimental to the environment when discarded. Therefore, retaining and weatherizing historic windows eliminates potential waste, increases their energy efficiency, and allows



Original six-over-six wood sash windows. (715 San Fernando)

the building to retain an important architectural component that helps convey its character and style. The design guidelines embrace the philosophies of preserving historic character, energy efficiency, and retaining embodied energy.

New Construction

While the reuse of existing buildings is a priority, design guidelines must also address and promote sustainable practices and materials in new buildings. Preserving existing trees or adding shade trees to shield the southern elevation from summer heat will reduce energy consumption within the building. Additionally, the design of the new building should include porches for shade and should be oriented for optimum ventilation. Use recycled building materials where possible.

Guideline Goals

- **Maintain** the same configuration of land use fitted to the lot sizes of the Spanish plat in order to make a spatial connection to the history of Old Town.
- **Encourage** inventive ways of adapting contemporary building practices to historical constraints.
- **Enable** the design of diverse outdoor spaces to encourage public interaction and maintain privacy.
- **Design** buildings and landscape to reinforce the order of the historic city plan.



Map of firing angles from Old Town, c. 17th Century.



CHAPTER 1: HISTORICAL OVERVIEW

CHAPTER 1—HISTORICAL OVERVIEW

1.1 “Law of the Indies” and the Grid Pattern of Old Town

The use of the grid for the ordered development of towns, cities and agricultural areas has a long history among many cultures. Examples from Greek and Roman settlements are well known and are most often listed as influences underlying the Spanish preoccupation with grids. Other excellent examples are found, however, among the indigenous peoples of the Americas such as the Maya and the Incas. The grid acts as an easily constructed device to organize the distribution of land among its inhabitants. The grid anticipates a moment in which a group of separate individuals is transformed into a town or city.

Although the grid was used extensively in Spanish settlements in the Americas, from the early contact years, it was not until 1573 that specific rules for the construction of a city grid plan were adopted. Developed under the rule of Phillip II, the “Law of the Indies” contained 148 principles governing the planning and development of a town. The Law was not completely original as it simply confirmed practices that were already common in Spanish towns by the sixteenth century, but it did endeavor to establish

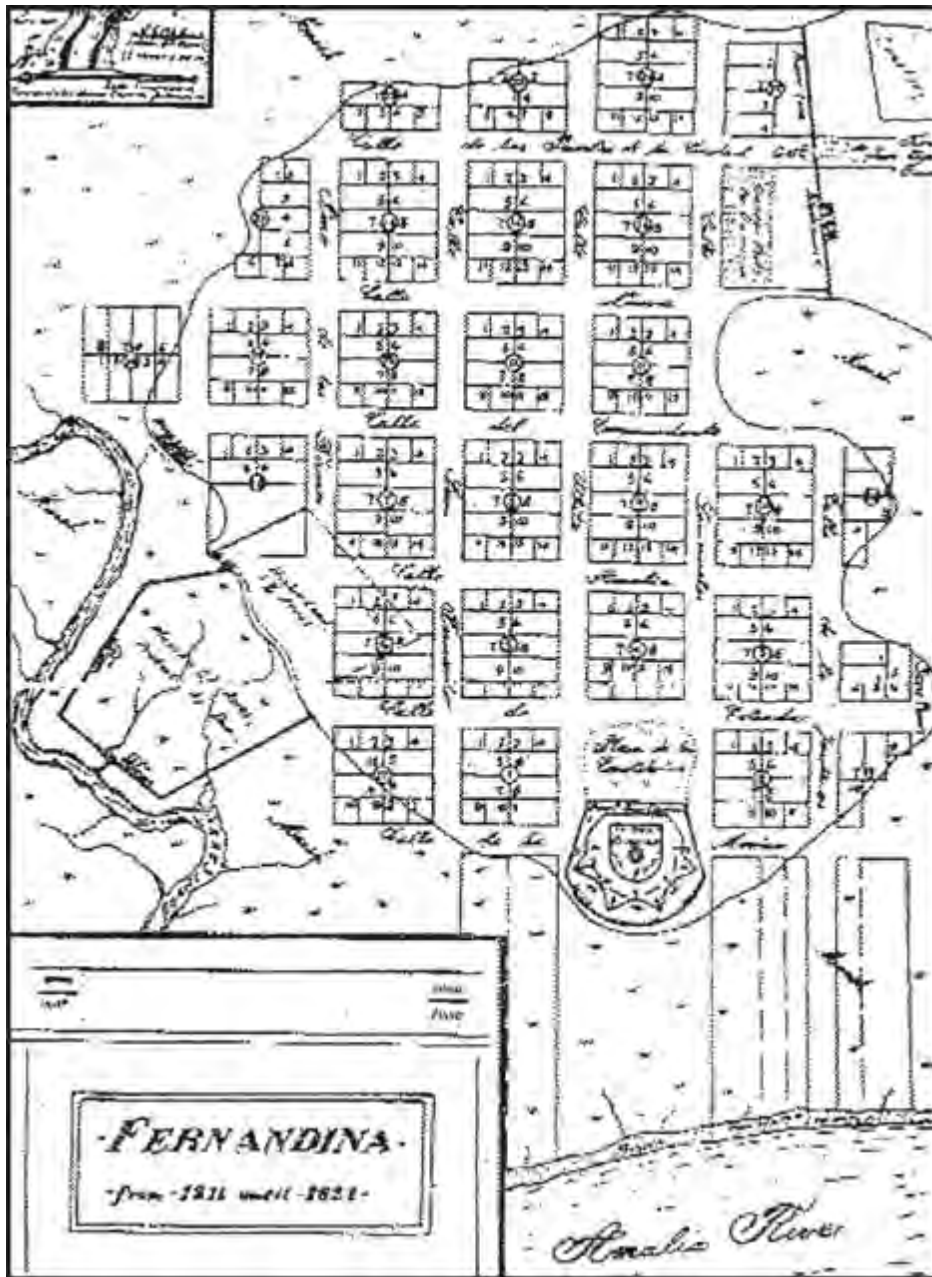
a reasonable logic for occupying the land. The rules provided guidelines for location, appropriate dimensions, land use, public space and social propriety.

Due to its late founding date in the history of Spanish presence in Florida, Old Town reads like a diagram of the Law of the Indies. For example, rule 36; *“...And that they should be populated by Indians and natives to whom we can preach the gospels...”* is certainly born out by the ongoing archeological surveys in Old Town suggesting indigenous occupation of the area from at least 2000 BC. Rule 40, which addresses the placement of a town on a river, *“...should there be a need to build on a river, it should be on the eastern bank, so when the sun rises, it strikes the town first and not the water,”* is a tailor-made description of Old Town’s location.

The current plan of Old Town shows the original plat of the town in 1811. Subsequently and by 1821, New and Towngate Streets had been added, as well as an area called Southpoint on Estrada Street south of Garden. Comparing the map at right with current maps of the town (see aerial photo on page 72), one quickly notes the changes made to the plan due to erosion along the

Amelia River, contemporary developments such as the extension of Fourteenth Street across Egan’s Creek and the marina and boat building facilities located along the north and east edges of the town.

Although the fort has long since disappeared due to erosion and contemporary development continues to alter the landscape of the area, the Plaza and gridded streets remain as a demonstration of the importance of public space as stated in the Law of the Indies. Also seen prominently in the plan below is the modular division of the blocks which is discussed in section 1.3.



Map of Old Town, Drawn by Franz Dollheimer, April 1937, data compiled and translated by Maria Copella Dollheimer.

HISTORICAL OVERVIEW—PATTERNS OF DEVELOPMENT

1.2 Old Town—The Importance of Place

Although not apparent at first glance, Old Town contains a surprisingly complex set of building, landscape and social patterns that contribute to its character as a place. The concept of place is the result of many interrelated factors which include the climate, economic and social history, buildings and landscape features as well as private and collective memories.

The purpose of this section is to analyze and represent the major physical characteristics of Old Town that contribute to its unique scale and patterns of life. Although no place can be completely inscribed into a set of formal documents, the drawings, photographs and words in this section are critical because they emphasize the importance of coming to know a place by accepting it for what it is. The lessons gained from a long and careful study of Old Town form the philosophical foundation of the Design Guidelines.

Due to the lack of significant historic and contributing buildings such as found in downtown Fernandina, Old Town presents more of an “aura” than a clearly defined urban fabric. Taken together with relevant historical precedents, these patterns form

the foundation on which the design guidelines are structured.

The principal recommendations concerning the proper handling of historic structures are included in Chapter 3 and in the appendices. Unusual for most historic districts, these sections reflect the importance of the historic plan. Several structures in the district are identified as historic or contributing even though they were not constructed during the period of record for the town plan. This document favors the rehabilitation of existing structures however modest. Keeping buildings in service is a process that contributes to the maintenance of town character.

The Old Town Historic District has its own distinct zoning; OT-1 and OT-2. The OT-1 and OT-2 Districts are intended to protect the unique historic features and uses in the Old Town Historic District. The OT-1 District is intended for the development and maintenance of single-family residential dwellings, along with their customary accessory uses on the same lot. The OT-2 District is intended to protect the unique historic features and uses in the mixed-use area of the Old Town Historic District. The OT-2 District is intended

for the development and maintenance of single-family residential dwellings, along with their customary accessory uses on the same lot. Limited neighborhood commercial may be permissible.

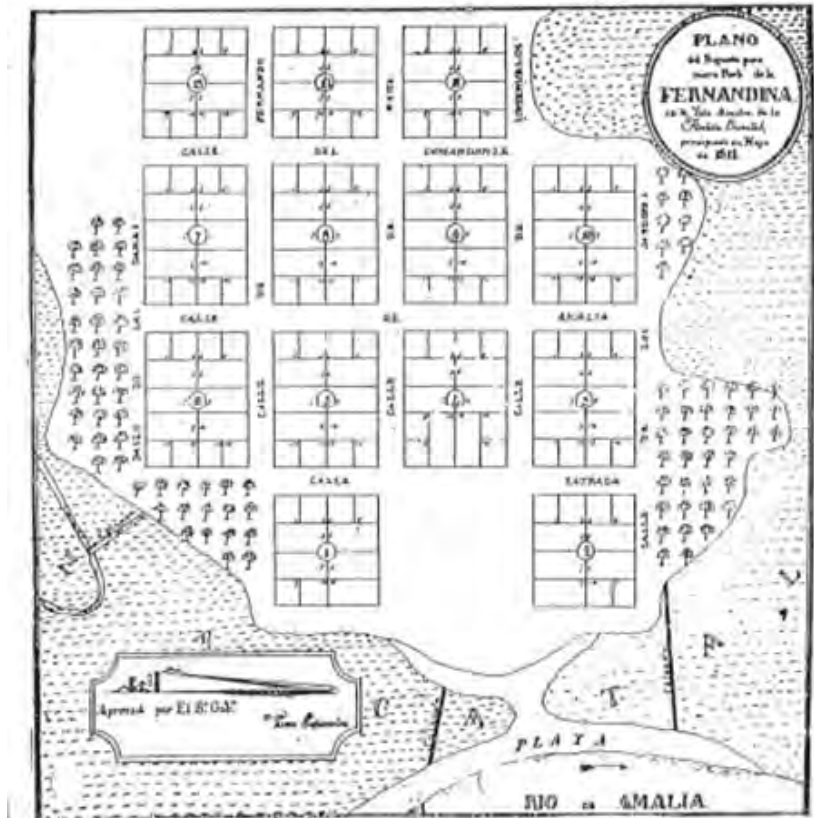
Current building occupation overwhelmingly favors domestic use. The Spanish Plan historically featured a mixed use arrangement of functions that has largely disappeared from Old Town. Under the Law of the Indies, the most important civic, religious and commercial buildings were placed around the Plaza. Up until 1926, a church and several institutional buildings were located on plaza lots following this prescription. The guidelines allow and also encourage the introduction of commercial and institutional uses within the town, provided that they conform to the physical requirement of building placement and typology.

HISTORICAL OVERVIEW—PATTERNS OF DEVELOPMENT

1.3 Old Town Development— Blocks and Lots

The typology of the Old Town Plan is composed of three major elements: **blocks**—including the San Carlos Plaza, constant width **streets** and right of ways and two sizes of **lot divisions**. The details of these components and recommendations for their preservation are outlined in this section. Further recommendations are found in other sections noted below.

The original plat of 1811 of the East Florida Papers, found in the State Archives, shows thirteen blocks and eight streets are recorded. The historic district now encompasses twenty-two full blocks and three partial blocks (see view on page 19).



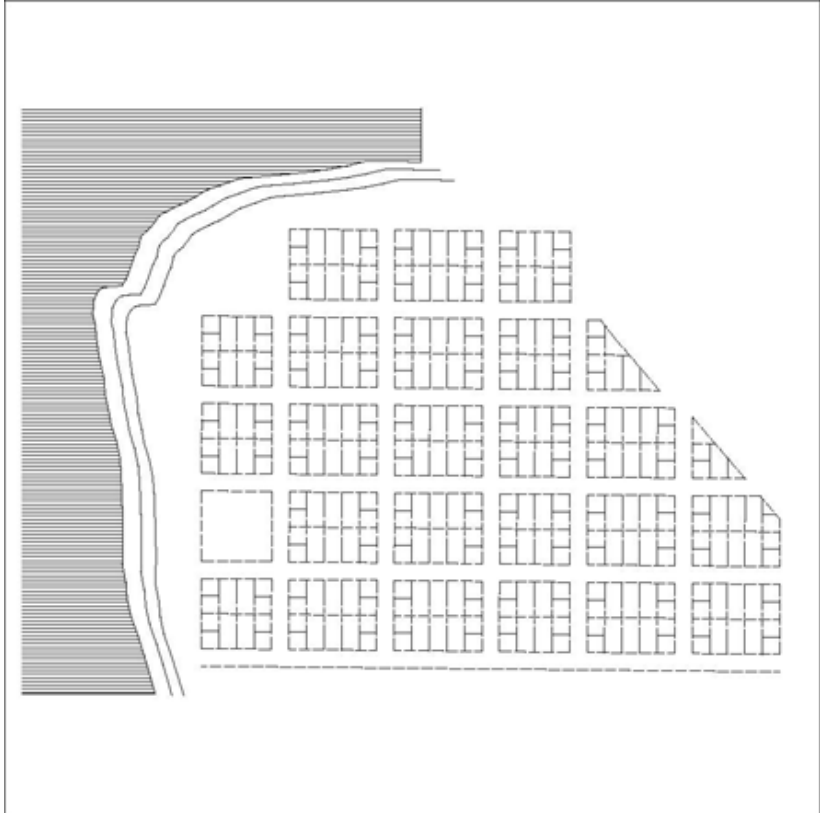
Plat map of Old Town, Fernandina Beach Florida, 1811.

Blocks

The 46'-6" lot division module measures the dimensions of the blocks. All full blocks are either four by four or four by five modules in size. The streets, public right of ways and the lot divisions reinforce the integrity of the block module used. Although recent surveys show the lot sizes running around 47'-3" by 92 feet, the 46'-6"x 46'-6" module is used in this document because it is closer to the ideal layout in the Law of the Indies. Actual property dimensions are a matter of public record and verifications of dimensions are the responsibility of the property owner as required by current codes.

Streets

The street system of compacted crushed shell and thin ribbon curbs added in 1998 reinforces the constant width of all streets. There are consistent right-of-way widths proportionate to the lot dimensions.



Map of block pattern, Old Town. This map is from the 1999 guidelines and does not accurately reflect the lot orientation on blocks surrounding the plaza. The 1811 plat of Old Town on page three more accurately represents the plaza lots.

HISTORICAL OVERVIEW—PATTERNS OF DEVELOPMENT

1.4—Old Town Development, Peonia and Media Peonias

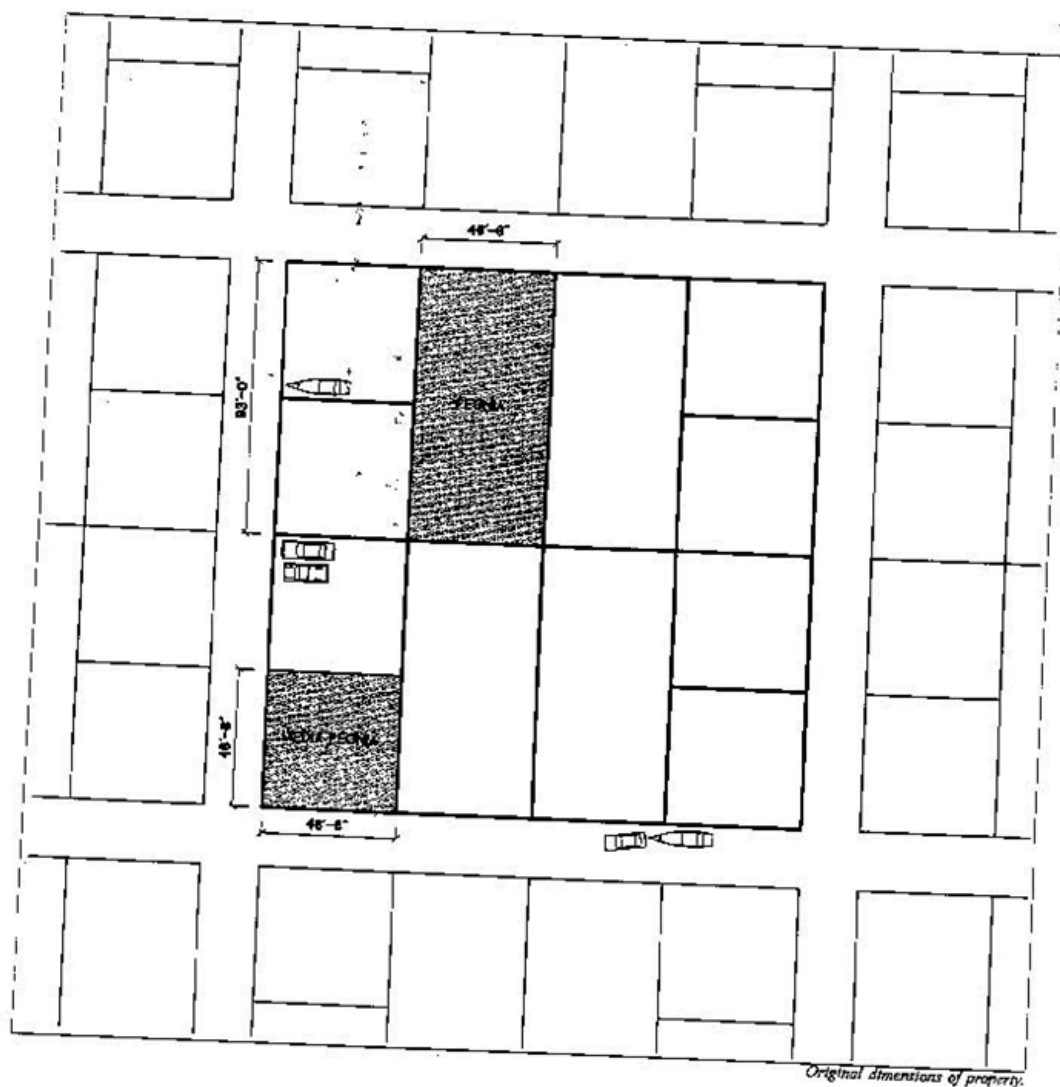
The Old Town grid divides the town into an array of square and rectangular blocks. Each of these blocks is further sub-divided into modular lots. The sample block on page 15 shows the dimensions of the two basic lot modules found in Old Town; the *peonia* and *media peonia*. According to the Law of the Indies, the *peonia* was the basic type of urban lot. The Spanish measured construction dimensions according to the *vara* which Manucy (1962) lists as approximately 33 inches. Mundigo and Crouch's translation of the Law of the Indies (1977) sets the measurements of the *peonia* as 46 by 92 feet.

An informal study of recent property surveys shows that the actual dimensions of the *peonia* is slightly larger averaging around 46 feet 6 inches by 93 feet. Old Town also has a unique 46'-6" square block labeled in this document as a *media peonia* or *half peonia*. These lots run north and south and on east-west facing streets. Taken together, these two lot modules create the pattern of land division within the town grid.

When preliminary research began in the summer of 1996, the first impression was that the

existing buildings did not fit the historic grid. After studying the development of the town from historic maps, archival documents and direct field observations, it was concluded that most buildings did work reasonably well with the historic property divisions.

Changes in building placement and lot development were tracked in 1999 and 2012 using Sanborn Insurance Maps for the years 1903 through 1949 and county tax maps supplemented by aerial photographs for 1960-2012. Although not scientific, these maps confirm that building placement maintains the block structure and small scale of the town.



The shaded sections show the sizes of the Spanish peonia and media peonia lots.

HISTORICAL OVERVIEW—PATTERNS OF DEVELOPMENT

1.5 Building Construction in Old Town

The establishment of Old Town by the Spanish resulted in a small community consisting of dwellings, a church, and the ruins of Fort San Carlos adjacent to the plaza. This community was known as Fernandina until the construction of the railroad through the region in 1855. This led to the platting of “new” Fernandina two miles to the south. With the coming of the railroad the new community of Fernandina became a prominent commercial and tourism center and “Old Town” gradually lost its prominence. By the late 19th century many of the earliest dwellings from the Spanish period were lost to fire or neglect, but other residents moved into the community attracted by its prominent location on the Amelia River.

In 1903, Old Town was mapped by the Sanborn Fire Insurance Company as part of overall mapping efforts for the city. By 1903, significant property transfers had occurred so that the original lot divisions of the blocks are barely visible. At this time there was a customs house located in the plaza approximately over the ruins of Fort San Carlos. A Catholic Church of some

significance was found on the block south of the plaza. From all appearances, all buildings described were wood frame constructions.

The 1909 Sanborn map showed that the number of buildings did not increase significantly from 1903 and most structures appear to be “towing the line” of the Spanish grid despite the lack of any formal regulations. This is not unexpected or unusual at this time period because of the existence of strong implicit ways of building that were generally accepted by everyone. Material choices were limited, as were architectural styles.

The Victorian structure known today as the “Captain’s House” was built in 1888 and is prominent on the 1909 map facing the plaza. Besides its architectural prominence and position in the town, the building was used as a principal set element in the film “The New Adventures of Pippi Longstocking” and attracts a modest number of sightseers.

A few additional dwellings were built in the town after 1909 and are shown on the 1926 edition of the Sanborn Insurance Map. Many of the lots continued to be vacant with most dwellings concentrated along San Fernando and Someruelos Streets. Following

World War II, additional dwellings were built, most of which were of frame construction and designed in vernacular forms of the period. Property activity increased again in the 1960’s and over the next decade several new dwellings were built and a mobile home park was established. The southern edge of Old Town was delineated by the Kraft Paper mill. In 1990, the significance of Old Town was recognized when it was listed in the National Register as the “Original Town of Fernandina Historic Site.”

By the early 21st century, the mobile home park had been removed and several new dwellings were built to blend in with the historic architecture of the original buildings. All of the early 19th century dwellings associated with the Spanish occupation were razed by 2012, but many of the community’s turn of the 20th century dwellings remained intact. New commercial activity in the community was marked by the marina construction along Egan’s Creek.



*A portion of Old Town was mapped by the Sanborn Map Company in 1903.
The original grid is not reflected on this map.*



The 1926 Sanborn map of Old Town illustrates the original grid layout of peonias and media peonias.

Old Town Historic District Future Land Use Map
City of Fernandina Beach
c.2013



Future land use map illustrating current property divisions.



CHAPTER 2: EXISTING CONDITIONS

2.1 Land Use

The Spanish Plan provided for the orderly distribution of civic, religious, residential and commercial structures throughout the town. A strict hierarchy was maintained by placing civic structures and important residences near the plaza. The *peonia* was designed as a working residential lot whose size was determined in part by agricultural requirements of the day.

Historically, there were a limited number of civic, religious and commercial buildings in Old Town, but it has been predominately residential for decades. A few residents maintain home-based businesses, but these do not have a significant impact on the cultural patterns or the architecture. The area of Fourteenth Street and the marina development along Egan's Creek introduced uses allowed under 2.03.02 of the Land Development Code.

Under current zoning regulations, a OT-1 zoning allows residential only. OT-2 zoning allows residential and limited neighborhood commercial. The design guidelines address the management of building placement, scale and detail.

Recommendations:

- Limited neighborhood commercial or civic structures such as a museum featuring the history of Old Town or a small community meeting hall are appropriate. These structures must follow the design guidelines in terms of building placement, scale and parking requirements.
- Home businesses are allowed in OT-1 and OT-2. Examples of allowable uses are home offices, studios, garage shops and home childcare.
- Accessory dwellings are permissible per LDC requirements.
- Size of uses is governed by architectural guidelines on percentage of lot coverage, massing, setbacks and height.

Avoid:

- Significant increases in uses other than residential.
- Increased areas devoted to parking beyond that allowed for residential use.
- Any development of Amelia River waterfront lots.

Prohibited:

- Uses and density that disturb the residential character of Old Town such as storage facilities, heavy construction and manufacturing.

Old Town Historic District Zoning Map
City of Fernandina Beach
c.2013



Zoning map showing OT-1 and OT-2 zoned parcels, Old Town, Fernandina Beach, Florida, 2013.

CHAPTER 2—EXISTING CONDITIONS

2.2 Privacy and Community

It is important to understand the present day organization of land ownership in order to preserve historic attributes and imagine future possibilities. Combinations of *peonias* and *media peonias* to form larger parcels of land represent an opportunity for owners to develop property in a variety of ways not imagined in the original conception of the town. The view of existing property divisions from 2013 (see page 19), shows the town poised on the edge of either retaining or losing the visibility of its historic plan. The vacating of some streets has caused minor damage to the continuity of the grid. Owners of these properties are encouraged to find ways of enjoying the privacy of their property, while ensuring that it remains a visible artifact of the old right of way.

Lots which are anomalous because of an intrusion into a right of way or a non-peonia subdivision will be more challenging to develop according to the guidelines. They offer the owner the chance to comment on history by juxtaposing the ideal of the peonia against the anomaly. Property owners are encouraged to design new buildings to fit within the parameters for the existing grid

system or to restore the relationship between primary buildings and outbuildings in sympathy with the original grid system. It is also recommended that property owners restore the original lot dimensions where possible.

In addition to helping owners and officials solve problems presented by unique designs or construction technology, the role of the guidelines is to set consistent standards with respect to placement of buildings within the blocks and encouraging adherence to the overall plan.



It is required that property owners who develop their vacant lots use designs and spacing to respect the original peonia and media peonia grid and layout.

2.3 Vehicle Pathways

Automobiles and other vehicles are an essential part of life in Old Town. Residents are accustomed to parking cars, trucks, boats and trailers on their property as needed, with few impediments to free movement. This freedom is considered a practical and philosophical necessity. As one resident succinctly put it: *“I like Old Town because I can do just about anything and no one bothers me. I can go where I want when I want and everyone here respects that freedom.”*

The complexity of road use is shown clearly in the irregularity of traffic patterns—an indication of a relaxed fit between patterns of daily use and the grid. This pattern is shown on the aerial view on page 25. The grid provides a degree of discipline to the free ranging movements of people and machinery. The roadway design put in place in 1998 with its crushed shell surface and lack of sidewalks and drainage swales is designed to strengthen the presence of the grid and keep movement patterns relatively the same. Off-street parking is required for residences per the LDC.



Views of shell street surfaces in 2012.



Aerial view of vehicle pathways, Old Town, Fernandina Beach, Florida, 2012.

2.4 Trees and Fences

Existing trees and fences have established a subtle pattern of outdoor spaces without isolating one property from another. This interplay of open land and private property is more a feature of English and North American settlement patterns than Spanish. Given the climate and relaxed lifestyle of Old Town, there is considerable room for invention in the design of outdoor space through the careful placement of landscape elements such as trees, hedges and fences.

In an attempt to make property boundaries visible and create outdoor spaces, Old Town residents have created a variety of fences ranging from two courses of concrete block topped with conch shells as ornaments, to picket and split rail, privet hedges and eight foot block walls reminiscent of Spanish-walled enclosures. Even wire fences, which are prohibited in many historic districts, have been used successfully to support vines and flowering plants.



2.5 Scale and Detail

Taken collectively, the historic, economic and social patterns built up in Old Town constitute a quality that is not easily put into words or guidelines. Old Town is verifiably “unique,” but this term needs to be carefully defined through specific examples since these guidelines will ultimately have the legal strength of public will.

Long-time residents intuitively know what it means to live and build in Old Town, but this knowledge does not easily translate into formal documents. In our current climate of mobility, most people are not able to spend time learning to live in a place before building. Design guidelines provide the best means of understanding a way of building in the historical, cultural and climatic context of Old Town.

A major design issue with respect to “fit” is proper scale. Scale is defined as relative size between building elements, the landscape and the town as a whole. Construction of buildings and landscapes in Old Town requires a careful attention to scale and detail.



Unlike most communities, Old Town can never grow beyond a very specific set of geographic limits. Its well-deserved historic district status further guarantees that the scale of Old Town can be maintained. These limits govern the scale of actions from the size of buildings, the distance between structures, the details of buildings and the natural form of landscape.

These concepts are not purely an issue of building style. One can build a well-designed “cracker style” or Victorian era building that does not “fit.” Pure size and image are not the keys to building within the context of Old Town. The examples and these guidelines suggest that individuality, uniqueness and even idiosyncrasy are important and verifiable aspects of Old Town’s heritage, provided that the building decisions are kept in scale with the rest of the town.





CHAPTER 3: DESIGN GUIDELINES FOR EXISTING BUILDINGS

CHAPTER 3—BUILDING TYPOLOGY: EXISTING BUILDINGS

3.1 General Approach to Building Rehabilitation

In Old Town, existing buildings are generally placed correctly on the grid, are simple in design, and promote a strong connection to the outdoors. The individuality and simplicity of buildings is a principal part of the character of Old Town.

As the town ages, new buildings will be added to the town. These buildings will also deserve consistent preservation measures. For this reason, this chapter provides some general recommendations for rehabilitation of historic properties and existing buildings. The philosophy promoted by these guidelines is to sustain the character of the town by keeping buildings, however modest, in useful service. This is an approach that residents in Old Town have followed for generations and it is consistent with current thinking on sustainable communities.

With these goals in mind, the following section emphasizes **rehabilitation**, which is the process of repairing or altering a historic property while retaining its historic features. A practical approach to preservation, rehabilitation is a compromise between remodeling, which has no sensitivity to the historic features of a building, and

restoration, which is a more accurate but costly approach to repair, replacement, and maintenance.

The Secretary of the Interior's Standards for Rehabilitation on page 31 serve as the basis for working within the Historic District. The intent of the Standards is to encourage the retention and preservation of historic buildings as expressed in their architectural design, materials and workmanship. The result of any project reviewed under the Standards should be the preservation of a building's historic materials and distinguishing character. Important characteristics of a building include its overall shape, materials, craftsmanship, decorative details, interior spaces and features, and site and environment.

The reasons for using the Secretary of the Interior's Standards are numerous. The first and most important is consistency. Rehabilitation projects in Florida receiving federal or state funding or tax credits already must observe the standards. Furthermore, property owners seeking a historic preservation property tax exemption under Section 196.1997, Florida Statutes, must also comply with them. A consistent set of standards will result in savings of time and

money, and permit avoidance of administrative overlap and conflicting regulations.

A second important reason for using the Secretary of the Interior's Standards is the large body of work developed as part of these guidelines by the National Park Service. The Standards have been successfully applied for many years and have resulted in a number of case studies, published in "Interpreting the Secretary of the Interior's Standards for Rehabilitation." These case studies are available from the Architectural Preservation Services Section of the Bureau of Historic Preservation and provide an excellent source of information for local review boards, preservation architects, preservation planners, owners of historic properties, and others undertaking modifications to historic buildings.

3.2 The Secretary of the Interior's Standards of Rehabilitation

The guidelines are based on the Secretary of the Interior's Standards of Rehabilitation. The Standards have become the authoritative source for the treatment of historic buildings both nationally and in Florida. They provide a logical point of departure for developing local guidelines. They pertain to historic buildings of all sizes, materials, and types, interior and exterior work, demolition, relocation, new construction, and handicap accessibility. Additional information on these standards can be found at the following website: www.flheritage.com/preservation.

Recommended Standards:

1. A property shall be used for its historic purpose or be adapted to a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

3.3 General Approach to Building Rehabilitation

Old Town contains a number of notable 19th and early 20th century buildings which contribute to the character of the National Register-listed site. Identifying, retaining, and preserving the form and detailing of original architectural materials and features is basic to the sensitive treatment of all historic buildings. The guidelines which follow recommend measures to accomplish this goal, while avoiding actions which will cause the removal of features that form the historic character of a building.

3.4 Protect and Maintain

Protection generally involves the least degree of intervention and precedes other work. Protective measures include the maintenance of historical materials through treatments such as rust removal, caulking, limited paint removal, re-application of protective coatings, and cyclical cleaning of roof gutter systems; or stabilization through installation of fencing, protective plywood, alarm systems and other measures. Although a historic building will usually require more extensive work, an overall

evaluation should begin at this level.

3.5 Repair

Repairs are warranted when the physical condition of character-defining materials and features require it. Repair of historic material begins with the least degree of intervention possible, such as patching, piecing-in, splicing, consolidating, or otherwise reinforcing or upgrading the material according to recognized preservation methods. Repair also includes the limited replacement in kind or with a compatible substitute material of extensively deteriorated or missing parts of features when there are surviving prototypes. Although using the same kind of materials is always the preferred option, substitute materials are acceptable if the form and design, as well as the substitute materials themselves, convey the visual appearance of the remaining parts of the feature and finish.

3.6 Replace

Replacement is appropriate when an entire character-defining feature is not repairable. If the essential form and detailing are still evident so that the physical evidence can be used to re-establish the feature as an integral part of the rehabilitation project, then its

replacement is appropriate. Like the guidance for repair, the preferred option is always replacement of the entire feature with the same material. Because this approach may not always be technically or economically feasible, provisions are made to consider the use of a compatible substitute material. The goal of using new materials should be to match the original materials as closely as possible. Replacement materials should promote the historic character of the building.

3.7 Design for Missing Historic Features

A new feature is appropriate when an entire interior or exterior feature is missing. Under these circumstances, the original feature no longer plays a role in physically defining the historic character of a building unless it can be accurately recovered in form and detailing through the process of carefully documenting the historical appearance. Where an important architectural feature is missing, its recovery is always recommended in the guidelines as the preferred course of action. If adequate historical, pictorial, and physical documentation exists so that the feature may be accurately reproduced, then designing and constructing a new feature based on such information is appropriate.

However, a second acceptable option for the replacement feature is a new design that is compatible with the remaining character-defining features of the historic building. The new design should always take into account the size, scale, and material of the historic building itself so that a false sense of historical appearance is not created.

3.8 Alteration and Additions to Historic Buildings

The final step involves alterations and additions. Some exterior and interior alterations to a historic building are generally needed to assure its continued use. It is, however, generally important that such alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes. Alterations may include providing additional parking space on an existing historic building site; cutting new entrances or windows on secondary elevations; and installing an entirely new mechanical system. Alterations may include the selective removal of building or other features of the environment or building site that are intrusive and therefore detract from the overall historic character.

The construction of an exterior addition to a historic

building may seem to be essential for new use. The guidelines emphasize, however, that such new additions should be avoided, if possible, and considered only after it is determined that those needs cannot be met by altering secondary, non-character-defining interior spaces. If, after a thorough evaluation of interior solutions, an exterior addition is still judged to be necessary, and it can be clearly differentiated from the historic building and constructed so that the character-defining features are not radically changed, obscured, damaged, or destroyed, then it may be appropriate.

Additions to historic buildings are often required to make projects economically feasible, to satisfy fire and building code requirements, to house mechanical systems, and for other personal or practical reasons. They are allowed under the Secretary of the Interior's Standards and specifically addressed by Standards 9 and 10.

Although additions are usually acceptable, they should be undertaken only after it has been determined that the new use cannot be successfully met by altering non-character defining interior spaces. If undertaken, additions should not significantly alter original distinguishing qualities of

building such as the basic form, materials, fenestration, and stylistic elements under Standard 2. Additions that imitate the style of the existing building or other historical styles should be avoided under Standard 3.

Under Standard 9, additions should be clearly distinguished from original portions of a building and should result in minimal damage to it. Character-defining features of a historic building should not be radically changed, obscured, damaged, or destroyed in the process of adding new construction. The size and scale of the new addition should be in proportion to the historic portion of a building and clearly subordinate to it. Additions should be attached to the rear or least conspicuous side of a building. Under Standard 10 they should be constructed so that if removed in the future, the essential form and integrity of a building will be unimpaired.

3.9 Contributing Versus Non-Contributing Buildings

The Old Town Historic District is unusual since it derives its primary significance from its original Spanish grid plan and not from its collection of historic architecture. When Old Town was listed in the National Register in 1990 it was listed as a site, rather than a district. Within the site, only ten buildings were listed as contributing, while dozens more were included as non-contributing. Contributing buildings are defined in the LDC. Since listing on the National Register, several of these original contributing buildings have been demolished, and none of the existing buildings date to the period of Spanish occupation. Because of the loss of original buildings and the passage of time, a re-survey and update of the district is recommended.

New construction and rehabilitation is reviewed in the Old Town Historic District by the Historic District Council (HDC). Non-contributing buildings are reviewed by the HDC with greater flexibility than contributing buildings, but owners are encouraged to preserve and maintain the character of their older buildings.



This 19th century dwelling at 107 Estrada Street is an example of a contributing building within the Old Town Historic District.



The mid-20th century dwelling at 1012 Ladies Street is non-contributing but rehabilitation work should respect its original design and detailing.

While these guidelines apply to contributing buildings, they also may be used as a general reference for non-contributing buildings, for which maintenance and repair should be in keeping with the respective design and detailing.

3.10 Design Guidelines for Contributing Buildings

AWNINGS:

1. Retain, maintain, and repair historic metal awnings.
2. Ensure new awnings do not damage the building. Select awnings of canvas duck or cotton and polyester blends in colors that complement the building and mimic the shape of their opening.
3. Mid-20th century metal awnings should also be preserved and maintained.



Preserve functional and decorative awnings (212 Estrada Street).

BRICK/MASONRY:

1. Preserve and maintain original brick, stone, and other original masonry. This includes exterior wall surfaces, foundations, and chimneys.

Repair of masonry

2. Repair damaged masonry by patching, piecing in, or consolidating instead of removing an entire feature.
3. Repair cracks; they may indicate structural settling or deterioration and allow moisture penetration.

Moisture control on masonry

4. Repair leaking roofs, gutters, and downspouts; secure loose flashing.
5. Ensure that the ground slopes away from the foundation to prevent water from gathering at the base.

Cleaning of masonry

6. Masonry requires cleaning only to stop deterioration or heavy surface staining.
7. Use the gentlest means possible, generally low pressure water and mild detergent.
8. Test cleaning methods on an inconspicuous area and observe the results first.
9. Chemical cleaning is not recommended due to potential damage it may cause.

Machine cleaning of masonry

10. Do not use sand blasting or high-pressure water; these methods cause rapid deterioration.
11. Do not use electric saws or hammers to remove mortar.

Mortar issues with masonry

12. If repointing of mortar is needed, duplicate historic mortar in strength, composition, color, and texture. Use one part lime and two part sand with no more than 20% combined Portland cement.
13. Portland cement is not an appropriate replacement for historic mortar, as it is stronger and will not expand and contract, causing the bricks to crack, break, or spall.
14. Do not repoint with a synthetic caulking compound.

Painting of masonry

15. In general, leave unpainted historic masonry unpainted. If bricks have lost their protective outer coating due to sandblasting, paint may be used for preservation, or if the brick and mortar are extremely mismatched from repair work.
16. Only as a last resort should water-proof, water-repellent, or other non-historic coatings be used.

CHIMNEYS

1. Retain, maintain, and repair chimneys in keeping with the guidelines for masonry.
2. If possible, replace chimneys that are missing or too severely damaged for repair. Emulate other historic examples appropriate for the style and period of the building.
3. Retain extant chimney pots of terra cotta and brick. Replace in kind, do not substitute other non-historic materials such as sheet metal or concrete block.



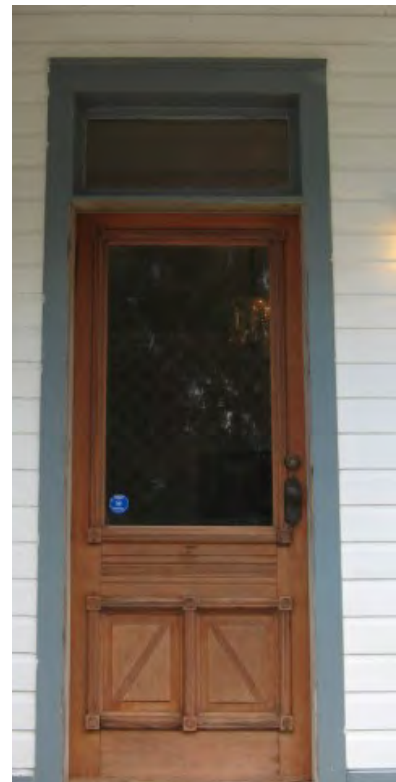
Original corbelled brick chimneys should be maintained and repaired as needed (910 San Fernando Street).

ENTRANCES + DOORS

1. Maintain entrances, doors, and related elements.
2. Follow the guidelines for wood to repair entrances, doors, and related elements. Reuse historic hardware and locks.
3. Replace an entrance door, or related element only when it is damaged beyond repair. The replacement element should match the historic one.
4. Do not add openings to a primary elevation.
5. Do not resize or otherwise alter an entrance.
6. If storm or screen doors are desired, select designs that allow the full view or obscure as little as possible of the door.



Original doors help convey a building's architectural style and date of construction (212 Estrada Street).



Original single-light, two-panel door and transom at 910 San Fernando Street.

DOORS, CONTINUED.



This appropriate storm door allows for view of the door behind it (117 Estrada Street).

FOUNDATIONS

1. Retain, maintain, and repair foundations in accordance with the guidelines for masonry.
2. Leave historically visible raised foundations visible - do not cover or conceal .
3. If infill is desired for raised pier foundations, use sections of lattice installed between the piers. Do not cover over the piers.



Wood lattices are appropriately fit into openings between brick piers of the foundation (910 San Fernando Street, above and 212 Estrada Street, below).



LIGHTING

1. Retain historic light fixtures.
2. Repair damaged historic light fixtures or replace damaged pieces with similar replacements.
3. If original fixtures are missing or too damaged for repair, replace them with new fixtures that imitate historic examples appropriate for the period and style of the building, or use unobtrusive design and materials and traditional placement.



Retain original light fixtures or those added in the early 20th century (212 Estrada Street).

PAINT

1. Maintain the painted finish of buildings and accessory structures and fences that were historically painted.
2. Unless extenuating circumstances exist, do not paint historically unpainted masonry or other surfaces.
3. Use oil paint on surfaces that have been painted with oil paint in the past; this is generally the case for historic buildings in the district.
4. Latex paint is not recommended as it does not adhere well and shrinks more than oil paint when drying. This can pull off underlying old paint. If latex is used, first completely prime the surface with an oil-based primer.
5. Before painting, remove dirt with household detergent and water. Allow surfaces to dry thoroughly.
6. Remove damaged or deteriorated paint to the next sound layer.
7. Use the gentlest means of paint removal possible, such as hand sanding and hand scraping.
8. If paint has blistered and peeled to the bare wood, remove all paint down to bare wood.
9. Use chemical strippers to supplement the above technique when more effective removal is required. Be certain to follow directions to thoroughly neutralize chemical strippers after use or new paint will not adhere.
10. Select paint colors that complement the style and period of the house.



Above: Regular painting helps protect the building's exterior and its architectural integrity (910 San Fernando Street).

Left: Repainting the house and window trim in contrasting colors will help protect the wooden elements and accentuate the original three-over-one wood sash windows.

11. Select one trim color for porch framing and columns, and window framing; a contrasting color for walls; and a darker color for doors and shutters.

12. Limit the number of colors used to three.

PORCHES

1. Retain, maintain, and repair wooden and masonry porches in keeping with the guidelines for wood and masonry.
2. Back porches are functional and less crucial to the historic character of the district, thus their treatment can be more flexible and may include alteration, replacement, or removal.
3. When replacement of a porch is necessary due to deterioration beyond repair, replace it using a design that matches the historic design and materials that support the historic character of the district to the greatest extent possible.
4. If enclosure of a porch is desired, use glass or screens with minimal structural elements instead of solid materials to better preserve the porch's historic transparency.
5. The use of substitute materials for porch floors such as wood and cementitious composites may be appropriate under some circumstances. If these treatments are used, they should not be readily visible from the street or painted to blend with the house colors.



A wide porch with posts on brick piers is a character-defining feature of this Bungalow dwelling (906 Someruelos Street).



This porch has appropriate screen panels and remains transparent (902 Ladies Street).

PORCH STAIRS/RAILINGS

1. Retain historic porch steps and railings.
2. Repair historic porch steps and railings with materials that match the original.
3. Replace porch stairs and railings with materials that match the porch materials.
4. Avoid using brick, concrete, or wrought iron steps for wooden front porches; these material combinations are discouraged, but acceptable.
5. Do not use pre-cast concrete steps on entrances that are readily visible from the street.



Preserve and maintain porch elements such as this column at 107 Estrada Street.

PORCH STAIRS/RAILINGS

6. Match the style and appearance of the porch in replacement railings. Simple painted wood railings with balusters between the top and bottom rail are generally appropriate.

7. If desired, add wooden or metal handrails in keeping with the style and design of the building.

8. In most cases, balusters or railings must be a minimum of finished dimensions of three inches by three inches.



These porch steps are appropriate designs for rebuilding stairs on older houses or for new construction (115 Estrada Street).



This is an appropriate new design for a porch railing (801 White Street).



Simple porch columns and railings are recommended for vernacular dwellings such as on this rebuilt porch (714 San Fernando Street).

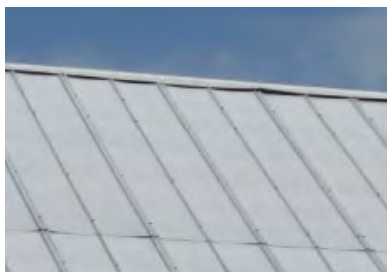
ROOFS

1. Retain, maintain, and repair historic roof forms and materials.
2. Replace individual damaged roofing elements.
3. If overall deterioration is beyond repair, install substitute materials that will best support the historic character of the building and the district. Match original materials whenever possible.
4. Keep gutters and downspouts clean and well maintained.
5. Repair leaking roofs, gutters, and downspouts.
6. Secure or replace loose or deteriorated flashing. If aluminum is used for flashing, fasten it with aluminum nails and paint.
7. Insure proper ventilation to prevent condensation.
8. Provide adequate anchorage for the roofing material to guard against wind and water damage.
9. Check seams of metal roofs and keep metal surfaces painted except for copper roofs, which are protected by their patinas.
10. Use metal fasteners on metal roofs that are compatible with the roofing material.

11. If supporting material has deteriorated below a slate or cement-tile roof, carefully remove and retain the tiles, repair the supports, and reinstall the tiles using copper nails to nail slate tiles to the roof.
12. If solar panels, skylights, rooftop satellite dishes, or other modern roof elements are installed, locate them out of public view. Use the smallest satellite dish possible.



Original roof shapes should be retained (808 San Fernando Street).



Metal roofs are also appropriate replacement materials (919 White Street).



The use of wood shingle roofs as a replacement material is appropriate for contributing dwellings (910 San Fernando Street).



Retain roof features like gable dormers (714 San Fernando Street).

SIDING

1. Retain and maintain historic siding and exterior materials.
2. Nail warped or loose shingles back in place.
3. Repair damaged historic sid-

ing and exterior materials with materials that match the historic materials. See the guidelines for wood or masonry for detailed repair information.

4. Repair stucco by removing loose material and patching with a new material that is similar in composition, colors, and texture.
5. Replace historic siding and shingles only as required and with materials that match the original as closely as possible.
6. If historic siding was removed or covered prior to the adoption of design guidelines or becomes damaged beyond the reasonable possibility of repair, the use of synthetic replacement siding may be permitted.
7. If synthetic siding is used, choose siding that most closely matches the shape, size, profile, and texture of wood siding. Hardboard products such as smooth cementitious siding are preferable to vinyl or aluminum siding. Vinyl siding is not permitted.
8. If feasible, remove synthetic siding and restore the historic siding material.



Original wood siding at 808 San Fernando Street.



Preserve original wood shingle siding such as at 818 San Fernando Street.

WINDOWS

1. Retain and maintain historic windows.
2. Patch, paint, putty, and weatherstrip historic windows as needed in order to restore them to their original conditions. See guidelines for wood for more detailed repair information.
3. Replace historic windows only if they are damaged beyond reasonable repair. A good test for condition is to jab the sill or bottom rail of the frame with an ice pick; if the pick penetrates more than half an inch into the wood, the frame may require replacement.
4. If replacement of historic windows is required, use replacements that closely match the historic windows in size, type, and material.
5. For energy conservation, add storm windows rather than replacing the historic window with substitute windows. If the majority of windows are beyond reasonable repair, wood windows should be replaced with wood windows to match the original.
6. Reuse serviceable window hardware and locks.
7. Retain historic blinds or shutters.
8. If new blinds or shutters are installed, the preferred design are those constructed of wood, sized and installed like historic working ones that are operable.
9. Use storm windows that are white or painted to match the window trim.
10. Use storm windows that are full-view or with internal elements that match those of the windows.
11. Do not change the number, location, size, or glazing pattern of windows by cutting new openings, blocking in windows, or installing replacement sashes that do not fit the historic openings.
12. Do not use bars in windows visible from the street.
13. Do not use snap-in or flush muntins.



Above: Original two-over-two wood sash window (808 San Fernando Street).

Below: The window screens are difficult to see, allowing for full view of the original six-over-six wood sash window (902 Ladies Street).



Recommendations:

- Improve the thermal performance of existing windows and doors through adding or replacing weather stripping and adding storm windows which are compatible with the character of the building and which do not damage window frames.

- Awnings should be historically appropriate and consistent with the architectural style and period of the building. Awnings should follow the lines of window or door opening they are intended to cover.

Avoid:

- Installing heating/air conditioning units in window frames when the sash and frames may be damaged. Window installations should be considered only when all other visible heating/cooling systems would result in significant damage to historic materials. If installation proves necessary, window units should be placed on secondary elevations not readily visible from public thoroughfares.

WOOD

1. Follow the guidelines for paint to help prevent moisture damage to all wood surfaces.
2. Remove vegetation that grows closely to wood.
3. Eliminate excessive moisture problems by repairing leaking roofs, gutters, and downspouts. Secure or replace loose or deteriorated flashing and insure proper ventilation.
4. Recaulk where rainwater might penetrate a building. These areas include junctions of dissimilar materials or construction joints such as siding and corner boards. Remove old caulk and dirt before recaulking. Refrain from caulking under individual siding boards or windowsills.
5. If wood is beginning to rot, dry it thoroughly and treat it with fungicide. Waterproof it, then fill any cracks and holes with putty and sand. Caulk between the wood members when necessary, then prime and paint the wood.
6. If wood is partially decayed, fill and strengthen it by applying semi-rigid epoxy into the decayed

wood and allowing it to harden. Then fill, patch, sand, and paint the consolidated wood. Caulk between the wood members when necessary, then prime and paint the wood.

7. If wood boards are split too wide to repair with putty, pry the crack or split wide enough to apply a strong exterior glue, then press the sections back together and use finishing nails to hold them together while the glue dries.
8. For convex warped boards, drill several holes along the centerline of the board. Insert countersunk screw (countersink enough so that screw heads end up below the surface of the board) and gradually tighten the screws to pull the board flush. Wet the board down during this procedure to avoid splitting. The procedure should be gradual, perhaps even taking days.
9. For concave warped boards, use a row of finishing nails at both the top and bottom edges to pull the edges back down. Countersink the nail heads and fill the holes with putty.
10. When a portion of a wooden board is too

deteriorated for repair, use a circular or hacksaw to remove the damaged portion as close to the edge of the board above as possible. Then replace the section with a section or board that matches the existing boards in size and profile by nailing it in place, countersinking the nails, puttying the nail holes and any cracks, and painting the area.



Original wood shingles at 801 San Fernando Street.

CONNECTING ELEMENTS

Connecting Elements are those architectural components that link Principal and Secondary Structures. Connecting Elements include but are not restricted to **porches, pergolas, colonnades, loggias, Florida rooms, breeze-ways, and carports**. Additions of connecting elements to historic structures must be taken on with great care from both an architectural and technical point of view. Connecting elements are not restricted to the 45% maximum coverage of the building elements in order to maintain the “out of doors” lifestyle present in the town for generations.

SITE FEATURES

1. Retain and maintain historic fences and walls.
2. Construct new fences and walls using materials that predominated historically or that visually match these materials. Wood or metal for new fences and stone for new walls are generally appropriate materials. Vinyl fences are not permitted per the LDC.
3. Paint new wooden fences to complement their adjacent houses. New wood fences in front yards should be less than four feet tall and with pickets set less than three inches apart and less than four inches in width.
4. New metal fences should be less than four feet tall.
5. Use solid wood board fences in back yards only. Construct them to be less than six feet tall and paint them to blend with the building.
6. Chain link, split or horizontal rail, railroad tie, or timber fences are discouraged, especially where in public view.
7. Decks should be located on rear elevations out of public view, as they are not historic features.

8. Ensure that modern conveniences (such as TV dishes, HVAC units, ADA ramps) are out of public view or are adequately screened.



Appropriate wood picket fence design at 807 White Street.



This privacy fence is an appropriate location and design in the back yard of 902 San Fernando Street.



Appropriate screening of HVAC unit (715 San Fernando Street).



Modern additions such as decks or satellite dishes should be placed on rear elevations (215 Amelia Street).

3.11 Relocating Buildings

Relocating a building is a last resort to avoid demolition. From a preservation perspective, relocating a building has many negative consequences. First, the context of the building is lost. The association with the surrounding natural and built environment is destroyed. Left behind are sidewalks, retaining walls, and landscape features that make each building unique.

Moreover, many of the character-defining features that contribute to the architectural significance of a building have to be removed or are seriously damaged as a result of relocation. These include foundations, porches, chimneys, and interior finishes, particularly plaster. Structural damage can also result. The loss of a building's historic context and many of its features conflicts with Standard 2.

Furthermore, an improperly relocated building can have a negative impact on the setting of existing buildings in a new location. Side and front setback, orientation, scale, mass, and individual features of existing building should be considered when choosing an appropriate site.

Despite the negatives, relocation is preferable to

demolition. This is particularly true with regard to buildings whose significance is primarily architectural. There are several criteria to be considered when reviewing a proposal to move a building to a new site. They are essentially the same as those for compatible infill. The built environment for the new site should be similar to the old one in terms of the age of the surrounding buildings, their height, materials, setback, and architectural details. If not properly planned and executed, a relocated building can be just as incompatible as a poorly designed infill structure.

Recommendations:

- Retain the historic relationship between buildings and streetscape and landscape features.
- Move a building only when there is no alternative to its preservation. Provide documentation that there is no feasible alternative for preserving a building at its historic location.
- To mitigate the impact of the relocation, move the building to an existing vacant lot within the historic district in which it is located.
- In choosing a new site for a

moved building, select a setting compatible with the original. Consider the age of the surrounding buildings, their height, mass, materials, setback, and architectural detailing.

- Properly locate the moved building on its new site. Place the building so that the orientation of its principal facade and front and side setbacks are compatible with surrounding buildings. (See 4.1 for more on building placement.)

- Provide a new foundation whose design, height, and facing materials match those of the original. Salvage original foundation materials where possible for re-use as a veneer on the new foundation.

Avoid:

- Relocating a historic building thus destroying the historic relationship between buildings, features and open space.
- Relocating a building not threatened by demolition.
- Relocating a building outside a historic district.

- Destruction or alteration of significant features, structures or archaeological sites at the new location.

- Improperly locating a building on its new site so that its orientation and front and side setbacks are incompatible with surrounding buildings.

- Placing the building on a new foundation whose design and materials are incompatible with the original. Examples include slab foundations or unfinished concrete blocks.

3.12 Demolition

Demolition exerts a negative impact on a historic district. Eliminating a building from a streetscape is like pulling teeth. Either a conspicuous void is created, or the replacement is usually less well-designed and constructed than the original.

In some instances, demolition may be appropriate and may even enhance a historic district, building, or site. Non-historic buildings whose designs are not in character with its surroundings can be removed with no negative impact. Likewise, under certain circumstances, non-historic or non-significant components of a building

complex can be removed. There are several factors to consider in the removal of such components. These include whether the components are secondary structures; lack historical, engineering, or architectural significance; do not comprise a major portion of a historical site; or the absence of persuasive evidence to show that retention of the components is not technically or economically feasible.

Demolition of non-significant additions may also be appropriate. Demolition may be undertaken if the addition is less than fifty years old, does not exhibit stylistic details or fine workmanship or materials, was added after the period of significance of the building or district; is so deteriorated it would require reconstruction; or obscures earlier significant features.

Avoid demolition of significant outbuildings and additions. Carriages houses and garages can be significant components of building complexes. Many buildings in a district have had additions, new ornament, storefronts, porches, windows, wings, and additional stories. These changes might have gained significance in their own right and should be retained under Standard 4. Assessing significance of later additions requires careful professional

review and should be done on a case by case basis.

Recommendations:

- Approval for any demolition of a primary building or structure (contributing or non-contributing) located within a locally designated historic district or the CRA shall be submitted by the property owner to the HDC.

- No building or structure in a locally designated historic district or the CRA shall be demolished without approval by the HDC, unless by a superseding order of a government agency or a court of competent jurisdiction.

- Certificate of Approvals for demolition applications are to be heard in accordance with HDC hearing requirements for Certificate of Approval applications and noticed in accordance with City requirements for public hearings.

- Requests for demolition must follow the additional guidelines set forth in the LDC.

Recommendations:

- Identify, retain, and preserve buildings which are important in defining the overall historic character of a historic district or neighborhood.
- Retain the historic relationship between buildings and landscape and streetscape features.
- Remove non-significant buildings, additions, or site features which detract from the historic character of a site or the surrounding district or neighborhood.

Avoid:

- Removing buildings which are important in defining the overall historic character of a district or neighborhood so that the character is diminished.
- Removing historic buildings thus destroying the historic relationship between buildings, features and open space.
- Removing a historic building in a complex, a building feature, or significant later addition which is important in defining the historic character of a site or the surrounding district or neighborhood.



There are currently numerous vacant lots in the Old Town district.

3.13 Accessibility

The Americans with Disabilities Act (ADA) extends comprehensive civil rights to individuals with disabilities. Historic properties, including buildings, sites, and landscapes, are not exempt from the ADA and must comply with its regulations. However, as with other alterations, historic properties can generally be made accessible while preserving their architectural character through careful planning and sensitive design.

Modifications for accessibility should be compatible with the property under Standard 9 and reversible under Standard 10. They should be in scale with the property, visually compatible in terms of their design and materials, but be differentiated from the original. They should be reversible so that if removed in the future, the essential form and integrity of the property would be unimpaired.

Qualified historic properties include properties listed in or eligible for listing in the National Register of Historic Places and those designated under state or local law. Owners of qualified properties must first consult with the State Historic Preservation Officer (SHPO) or a preservation specialist before using the alternative minimum

requirements as opposed to adding or making accessibility changes. Details of ADA requirements can be found through a qualified building or design professional.

Recommendations:

- Review the historical significance of a property and identify character-defining features.
- Assess the property's existing and required level of accessibility.
- Evaluate accessibility options within a preservation context.
- Comply with barrier-free access requirements in such a manner that character-defining spaces, features, and finishes are preserved.
- Work with local disability groups, access specialists, and historic preservation specialists to determine the most appropriate solution to access problems.
- Provide barrier-free access that promotes independence for the disabled person to the highest degree practicable, while preserving significant historic features.

- Provide barrier-free access through removable or portable, rather than permanent, ramps.

- Design new or additional means of access that are compatible with the historic property and its setting.

- If providing barrier-free access threatens the integrity of a historic property, consult the SHPO about using the alternative minimum requirements.

Avoid:

- Designing new or additional means of access without considering the impact on the historic property and its setting.

- Altering, damaging, or destroying character defining spaces, features, and finishes while making modifications to a building or site to comply with barrier free access.

- Installing permanent ramps that damage or diminish character defining spaces.

- Providing access modifications that do not provide a reasonable balance between independent, safe access and preservation of historic features.



CHAPTER 4: DESIGN GUIDELINES FOR NEW CONSTRUCTION

CHAPTER 4—BUILDING TYPOLOGY: NEW RESIDENTIAL CONSTRUCTION

4.1 The Importance of Building Setting and Placement

Proper placement of buildings within the lots and blocks is essential to maintain the historic character of Old Town. The spatial relationship of all buildings, from a main residence to a garden shed, creates a pattern of solids and voids that directly affects the appearance, use and public memory of Old Town. Changing the pattern of building placement can drastically change the character of a town. The current LDC calls for a five-foot setback, for example, which reflects the historic pattern in Old Town.

The density of buildings in the town has not changed appreciably since its founding in 1811. The current lack of density is one of the appealing things about Old Town, but significant new construction will change this pattern forever. Old Town is not a period museum piece, but a town where growth and change is a natural process.

Old Town has been zoned OT-1 and OT-2, and has a high-density residential future land use designation. The OT-1 and OT-2 districts are intended to protect the unique historic features of the single-family residential areas. They are

intended for the development and maintenance of single-family residence dwellings and their customary accessory uses on the same lot. Limited neighborhood commercial uses may be allowed in the OT-2 district. The OT-1 and OT-2 zoning has specific requirements for building coverage and placement to respect the original grid pattern of the peonia and media peonias.

The Building Placement Guidelines help maintain a balance between density and a sense of vacancy and openness that has been a part of life in Old Town for over two hundred years.

The placement guidelines outlined in this section are based on a careful study of placement patterns of existing buildings in Old Town, related towns with Spanish origins such as St. Augustine, Florida and Spanish Town in Jamaica (a town having a Law of the Indies Grid overlaid with Georgian buildings), a survey of small towns in North Florida, and principles of small town design provided by the *Small Town Designbook* (1981, James F. Barker, et. al).

The building placement guidelines apply to all structures including primary buildings and out buildings such as garages, garage

apartments, workshops, gazebos and storage facilities. New primary structures are required to front the street directly and have a five-foot setback on all street edges. The mass of buildings will help the streets appear as a distinct visible space as one moves through the town. Given the absence of sidewalks in Old Town, buildings will appear to be set back further into the lots than a community with sidewalks and raised curbs like downtown Fernandina Beach. Minimal setbacks within the blocks called “lot visibility corridors” create spaces between private property and maintain the visibility of the historic lot divisions as more residents move into town.

4.2 General Approach to New Residential Construction

In the following sections, guidelines covering the basic design of new residential buildings and sites will be discussed. The major emphasis, aside from building placement in the historic plan, is on appropriate scale and construction rather than appropriate architectural styles. Building form is discussed in the context of building typology rather than architectural styles. Typological discussions concentrate on the architectural elements that make a building compatible with the context of Old Town. Variances may be granted on the basis of LDC criteria. These guidelines do not supersede existing codes covering health and safety issues.

4.3 Building Elements

Building Elements are subdivided into **Primary Buildings** and **Out Buildings**.

A **Primary Building** is defined as the principal unit of occupation. In Old Town, this usually refers to a private dwelling unit due to the residential nature of the town. This definition also applies to appropriate commercial or institutional buildings allowed under the LDC.



This dwelling at 1010 Someruelos was designed with a stucco and wood exterior, hipped roof and porches on the main façade. Its overall design is compatible with the historic architecture in the district.

Out Buildings are ancillary to the primary structure in size and degree of occupation. Out Buildings may be attached by Connecting Elements (recommended with details covered in the next section) or remain detached. Out Buildings include, but are not limited to, garage apartments, garages, storage sheds, greenhouses, workshops, gazebos, and playhouses.

This section covers the connection of buildings to the ground, building heights, roof forms, massing relationships of Building Elements, and the integration of Connecting Elements to achieve diversity. Setting and Landscape Elements are addressed in Chapter 5.

The term Building Typology refers to the orderly arrangement of all architectural and landscape components. This term is used here instead of style in order to emphasize the spatial characteristics of a structure in the historic plan, rather than its surface appearance. Detailed studies of style are appropriate in historic districts such as nearby downtown Fernandina Beach due to a more consistent architectural fabric.

Since the buildings in Old Town are few in number and generally not “historic” by formal definitions, this section presents a set of design principles that may apply to many different styles. The reader will find that much of the discussion centers on careful placement onto the Spanish Plan both in plan and elevation.

During the period of Old Town’s founding and subsequent occupation, many building strategies were practiced. Although little evidence remains from the period of record, building traditions from New Spain, the American Colonies of the South, and the Caribbean are tapped as resources in this guide. The lessons of these modest domestic and public buildings demonstrate an inventive use of local materials, careful consideration of climate (largely due to the fact they did not have air conditioning) and attention to construction details. In contemporary culture, where air conditioning is expected and materials can be purchased from anywhere in the world, the traditional restrictions of place are less influential.

Detached outbuildings are encouraged over attached ones. Detached garages and other accessory buildings are more historically accurate. Garages should not be built into a primary structure. The general consensus in the Old Town neighborhood is for detached garages versus designed garage space below principal living space.



New outbuildings in Old Town are most often garages which can be two-stories such as 715 San Fernando Street (above) or one-story as at 801 White Street (below).



4.4 Residential Building Design

Old Town has remained in a steady state since 1821. The influx of new residents attracted by the casual environment of the area and currently inexpensive land values will inevitably bring different lifestyles and construction ideas to the community. The tendency to apply contemporary building practices geared towards larger scale developments is an anathema to the subtle characteristics of Old Town. Even the excellent examples of nineteenth-century architecture in downtown Fernandina Beach are often too large and elaborate for this small community.

New construction poses a special problem for historic districts because its design, materials, scale, massing, and setbacks have often been out of context. In some instances compatible design can in fact save money. For example, when new construction shares a common setback with historic buildings located close to a street edge, water and sewer connections are less expensive. In addition, reduced land cost of smaller lots translates to more affordable housing.

Sound planning and design can reinforce and respect the existing patterns of a historic district. Successful

contemporary design does not have to imitate demolished or extant buildings to be successful. Rather, it picks up significant themes, such as height, materials, roof form, massing, setbacks, and the rhythm of openings to insure that a new building fits with its context.

While the Secretary of the Interior's Standards are oriented toward rehabilitation of existing historic buildings, Standards 2, 3, and 9 apply to new construction in historic districts and near individual landmarks. Under Standard 2 the setting of historic buildings should be preserved when new construction is undertaken. The relationship of the new construction to adjacent buildings, landscape features, streetscape features and open spaces should be considered. New construction adjacent to historic buildings can dramatically alter the historic setting of neighboring buildings or the district. Such construction should not create a false sense of historical development through the use of conjectural features or stylistic elements drawn from other buildings under Standard 3. Under Standard 9 new construction is appropriate as long as it does not destroy significant historic features, including designed landscapes, and complements the size,

color, material, and character of adjacent buildings and their historic setting.

The following general criteria are used for the review of new construction including additions to historic properties.

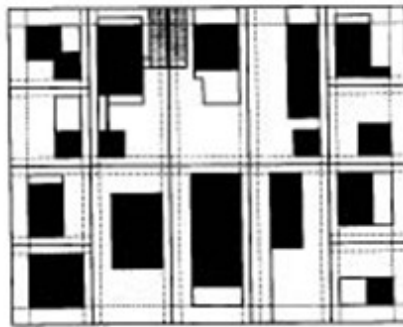
- **Follow Existing Zoning:** New construction must conform to the OT-1 and OT-2 requirements as set forth in the Land Development Code.
- **Placement on the Grid:** Normally referred to as setbacks: the careful location of buildings on the historic grid and property lines is one of the key elements to designing in context within Old Town. Setbacks are the distances a buildings are located from property lines. Buildings in historic districts often share a common front and side setback. Setbacks in Old Town are referred to as "Lot Visibility Corridors." In locating new buildings, the front, side, rear and mid block setbacks should be maintained.

Lot Coverage: Lot coverage is another important visual quality. This often results in common sized buildings and a characteristic rhythm of built versus open space on a site. The total building coverage on one peonia shall not exceed 45% of the lot.

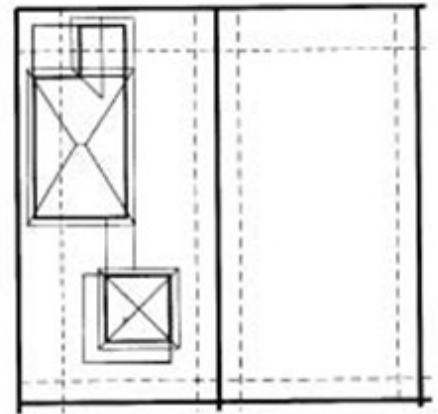
Building Massing: Most buildings in Old Town are simple in plan and maintain a hierarchy of primary structure and out buildings. Buildings grow in a “piece-meal fashion,” i.e., through the addition of simple volumes.

Height: The height of buildings in Old Town varies considerably. Most districts, particularly at the block level, are similar. The height of new construction should be compatible with surrounding historic buildings but cannot exceed 35’ (thirty-five feet).

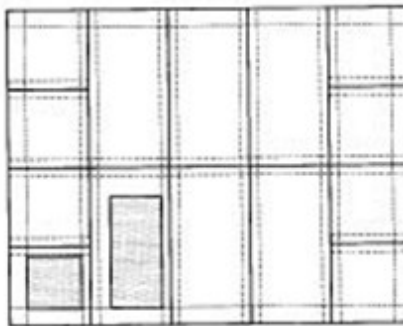
Proportion of openings: Window openings in historic districts often share similar size, spacing, and shape. On many buildings, particularly the Colonial Revival and other classically inspired styles, they are stacked with a narrow space between them. Other styles, particularly the Queen Anne, exhibit randomly placed openings.



Placement on the grid.



Building massing.



Lot coverage.



Building height.

Climate: New construction should be built in keeping with the climate of north Florida. The use of tall floor to ceiling heights, large porches and verandas, wide roof eaves, and the plantings of shade trees on southern exposures are all desirable elements for new construction.

Roof Forms and Surfaces:

Roofs are highly visibly components of historic buildings in Florida. They are an integral part of a building's overall design and often help define its architectural style. Roof forms comprise an important part of streetscapes in historic districts throughout Florida and create a unified rhythm with neighboring buildings. The most numerous residential roof types in the state are gable, hip, or a combination. Other common examples are pyramidal, gambrel, and clipped gable (jerkinhead). Flat roofs with parapets pre-dominate in commercial districts.

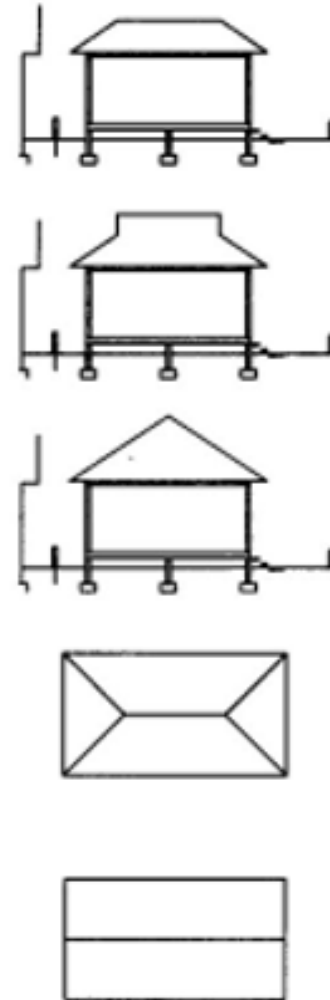
Similar roof form and pitch are characteristics of buildings in many historic buildings. Although not of consistent pattern, nearly all residential buildings in Old Town have simple pitched roofs, with gable or hip the predominate types. Gambrel, pyramidal and clipped gable (jerkinhead) are also found in various combinations. Commercial buildings that are allowed by code may have flat roofs with a parapet.

Roofs perform an essential function in keeping a building weathertight. As a result, they

are particularly subject to change. In Florida the most common original roofing materials were embossed or crimped sheet metal and sawn wood shingles. Virtually all original wood shingle coverings have been removed and often replaced with ornamental sheet metal.

Recommendations:

- Design new construction with simple roof forms with time tested detailing. Preferred examples stem from historical forms that have emerged from the climatic, cultural and material influences of the region.
- Replace deteriorated roof surfacing with matching materials or new materials, such as composition shingles, tabbed asphalt shingles, or metal in shades that match the original in composition, size, shape, color, and texture.
- Install mechanical and service equipment, transformers, or solar collectors when required for the new use so that they are inconspicuous from the public right-of-way.



Above: Various roof forms in plan and section.

Materials: The predominate construction material in Old Town is wood. Other common historic materials are brick and stucco. Materials that are compatible in quality, color, texture, finish and dimension to those common to the district should be used.

The use of sustainable materials in new construction is highly encouraged. Siding materials such as cementitious siding are appropriate for Florida's climate and the smooth finish is compatible with the appearance of wood siding. Vinyl siding is not a sustainable material and is discouraged in the district. Other materials such as recycled roof shingles, bamboo and other renewable products should be considered when planning and designing a new building in the district.

Foundations: Most historic buildings in Old Town and throughout Florida rest on raised masonry foundations, either continuous foundation walls or piers. Although brick is the most common material, there are also numerous examples of other foundation types, including beveled and rock-faced concrete block, and coquina. Some buildings, particularly Bungalows, feature foundation elements as an

important part of the overall design of the facade. Historically, lattice, pierced brick, and continuous brick or other masonry generally constituted infill between foundation piers. These infill materials protected the underside of a building, allowed ventilation, and, in some instances, provided additional decoration.

Pierced brick and lattice are examples of compatible contemporary infill. Pierced continuous brick infill, a pattern of bricks laid with air space between the end surfaces, can easily be added to a foundation, providing ventilation, continuous support to the sill plates, and a historic appearance. Lattice infill can be purchased in prefabricated panels and installed between masonry piers. Square criss-cross lattice infill is also an appropriate infill material.

Recommendations:

- Raise new construction above the ground on piers or continuous foundations.
- Maintain open spaces between piers.

Avoid:

- Designing buildings with slab on grade foundations.
- Vinyl lattice/pier infill.
- Enclosing a pier foundation with continuous infill that prevents ventilation and destroys the openness of the feature.



The new dwelling at 807 White Street was designed with a pier foundation infilled with lattice panels.

Windows and Shutters: The placement, design, and materials of windows is a significant part of the architectural character of a building. Common historic windows in Florida are double hung sash in a 1/1, 2/2, 6/6 multi-light pattern.

The rhythm of window and door openings is an important part of the character of buildings in Florida. Factors to consider include the size and number of historic windows in relationship to a wall surface and their pattern of repetition; their overall design and detailing; their proximity to ground level and key entrances; and their visibility, particularly on key elevations.

The use of “bahama” shutters on new dwellings is appropriate as at 919 San Fernando Street (above). Double-hung sash windows are recommended in the historic district for new dwellings as seen at 820 Someruelos Street (below).



Muntins: It is recommended that window muntins are raised rather than flush or snap-in.

Awnings: Canvas awnings were sometimes featured on buildings in Florida. They are functional, decorative, and appropriate to the many historic buildings particularly Mediterranean style buildings, bungalow, and commercial buildings. New awnings should be of compatible contemporary design. They should follow the lines of the window opening. Round or bell shaped are appropriate for Mediterranean styled buildings. Angled, rectangular canvas awnings are most appropriate for flat headed windows and storefronts. Fiberglass and metal awnings and awnings that obscure significant detailing are inappropriate.



Connecting Elements:

Connecting Elements are those architectural components that link Principal and Secondary Structures with each other or act as a transition to the landscape. Connecting Elements are considered to be enclosed spaces that are not permanently conditioned. Connecting Elements create openness and give human scale to the Building Elements and allow owners to take advantage of the climate. Connecting elements are not restricted to the 45% maximum coverage of the building elements in order to maintain the “out of doors” lifestyle present in the town for generations.

Connecting Elements include but are not restricted to **p o r c h e s , p e r g o l a s , c o l o n n a d e s , l o g g i a s , F l o r i d a r o o m s , b r e e z e - w a y s ,** and **c a r p o r t s .** The design of Connecting Elements must be compatible with the typology and scale of the Building Elements, but these elements can take on many inventive forms to achieve this result.



Porches are used as connecting elements for new construction. Above is a connected two-story porch at 919 San Fernando Street (above) and a wraparound porch at 1016 San Fernando Street (below).





This 2001 dwelling was designed with a large porch on the main façade and wide eaves (115 Estrada Street).



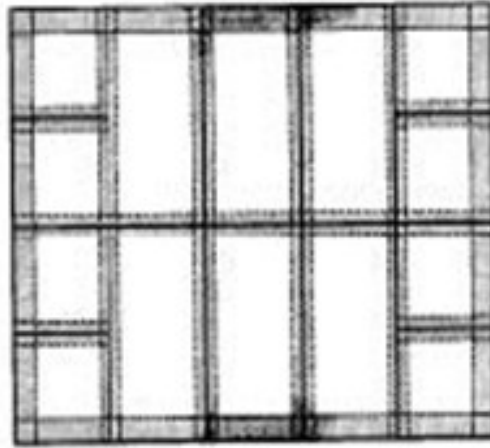
The materials and design of this two-story dwelling at 807 White Street are appropriate for the climate of north Florida.

4.5 Lot Visibility Corridors

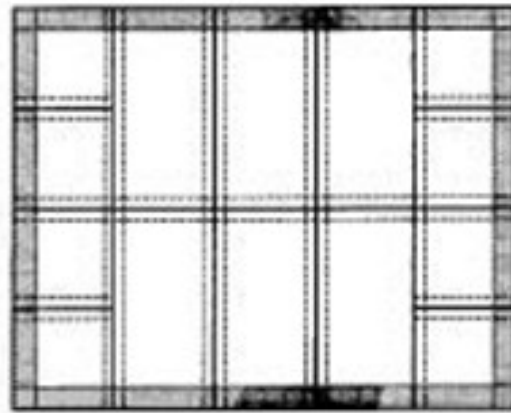
The term *Visibility Corridor* is used in place of “setbacks” to emphasize the spatial effect of building placement. Careful siting of properly scaled building elements on a lot ensures that the historic lot divisions remain visible regardless of the architectural style or number of buildings that exist within the town at any given time. The Visibility Corridors are subdivided into Frontage Corridors, Sideyard Corridors and Mid-Lot Corridors.

4.6 Frontage Corridors

The Frontage Corridor is a lot line with a minimum setback of five feet. Connecting or Landscape Elements should be built to the zero lot line. This encourages their use to define the private space of the lot and the public space of the street. Out Buildings may not be located on the frontage portion of *peonias* or the corner *media peonia* lots.



Visibility corridors per block.



Frontage corridors.

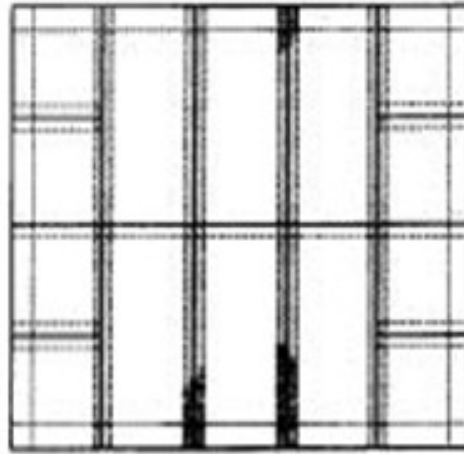
4.7 Sideyard Corridors

A required minimum 5' space separating lots on the north-south orientation is called a Sideyard Corridor. If two or more adjacent properties are owned, then the corridor dimensions are cumulative. Principal and Out Buildings may not cross lot lines without the use of an open space or Connecting Element that maintains the dimensions of the Sideyard Corridor.

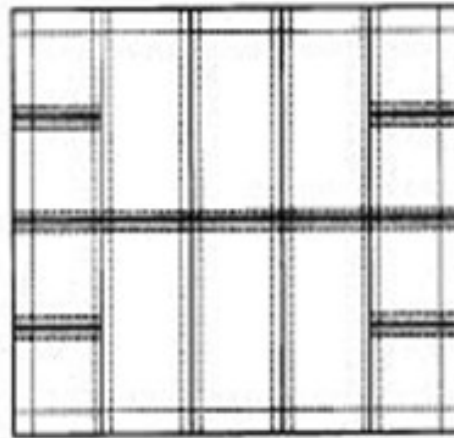
4.8 Mid-Lot Corridors

Mid-Lot Corridors make the historic lot division visible along the east-west orientation. Mid-Lot Corridors on frontage lots make the *media peonia* lots visible and are required regardless of ownership.

On interior *peonia* lots, this corridor appears at mid-block. If an aggregate of *peonias* extends from street to street, a visibility corridor shall be present in the design of the buildings indicating the mid block dimension. Principal and Out Buildings may not cross lot lines without the use of an open space or Connecting Element that maintains the dimensions of the Mid-Lot Corridors.



Sideyard corridors.



Mid-lot corridors.

For example, if an owner holds an entire row of *media peonias* along a north-south street and plans to build the maximum allowable percentage of lot coverage, then all Building Elements must demonstrate a Mid Lot Visibility Corridor at the lot lines.

4.9 Extensions into the Visibility Corridors

Every point of the required Corridors shall be open from its lowest point to the sky unobstructed except for the ordinary projection of sills, belt courses, buttresses, ornamental features, chimneys and eaves provided that none of such projections shall project into a side yard more than 24". Connecting Elements such as balconies, and porches or bay windows may also be allowed as projections under these dimensional restrictions. Landscape elements are not covered under this restriction.



Elevations and photos depicting typical side-yard visibility corridors.

4.10 Lot Density

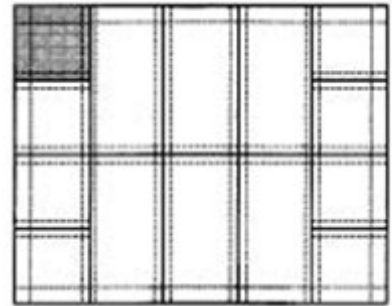
The total single lot coverage of all Building Elements should not exceed 45%. The term “single lot” applies to the two historic lot sizes, the *peonia* (approximate dimensions of 46’-6” x 93’) and the *media peonia* (approximate dimensions of 46’-6” by 46’-6”). If a property owner holds an assemblage of lots then this figure applies to all lots in their possession. For example, if a property owner holds two adjacent *peonias*, then the total amount of Building Elements allowed is still 45% for both lots. This coverage figure helps to insure the openness of Old Town as the town increases in density.

Recommendations

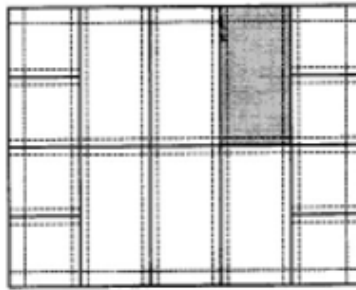
- No more than one primary structure may be placed on a single lot.
- The space between an out building and a primary structure must be a usable space of no less than 5’. The use of Connecting Elements to link primary and out buildings with indoor-outdoor space is strongly encouraged.

- Connecting Elements and Landscape Elements are excluded from this calculation to encourage the design of spaces that take advantage of the climate. Enclosed square footage is easily expanded by the precise use of Connecting Elements such as porches, breezeways, and Florida rooms.

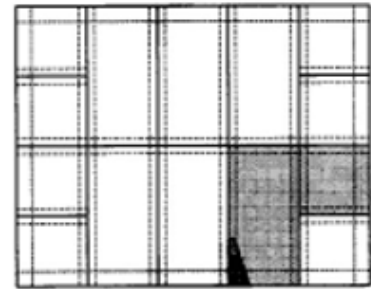
- The number of outbuildings on a lot is limited by the LDC Section 5.01.03.



Media Peonia.



Peonia.



Assembly.

BUILDING TYPOLOGY: NEW COMMERCIAL CONSTRUCTION

4.11 General Approach to New Commercial Construction

The Old Town Historic District zoning OT-2 allows for “limited neighborhood commercial development.” Compatible neighborhood commercial development would include corner grocery stores, bookstores, retail shops, churches, professional offices, specialty food and gift shops, banks, and other neighborhood services. Any new commercial development would be required to be in accordance with lot coverage, height limits, setbacks and other stipulations to conform to the peonia and media peonia grid pattern.

The most compatible neighborhood commercial development in Old Town would follow guidelines including the following:

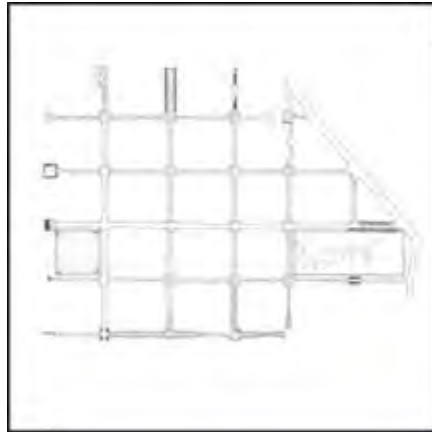
- Frame construction.
- Heights compatible with adjacent buildings but no more than 35’ in height.
- Lot coverage not exceeding 45%.
- Parking at the side or rear of the building.

- Required landscaping and tree preservation on the lot.

- Designs reflective of vernacular 19th century and early 20th century old Florida commercial buildings such as gable front and false front. These designs typically have traditional storefronts, cornices at the roofline, and sash windows.

New commercial construction should follow design characteristics of vernacular Florida architecture in order to be compatible with the historic and infill residential buildings. The examples of a false front commercial building (above) and gable front commercial building (below) are in the Downtown Fernandina Beach Historic District.





CHAPTER 5: SETTING AND LANDSCAPE

CHAPTER 5—DESIGN GUIDELINES FOR SETTING AND LANDSCAPE

5.1 Fences, Walls and Hedges

Fences, walls and hedges can define the private landscape of personal property and make the plan of the town visible. A fence or wall designed in this manner combines personal expression and civic order. The term “fence” generally applies to a light weight construction of wood or metal whereas “wall” applies to a more substantial barrier constructed of stone or masonry. Hedges are lines of enclosure constructed of natural material such as shrubs or flowers. Trees may also be used to define space in the landscape.

Fences and walls designed to permit the passage of light and air are preferred over totally solid construction. Recommended fence and wall materials are wood, stone, masonry, and metal used separately or in combinations. Fences designed with more than two materials are not recommended. Owner designed solutions are recommended over pre-manufactured fences such as “stockade” fencing due to its ubiquitous use and lack of detailing. Chain link fencing is strongly discouraged. Grid wire fencing supported by metal, wood or masonry piers is acceptable if used as a support for plant materials. No vinyl fencing is permitted.

Heights

Recommended fence and wall heights are to be proportional to scale and design of building. A fence or wall may be extended in the front and the rear section if the construction is integrated into the typology of the primary structure. The OT-1 and OT-2 Old Town Zoning allows for a maximum fence height of four feet (4') in front yards and six feet (6') in side and rear yards. Hedges or trees used to enclose space are not limited to these height restrictions except where these heights unduly infringe on adjacent properties.

Placement

Fences, walls and hedges can generally be placed on or within the Lot Visibility Corridor lines. For example, a fence may be placed at the street edge of a property directly on the zero lot line. Owners of adjacent properties may share a barrier on the property line by mutual agreement.



Appropriate side yard fence at 1010 Someruelos.

5.2 Parking

Driveways are not permitted on the frontage portion of any corner lot. This restriction prevents the dangerous congestion of intersections and maintains the pedestrian character of the town.

Driveways shall not be constructed of non-porous surfaces such as asphalt or concrete. This restriction is due to the historic rural character of the town that traditionally has sand, dirt or crushed shell road surfaces.

- Preferred parking surfaces for driveways and vehicle-parking surfaces are crushed shell, gravel, sand, grass-block, sand finished brick, stone, wood timbers, wood chips or grass. The public road surfacing serves as an example of a sustainable solution to the problem of street resurfacing.

- Side by side drives are discouraged regardless of aggregate ownership of lots. The reason for these restrictions is to prevent the domination of the street by space and construction allocated for vehicles. It is recommended that side by side driveways of adjacent properties held by different

owners be divided by a fence or line of vegetation. Owners may elect to share an adjacent driveway by mutual agreement.

- Garages are not permitted in the front section of lots.

- Carports and port-cocheres should be at the side or rear of a building.

- Asphalt and other non-porous materials are prohibited for all road surfaces within the historic district including private drive ways and parking surfaces.

- No side walks or surfacing of the right of way is allowed. The public right of way should remain green and filled with trees as much as possible. All utilities should be placed under ground to allow more full development of tree canopies and prevent damage during storms.

- No fences or walls are allowed in this public area. Connections of private property to the street through the right of way should be minimal.



New driveways in the district should be of crushed shell or gravel such as 820 Someruelos Street.

5.3 Protected + Heritage Trees

The protection of native trees enhances the historical appearance of the district. Existing mature growth trees important to the City's tree canopy are protected and maintained to the fullest extent possible. A tree may not be removed if it is a protected tree or a heritage tree. Protected trees are those of a circumference of five inches or greater, in healthy condition, and not on the list of prohibited or invasive species. A heritage tree is one that the City designates as irreplaceable due to its size, age, and historic, aesthetic, or cultural significance. A heritage tree may not be removed except by specific authorization from the City Commission.

A permit is required to remove a protected tree. At the property owner's expense, a certified arborist may need to provide written notice of the need for removal. Removal permits will be allowed for a protected tree that is diseased or insect-infested, is a hazard to traffic or structures, or prevents access to a lot.

Removed trees must be replaced with approved species to maintain a net zero loss. All development activity shall take protective measures to avoid the damage of trees from



Before lots are developed for new construction, a review of the tree cover and appropriate removal will be required.

mechanical, chemical, and excavating injuries. A tree protection zone shall be established around each tree at a radius relating to its drip line. No activity shall occur within a tree protection zone, and root systems shall also be protected against damage.



Landscaping and trees added to residential lots should be consistent with existing landscaping and tree cover.

5.4 Public Streetscape

The visual appeal of a streetscape includes the location, size, and style of paving materials, lighting, and signs. In Old Town, the street surface of choice is crushed, compacted shell. This ground surface both evokes the historic appearance and allows for penetration of rainfall, preventing run-off and pooling water on streets.

Street signs are a uniform design and color. Their location and design indicate the area encompassed in the district. Any future street improvements in Old Town should promote the historic character of the neighborhood.

5.5 Bosque Bello Cemetery

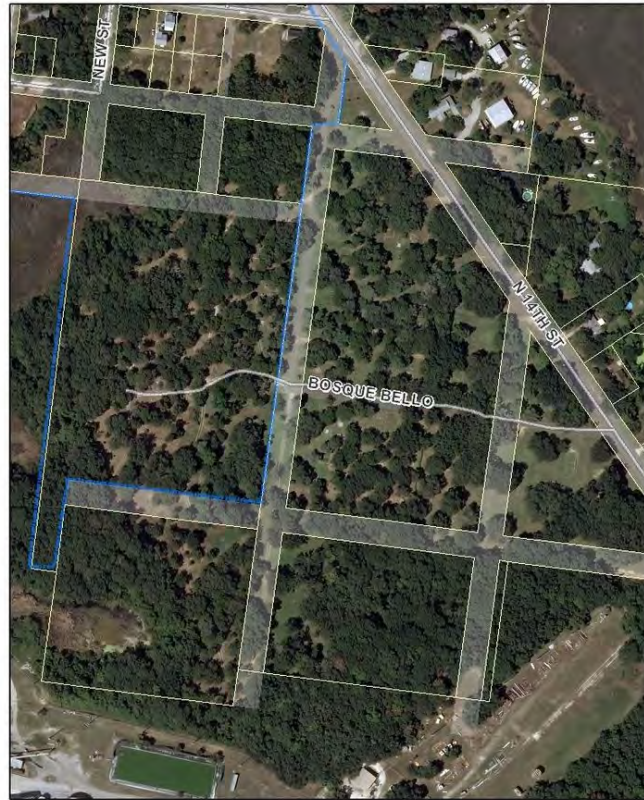
The Bosque Bello Cemetery was established in 1798 and the original section of the cemetery is within the Old Town Historic District boundary. This section of the cemetery is distinguished by its older headstones, mortuary art and large shade trees. This original character should be maintained and guidelines created as needed. Cemetery restoration should be undertaken as needed. Such restoration should be consistent with standards set forth in the publication “Florida’s Historic Cemeteries: A Preservation Handbook” and policies in the City Comprehensive Plan.



The Bosque Bello Cemetery contains some of the oldest headstones and monuments in the city (above and right).

Blue Boundary = Historic District
per City Ordinance 846

Bosque Bello Cemetery
City of Fernandina Beach
c.2013



A section of the Bosque Bello Cemetery is within the Old Town Historic District boundary.



5.6 Maintaining and Repairing the Grid

In the aerial photograph of Old Town taken in 2009, the Spanish Grid plan is still visible despite the many irregularities found at ground level. The grid is the main historical feature of the town and its preservation is of utmost importance. In the following section, four proposals for repairing the grid are presented. Each tolerance level presents a different degree of flexibility in accommodating existing conditions. In all tolerance levels, the road surface of choice is crushed shell compacted and held in place by a ribbon curb system.

It is strongly recommended that all electrical utilities be buried to eliminate visual clutter and allow the tree canopy to encompass the streets.



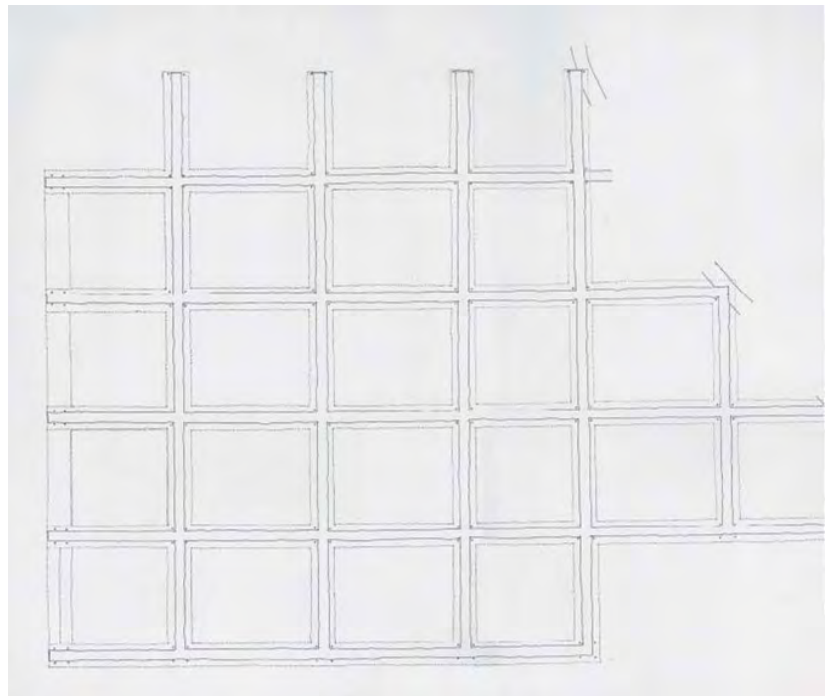
Map of the Spanish Grid, Old Town. This map is from the 1999 guidelines and does not accurately reflect the lot orientation on blocks surrounding the plaza. The 1811 plat of Old Town on page three more accurately represents the plaza lots.



Aerial photograph showing the original grid design of Old Town, 2009.

By holding alterations to the street grid and public rights of way to an absolute minimum, the geometry of the grid, block proportions and public rights of way are maintained. This strict regimen reinforces the discipline of the Law of the Indies plan but provides a neutral background for the individuality of private property. All rights of ways previously closed or left undeveloped are returned to public use in this scheme. The termination of all east-west roads at a precise location recalls the memory of Marine Street (long since eroded) which ran north-south along the Amelia River side of the Plaza. The existing asphalt road surfacing on White Street and Estrada Street is to be removed and replaced with crushed shell as per other streets. All road widths are held to eighteen feet with non-radius corners.

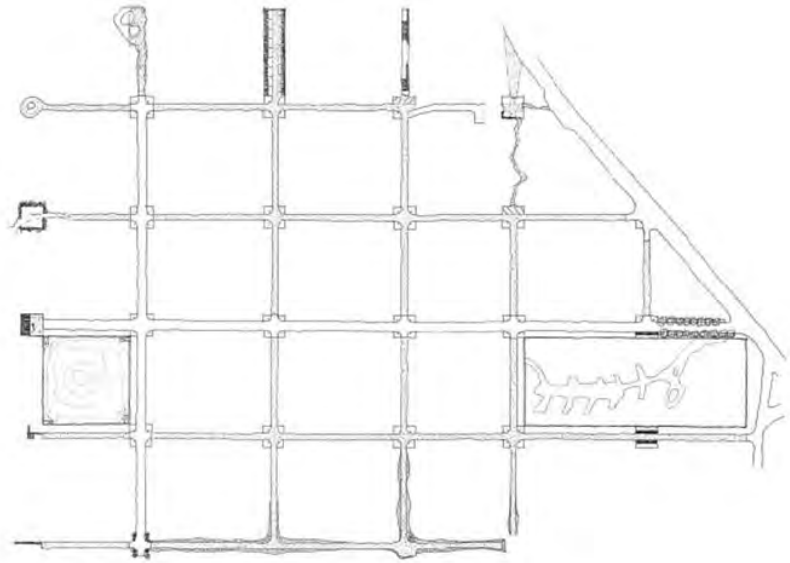
The *miradors*, or river overlooks, located at the ends of all east-west streets are suggested as a public works projects connecting the streets to the waters edge. The design of these structures can be undertaken as a design competition. The structures should be minimal and elegant allowing views of the river and the town. No development of the water front lots is recommended. Erosion of the west slope of the town is significant. Mitigation of this problem is strongly recommended.



LOW TOLERANCE

HIGH TOLERANCE

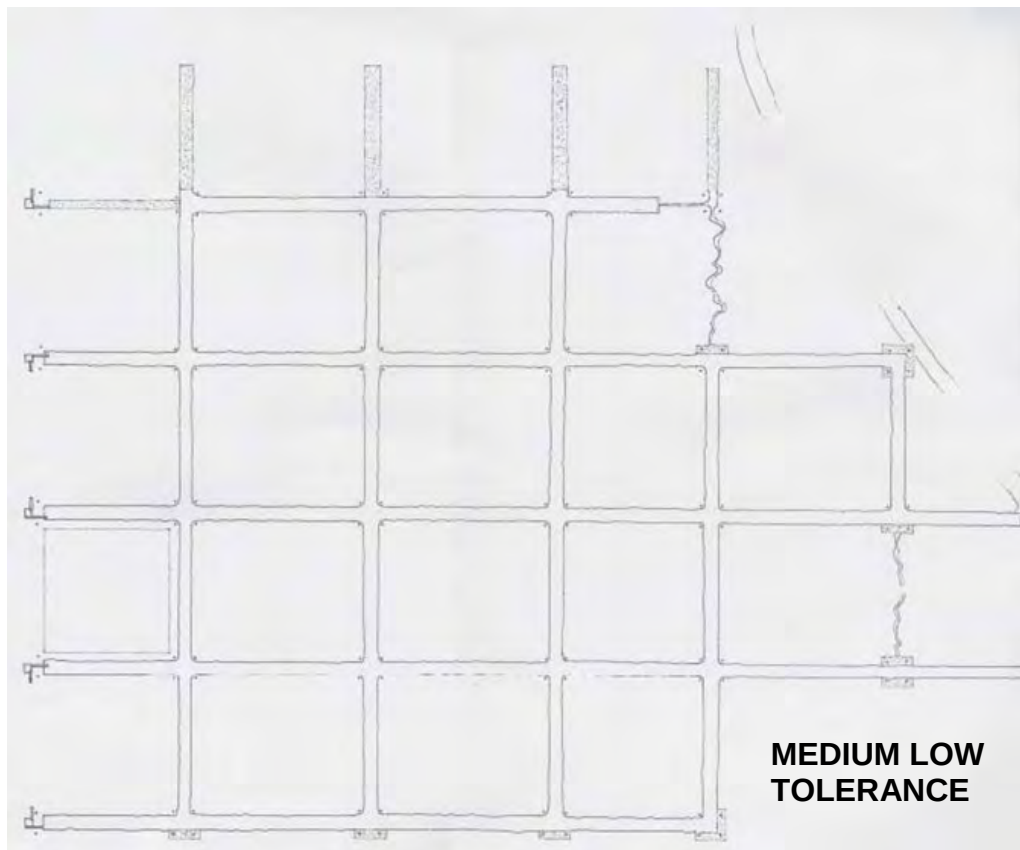
This scheme allows maximum accommodation of existing conditions without sacrificing the abstract precision of the grid. The existing asphalt road surfaces are allowed to remain both as a cost saving measure and a record of the town's development. Other streets are resurfaced using crushed shell. South Estrada and parts of Amelia and Commandant Streets are bermed to prevent erosion in these steeper areas. Grade level pads of stone, brick or grass block mark the intersections of all streets. The dimensions of these pads also mark the boundaries of the public right of ways. Bollard style street poles are located on these pads identifying street names and illuminating the intersections at night with pools of light. At the river ends of the east-west streets are *miradors*, or river overlooks. New and Ladies Streets lead to a tiny park containing locally designed art.



HIGH TOLERANCE

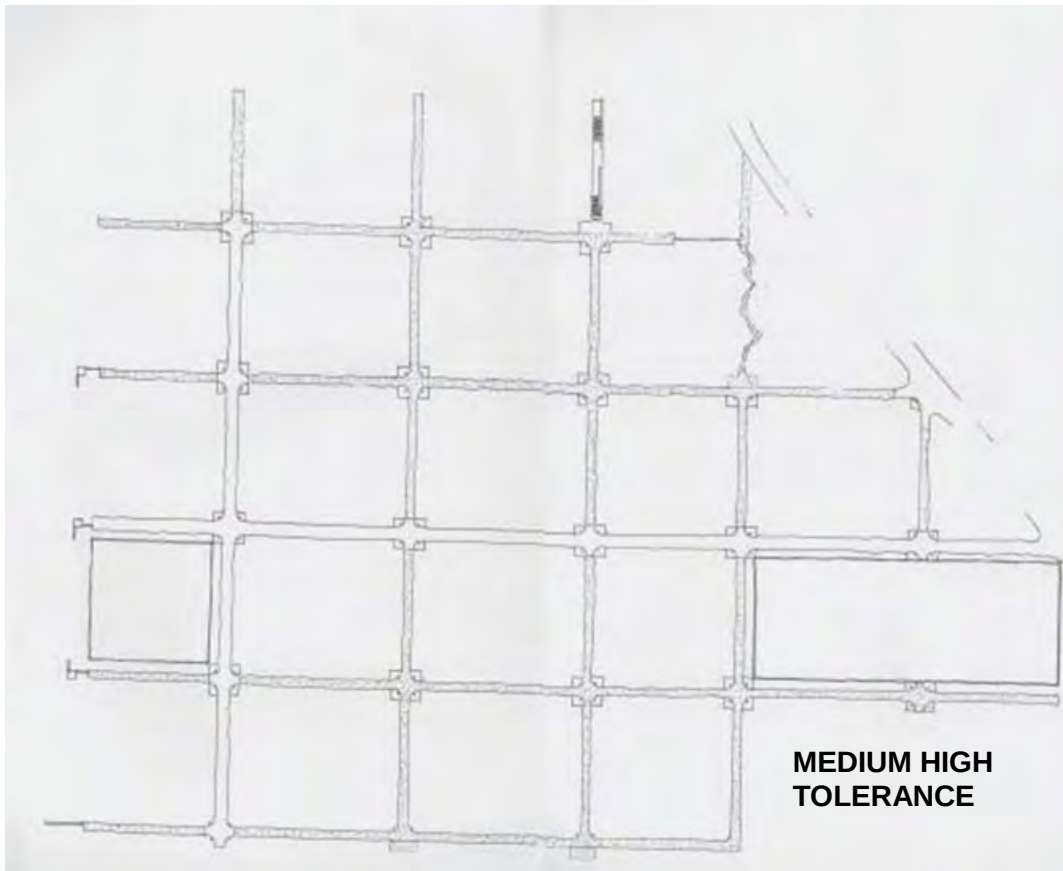
MEDIUM LOW TOLERANCE

This level retains the rigor of the Low Tolerance Level but adjusts for practical requirements. For example, radius corners that conform to Department of Transportation standards are allowed as well as twenty-foot street widths. Notice that the *miradors* proposed in the High Tolerance scheme are retained, but reduced to a minimum size.



MEDIUM HIGH TOLERANCE

In both the Medium High and Medium Low Tolerance levels, strong emphasis is placed on the intersection of the streets using the system shown in the high tolerance level. Historic facts or oral history quotations can be added to the surface of these pads so that walking the town becomes a lesson in local history.



APPENDIX A— TECHNICAL DEFINITIONS

Adaptive Use Rehabilitation of a historic structure for use other than its original use such as a residence converted into offices.

Addition New construction added to an existing building or structure.

Alteration Work which impacts any exterior architectural feature including construction, reconstruction, repair, or removal of any building element.

Building A structure used to house human activity such as a dwelling or garage.

Character The qualities and attributes of any structure, site, street or district.

Configuration The arrangement of elements and details on a building or structure which help to define its character.

Contemporary Reflecting characteristics of the current period. Contemporary denotes characteristics which illustrate that a building, structure, or detail was constructed in the present or recent past rather than being imitative or reflective of a historic design.

Compatible In harmony with location and surroundings.

Context The setting in which a historic element, site, structure, street, or district exists.

Demolition Any act which destroys in whole or in part a building or structure.

Demolition by Neglect The destruction of a building or structure through abandonment or lack of maintenance.

Design Guidelines Criteria developed to identify design concerns in an area and to help property owners ensure that rehabilitation and new construction respect the character of designated buildings and districts.

Element A material part or detail of a site, structure, street, or district.

Elevation Any one of the external faces or facades of a building.

Fabric The physical material of a building, structure, or community, connoting an interweaving of component parts.

Facade Any one of the external faces or elevations of a building.

Harmony Pleasing or congruent arrangement.

Height The distance from the bottom to the top of a building or structure.

Historic District A geographically definable area with a significant concentration of buildings, structures, sites, spaces, or objects unified by past events, physical development, design, setting, materials, workmanship, sense of cohesiveness or related historical and aesthetic associations. The significance of a district may be recognized through listing in a local, state, or national landmarks register and may be protected legally through enactment of a local historic district ordinance administered by a historic district board or commission.

Historic Imitation New construction or rehabilitation where elements or components mimic an architectural style but are not of the same historic period as the existing buildings (historic replica).

Infill New construction in historic districts on vacant lots or to replace existing buildings.

Landmark A building, structure, object or site which is identified as a historic resource of particular significance.

Landscape The totality of the built or human-influenced habitat experienced at any one place. Dominant features are topography, plant cover, buildings, or other structures and their patterns.

Maintain To keep in an existing state of preservation or repair.

Material Change A change that will affect either the exterior architectural or environmental features of an historic property or any structure, site, or work of art within an historic district.

New Construction Construction which is characterized by the introduction of new elements, sites, buildings, or structures or additions to existing buildings and structures in historic areas and districts.

Obscured Covered, concealed, or hidden from view.

Preservation Generally, saving from destruction or deterioration old and historic buildings, sites, structures, and objects and providing for their continued use by means of restoration, rehabilitation, or adaptive use.

Proportion Harmonious relation of parts to one another or to the whole.

Reconstruction The act or process of reproducing by new construction the exact form and detail of a vanished building, structure, or object, or a part thereof, as is appeared at a specific period of time.

Rehabilitation The act or process of returning a property or building to usable condition through repair, alteration, and/or preservation of its features which are significant to its historical, architectural, and cultural values.

Restoration The act or process of accurately taking a building's appearance back to a specific period of time by removing later work and by replacing missing earlier features to match the original.

Retain To keep secure and intact. In the guidelines, "retain" and "maintain" describe the act of keeping an element, detail, or structure and continuing the same level of repair to aid in the preservation of elements, sites and structures.

Re-use To use again. An element, detail, or structure might be reused in historic districts.

Rhythm Movement or fluctuation marked by the regular occurrence or natural flow of related elements.

Scale Proportional elements that demonstrate the size, materials, and style of buildings.

Setting The sum of attributes of a locality, neighborhood, or property that defines its character.

Significant Having particularly important associations within the contexts of architecture, history, and culture.

Stabilization The act or process of applying measures essential to the maintenance of a deteriorated building as it exists at present, establishing structural stability and a weather-resistant enclosure.

Streetscape The distinguishing character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, and forms of surrounding buildings.

Style A type of architecture distinguished by special characteristics of structure and ornament and often related in time; also a general quality of a distinctive character.

APPENDIX B—GLOSSARY OF COMMON PRESERVATION TERMS

Addition New construction added to an existing building or structure.

Alteration Work which impacts any exterior architectural feature including construction, reconstruction, or removal of any building or building element.

American bond A brickwork pattern where most courses are laid flat, with the long "stretcher" edge exposed, but every fifth to eighth course is laid perpendicularly with the small "header" end exposed, to structurally tie the wall together.

Apron A decorative, horizontal trim piece on the lower portion of an architectural element.

Arch A curved construction of wedge-shaped stones or bricks which spans an opening and supports the weight above it. (see flat arch, jack arch, segmental arch and semi-circular arch).

Attic The upper level of a building, not of full ceiling height, directly beneath the roof.

Baluster One of a series of short, vertical, often vase-shaped members used to support a stair or porch handrail, forming a balustrade.

Balustrade An entire rail system with top rail and balusters.

Bargeboard A board which hangs from the projecting end of a gable roof, covering the end rafters, and often sawn into a decorative pattern.

Bay The portion of a facade between columns or piers providing regular divisions and usually marked by windows.

Bay window A projecting window that forms an extension to the floor space of the internal rooms; usually extends to the ground level.

Belt course A horizontal band usually marking the floor levels on the exterior facade of a building.

Corinthian order Most ornate classical order characterized by a capital with ornamental acanthus leaves and curled fern shoots.

Cornice The uppermost, projecting part of an entablature, or feature resembling it. Any projecting ornamental molding along the top of a wall, building, etc.

Cresting A decorated ornamental finish along the top of a wall or roof, often made of ornamental metal.

Cross-gable A secondary gable roof which meets the primary roof at right angles.

Dentils A row of small tooth-like blocks in a classical cornice.

Doric order A classical order with simple, unadorned capitals, and with no base.

Dormer window A window that projects from a roof.

Double-hung window A window with two sashes, one sliding vertically over the other.

Eave The edge of a roof that projects beyond the face of a wall.

Elevation Any of the external faces of a building.

Ell The rear wing of a house, generally one room wide and running perpendicular to the primary structure.

Engaged column A column attached to a wall.

Entablature A part of a building of classical order resting on the column capital; consists of an architrave, frieze, and cornice.

Facade The face or front elevation of a building.

Fanlight A semi-circular window usually over a door with radiating muntins suggesting a fan.

Fascia A projecting flat horizontal member or molding; forms the trim of a flat roof or a pitched roof; also part of a classical entablature.

Fenestration The arrangement of windows on a building.

Finial A projecting decorative element, usually of metal, at the top of a roof turret or gable.

Fishscale shingles A decorative pattern of wall shingles composed of staggered horizontal rows of wooden shingles with half-round ends.

Flashing Thin metal sheets used to prevent moisture infiltration at joints of roof planes and between the roof and vertical surfaces.

Flat arch An arch whose wedge-shaped stones or bricks are set in a straight line; also called a jack arch.

Flemish bond A brick-work pattern where the long "stretcher" edge of the brick is alternated with the small "header" end for decorative as well as structural effectiveness.

Fluting Shallow, concave grooves running vertically on the shaft of a column, pilaster, or other surface.

Foundation The lowest exposed portion of the building wall, which supports the structure above.

Frieze The middle portion of a classical cornice; also applied decorative elements on an entablature or parapet wall.

Gable The triangular section of a wall to carry a pitched roof.

Gable roof A pitched roof with one downward slope on either side of a central, horizontal ridge.

Gambrel roof A ridged roof with two slopes on either side.

Ghosts Outlines or profiles of missing buildings or building details. These outlines may be visible through stains, paint, weathering, or other residue on a building's facade.

Guardrail A building component or a system of building components located at or near the open sides of elevated walking surfaces that minimizes the possibilities of a fall from the walking surface to a lower level.

Handrail A horizontal or sloping rail intended for grasping by the hand for guidance or support.

Hipped roof A roof with uniform slopes on all sides.

Hood molding A projecting molding above an arch, doorway, or window, originally designed to direct water away from the opening; also called a drip mold.

Ionic order One of the five classical orders used to describe decorative scroll capitals.

Infill New construction where there had been an opening before, such as a new building between two older structures; or block infill between porch piers or in an original window opening.

Jack arch (see Flat arch)

Keystone The wedge-shaped top or center member of an arch.

Knee brace An oversize bracket supporting a cantilevered or projecting element.

Lattice An openwork grill of interlacing wood strips used as screening.

Lintel The horizontal top member of a window, door, or other opening.

Luxfer glass A glass panel made up of small leaded glass lights either clear or tinted purple. These panels were widely used for storefront transoms during the early twentieth century.

Mansard roof A roof with a double slope on all four sides, with the lower slope being almost vertical and the upper almost horizontal.

Masonry Exterior wall construction of brick, stone or adobe laid up in small units.

Massing The three-dimensional form of a building.

Metal standing seam roof A roof composes of overlapping sections of metal such as copper-bearing steel or iron coated with a terne alloy of lead and tin. These roofs were attached or crimped together in various raised seams for which the roof are named.

Modillion A horizontal bracket, often in the form of a plain block, ornamenting, or sometimes supporting, the underside of a cornice.

Mortar A mixture of sand, lime, cement, and water used as a binding agent in masonry construction.

Mullion A heavy vertical divider between windows or doors.

Multi-light window A window sash composed of more than one pane of glass.

Muntin A secondary framing member to divide and hold the panes of glass in multi-light window or glazed door.

Neo-classical Revival style Early twentieth century style which combines features of ancient, Renaissance, and Colonial architecture; characterized by imposing buildings with large columned porches.

Oriel window A bay window which emerges above the ground floor level.

Paired columns Two columns supported by one pier, as on a porch.

Palladian window A window with three openings, the central one arched and wider than the flanking ones.

Paneled door A door composed of solid panels (either raised or recessed) held within a framework of rails and stiles.

Parapet A low horizontal wall at the edge of a roof.

Pediment A triangular crowning element forming the gable of a roof; any similar triangular element used over windows, doors, etc.

Pier A vertical structural element, square or rectangular in cross-section.

Pilaster A square pillar attached, but projecting from a wall, resembling a classical column.

Pitch The degree of the slope of a roof.

Portico A roofed space, open or partly enclosed, forming the entrance and centerpiece of the facade of a building, often with columns and a pediment.

Portland cement A strong, inflexible hydraulic cement used to bind mortar. Mortar or patching materials with a high Portland cement content should not be used on old buildings. The Portland cement is harder than the masonry, thereby causing serious damage over annual freeze-thaw cycles.)

Preservation The act of maintaining the form and character of a building as it presently exists. Preservation stops deterioration and stabilizes the structure.

Pressed tin Decorative and functional metalwork made of molded tin used to sheath roofs, bays, and cornices.

Pyramidal roof A roof with four identical sides rising to a central peak.

Quoins A series of stone, bricks, or wood panels ornamenting the outside of a wall.

Reconstruction The accurate recreation of a vanished, or irreplaceably damaged structure, or part thereof; the new construction recreates the building's exact form and detail as they appeared at some point in history.

Rehabilitation The act of returning a building to usable condition through repair, alteration, and/or preservation of its features.

Restoration The process of accurately taking a building's appearance back to a specific period of time by removing later work and by replacing missing earlier features to match the original.

Ridge The top horizontal member of a roof where the sloping surfaces meet.

Rusticated Roughening of stonework of concrete blocks to give greater articulation to each block.

Sash The moveable framework containing the glass in a window.

Segmental arch An arch whose profile or radius is less than a semicircle.

Semi-circular arch An arch whose profile or radius is a half-circle the diameter of which equals the opening width.

Sheathing An exterior covering of boards of other surface applied to the frame of the structure. (see Siding)

Shed roof A gently-pitched, almost flat roof with only one slope.

Sidelight a vertical area of fixed glass on either side of a door or window.

Siding the exterior wall covering or sheathing of a structure.

Sill The bottom crosspiece of a window frame.

Spindles Slender, elaborately turned wood dowels or rods often used in screens and porch trim.

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APPENDIX D - INCENTIVES AND ASSISTANCE FOR REHABILITATION

FEDERAL REHABILITATION TAX CREDITS

Over the past twenty-five years, more than 29,000 buildings have been rehabilitated across the country, generating over \$25 billion in private investment in historic buildings nation-wide. In Washington, 29 projects with expenditures totaling \$131 million benefited from the Investment Tax Credit (ITC) program between 2000 and 2004. There are two types of ITCs available: 20% for a certified historic structure or 10% for a non-historic structure. Investment Tax Credits are available to the owners or certain long-term renters of income-producing properties.

The 20% ITC reduces the cost of restoration and rehabilitation to the owner of an income producing historic property as an income tax credit. The credit is 20% of what an owner spends rehabilitating the building, not including acquisition costs.

To qualify for the 20% Credit:

1. The building must be listed on the National Register of Historic Places, or listed as a contributing structure within a National Register Historic District.
2. The rehabilitation project must meet the "substantial rehabilitation test," which means you must spend the adjusted value of the building or \$5000, whichever is greater. The figure is derived by subtracting the value of the land from the cost of the building and land together.
3. After rehabilitation, the structure must be income producing for five years (commercial, rental, B&B).
4. The rehabilitation must meet *The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitation of Historic Buildings.*

To qualify for the 10% credit:

1. The structure must have been built before 1936 and not "historic" (must not be listed or eligible for listing on the National Register of Historic Places).
2. The structure must retain 50-70% of external walls and 75% of internal walls.
3. The rehabilitation must meet the "substantial rehabilitation test" as in the 20% credit.

The structure must be used for five years as income producing but NOT housing.

For additional general information on the Investment Tax Credit program, see the National Park Service's ITC web-site at <http://www2.cr.nps.gov/tps/tax/>.

LOCAL PROPERTY TAX EXEMPTIONS FOR HISTORIC PROPERTIES

There are two local ad valorem tax exemptions for historic properties in Fernandina Beach.

The **first** allows for an exemption on City ad valorem taxes only for 50% of the assessed value of a property which meets criteria related to certain commercial or nonprofit uses and historic property status. To qualify, a property must:

- 1) Be used for a commercial or nonprofit purpose; AND
- 2) Be listed in the National Register of Historic Places, be a contributing property to a National Register district, or be designated as a contributing property under terms of a local preservation ordinance; AND
- 3) Be regularly open to the public—minimum of 40 hours per week, 45 weeks a year, or an equivalent of 1800 hours per year.

Applications are made through the Nassau County Property Appraisers Office, and are due by March 1st of each year.

For more information, please contact (904) 491-7300. This exemption is authorized under § 196.1961, Fla. Stat.

The **second** is authorized by Section 196.1997 of Florida Statutes and allows counties and municipalities to adopt ordinances allowing a property tax exemption for up to 100% of the increase in assessed improvements resulting from an approved rehabilitation of a qualified historic property. The exemption may remain in effect for up to ten years. The exemption applies only to that portion of the property tax levied by the unit of government granting the exemption.

Qualified properties may be residential or commercial and must either be individually listed in the National Register of Historic Places, a contributing building in a National Register District or designated as historic under the provisions of a local preservation ordinance. The rehabilitation work must be in accordance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Applications for the property tax exemption are reviewed by the Historic Preservation Officer in Fernandina Beach. To qualify for an exemption a covenant is required for the term of the exemption.

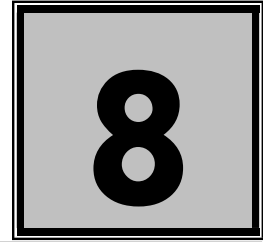
APPENDIX E - RESOURCES

Historic District Council (HDC)
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3135
<http://www.fbfl.us/historicdistrict>

National Park Service
Southeast Regional Office
100 Alabama Street NW
1924 Building
Atlanta, GA 30303
(404) 507-5600
<http://www.nps.gov>

Florida State Historic Preservation Office
Director, Division of Historical Resources
Bureau of Historic Preservation
500 South Bronough Street
R.A. Gray Building, Room 305
Tallahassee, FL 32399-0250
(800) 847-7278
(850) 245-6333
<http://www.flheritage.com/>

National Trust for Historic Preservation
Southern Field Office
William Aiken House
456 King Street
Charleston, SC 29403
(843) 722-8552
sro@nthp.org
<http://preservationnation.org>



CHAPTER 8

HISTORIC DISTRICTS AND THE AMELIA RIVER WATERFRONT COMMUNITY REDEVELOPMENT AREA

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8.00.00 GENERAL PROVISIONS

8.00.01 Intent

It is declared as a matter of public policy that protection, enhancement, perpetuation and use of sites of aesthetic, archaeological, architectural, cultural, historical and paleontological merit or value is in the interests of the health, prosperity, safety and welfare of the people of Fernandina Beach. The City Commission finds that the irreplaceable loss of these resources to the community would detrimentally affect the community as a whole. It is therefore the intent of this chapter to:

- A. Effect and accomplish the protection, enhancement and perpetuation of buildings, structures, improvements, sites, districts, landscape features, and archaeological and paleontological resources that represent distinctive elements of the City's architectural, cultural, economic, natural, political, prehistoric, religious, scientific, and social history;
- B. Safeguard the City's architectural, cultural, economic, natural, political, prehistoric, religious, scientific and social heritage, as embodied and reflected in such structures, sites, and districts;
- C. Foster awareness and pride in the accomplishments and events of the City's past;
- D. Protect and enhance the City's attraction to residents, tourists, and visitors, and serve as an economic stimulus to business and industry;
- E. Stabilize and improve property values and encourage compatible redevelopment;
- F. Enhance the visual and aesthetic character of the City; and
- G. Promote the use of individual structures, sites, and districts for the education, leisure, and welfare of the people of Fernandina Beach.

8.00.02 Purpose

In addition to protecting and preserving the historic, cultural and archaeological resources of Fernandina Beach, the City Commission declares its intention to maintain the City of Fernandina Beach Certified Local Government status with the Florida Division of Historic Resources. The City shall comply with the rules and regulations of the Division of Historic Resources pursuant to the Certified Local Government program.

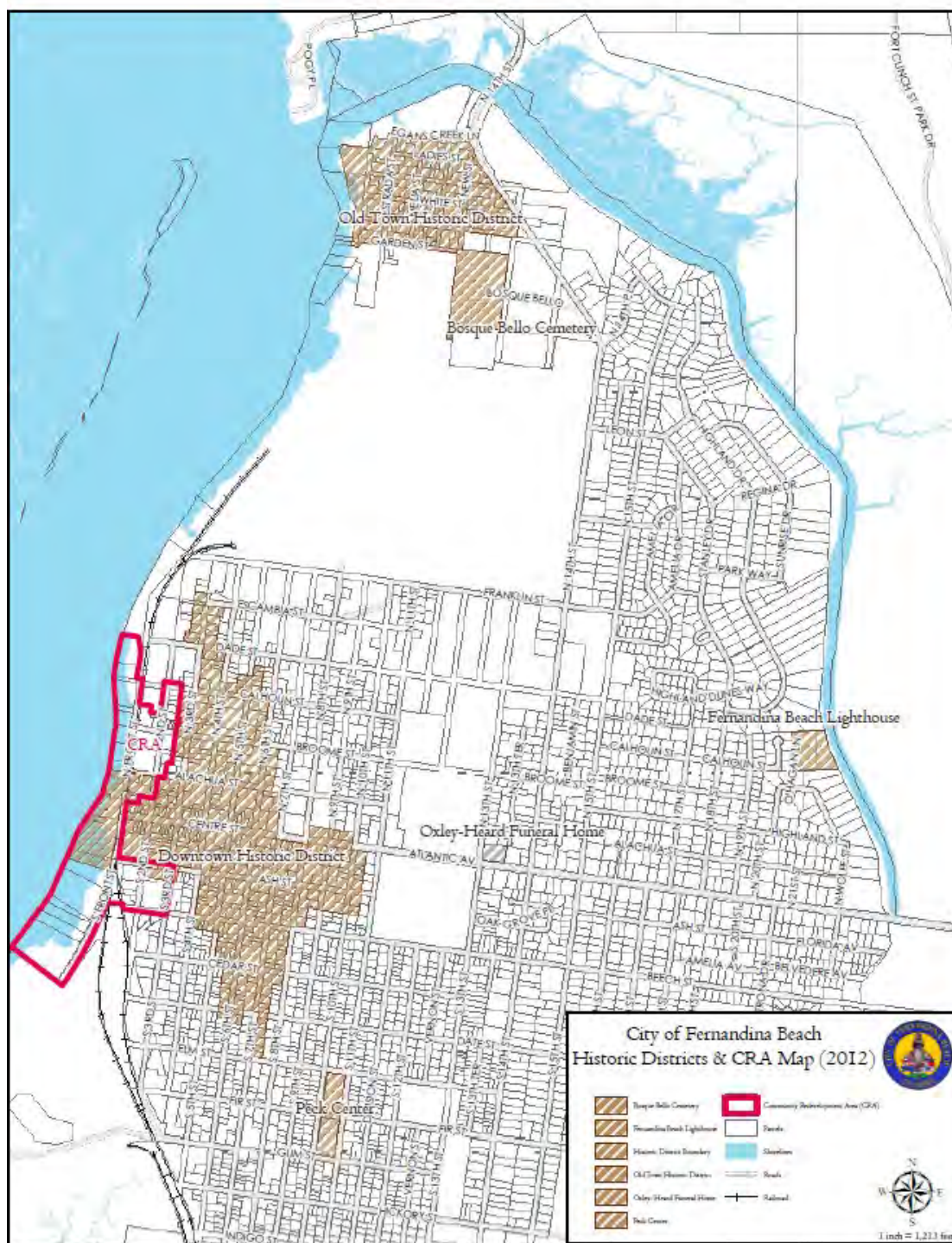
8.00.03 Relationship to Comprehensive Plan

The following standards implement Goal 11: Historic Preservation Element of the Fernandina Beach Comprehensive Plan to identify, preserve, and protect historic and cultural resources within the City.

8.00.04 Historic District and Community Redevelopment Area boundaries.

- A. Historic district boundaries are established in City of Fernandina Beach ordinances 526, 749, 846, 95-12, 97-24, and 2010-24.
- B. Community Redevelopment Area boundaries are established in City of Fernandina Beach ordinances 2004-33, 2004-71, 2004-145, 2005-91, and 2005-113.

Figure 8.00.04. Map of Historic District and CRA Boundaries



8.01.00 Standards for Development in the Historic Districts and Community Redevelopment Area

8.01.01 Historic District Overlays

8.01.01.01 Standards for Development in the Historic District Overlays

- A. The review of proposed development within the Historic District Overlays shall be based upon the latest edition of *Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* from the U.S. Secretary of Interior.
- B. The review of proposed development within the Historic District Overlay shall also be based upon compliance with the Downtown Historic District Guidelines, dated December 1999, as amended from time to time. The review of proposed development within Old Town shall be based upon compliance with the Old Town Preservation and Development Guidelines, dated June 1999, as amended from time to time.
- C. In addition to standards applicable to the underlying zoning district, new construction within the Historic District Overlay shall be compatible with the existing character of the landmark or the district. Compatible design means architectural design and construction that will fit harmoniously into the district or the landmark site. New construction shall be compatible in scale, materials, and quality of construction with adjacent buildings and structures that have been designated.
- D. The following features shall be considered by the Historic District Council in the evaluation of proposed new construction, as such features comply with the guidelines referenced in Section 8.01.01.01(A) and (B) above:
 - 1. Scale, including height and width;
 - 2. Setbacks;
 - 3. Orientation and site coverage;
 - 4. Alignment, rhythm, and spacing of buildings;
 - 5. Form and detail, considering the link between old and new buildings;
 - 6. Maintaining materials within the district or on the landmark site;
 - 7. Maintaining quality within the district or on the landmark site;
 - 8. Facade proportions and window patterns;
 - 9. Entrances and porch projections;
 - 10. Roof forms; and
 - 11. Horizontal, vertical, or non-directional emphasis.
- E. Fences proposed within designated historic districts shall be compatible with the historic style and character of the district, shall not be vinyl, and shall require a certificate of appropriateness, as set forth in Chapter 11.

8.01.01.02 Specific Requirements within the OT-1 and OT-2 Zoning Districts

- A. A peonia is a lot within the Old Town Historic District. The peonia lot is 46.5 feet by 93 feet or 4,324.5 square feet.
- B. Construction of a dwelling unit on a media (one-half (1/2) of a peonia) peonia shall require that such media peonia be joined with an abutting media peonia or peonia in order to comply with the maximum density established in Section 4.01.01.
- C. General requirements
 - 1. Guidelines adopted by reference: The Old Town Preservation and Design Guidelines are hereby adopted by reference and incorporated herein.

2 Purpose

In the Old Town Historic District, the major emphasis is on building placement according to the historic plan and appropriate scale and construction, rather than architectural styles. Building form is discussed in the context of building typology rather than architectural styles. Typological discussions concentrate on the architectural elements that make a building compatible with the context of Old Town. Variances to the guidelines may be granted based on architectural merit. These regulations do not supersede existing codes covering health and safety issues.

3 Building types

- a. A primary building is defined as the principal unit of occupancy. While this usually refers to a private dwelling unit, it also applies to appropriate commercial buildings allowed in the OT-2 zoning district.
- b. Outbuildings are ancillary to the primary building in size and degree of occupancy. Outbuildings may be attached by connecting elements or remain detached. Outbuildings include, but are not limited to, garages, storage sheds, greenhouses, workshops, gazebos, and playhouses.
- c. Connecting elements are those architectural components that link primary and outbuildings with each other or act as a transition to the landscape. Connecting elements are considered to be enclosed spaces that are not permanently conditioned. Connecting elements create openness and give human scale to the building elements and allow owners to take advantage of the climate. Connecting elements include, but are not restricted to, porches, pergolas, colonnades, loggias, breezeways, and carports. The design of connecting elements shall be compatible with the typology and scale of the building elements; however, these elements can take on many inventive forms to achieve this result. Additions of connecting elements to registered historic structures must be taken on with great care from both an architectural and technical point of view.
- D. The total lot coverage of all building elements on one (1) peonia shall not exceed forty-five (45) percent.
- E. No more than one (1) primary building shall be placed on one (1) peonia.
- F. The number of outbuildings is limited by the total square footage requirements and the dimensions set out for these buildings but not by number.
- G. The space between an outbuilding and a primary building shall be a usable space of not less than five (5) feet. The use of connecting elements to link primary and outbuildings with indoor-outdoor space is strongly encouraged. Connecting elements and landscape elements are excluded from building separation requirement to encourage the design of spaces that take advantage of the climate. Thus, enclosed square footage may be easily expanded by the precise use of connecting elements such as porches and breezeways.
- H. The area of a tower is included in the calculation of the total allowable area of the primary building. A minimum of twenty-five (25) percent of the tower shall not be permanently conditioned space, typically the upper space opening to the sky and surrounding view.
- I. Garages and outbuildings that house more permanent types of occupancy, such as an accessory dwelling, shall not exceed 500 square feet in area, per level, shall not exceed 24 feet in height, shall not contain a kitchen or kitchenette, and shall not be rented out. The area of all other out buildings is limited to 350 square feet and shall not exceed 16 feet in height.

J. Nonresidential structures shall have sites of sufficient area for the structures to meet minimum requirements in this section.

K. Lot visibility corridors

The term "visibility corridor" is used in place of "setbacks" to emphasize the spatial effect of building placement. Careful siting of properly scaled building elements on a lot ensures that the historic lot divisions remain visible regardless of the architectural style or number of buildings that exist within the City at any given time. The visibility corridors are subdivided into frontage corridors, side yard corridors and mid-lot corridors.

1. The frontage corridor is a lot line with minimum setback of five (5) feet. This encourages the use to define the private space of the lot and the public space of the street. Outbuildings shall not be located on the frontage portion of peonias or the corner media peonia lots.
2. For side yard corridors there shall be a required minimum setback of five (5) feet separating lots on the north-south orientation. If two (2) or more adjacent properties are owned, then the corridor dimensions are cumulative. Primary and outbuildings shall not cross lot lines without the use of an open space or connecting element that maintains the dimensions of the side yard corridor.
3. Mid-lot corridors shall have a minimum setback of five (5) feet. This setback makes the historic lot division visible along the east-west orientation. Mid-lot corridors on frontage lots make the media peonia lots visible and are required regardless of ownership. On interior peonia lots, this corridor appears at mid-block. If an aggregate of peonias extends from street to street, a visibility corridor shall be present in the design of the buildings indicating the mid-block dimension. Primary and outbuildings shall not cross lot lines without the use of an open space or connecting element that maintains the dimensions of the mid-lot corridors. For example, if an owner holds an entire row of media peonias along a north-south street and plans to build the maximum allowable percentage of lot coverage, then all building elements shall demonstrate a mid-lot visibility corridor at the lot lines.
4. Every point of the required corridors shall be open from its lowest point to the sky unobstructed, except for the ordinary projection of sills, belt courses, buttresses, ornamental features, chimneys, and eaves, provided that none of such projections shall project into a side yard any more than twenty-four (24) inches. Connecting elements such as balconies, porches, or bay windows may also be allowed as projections under these dimensional restrictions. Landscape elements are not covered under this restriction.
5. In instances where media-peonias are owned in aggregate or assembled to meet the minimum density or area requirements, the visibility corridor may be crossed by an enclosed primary structure or connecting element which clearly indicates the existence of the visibility corridor (i.e., substantial changes in the roof elevation, substantial indentions or breaks in exterior wall elements and similar architectural features) as may be approved by the Historic District Council (HDC).

8.01.02 Amelia River Waterfront Community Redevelopment Area

A. Purpose

It is the purpose of the CRA overlay to provide a broader mix of uses and compatible design with the downtown area in order to promote revitalization of the working waterfront and adjacent areas.

B. The review of proposed development within the CRA Overlay shall be based upon compliance with the CRA Design Guidelines. Those properties within the CRA Overlay which are also located within the Downtown Historic District Overlay shall be reviewed for compliance with the Historic Preservation Design Guidelines, dated December 1999. All plans for development within the CRA Overlay shall be reviewed by the Historic District Council.

C. Site design standards specified in the overlay supersede the requirements for the underlying zoning district. Specific site design requirements that are not covered by the overlay shall follow the standards of the underlying zoning district.

D. Properties located within the CRA abutting the Amelia River Waterfront are subject to the following standards:

1. All new construction that is a water dependent, water enhanced, or water related use is exempt from Section 3.01.03(J) and Section 3.03.03(B) 1.
2. Building height shall be measured from the Base Flood Elevation (BFE) to the top of the roof, rather than from the finished grade, as established in 4.02.03(C). The maximum height of all structures shall not exceed thirty (30) feet in height above the BFE. Permissible roof forms shall be in compliance with the adopted CRA Design Guidelines.
3. Properties that have obtained the Waterfront Mixed Use Future Land Use designation are eligible for land uses in addition to those permitted in the Waterfront Industrial zoning and are specified in Tables 2.03.02 and 2.03.03. Floor area ratio shall not exceed 0.75. The floor area ratio shall be calculated based on the developable land area and shall include portions of the site which remain submerged. Residential units are permitted if the property has a FLUM category of WMU and the units are located above a non-residential use. Stand-alone residential units are prohibited.
4. Residential uses must provide two spaces per dwelling unit on-site, and are not eligible for the fee in lieu of providing parking.
5. Front and rear yard setbacks are not required. In order to preserve view corridors and pedestrian access to the Amelia River, side yard setbacks and breaks between structures shall be provided as follows:

A. View Corridors

1. A 15-foot side yard setback on each side yard is required for water lots located to the north of Centre Street (water lots 1 through 9). These locations provide for alignment with existing east-west rights-of-ways at Alachua, Broome and Calhoun Streets.
2. Water lots to the south of Centre Street (water lots 25 through 40) shall provide a 30-foot minimum view corridor between buildings.
3. These view corridors shall remain open to the sky and shall not include any parking areas, accessory structures or mechanical equipment.

B. Pedestrian Access

1. Publicly accessible pedestrian access to the water shall be integrated into the project's site design. These accessways shall provide a minimum

width of ten (10) feet and shall occur at the view corridor locations. Access ways may vary in size and design as necessary to complement the overall project design. To encourage architectural variety and visual interest, certain encroachments and structural elements may be permitted within the accessways subject to compliance with the adopted CRA Design Guidelines. These accessways may be dedicated to public use through easements or dedication of right-of-way, or they may be retained under private ownership. In either case, these accessways shall remain open to and accessible by the public. If deemed necessary for security purposes, accessway closures may be permitted based on the posted operational hours of City beach access parking (exclusive of Main Beach or Seaside Parks).

- E. Properties located within the CRA east of Front Street are subject to the following standards:
1. Facades up to thirty (30) feet in height shall have a front yard setback no more than ten (10) feet.
 2. Facades up to forty-five (45) feet in height shall be recessed from the first thirty (30) feet of façade a minimum of ten (10) feet. Awnings, pergolas, or covered balconies may encroach into this setback, but shall not extend beyond the first thirty (30) feet of facade. Elements utilized to cover balconies shall not be a part of the main roof structure. Balcony enclosures (i.e., sun rooms, screened enclosures) shall be prohibited.
 3. CRA properties located on the east side of North 2nd Street which share a property line with residentially-zoned, non-CRA properties shall meet the following standards:
 - a. Building height shall be limited to thirty-five (35) feet, including the parapet for flat roofed structures.
 - b. Buildings shall provide a front yard setback of no more than ten (10) feet. Facade elements above thirty (30) feet shall not be required to be recessed as provided in (2) above.
 - c. Non-residential and mixed-use projects shall provide a buffer along the shared property line which meets the requirements of a Buffer Type C as provided in Table 4.05.05(B).
 - d. All projects shall maintain a twenty (20) foot rear yard setback for principal structures.
 4. Flat roofs are permitted but must provide a parapet up to 42 inches high in order to hide mechanical equipment.
 5. Floor area ratio and density are established in the underlying zoning district.
 6. Only one primary structure is permitted per lot of record.
 7. Accessory structures must comply with the standards of the underlying zoning district as well as Section 5.01.00 of this LDC.
 8. Side yard setbacks are not required.
 9. Developers of Office, Retail, or other Commercial uses may pay a fee in lieu of providing the required parking, as established in Table 7.01.04(A.) The fee shall be set annually by the City commission and shall be based on the average cost of constructing a parking space in the City. The fee shall be a one-time payment, to be placed in a trust fund for downtown parking improvements which serve the CRA properties. Residential uses must provide one space per dwelling unit on-site, and are not eligible for the fee in lieu of providing parking. Parking is not permitted in

the front yard, but is permitted in the side or rear yard. Parking is also permitted beneath structures.

10. CRA properties located east of Front Street which carry the Central Business District future land use designation/C-3 zoning, and are not within the Coastal High Hazard Area (CHHA) are eligible to participate in a Density Bonus Incentive Program as described in Section 4.01.02.

8.01.03 Signage in the Historic Districts and Community Redevelopment Area

In an effort to protect the Historic District designations within the City of Fernandina Beach, the specific provisions in this article shall take precedence where conflicts arise in this sign code.

- A. Two (2) permanent on-site signs per business, are permissible, limited to projecting, wall, awning, or freestanding signs, and subject to the following standards:
 1. Signs shall not project more than five (5) feet from the face of the building;
 2. Projecting signs may project over sidewalk or pedestrian areas only at no less than seven and one half (7 ½) feet above sidewalk level;
 3. The top of a projecting sign shall be not more than sixteen (16) feet above the sidewalk level;
 4. A projecting sign shall not be closer than two (2) feet to a vertical line extending upward from the curb;
 5. A projecting sign shall not exceed twelve (12) square feet (ft²) in area.
 6. A wall sign may be horizontal or vertical and shall not exceed one square foot in area for each linear foot of business frontage, to a maximum of twenty-five (25) square feet . One side of the sign may be no more than two (2) feet in height or width.
 7. Awning sign lettering is limited to one square foot per linear foot of the awning or canopy, up to a maximum of ten (10) square feet.
 8. Freestanding, ground or pole signs are permissible only for properties with a minimum front or side yard setback of eight (8) feet. Freestanding, ground and pole signs are limited to a maximum of twenty (20) square feet in sign face area and six (6) feet in height.
- B. Permanent window lettering is permissible in addition to permanent signage and sandwich boards/easel signs shall not exceed an aggregate area equal to twenty-five percent (25%) of the glass area on which the signage is placed.
- C. Sandwich boards or easel signs are permissible in addition to window lettering and permanent signage and are subject to the following standards:
 1. Limited to one (1) sandwich board or easel sign per business;
 2. The sandwich board sign shall comply with standards set forth in 5.03.10(E), and shall not utilize plastic or vinyl changeable copy.
 3. Easels displaying signs may be no more than 4' 6" high and the sign face may not exceed 6 square feet. Top of sign may not project above top of easel or 4'6" above the ground.
 4. The sign shall be placed between the store front and the edge of curb with a minimum five (5) feet of sidewalk left for pedestrian travel.
 5. The sign shall require a Certificate of Approval and the approval of the Historic District Council.
- D. Multi-Tenant Signs (reserved)
- E. Side Street Business Location Signs, private under public control located within public rights of way at street intersections, are subject to the following:

1. Limited to one directional intersection (1) sign per business where a valid local business tax receipt has been obtained except as exempted by Florida Statute 205.192 and Municipal Code Section 74-92;
 2. Must be located at the nearest intersection to the location of the business on existing directional intersection signage posts;
 3. Side Street Business Location signs are allocated on a 1st come 1st served basis and may not exceed seven (7) signs located at existing signage posts;
 4. Signs are limited to 5 inches tall by 28 inches wide (5"x28");
 5. Signs are limited to a green background with white writing;
 6. Must apply for a sign permit as set forth in 5.03.03; and
 7. Must be removed when business ceases operation and/or closes.
- F. Signs shall use stone, brick, wood, or metal, or modern materials that have the appearance of these materials. No plastic or vinyl shall be utilized to create the signs, with the exception of plastic or vinyl used for lettering or graphics on permanent, non-changeable copy signs.
- G. All permanent signs affixed to private property shall require a Certificate of Approval and the approval of the Historic District Council, except for temporary special event signs, exempt signs, public directional or information signs, street number signs, and temporary signage placed on scaffolding during construction.
- H. Wall graphics are prohibited in the Downtown Historic District. Legacy signs are permissible.
- I. Signs shall be mounted in such a way to minimize damage to historic materials. On masonry buildings, bolts should extend through mortar joints and not through masonry units. On frame buildings, mounting brackets and bolts should be the minimal amount necessary to assure adherence to the surface and prevent excessive wood penetration. Signs shall not be placed upon a structure in any manner so as to disfigure or conceal any window opening, door or significant architectural feature or detail of any building, or in such a manner that requires changes to building materials.
- J. External lighting of signs through gooseneck lamps is permitted.
- K. In addition to signs prohibited within City limits as defined in LDC Section 5.03.05, the following signs are not permitted in the historic districts or CRA:
1. Signs with fluorescent or day-glow coloring.
 2. Neon signs, or LED signs that mimic neon signs, over two (2) square feet in size.
 3. Pixelated LED signs.
 4. Internally lit signs.
 5. Changeable copy signs with plastic or vinyl lettering or graphics, including sandwich board and easel signs.
6. Signs painted on or attached to trees, shrubbery, lamp posts, hydrants, traffic signs, stairways, benches, refuse containers, landscape planters, or telephone or utility poles.

8.02.00 Historic District Council

8.02.01 Historic District Council Created and Established

A. Establishment

There is hereby established the Historic District Council (HDC). The HDC is intended to be the City's primary agency responsible for furthering historic preservation within the City.

B. Membership

1. There shall be five (5) regular members of the HDC.
2. There shall be two (2) alternate members of the HDC.

3. Where possible, members shall include, to the extent such individuals are available in the community and willing to serve, one (1) registered architect, and professionals from the disciplines of architecture, construction, design, history, architectural history, archaeology, or other historic-related fields such as urban planning, American studies, cultural geography or cultural anthropology. Persons who have demonstrated special interest, experience or knowledge in history, architecture or related disciplines such as law, real estate, land development, or construction shall make up the remainder of the HDC membership. Current resumes of HDC members shall be kept by the City as a public record.

C. Authority to Seek Professional Expertise

1. With City Commission approval, the HDC may obtain the services of qualified persons to direct, advise, and assist it.
2. The HDC may request equipment, supplies, and other materials necessary for its effective operation.
3. When the HDC considers National Register nomination proposals and other actions which are normally evaluated by a professional in a specific discipline, and that discipline is not represented on the HDC, it may seek professional expertise in this area before rendering a decision. City Commission approval is required for any such professional contracts.

8.02.02 Historic District Council Roles and Responsibilities

The HDC shall have the duty and responsibility to:

- A. Identify, study, and recommend sites, structures, buildings, improvements, artifacts, and areas for designation as historic landmarks, historic sites, or historic districts.
- B. Maintain and update the historic properties survey as an inventory of historic landmarks, historic sites, and properties in historic districts. All inventories shall be compatible with the Florida Master Site File, which exemplifies the format used for statewide comprehensive historic preservation planning, and kept current and regularly provided to the state historic preservation officer for incorporation in the Florida Master Site File.
- C. Review and approve or deny applications for a certificate of Approval for construction, alteration, demolition, or removal of historic landmarks, historic sites, archaeological sites, properties in historic districts, or properties in the CRA Overlay.
- D. Review and make recommendations on National Register nominations within its jurisdiction.
- E. Make recommendations to the City Commission concerning the assignment of development rights or facade easements, or the imposition of other restrictions.
- F. Hear applications for variances within the Historic District Overlay or the CRA Overlay.
- G. Increase public awareness of the value of historic, architectural, and cultural preservation by developing and participating in public preservation information programs, and by updating such programs and public information documents.
- H. Make recommendations to the City Commission concerning the solicitation of grants from federal and State agencies, private groups, and individuals, and promote the preservation of historic or architecturally significant landmarks, sites, or properties in historic districts.
- I. Promulgate standards for architectural review.

- J. Evaluate and comment upon proposals pending before other public agencies affecting the physical development and land use patterns in or around historic landmarks, sites, or districts.
- K. Make recommendations to the City Commission on the purchase of historic landmarks, historic sites, or properties in historic districts where private preservation is not feasible.
- L. Perform any other functions which may be designated by resolution or motion by the City Commission.

8.02.03 Historic District Council Policy and Procedure Statements

The HDC may formulate and publish such policy and procedure statements as it deems reasonably necessary and appropriate to:

- A. Explain the format of information to be provided in the application for a Certificate of Approval.
- B. Explain the criteria and basis for HDC evaluation and ruling upon applications for a Certificate of Approval.
- C. Designate items to be subject to final staff approval without need for a hearing before the HDC.

8.02.04 Historic District Council Staff Roles and Responsibilities

- A. The City Manager shall provide professional staff in the City Planning Department to support the HDC in carrying out its responsibilities under this Chapter. Where possible, staff should have a background in historic preservation or a related field.
- B. Staff shall not sit as officer or board member of local preservation-related organizations, and shall act in an impartial manner in all matters involving the HDC.

8.02.05 Certified Local Government Program

In order to comply with the Department of State, Division of Historic Resources, "certified local government" requirements, the HDC shall take the following actions:

- A. A copy of all duplicate inventory materials will be provided to the SHPO. This will include any new or revised resumes of the HDC members or staff.
- B. The SHPO shall be provided with thirty (30) days prior notice of all HDC meetings. In the event of a special meeting, reasonable notice shall be given.
- C. Minutes of all HDC meetings shall be submitted to the SHPO. These minutes shall include a record of attendance of council members, the public, and any change in council membership.
- D. The SHPO shall be notified immediately of all new historic designations or alterations to existing designations.
- E. Proposed amendments to the LDC pertaining to the Historic District Overlay shall be sent to the SHPO for review and comment thirty (30) days prior to the scheduled adoption hearing.
- F. Objections by property owners that are notarized and filed with the HDC shall be submitted to the SHPO in order to prevent involuntary nomination to the National Register.
- G. The HDC shall submit an annual report to the SHPO on or before November 1 of each year covering the previous October 1 through September 30 period. The annual report shall include:
 - 1. Any changes or amendments to HDC rules of procedure;
 - 2. The number of proposals and applications reviewed by the HDC;
 - 3. New historic designations or alterations to existing designations;

4. Changes to the HDC;
5. New or revised resumes of HDC members or staff;
6. Changes or requested changes to the Historic District Overlay regulations;
7. Review of the survey and inventory activities with a description of the system used; and
8. A program report on each grant-assisted activity.

8.03.00 Historic District Council Process and Procedure

8.03.01 General Quasi-Judicial Board Requirements

See Section 11.04.00 of the Land Development Code.

8.03.02 Procedure for Designation of Historic Districts

- A. No historic district or property proposed for inclusion in a historic district within the city shall be designated by any City agency except as provided in this section.
- B. For purposes of this section, the term "property owner" shall mean the record owner or owners of one or more parcels of property within the boundaries of the proposed historic district. Should an individual, individuals or entity own more than one parcel of property within the boundaries of the proposed historic district according to the latest available tax rolls from the county property appraiser's office, then such individual or entity shall be considered one property owner for purposes of calculating the number of property owners in the proposed historic district regardless of the number of parcels that may be owned by the individual, individuals or entity within the boundaries of the proposed historic district. Should a parcel of property be owned by more than one individual for purposes of calculating the number of property owners within the boundaries of the proposed historic district, such co-owners shall be considered cumulatively as one property owner regardless of their number.
- C. Upon the recommendation of the City Commission or the Historic District Council an application may be submitted by a property owner within the proposed district, or his authorized agent, to the Planning Department to prepare or assist in preparation of a designation report. The City shall charge a fee for each application that reflects processing costs for the application, except such fee shall be waived for City-initiated applications. An area or property may be identified as being potentially suitable for designation as an historic district or for inclusion in a historic district. The area or property shall be surveyed and studied for the purpose of determining the age and significance of each building, site, structure, or object within the area. A nomination report shall be prepared based on the results of the survey. Once the district boundaries are determined, the property owners shall be surveyed for their agreement with the designation and the results shall be available and considered during public hearings at meetings of the Historic District Council, Planning Advisory Board, and City Commission.
- D. The applicant shall complete an application form provided by the City which shall, to the extent possible, include:
 1. A written description of the architectural, historical, or archaeological significance of the structures, sites and building in the proposed historic district specifically addressing and documenting the criteria set forth in subsection (j) of this Section;
 2. An identification of all buildings, structures and sites within the proposed historic district and the proposed classification of each as contributing or noncontributing with an explanation of the criteria utilized for the proposed classification;

3. A physical description of the proposed historic district, accompanied by photographs of buildings, structures or sites within the district indicating examples of contributing and noncontributing structures within the district;
 4. A statement of recommended boundaries for the proposed historic district and a justification for those boundaries, along with a map showing the recommended boundaries;
 5. The names and addresses of all owners of real property within the boundaries of the land upon which the designation of the historic district is requested and the real estate assessment numbers for the property within the boundaries of the land upon which the designation is requested. Requirements (1), (2), (3) and (4) shall be waived with respect to any historic districts listed on the National Register of Historic Places as of January 1, 1990.
- E. The Historic District Council shall hold a public hearing on the proposed designation within 90 days of the filing of a completed application. The Historic District Council shall hold at least one town meeting at which the proposed district will be explained and discussed. A quorum is not necessary to conduct the town meeting. The property owners within the proposed district shall be notified by United States mail at least thirty (30) days in advance of the Historic District Council public hearing date and time. For the purpose of notice requirements to owners, the names and addresses of owners shall be deemed to be those on the current tax records in the Office of the Property Appraiser. All notices required by this section shall state clearly the boundaries of a proposed historic district. The notice required by this section, the cost of which shall be \$2 for each notification, shall be paid by the applicant to the City.
- F. The notice referred to in paragraph (E) of this section shall include the following information and documents:
1. The notice shall state that the creation of an historic district will impose design review on certain permitted activities.
 2. The notice shall state that the ordinance creating the historic district will contain requirements which must be met in order to alter, renovate or demolish a structure or building within the district. These requirements may relate to density, siting, building materials and architectural features as well as other matters.
 3. The notice shall state that a list of contributing and noncontributing structures has been compiled and that contributing structures will be identified in the ordinance creating the historic district.
 4. The notice shall state that the owners have the right to vote whether they want the historic district to be created.
 5. The owners shall be provided a ballot which must be signed and witnessed which will permit the owner to vote whether he approves or disapproves the creation of the historic district. In order for the ballot to be valid it must indicate the name of the owner, the residence address of the owner and the address of the property in the proposed historic district. This ballot must be returned to the Historic District Council not less than twenty-one (21) days after the noticed hearing.
 6. The notice shall state that at the hearing, the proposed historic district design guidelines for reviewing certain permitted activities will be discussed and voted on by the Historic District Council.
 7. The notice shall state that if the district is created the owners shall be required to obtain a Certificate of Approval before certain work is done on the property.
 8. The notice shall state that the application for creating the historic district is on file with the Historic District Council and that the Historic District Council shall have on

- file all information submitted by the applicant and the Planning Department, including recommendations.
9. The notice shall state the time, date, and place of any town meetings scheduled by the Historic District Council. However, nothing herein shall prohibit the Historic District Council from holding other town meetings with published notice.
- G. Notice of a public hearing shall also be published once in a newspaper of general circulation in the City not less than fourteen (14) days in advance of the date of the hearing. The published notice shall be in a form prescribed by the Historic District Council and placed by the applicant at the applicant's expense. The applicant shall file proof of publication with the Historic District Council prior to the public hearing.
- H. The applicant for a proposed designation shall post signs within five working days after filing of a completed application, which signs shall be in the form required by the Historic District Council and shall be posted in full view of the public. The sign or signs shall be posted on the boundaries of the proposed historic district at each public right-of-way intersecting the boundary of the proposed historic district, or at such other locations and at such intervals, as determined by the Planning Department, as will ensure that the signs will be seen by as many persons as possible. The signs shall be maintained by the applicant until such time as the advisory recommendation has been made by the Historic District Council. The signs shall be removed by the applicant within ten days after final action by the City Commission.
- I. At the close of the public hearing, the Historic District Council shall determine whether, based upon the evidence, the proposed historic district does or does not meet the criteria for designation. Such a determination shall be made by a report stating the findings of the Historic District Council concerning the relationship between the proposed historic district and the National Register of Historic Places criteria for designation set forth below. At least two of the criteria must be met.
1. Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.
 2. Its location is the site of a significant local, state or national event.
 3. It is identified with a person or persons who significantly contributed to the development of the City, state or nation.
 4. It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.
 5. Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.
 6. It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.
 7. Its character is a geographically definable area or neighborhood possessing a significant concentration, or continuity of sites, buildings, objects or structures united in past events, or united in culture, architectural style, or aesthetically by plan or physical development.
 8. Its suitability for preservation or restoration.
- J. The Historic District Council shall also determine what proposed historic district design guidelines it would recommend to apply to the historic district and shall identify what actions to be taken on property within the proposed district that would require a certificate of Approval.
- K. The Historic District Council shall inform the public that each owner of real property in the proposed historic district had been sent ballots to vote on the proposed district and that

the ballots must be signed, witnessed and delivered to the Historic District Council within 21 days after the hearing.

- L. At the first meeting of the Historic District Council held at least seven days after the owners' votes are due, the Historic District Council shall tabulate the votes. If a majority of the owners' votes cast disapprove the creation of the proposed historic district, the Historic District Council shall take no further action on the proposed historic district and the Historic District Council's files on the district shall be closed. If 50 percent or more of the owners' votes cast approve the creation of the proposed historic district, then the Historic District Council shall adopt an advisory recommendation which shall be accompanied by a report stating the findings of the Historic District Council concerning the relationship between the nominated historic district and the National Register criteria for designation. The Historic District Council shall forward the advisory recommendation and report to the Planning Advisory Board.
- M. The Planning Advisory Board shall consider the nomination request, the findings of the Historic District Council, and the request's consistency with the comprehensive plan, and make a recommendation to the City Commission. The property owners within the proposed district shall be notified by United States mail at least thirty (30) days in advance of the Planning Advisory Board public hearing date and time. For the purpose of notice requirements to owners, the names and addresses of owners shall be deemed to be those on the current tax records in the Office of the Property Appraiser. All notices required by this Section shall state clearly the boundaries of a proposed historic district. The notice required by this Section, the cost of which shall be \$2 for each notification, shall be paid by the applicant to the City.
- N. When a majority of the owners' votes disapprove the creation of the proposed historic district, any City Commission member may request that an ordinance designating the proposed historic district be drafted, but approval of the designation of such historic district by the City Commission shall require a vote of two-thirds of the City Commission members unless 85 percent of the proposed historic district acreage is already part of an historic district listed on the National Register.
- O. The City Commission shall give notice, follow the publication procedure and sign posting procedure, hold public hearings, and make its determination in the same manner as provided in Section 11.02.00; provided however, there shall be no requirement to notify by United States mail all owners of real property within 350 feet of the boundaries of the proposed historic district. The Commission shall consider the same criteria set forth in paragraph (I) of this section. Any ordinance designating an historic district shall set forth the historic district design guidelines that apply to the historic district, which would then become the Historic District Design Regulations for that historic district, and the actions that would require a Certificate of Approval.
- P. The City Clerk shall notify each applicant and each owner of real property within the proposed historic district of the final decision relating to the proposed historic district within seven (7) days of the City Commission's action and shall cause the designation of an historic district to be recorded in the official records of Nassau County, Florida, at the expense of the applicant for the designation. The City Clerk shall also notify the Property Appraiser's office of the designation.
- Q. Boundaries for designated historic districts identified in or by this chapter shall be clearly established through legal descriptions.
- R. When an historic district designation is made, the Director of Planning or his designee shall enter the designation as an overlay on the Zoning Map and Future Land Use Map.

- S. Whenever the City Commission has denied an application for the designation of an historic district no further application shall be filed for the same historic district designation for a period of one year from the date of such City Commission denial.
- T. The designation of any historic district may be amended or rescinded through the same procedure utilized for the original designation, by the filing of an application for rescission or amendment of designation utilizing the procedure hereinabove set forth. Any Historic District Council recommendation to amend or rescind a prior designation shall be based upon new evidence and negative evaluation according to the criteria used for historic district designation in existence at the time of such application for rescission or amendment.
- U. If an updated report shows that there are additional contributing structures outside of the original boundary of an existing district, then the city may consider the expansion of the boundaries of the district to incorporate those properties. A ratio of 50 percent contributing structures within the proposed district expansion is required for the creation of an expanded district.
- V. The expansion of existing historic districts shall be done by ordinance adopted by the City Commission, in accordance with the same procedures required for the creation of new districts, except that the information required shall be applicable to the expansion area only, and not to the entire district.

8.03.03 Application Process for Certificate of Approval

- A. A Certificate of Approval is required before a permit is issued for work on a historic landmark or site, any property in a historic district (either contributing or noncontributing), or any property in the CRA Overlay.
 - 1. Structures are deemed contributing or noncontributing based on the most recent historic structures survey completed by the City.
 - 2. Properties that are partially within the Historic District Overlay shall only receive HDC approval for projects that fall within the portion of the property in the Historic District Overlay. If the proposed project crosses the History District boundary line, then HDC approval shall be required. Proposed projects on the property wholly outside of the boundary line shall not require HDC approval.
 - 3. For improvements as listed within the Certificate of Approval Matrix ("Matrix") (Table 8.03.03(B)) under staff approval, the City Manager may issue a Certificate of Approval after a review of the application determines the improvement is in compliance with approved guidelines.
 - 4. For improvements as listed within the Matrix (Table 8.03.03(B)) under HDC approval, the HDC may issue a Certificate of Approval after a review of the application and a public hearing determines the improvement is in compliance with approved guidelines.
 - 5. The City reserves the right to refer specific items to the HDC for its review.
 - 6. Decisions of the City Manager regarding Certificate of Approval applications may be appealed to the HDC and applicable fees shall apply.
 - 7. Any applicant may request referral to the HDC rather than staff approval and applicable fees shall apply.
 - 8. Any application referred by the City Manager or by an applicant will be considered in accordance with the application review schedule contained in this section.

- B. Improvements to properties are subject to either staff or HDC approval as set forth in Table 8.03.03(B), the Certificate of Approval Matrix:

Table 8.03.03 (B). Certificate of Approval Matrix

ACTION	CONTRIBUTING		NON-CONTRIBUTING	
	STAFF	HDC	STAFF	HDC
ACCESSORY DWELLINGS		X		X
ADDITIONS				
1. Not visible from the street AND 20% or less of the existing building's square footage		X	X	
2. All other additions		X		X
CANVAS AWNINGS	X		X	
CARPORTS (ADDITION OR ENCLOSURE)		X	X	
CHANGES TO BOARD-APPROVED PLANS		X		X
DECK, PATIOS, PERGOLAS				
1. With a structure		X	X	
2. Without a structure		X	X	
3. Not visible from right-of-way (with or without structure)	X		X	
DEMOLITIONS				
1. 10% or less of non-historic addition	X		X	
2. All other demolitions		X		X
DOORS + GARAGE DOORS				
1. Same materials, style, or size	X		X	
2. Change in materials or style	X		X	
3. Change in openings on main façade		X		X
4. Change in openings on a secondary façade		X	X	
DRIVEWAYS + SIDEWALKS	X		X	
GARAGES (ATTACHED OR DETACHED)		X		X
EXTENSION OF CERTIFICATE OF APPROVAL	X		X	
EXTERIOR WALL FINISH				
1. Removal of non-historic vinyl/aluminum/asbestos siding (if original surface is salvageable or if replacement material matches structure's original exterior finish)	X		X	
2. All other finishes (including painting of originally unpainted surface)		X	X	
EXISTING DOCKS (WITH OR WITHOUT A STRUCTURE)	X		X	
FENCES + WALLS	X		X	
MECHANICAL SYSTEMS (WITH VISUAL IMPACT)	X		X	
PAINTING	X		X	
POOLS, POOL ENCLOSURES, IN-GROUND HOT TUBS		X		X
PORCHES				
1. Open an enclosed porch		X	X	

	CONTRIBUTING		NON-CONTRIBUTING	
ACTION	STAFF	HDC	STAFF	HDC
2. Enclose a porch on the main façade		X		X
3. Enclose a porch on a secondary façade		X	X	
PUBLIC (GOVERNMENT AGENCY) PROJECTS		X		X
RELOCATION		X		X
REPAIRS + MAINTENANCE (MATCH EXISTING)	X		X	
ROOF				
1. Same material and shape	X		X	
2. Change in material	X		X	
3. Change in shape and/or height		X		X
SCREEN DOORS				
1. Primary Entrance		X	X	
2. Secondary Entrance	X		X	
SIGNAGE	X		X	
SHEDS (up to 150 square feet)				
1. Custom-designed	X		X	
2. Pre-fabricated		X	X	
SHUTTERS (including temporary storm shutters/awnings)	X		X	
SKYLIGHTS		X	X	
SOLAR COLLECTORS		X		X
STORM WINDOWS AND DOORS	X		X	
VARIANCES		X		X
WIND GENERATORS		X		X
WINDOWS				
1. Same materials, style, or size	X		X	
2. Change in materials or style	X		X	
3. Change in openings on main façade		X		X
4. Change in openings on a secondary façade	X		X	
	STAFF		BOARD	
NEW CONSTRUCTION			X	
LANDSCAPING (NEW CONSTRUCTION ONLY)		X		
LIGHTING (NEW CONSTRUCTION ONLY)		X		
PARKING MATERIALS (NEW CONSTRUCTION ONLY)		X		

- C. Prior to undertaking an improvement to any property in a historic district, an application shall be submitted to the City for a Certificate of Approval. A Certificate of Approval shall be obtained even when a building permit is not required for the proposed work, unless the work falls under conditions outlined in Section 8.03.03(L). The City Manager shall advise any applicant if the subject property or work will require a Certificate of Approval. If no Certificate of Approval is received prior to beginning the work, the certificate application fees required shall be doubled.

- D. In addition to the application requirements set forth in Section 11.01.03, the applicant shall provide:
 - 1. Scale drawings of the proposed work;
 - 2. Photographs of the existing structure or site and adjacent properties; and
 - 3. Information about the building materials to be used;
 - 4. The HDC or City Manager may request additional information to be included with the application.
- E. An application for a Certificate of Approval shall not be considered complete until all required data has been submitted. An applicant may bring a preliminary proposal for improvements to the City Manager or the HDC for comments. When an application involves new construction, the applicant may present conceptual plans for review and comment before the preparation of construction drawings. The HDC or City Manager's approval of a preliminary or conceptual plan is a courtesy and such approval is not binding.
- F. Posted, mailed, and published notice shall be provided as set forth in Section 11.02.00.
- G. A quasi-judicial hearing shall be conducted as set forth in Section 11.04.00.
- H. Procedures for HDC action:
 - 1. If the application is for a Certificate of Approval for improvements requiring HDC review, the HDC shall take action within forty-five (45) days of the submission of a completed application, to approve, modify, or disapprove the application, in whole or in part. The HDC may extend action for a period of up to thirty (30) additional days. In the case of a demolition application, the HDC may suspend action on it for a period not to exceed 180 days.
 - 2. The decision of the HDC shall be in the form of a written order. Any documents, drawings, plans, or specifications submitted for review by the HDC shall be stamped and signed by the chair, and the same documents shall be submitted to the building department for building permit applications. In cases where the HDC has disapproved the plans, the City shall furnish the applicant with a copy of the HDC written order, including reasons for disapproval, together with a copy of any recommendations the HDC may have for changes necessary to be made before the plans will be reconsidered.
 - 3. Certificates of Approval shall be issued for a period of twelve (12) months, and are renewable for six (6) months without cause, and for an additional six (6) months, upon a showing of good cause by the applicant. The applicant shall submit a written request for extensions, with appropriate support documentation, if required.
- I. All work performed pursuant to the issuance of a Certificate of Approval shall conform to the requirements of the certificate.
 - 1. It shall be the duty of the City to inspect any work performed pursuant to the certificate, in order to ensure its compliance.
 - 2. If work is not performed in accordance with the Certificate of Approval, the City may issue a stop work order so that all work shall cease, or may take such other action as it deems appropriate. No person shall undertake any work on such project as long as such stop work order shall continue in effect.
 - 3. All work not in compliance may be required to be removed, regardless of hardship to the owner.

- J. Any change in the scope of work subsequent to the issuance of a Certificate of Approval shall require a new Certificate of Approval for the changes. Applications for approval of such changes shall be in compliance with all procedures as outlined in this section.
- K. If an applicant wishes to move a historic landmark, building, monument, or structure from its site; move a building or structure from a historic district; move a building or structure to a historic site; or move a building or structure to property in a historic district, the HDC shall consider, in addition to the points contained in this section:
 - 1. The contribution the building or structure makes to its present setting;
 - 2. Whether there are definite plans for the use of the site once vacated;
 - 3. Whether the building or structure can be moved without significant damage to its physical integrity; and
 - 4. The compatibility of the building or structure to its proposed site and adjacent properties.
- L. A Certificate of Approval is not required for work for which a building permit is not required and where the purpose and effect of such work is to correct deterioration, decay, or damage to a structure or any part of it, and where such work will restore the building to the same condition, as nearly as practicable, as its condition prior to the deterioration, decay or damage. Only repairs that will not change the exterior appearance or composition of the building materials shall be exempted.

8.03.03.01 Requirements for Demolition Applications

- A. Application requirements. Application for a Certificate of Approval for any demolition of a primary building or structure (contributing or noncontributing) located within a locally designated historic district or the CRA shall be submitted by the property owner to the HDC. No building or structure in a locally designated historic district or the CRA shall be demolished without approval by the HDC, unless by a superseding order of a government agency or a court of competent jurisdiction.
- B. Public hearings and notice requirements. Certificate of Approvals for demolition applications are to be heard in accordance with HDC hearing requirements for Certificate of Approval applications and noticed in accordance with City requirements for public hearings.
- C. Review criteria for demolition applications. In evaluating applications for a Certificate of Approval for demolition, the HDC shall consider the following:
 - 1. Whether the structure or site would meet national, state, or local criteria for designation;
 - 2. Whether the structure or site is a contributing structure or site to a locally designated or National Register historic district;
 - 3. Whether loss of the structure or site would deteriorate the quality or continuity of the historic district, or the surrounding neighborhood;
 - 4. Whether the structure or site is of such design, craftsmanship, or material that it could be reproduced only with great difficulty and/or expense;
 - 5. Whether the structure or site is one of the last remaining examples of its kind in the neighborhood, county or region, or is a distinctive example of an architectural or design style which contributes to the character of the district;
 - 6. Whether removal of the structure or site would destroy the historic relationship between structures or open space;
 - 7. Whether retention of the structure or site promotes the general welfare of the City by providing an opportunity for study of local history, architecture, and design, or

- by developing an understanding of the importance and value of a particular culture and heritage;
 - 8. Whether the applicant has made good faith efforts to pursue alternatives to demolition;
 - 9. Whether the applicant will be denied a reasonable return on his or her investment;
 - 10. Whether there is economic hardship for the applicant as demonstrated by requirements in Section 8.03.06;
 - 11. Whether the Code Enforcement and Appeals Board has recommended demolition of the structure.
- D. Written evidence. The HDC may request the following written evidence be submitted as part of an application for a Certificate of Approval for demolition:
- 1. A report from a certified property appraiser stating that such structure as it exists will not earn a reasonable economic return for the owner.
 - 2. A report from a certified property appraiser as to the estimated market value of the property both in its current condition and after completion of the proposed demolition or removal.
 - 3. A report from a licensed engineer or architect with experience in rehabilitation as to the structural soundness of the structure and its suitability for rehabilitation and/or relocation.
 - 4. An estimate from an architect, developer, real estate consultant, or appraiser experienced in rehabilitation as to the economic feasibility of rehabilitation or reuse of the existing structure in its current location or in any proposed new location.
- E. Demolition delay period. The HDC may grant a Certificate of Approval for demolition as requested by a property owner which may provide for a delayed effective date. The effective date of the certificate will be determined by the HDC based on the relative significance of the structure and the probable time required to arrange a possible alternative to demolition. The HDC may delay the demolition of contributing buildings within locally designated historic districts for up to six months, and for non-contributing buildings within locally designated historic districts for up to three months. During the delay period, the HDC may take such steps as it deems necessary to preserve the structure requested to be demolished and ensure that the structure is secured and stabilized. Such steps may include, but are not limited to, consultation with community groups, public agencies, and interested citizens; recommendations for acquisition of property by public or private bodies or agencies; and exploration of the possibility of moving the structure to a new location.
- F. Special requests precedent to demolition. The HDC may, with the consent of the property owner and at the property owner's expense, request that the owner salvage and preserve building materials, architectural details and ornamentation, fixtures and the like for reuse in the restoration of other historic properties. At the HDC's discretion, and with the property owner's consent, the HDC, Amelia Island Museum of History, or other local historical organizations at their expense, may salvage and preserve building materials, architectural details and ornamentation, fixtures, and the like. The HDC may, with the consent of the property owner and at the property owner's expense, recommend recording the architectural details for archival purposes prior to demolition. This recording may include, but is not limited to, photographs, videotaping, historical background information, and scaled architectural drawings.

- G. Denial of Certificate of Approval for demolition. The HDC's refusal to grant a Certificate of Approval for demolition requested by a property owner shall be supported by a written statement describing the public interest that the HDC seeks to preserve.
- H. Requirement of development plans. No contributing building or structure on a property located within a locally designated historic district or the CRA shall be totally demolished without first receiving at the minimum conceptual approval by the HDC for new construction. The requirement of a certificate of Approval for new construction may be waived by the HDC upon a showing of good cause that such requirement would be unduly harsh or would result in a substantial hardship to the property owner. A showing of good cause may include, but is not limited to, evidence that the property owner is unable to comply with the requirement for new construction due to advanced age, infirmity, physical or other handicap, or economic hardship. In the event economic hardship is claimed, the applicant must demonstrate the requirements in Section 8.03.06. Property owners seeking demolition of an unsafe structure based upon recommendation of the Code Enforcement and Appeals Board or the Building Official are exempt from this requirement. Upon approval by the HDC of a Certificate of Approval for demolition, the demolition permit shall not be issued until all demolition and new construction plans for the property have received all other required governmental approvals.
- I. Structures not in historic districts or the CRA. Upon receipt of a demolition permit application for properties not in the historic districts or the CRA, the Building Department shall notify the Planning Department. During the permit application review period, the Planning Department shall record the property through photographic documentation for archival purposes. The City may seek permission from the property owner to enter the building to take photographs prior to demolition.

8.03.04 Standards for Review of Certificate Applications

A. In addition to specific criteria referenced in Sections 8.03.03 and 8.03.06 regarding demolition, relocation, and economic hardship, the Historic District Council uses the following criteria for review of projects:

1. The Secretary of the Interior's Standards for Rehabilitation;
2. The applicable Design Guidelines: Historic Preservation Guidelines for the Downtown Historic District, the Old Town Preservation and Development Guidelines, and the Community Redevelopment Area Design Guidelines, all as amended from time to time; and
3. The City Comprehensive Plan; and
4. The City Land Development Code.

B. The City Manager, in considering any application for improvements subject to staff review, shall consider the same criteria in Section 8.03.04(A).

8.03.05 Standards for Archaeological Work; Discovery of Archaeological Sites (reserved)

8.03.06 Economic Hardship

A. A property owner may demonstrate economic hardship as to demolition, substitution of alternative building materials, or other cases for primary structures by providing the following information as applicable and as may be required by the HDC.

1. Owner currently receives fixed income benefits;
2. Owner currently receives assistance through income-indexed program which provides for physical improvements to the property;

3. An estimate of the cost of the proposed construction, alteration, demolition, or removal and an estimate of any additional cost that would potentially be incurred if the owner were to comply with the recommendations of the Board for the changes necessary to obtain a Certificate of Approval;
4. Any documentation related to good faith attempts to sell, rehabilitate or reuse the structure or structures within the last three (3) years;
5. Proof of payment of property taxes within the last three (3) years;
6. Owner has tax-exempt status as a (501)(c)(3) organization;
7. A report from a developer, real estate consultant, certified property appraiser or other real estate professional experienced in rehabilitation as to the economic feasibility or viability or rehabilitation or reuse of the existing structure or structures; and/or
8. A report from an engineer, architect or contractor with experience in rehabilitation as to the soundness of any structures on the property and their suitability or feasibility for rehabilitation or reuse.

B. Property owners are not required to prove economic hardship for accessory structures.

8.03.07 Demolition by Neglect

A. The following shall apply to maintenance and repair to structures in the locally designated historic districts, as well as any structure or property in the City that has been listed individually or deemed eligible for individual listing in the National Register:

1. The owner, lessee, or other person in physical control of the structure shall comply with all applicable codes, laws and regulations governing the maintenance and safety of property including but not limited to City Codes, as applicable. It is the intent of this section to preserve from deliberate or inadvertent neglect of the exterior features of a building designated as a contributing structure to a historic district, and the interior portions therefore when such maintenance is necessary to prevent deterioration and decay of the exterior. All such buildings shall be preserved against such decay and deterioration and shall be free from structural defects through prompt correction of any of the following defects:
 - a. Facades which may fall and injure members of the public or property;
 - b. Deteriorated or inadequate foundation, defective or deteriorated flooring or floor supports, deteriorated walls or other vertical structural supports;
 - c. Members of ceilings, roofs, ceiling and roof supports or other horizontal members which sag, split, or buckle due to defective material or deterioration;
 - d. Deteriorated or ineffective waterproofing of exterior walls, roofs, foundations or floors, including broken windows or doors;
 - e. Defective or insufficient weather protection for exterior wall covering, including lack of paint or weathering due to lack of paint or other protective covering.;
 - f. Any fault or defect in the building which renders it not properly watertight or structurally unsafe; and
 - g. Any fault or defect in the building rendering such structure an unsafe structure as defined under the provisions of Chapter 22, City Code of Ordinances.
2. Where the property is an archaeological site, the owner shall be required to maintain his property in such a manner so as not to adversely affect the archaeological integrity of the site.
3. It shall be the joint responsibility of the Building Department, Planning Department, and Code Enforcement staff to enforce the provisions of this section, and the divisions may

refer violations to the Code Enforcement and Appeals Board for enforcement proceedings pursuant to Chapter 2, City Code of Ordinances.

8.03.08 Emergency Actions

A. Emergency Repair Procedure

1. When any property within the historic districts or CRA requires immediate repair to preserve its continued habitability and/or the health and safety of its occupants or others, emergency repairs may be performed in accordance with applicable construction codes immediately upon approval of the Building Official, who shall certify that a bona fide emergency of the type referenced herein exists, without first obtaining a Certificate of Approval from the Historic District Council.
2. The procedures outlined in this section should be strictly limited to those circumstances which, in the opinion of the Building Official, meet the definition of an emergency as defined in Chapter 1 of the Land Development Code. No work in addition to the emergency repairs shall be performed until an appropriate request for approval has been received by the City Manager or his/her designee and the Historic District Council pursuant to the procedures set forth in this article.
3. If the Building Official or Fire Marshal determines that a building or structure in a local historic district or the CRA poses an immediate threat to persons or property, such official may order or conduct emergency repairs necessary to make the building or structure safe without the requirement of a Certificate of Approval. Under such circumstances, the repairs performed shall be only such as are necessary to preserve the continued habitability of the building or structure and/or the health and safety of its occupants or others and to prevent further damage. Where feasible, these temporary measures should be reversible without damage to the building or structure. Once such temporary repairs have been completed, no further work may be done on the building or structure until a Certificate of Approval is obtained.
4. Within 48 hours after the repairs are made, the Building Official making or ordering such authorized temporary repairs shall notify the Historic District Council Chair or staff. If any work intended to be permanent was performed, or is to be performed, the property owner must apply for a Certificate of Approval within 90 days after the emergency work is conducted in accordance with COA procedures, and the Historic District Council action shall supersede the emergency approval.

B. Emergency Demolition Procedures

1. The Building Official shall immediately notify the Community Development Director of cases where there are emergency conditions dangerous to life, health or property affecting a building or structure in a historic district or a building or structure that has been listed individually or deemed eligible for individual listing in the National Register, or a building over 45 years old. Notification to the Community Development Director shall consist of a written report from a Building or Code Enforcement Inspector describing the dangerous conditions, and any other documentation that the Community Development Director shall require.
2. The Community Development Director shall consult with Historic District Council staff and the Historic District Council Chair or HDC designee upon receipt of the statement or as soon as is practicably possible. The Director, staff, and the HDC Chair or HDC designee shall determine whether any additional information or documentation is needed. If so, the documentation or information shall be obtained by the Building Official. If not, or when requested information is received and

approved by staff and the HDC Chair or designee, the Building Official may order the dangerous conditions abated without a Certificate of Approval and without approval of the full HDC.

8.03.09 Appeals

- A. An applicant aggrieved by any decision of the HDC may appeal to the City Commission, with the exception of variances, which may be appealed to a court of record as outlined in Section 10.02.04(D).
- B. The petition shall be presented to the City Commission within thirty (30) days after the decision of the HDC; otherwise the decision of the HDC will be final.
- C. The request for an appeal shall be submitted in writing to the City Clerk, and the request shall state the basis for the appeal in clear and precise terms. The record on appeal shall consist of the record of the proceedings below (which shall be the minutes of the meeting, unless the person requesting the appeal provides a verbatim transcript at their cost) including the staff report and all other evidence presented by the City and the applicant. If either the City or the applicant desires to present new evidence, the matter may be referred back to the HDC for their review. When the record is complete, the City Clerk shall send a copy of the record and a notice of the hearing date to both parties. The parties shall receive a minimum of ten (10) days notice of hearing.
- D. An applicant may appeal a decision of the City Manager to the HDC. The applicant shall submit the appeal in writing and shall state the reasons for the appeal.

8.03.10 Enforcement; Penalties; Injunctive Relief

A. Enforcement

- 1. The City shall promptly stop any work attempted to be done without or contrary to a Certificate of Approval issued under this chapter.
- 2. Any sign or exterior illumination of walls, exterior roofs, or appurtenances of buildings displayed contrary to the provisions of this LDC shall be removed.
- 3. If the owner of the structure or building fails to correct the defects as outlined in this section, after knowledge of the existence of such defects has been brought to his attention, the owner shall be found in violation of this LDC, and shall be subject to a fine.

B. Penalty; restoration of building to former appearance

- 1. A violation of this LDC shall be a separate offense for each day or portion thereof during which any such violation continues to occur and each offense shall be punishable by a fine.
- 2. Any person who demolishes, alters, or constructs a building or structure in violation of this chapter shall be required to restore the building or structure and its site to its appearance prior to the violation. This civil remedy shall be in addition to and not in lieu of any civil or criminal prosecution and penalty.

8.03.11 Tax Exemptions for Historic Properties

Tax exemptions on City ad valorem taxes for qualifying projects are explained in the City Code of Ordinances, Chapter 74, Article V.

8.03.12 Severability

The provisions of these sections are declared to be severable and if any section, sentence, clause or phrase of these sections shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses and phrases of these sections, but they shall remain in effect.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

NR listed 1/29/90.

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Old Town Fernandina Historic Site

8 NA 238

other names/site number Original Town of Fernandina

2. Location

street & number Bounded by Marine, Towngate, Garden & Ladies Sts. N/A ☐ not for publicationcity, town Fernandina BeachN/A ☐ vicinitystate Floridacode FLcounty Nassaucode 089zip code 32034

3. Classification

Ownership of Property

☒ private☒ public-local☒ public-State☐ public-Federal

Category of Property

☐ building(s)☐ district☒ site☐ structure☐ object

Number of Resources within Property

Contributing

11111

Noncontributing

39 buildings sites structures objects39 Total

Name of related multiple property listing:

N/A

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official

Date

State Historic Preservation Officer/Bureau of Historic Preservation

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.☐ See continuation sheet.☐ determined eligible for the National
Register. ☐ See continuation sheet.☐ determined not eligible for the
National Register.☐ removed from the National Register.☐ other, (explain:) _____

Signature of the Keeper

Date of Action

1

☐ Original
☒ Update
 (give site#)



ARCHAEOLOGICAL SITE FORM FLORIDA MASTER SITE FILE

Version 2.2 3/97

Consult Guide to Archaeological Site Form for detailed instructions.

Site #8 NA 238NR
 Recorder Site#
 Field Date 10 / / 98
 Form Date 4 / 16 / 99

Site Name(s) Old Town Fernandina
 Project Name Old Town Monitoring
 Ownership: ☐ private-profit ☐ private-nonprofit ☐ private-individual ☐ private-unspecified ☒ city ☐ county ☐ state ☐ federal ☐ foreign ☐ Native American ☐ unknown
 USGS 7.5 Map Name & Date Fernandina Beach 1992 County Nassau
 Township 1N Range 28E Section 14 ☒ Check if Irregular Section; Qtr. Section (check all that apply): ☐ ONE ☒ NW ☐ SE ☐ SW
 Landgrant _____ Tax Parcel # (s) _____
 City / Town (# within 3 mi.) Fernandina Beach In Current City Limits? ☒ Yes ☐ No ☐ Unknown
 UTM: Zone ☐ 16 ☒ 17 Easting 4 5 6 3 8 0 Northing 3 3 9 5 0 0 0
 Address / Vicinity of / Route to From downtown Fernandina Beach, Drive North on 14th Street, Old Town
is on the west at the North end of the island, south of Fort Clinch State Park
 Name of Public Tract (e.g., park) _____

TYPE OF SITE (Check all choices that apply; if needed write others in at bottom)

SETTING *	STRUCTURES - OR - FEATURES *	FUNCTION *
☒ Land - terrestrial ☐ Cave/Sink - subterranean ☐ terrestrial ☐ aquatic ☐ intermittently flooded ☒ Wetland - palustrine ☐ usually flooded ☐ sometimes flooded ☐ usually dry	☐ aboriginal boat ☐ agnc/farm building ☐ burial mound ☒ building remains ☒ cemetery/grave ☐ dump/refuse ☐ earthworks ☐ fort ☐ midden ☐ mill unspecified ☐ mission ☐ mound unspecified ☐ plantation ☐ platform mound ☒ road segment ☒ shell midden ☐ shell mound ☐ shipwreck ☒ subsurface features ☒ surface scatter ☒ well	☐ none specified ☐ campsite ☐ extractive site ☐ habitation (prehistoric) ☐ homestead (historic) ☐ farmstead ☒ village (prehistoric) ☒ town (historic) ☐ quarry

HISTORIC CONTEXTS (Check all that apply; use most specific subphases; e.g., if Glades Ia only, don't also use Glades I)

Aboriginal *	Nonaboriginal *
☐ Alachua ☐ Archaic, Early ☐ Archaic, Middle ☒ Archaic, Late ☐ Archaic unspecified ☐ Belle Glade I ☐ Belle Glade II ☐ Belle Glade III ☐ Belle Glade IV ☐ Belle Glade unspcified ☐ Cades Pond ☐ Deptford ☐ Englewood ☐ Fort Walton ☐ Glades Ia ☐ Glades Ib ☐ Glades I unspcified ☐ Glades IIa ☐ Glades IIb ☐ Glades IIc ☐ Glades II unspcified ☐ Glades IIIa ☐ Glades IIIb ☐ Glades IIIc ☐ Glades III unspcified ☐ Glades unspcified ☐ Hickory Pond ☐ Leon-Jefferson ☐ Malabar I ☐ Malabar II ☐ Manasota ☐ Mount Taylor ☐ Norwood ☒ Orange ☐ Paleoindian ☐ Pensacola ☐ Perico Island ☐ Safety Harbor ☐ Seminole: 2d War To 3d ☐ Seminole: 3d War On ☐ Seminole unspecified ☐ Swift Creek, Early ☐ Swift Creek, Late ☐ Swift Creek, unspecified ☐ Transitional ☐ Weeden Island I ☐ Weeden Island II ☐ Weeden Island unspcified ☐ Prehistoric nonceramic ☐ Prehistoric ceramic ☐ Prehistoric unspecified	☐ First Spanish 1513-99 ☐ First Spanish 1600-99 ☐ First Spanish 1700-1763 ☒ First Spanish unspecified ☒ British 1763-1783 ☒ Second Spanish 1783-1821 ☒ American Territorial 1621-45 ☒ American Civil War 1861-65 ☒ American 19th Century ☒ American 20th Century ☐ American unspecified ☐ African-American

☐ Other: (Less common phases are not check-listed. For historic sites, also give specific dates if known.) _____

* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (data are "coded fields" at the Site File).

SURVEYOR'S EVALUATION OF SITE

Potentially eligible for a local register? ☒ Yes: name register at right ☐ No ☐ Insufficient info Name of local register if eligible: _____
 Individually eligible for National Register? ☒ Yes ☐ No ☐ Insufficient info
 Potential contributor to NR district? ☒ Yes ☐ No ☐ Insufficient info
 Explanation of Evaluation (Required if evaluated; limit to 3 lines; attach full justification) While the current NR listing for 8NA238
Specifies a short time period (ca. 1811-1821) the site is also a multicomponent
archaeological site of considerable prehistoric and historic significance.
 Recommendations for Owner or SHPO Action _____
 List archaeological components as NR eligible and conduct further work. _____

DHR USE ONLY OFFICIAL EVALUATIONS DHR USE ONLY

NR DATE _/_/_	KEEPER-NR ELIGIBILITY: ☒ Yes ☐ No	Date _/_/_
DELIST DATE _/_/_	SHPO-NR ELIGIBILITY: ☒ Yes ☐ No ☐ potentially elig. ☐ Insufficient info.	Date 2/3/99
	LOCAL DESIGNATION: _____	Date _/_/_
	Local office _____	
National Register Criteria for Evaluation ☐ a ☐ b ☐ c ☐ d (See National Register Bulletin 15, p. 2)		

ARCHAEOLOGICAL SITE FORM

Site #8 NA238NR

Consult Guide to Archaeological Site Form for detailed instructions

FIELD METHODS (Check one or more methods for detection and for boundaries)

SITE DETECTION*

- ☐ no field check ☐ exposed ground ☐ screened shovel
☒ literature search ☐ posthole digger
☐ informant report ☐ auger-size: _____
☐ remote sensing ☐ unscreened shovel

Other methods; number, size, depth, pattern of units, screen size (attach site plan)

SITE BOUNDARIES*

- ☐ bounds unknown ☐ remote sensing ☐ unscreened shovel
☒ none by recorder ☐ insp exposed ground ☐ screened shovel
☐ literature search ☐ posthole tests ☐ block excavations
☐ informant report ☐ auger-size: _____ ☐ estimate or guess

SITE DESCRIPTION

Extent Size (m²) 36AC Depth/stratigraphy of cultural deposit A layer of shell covers much of the site; Below that a number of features intrude into sterile soil to depths of one meter or more.

Temporal Interpretation* - Components (check one): ☐ single ☐ prob single ☐ prob multiple ☒ multiple ☐ uncertain ☐ unknown
 Describe each occupation in plan (refer to attached large scale map) and stratigraphically. Discuss temporal and functional interpretations: Prehistoric and historic remains cover a 36 acre area. Further work in the form of mechanical stripping is needed to fully interpret site extent.

Integrity Overall disturbance: ☐ none seen ☐ minor ☐ substantial ☐ major ☐ redeposited ☐ destroyed-document ☒ unknown
 Disturbances/threats/protective measures Houses have been built across the site, and upper soil is mixed in many areas.

Surface: area collected 36ac. m² # collection units _____; Excavation: # noncontiguous blocks _____

ARTIFACTS

Total Artifacts # 1000 (C)ount or (E)stimate? Surface # 250 (C) or (E) Subsurface # 750 (C) or (E)

COLLECTION SELECTIVITY*

- ☐ unknown ☐ unselective (all artifacts)
☒ selective (some artifacts)
☐ mixed selectivity

SPATIAL CONTROL*

- ☐ uncollected ☒ general (not by subarea)
☐ unknown ☐ controlled (by subarea)
☐ variable spatial control

☐ Other _____ARTIFACT CATEGORIES* and DISPOSITIONS* (example: A bone-human)

Pick exactly one code from Disposition List ⇒ ⇒ ⇒ ⇒

- A bone-animal _____ exotic-nonlocal
A bone-human S glass
 _____ bone-unspecified A lithics-aboriginal
 _____ bone-worked S metal-nonprecious
S brick/building debris A metal-precious/coin
S ceramic-aboriginal O shell-unworked
S ceramic-nonaboriginal A shell-worked
 _____ daub _____ Others: _____

Disposition List*

- A - category always collected
S - some items in category collected
O - observed first hand, but not collected
R - collected and subsequently left at site
I - informant reported category present
U - unknown

Artifact Comments see Smith 1998DIAGNOSTICS (Type or mode, and frequency: e.g., Suwanee ppk, heat-treated chert, Deptford Check-stamped, ironstone/whiteware)

- | | | |
|--|---------------------------------------|--|
| 1. <u>St. Johns, various</u> N= _____ | 5. <u>Whiteware</u> N= _____ | 9. <u>1710 Spanish Maravedi</u> N= <u>1</u> |
| 2. <u>Creamware</u> N= _____ | 6. <u>Deptford</u> N= _____ | 10. <u>1821 Russian 20 Kopek</u> N= <u>1</u> |
| 3. <u>Pearlwares, various</u> N= _____ | 7. <u>Tallahassee PPK</u> N= <u>1</u> | 11. <u>1733 Spanish Reale</u> N= <u>1</u> |
| 4. <u>Stonewares</u> N= _____ | 8. <u>Olive Jar</u> N= _____ | 12. <u>1790 Netherlands Copper</u> N= <u>1</u> |

ENVIRONMENT

Nearest fresh water type* & name (incl. relict source) spring Distance (m)/bearing South edge
 Natural community (FNAI category* or leave blank) _____
 Local vegetation mixed woodland
 Topography* bluff Min Elevation 5 meters Max Elevation 6 meters
 Present land use residential
 SCS soil series Kureb Soil association Kureb -Fripp -Newhan

FURTHER INFORMATION

Informant(s): Name/Address/Phone/Email Greg C. Smith, ESI, 8711 Perimeter Park Blvd., Jax., FL 32216

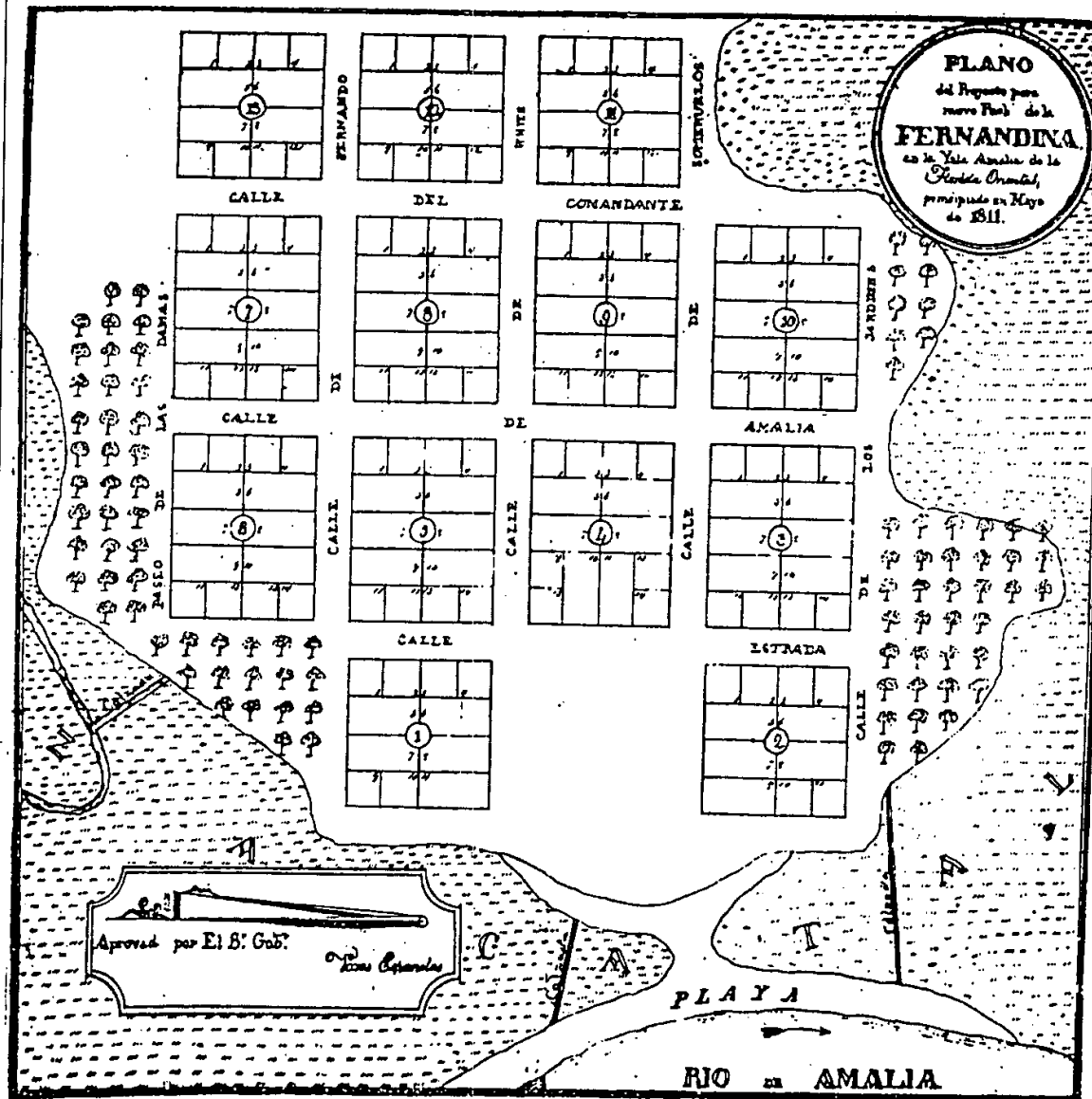
Describe field & analysis notes, artifacts, photos. For each, give type* (e.g., notes), curating organization*, accession #s, and short description.
All at ESI Jacksonville

Manuscripts or Publications on the site (Use continuation sheet, give FMSF# if relevant) Smith, Greg C. - Archaeological Monitoring in Old Town (8NA238), Fernandina Beach, Nassau County, Florida
Griffin and Steinback 1991

Recorder(s): Name/Addr./Phone/Email Greg C. Smith, ESI

Affiliation* or FAS Chapter _____

* Consult Guide to Archaeological Site Form for preferred descriptions not listed above (data are "coded fields" at the Site File).



Original 1811 Plot for the City of Fernandina



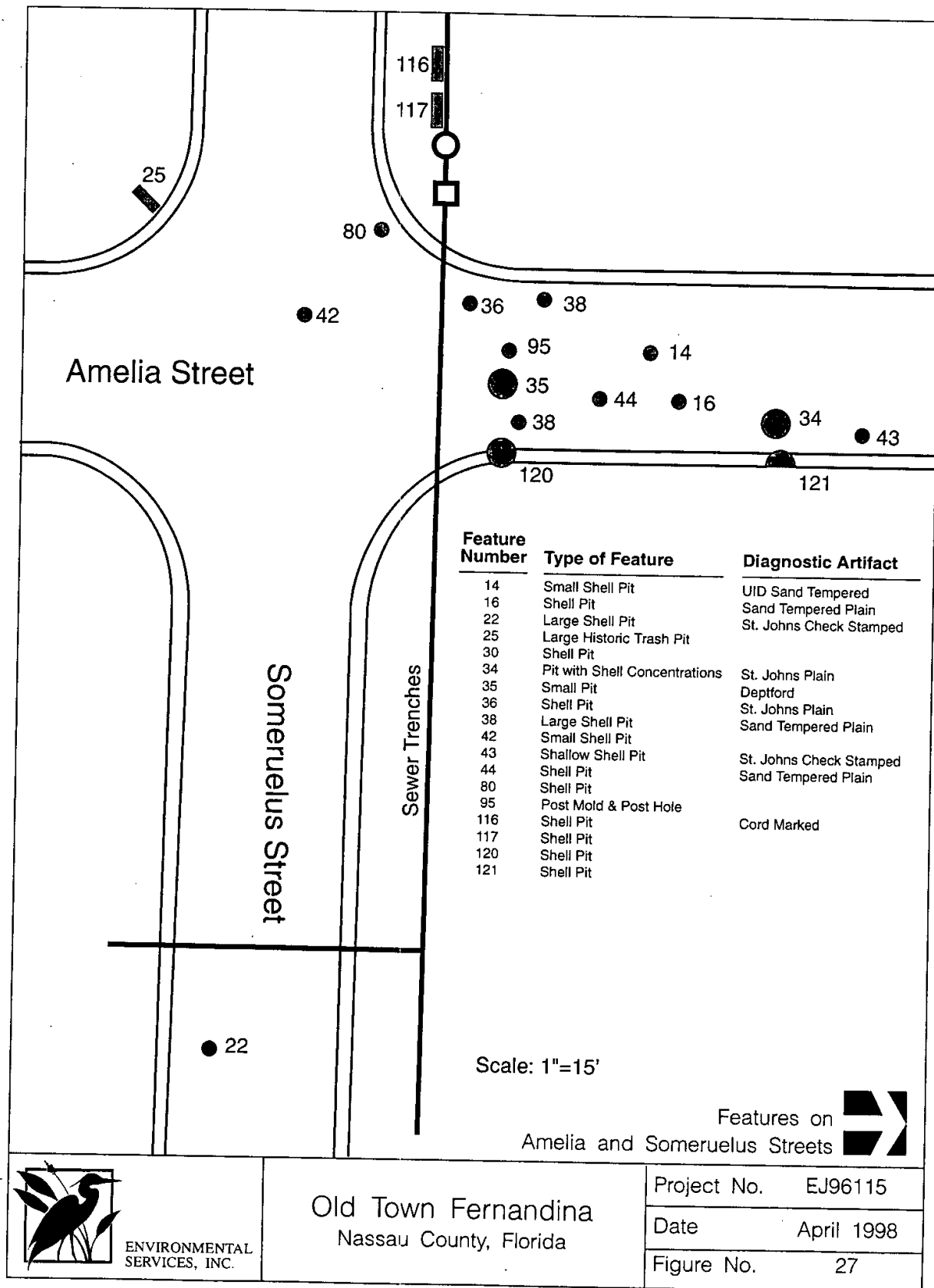
**ENVIRONMENTAL
SERVICES, INC.**

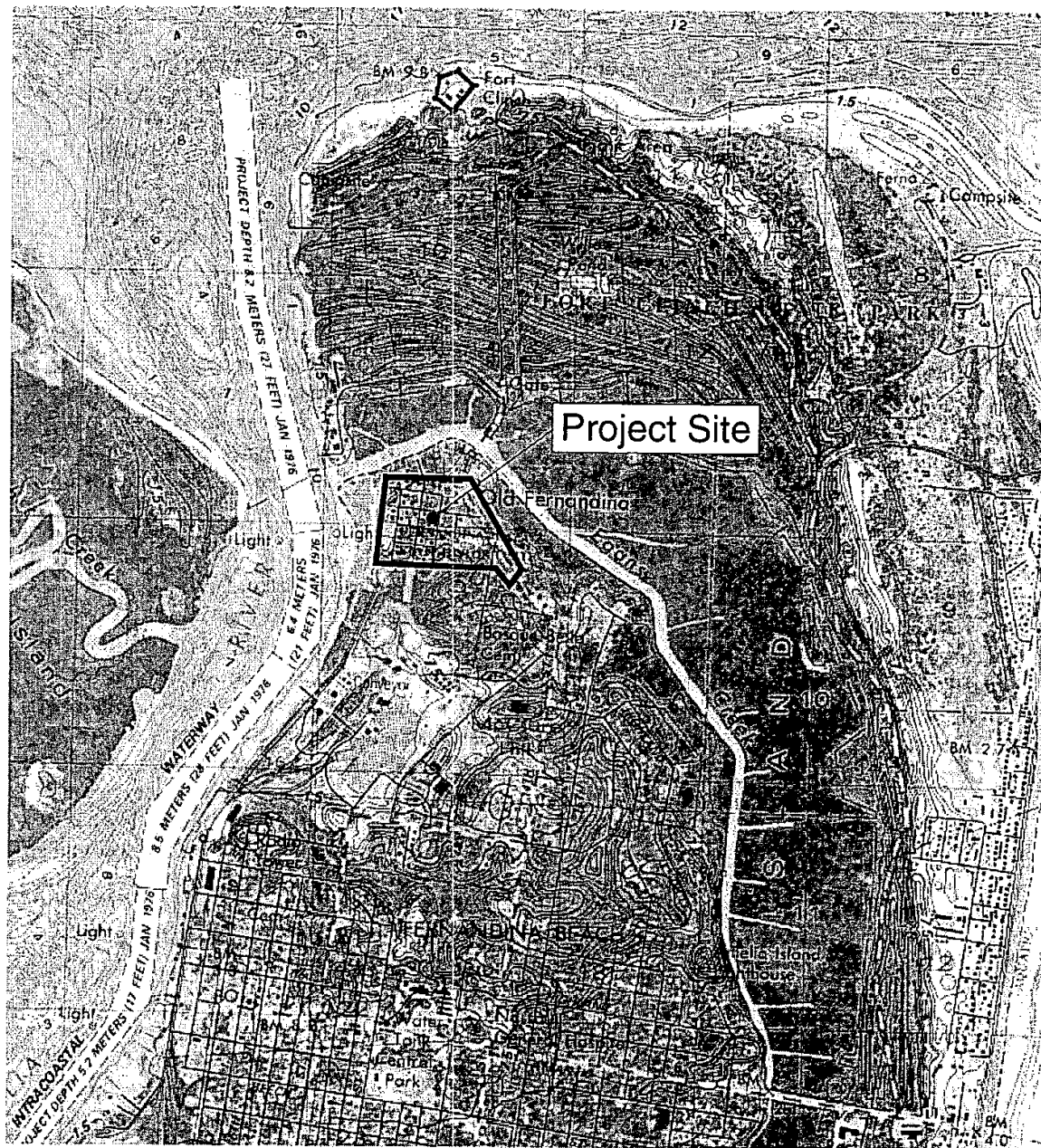
Old Town Fernandina
Nassau County, Florida

Project No.	EJ96115
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Date May 1998

Figure No. 3





Source: U.S.G.S. Topographical Survey, Fernandina Beach, FL., Quadrangle (1992)
Scale 1"=2000'

Location/Topographical Map



ENVIRONMENTAL
SERVICES, INC.

Old Town Fernandina
Nassau County, Florida

Project No. EJ96115

Date May 1998

Figure No. 1



1. Original Town of Fernandina Archaeological Site
2. Fernandina Beach (Nassau County), Florida
3. Historic Property Associates, Inc.
4. 1986
5. Historic Property Associates, Inc.
6. Plaza Lot Looking West Toward Amelia River
7. Photo No. 1 of 13



1. Shore line, Amelia River
2. Plaza vicinity, Fernandina Beach (Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Facing north toward Egan's Creek.
7. Photo No. 2 of 13



1. Egan's Creek
2. Egan's Creek, Fernandina Beach (Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Facing west, north boundary of site.
7. Photo No. 3 of 13



1. Ladies Street
2. Ladies Street, Fernandina Beach (Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Facing east, vicinity of blockhouse.
7. Photo No. 4 of 13



5

1. Estrada Street
2. Estrada Street, Fernandina Beach
(Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration
Foundation.
6. Facing north, south side of plaza.
7. Photo No. 5 of 13



1. Shell midden
2. Ladies Street, Fernandina Beach (Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Shell midden near site of blockhouse.
7. Photo No. 6 of 13



1. White Street
2. White Street, Fernandina Beach (Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Facing west toward Old Town.
7. Photo No. 7 of 13



1. Ladies Street
2. Ladies Street, Fernandina Beach (Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Facing west, near north boundary of site.
7. Photo No. 8 of 13



1. Garden Street
2. Garden Street, Fernandina Beach
(Nassau County), Florida.
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration
Foundation.
6. Facing east, near south boundary of site.
7. Photo No. 9 of 13



1. 14th Street
2. 14th Street, Fernandina Beach (Nassau County), Florida
3. Paul Weaver.
4. 1986
5. Fernandina-Amelia Island Restoration Foundation.
6. Facing north, near east boundary.
7. Photo No. 10 of 13

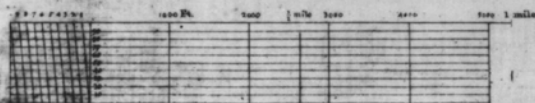
MAP
OF
CUMBERLAND SOUND
AND
AMELIA BAR

SURVEYED BY

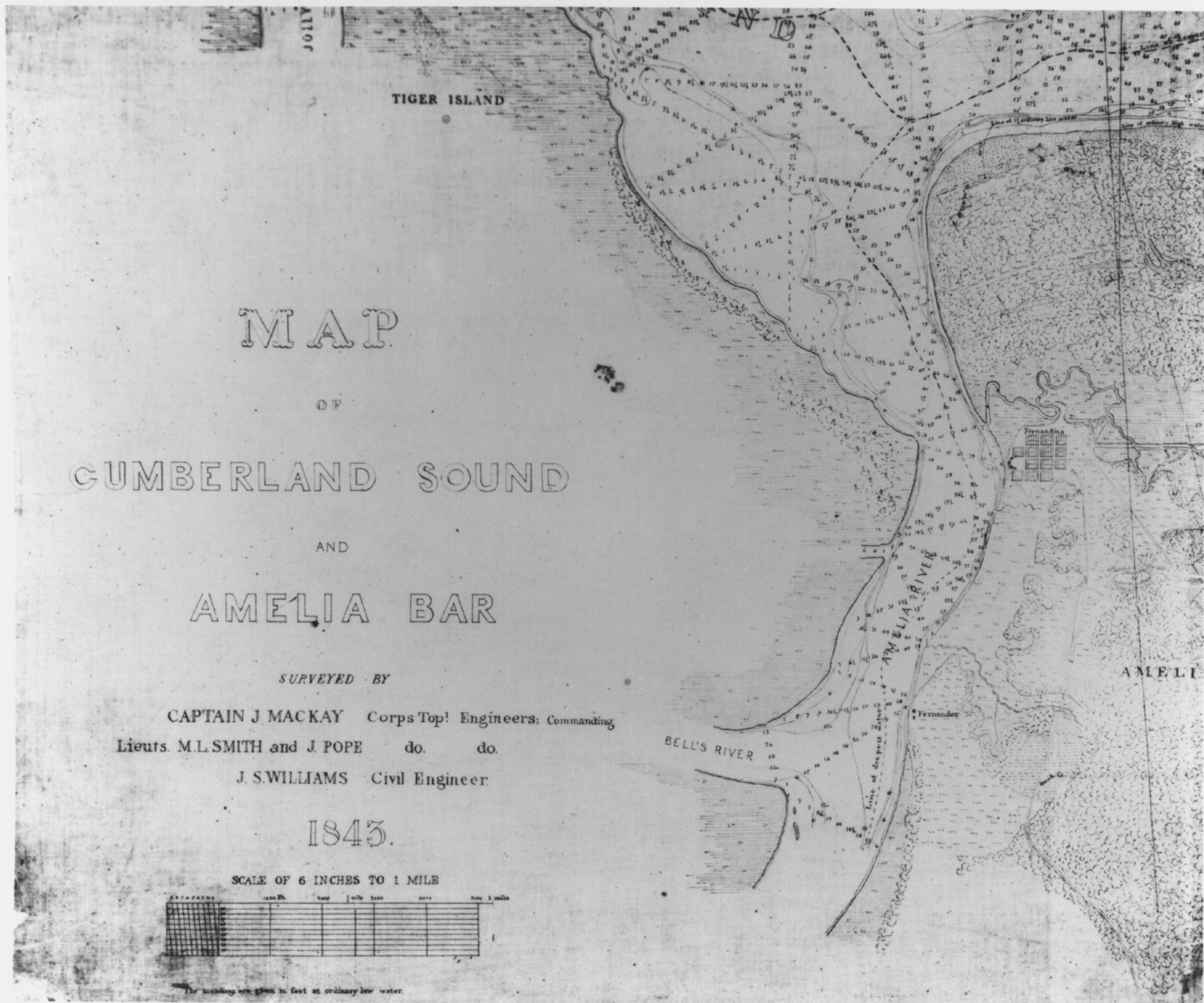
CAPTAIN J MACKAY Corps Top! Engineers: Commanding
Lieuts. M.L. SMITH and J. POPE do. do.
J. S. WILLIAMS Civil Engineer:

1843.

SCALE OF 6 INCHES TO 1 MILE



The soundings are given in feet at ordinary low water.



1. Original Town of Fernandina Archaeological Site
2. Fernandina Beach (Nassau County), Florida
3. Historic Property Associates, Inc.
4. 1986
5. Historic Property Associates, Inc.
6. Mackay's Map of Amelia Island Showing the Town of Fernandina
7. Photo No. 11 of 13



1. OLD TOWN
2. FERNANDINA BEACH
(NASSAU COUNTY), FLORIDA.
3. NONE
4. C. 1821
5. FERNANDINA-AMELIA ISLAND
RESTORATION FOUNDATION
6. MAP OF OLD TOWN SHOWING
FT. SAN CARLOS
7. PHOTO NO. 2 OF 6



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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TIDE TABLE
CITY OF ST. MARYS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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C E D A D V

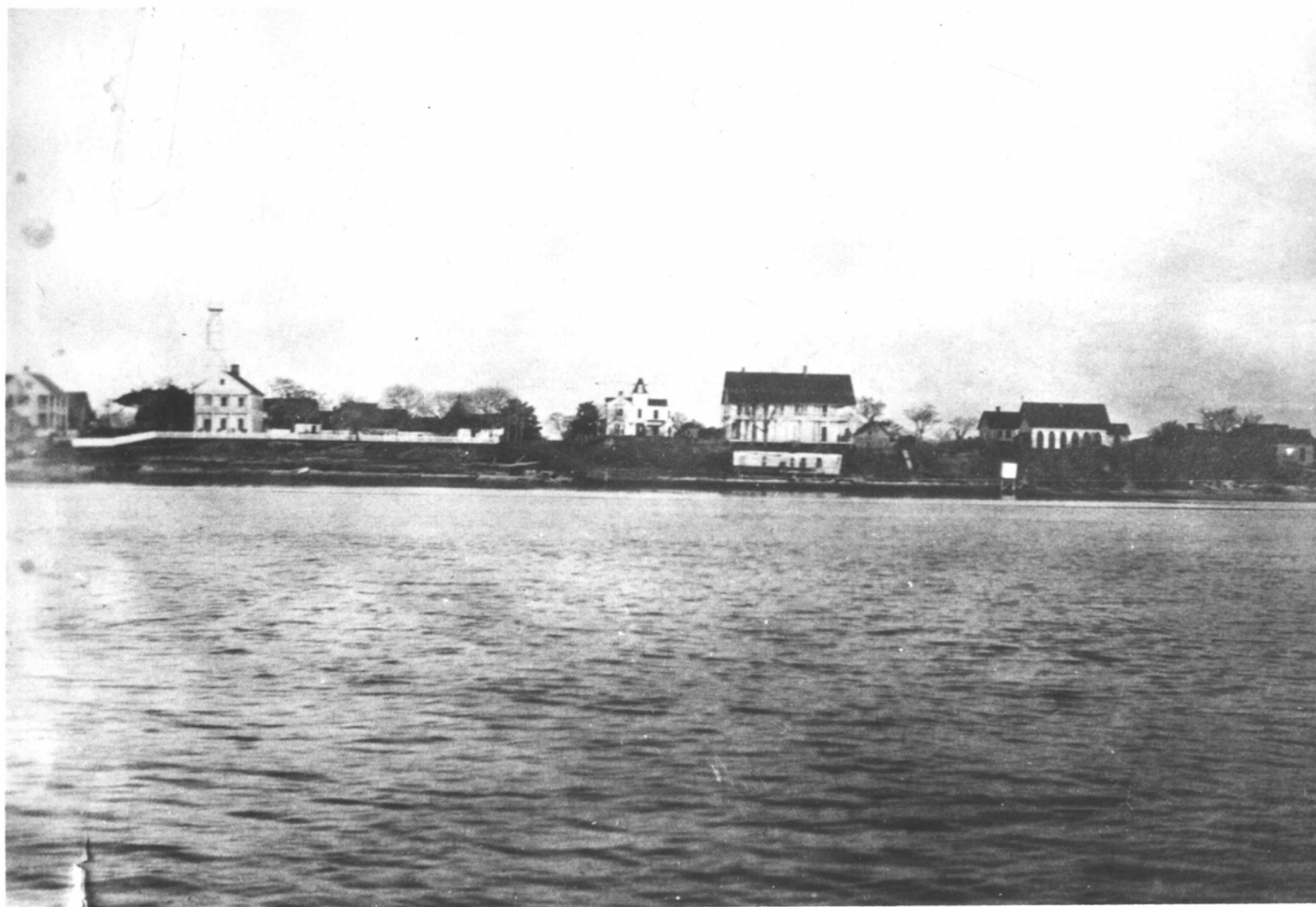
1. OLD TOWN
2. FERNANDINA BEACH
(NASSAU COUNTY), FLORIDA.
3. NONE
4. 1841
5. FERNANDINA-AMELIA ISLAND
RESTORATION FOUNDATION
6. MAP OF OLD TOWN SHOWING
FT. SAN CARLOS, BLOCK-
HOUSE, TOWN PLAN
7. PHOTO NO. 3 OF 6

1. Original Town of Fernandina Archaeological Site
2. Fernandina Beach (Nassau County), Florida
3. Historic Property Associates, Inc.
4. 1986
5. Historic Property Associates, Inc.
6. 1811 Plan of Fernandina
7. Photo No. of



1. Original Town of Fernandina Archaeological Site
2. Fernandina Beach (Nassau County), Florida
3. Historic Property Associates, Inc.
4. 1986
5. Historic Property Associates, Inc.
6. House on Someruelos Street
7. Photo No. of





United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Original Town of Fernandina Historic Site
other names/site number Old Town

2. Location

street & number N/A N/A ☐ not for publication
city, town Fernandina Beach ☐ vicinity
state Florida code 012 county Nassau code 089 zip code

3. Classification

Ownership of Property

- ☐ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

- ☐ building(s)
☐ district
☒ site
☐ structure
☐ object

Number of Resources within Property

Contributing	Noncontributing
	buildings
	sites
	structures
	objects
	Total

Name of related multiple property listing:

Number of contributing resources previously
listed in the National Register

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☐ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National
Register. ☐ See continuation sheet.
☐ determined not eligible for the
National Register.

- ☐ removed from the National Register.
☐ other, (explain:)

6. Function or Use

Historic Functions (enter categories from instructions)

Domestic/ single dwelling/ village site
Defense/ military facility
Landscape/ plaza

Current Functions (enter categories from instructions)

Domestic/ single dwelling
Landscape/ park

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

foundation

walls

roof

other

Describe present and historic physical appearance.

9. Major Bibliographical References

NA-89

NA238

See Continuation Sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

☒ See continuation sheet

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property 36 apprx.

UTM References

A	Zone	Easting	Northing
	17	456260	3395260

B	Zone	Easting	Northing
	17	456720	3395200

D	Zone	Easting	Northing
	17	456220	3394880

N/A ☐ See continuation sheet

Verbal Boundary Description _____

See Continuation Sheet

☒ See continuation sheet

Boundary Justification _____

See Continuation Sheet

☒ See continuation sheet

11. Form Prepared By

name/title W. Carl Shiver, Historic Sites Specialistorganization Bureau of Historic Preservationdate 12-12-89street & number 500 South Bronough Streettelephone (904) 487-2333city or town Tallahasseestate Floridazip code 32399-0250

7. Description

The Original Town of Fernandina Archaeological Site encompasses the greater part of the Old Town subdivision of the city of Fernandina Beach, Florida, which is the seat of Nassau County. Old Town is located north of the city, near the north end of Amelia Island, on a small peninsula formed by the confluence of Egans Creek on the north and east and the Amelia River on the west. North of Egans Creek and its surrounding marshes is Ft. Clinch State Park, the principal feature of which is a Civil War era masonry fort that overlooks the entrances of the St. Marys and Amelia rivers to the Atlantic Ocean. South of Old Town is another marsh and an industrial plant that separates the earlier community from present-day Fernandina.

The site comprises 30 city blocks, including the Plaza Lot (the site of Ft. San Carlos) and 11 city streets, an area of about 44 acres in all. Excluded from the nomination are the city cemetery and those lots along the Amelia River west of the Plaza lot. The cemetery was enlarged to abut the town after 1821 and the river lots were the result of extensive fill after 1811 that have been subject to vast alterations as a consequence of changes in the course of the Amelia River and the erosion from rainwater runoff.

The present plan of Old Town reflects the original plat of the town in 1811 and its subsequent enlargement in 1821. It consists of a regular grid of streets, most of which are presently unpaved, framing square blocks. There are no buildings or substantial above ground structures dating prior to the establishment of the new town of Fernandina further south in 1853. Visible, however, are oyster shells and occasional pot sherds and other minor artifacts from the Indian habitations that preceded the establishment of the town.

Archaeological excavations in 1950 and 1963 uncovered a number of aboriginal sites, including burials and campsites, and the subsurface remains of Ft. San Carlos, constructed in 1816 and abandoned ca. 1821. There was no systematic attempt to document house sites or the locations of churches and other important buildings.

There are 42 buildings in Old Town, all but two of which are residences. As no early visual representations of Fernandina are available, the exact locations of buildings dating prior to 1853 can only be determined by archaeological investigation and, to some extent, reference to Spanish Land Grant records. None of the existing structures are thought to date from the ~~historic~~ *historic period of significance*.

In 1821 the town consisted "of about forty houses, built of wood, in six street, regularly intersecting each other at right angles, having rows of trees (Pride of India) and a square, with a small fort of eight guns, fronting the water. Several of these houses are two stories high, with galleries, and form a handsome appearance." (James Grant Forbes, 1821).

The 1963 excavations indicated that some of the "shell midden" features interpreted as in situ aboriginal deposits in the earlier 1951 tests were in fact the result of land modification in the Spanish period, and particularly during the construction of the Fort San Carlos earthworks. There were, however, undisturbed features dating from prehistoric archeological periods from the fiber-tempered pottery Orange Period (2000-500 B.C.) through the intervening St. Johns/Savannah periods and into the contact period San Marcos (or Mission) Period. Pre-nineteenth century occupation of the Plaza Lot area, which is the only part of the site which has been adequately tested, would appear to have been intermittent and somewhat sparse, rather than the result of established villages (Smith and Bullen 1971:34). Nevertheless, prehistoric and contact period cultural remains are to be expected in isolated features almost anywhere within the site boundaries, and the presence of more substantial prehistoric or mission period occupations elsewhere within the boundaries of the town cannot be ruled out. The same may be said for occupation during the British Period (1763-1784). (see supra for comment on possible mission site.)

The major disturbance to the site has been the erosion of the bluff edge on the west side of the site. As demonstrated by the archeology at Fort San Carlos, this has been substantial, leading to the loss of a considerable part of the fort. Early maps show the fort as located on a protruding bulge of the bluff, and it is this protrusion which has seen the major erosional reduction. While natural erosion must be considered as the major cause, Smith and Bullen noted a ten foot lateral reduction between 1951 and 1963 which they blamed largely on the undercutting of the face by human agents, probably pot-hunters or souvenir hunters.

As noted, the major part of the site has suffered primarily from the natural development and use of the area as a townsite. It is believed that this source of disturbance is not greater than other occupied communities, and considerably less than many.

Except for the portions of the site already lost, the natural and human actions have not impacted the resource in a manner detrimental to productive and important research.

List of Non-contributing Properties in Old Town

1. Amelia Street

22
24

2. Commandant Street

406

3. Estrada Street

18
106
107
212
514

4. Garden Street

920
922

5. Ladies Street

713
715
811
902
1012

6. Marine Street (0)

7. New Street

109
503

8. San Fernando Street

712
714
801
803
808
818
900
910

9. Someruelos Street

801
822
902
910
911

10. Towngate Street (0)

11. White Street

801
803
900
917
919
1001
1002
1011
1132

12. Fourteenth Street*

1615
1620

* N o t a h i s t o r i c s t r e e t

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☐ C ☒ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Archaeology --
"
" Historic - Non-Aboriginal
Exploration/ Settlement
Community Planning and Development

Period of Significance

1811-1821

Significant Dates

1811

Cultural Affiliation

Architect/Builder

Significant Person

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SIGNIFICANCE

The Old Town of Fernandina Archaeological Site fulfills criteria A, and C, and D for listing in the National Register of Historic Places. It is significant in the area of historic archaeology, community planning, and exploration and settlement. Fernandina was the last community officially established by the Spanish in North America (1811). After Florida was ceded to the United States by Spain in 1821, Old Fernandina became the seat of Nassau County (1824), finally being abandoned for the site of what is now Fernandina Beach. Through archaeological investigations conducted in 1950 and 1963, the area has yielded, and promises to yield in future surveys, important information about the history of the area.

What appears to be the earliest historical record of what was to become the town of Fernandina is a reference by Pedro de Arcos in his 1675 list of Spanish missions of Guale (Georgia and the Carolinas) and Mocama (Amelia Island) to a village of about 50 pagan Yamassee Indians located near what is now known as the Plaza Lot. This same settlement is mentioned in a letter of the same year written by Bishop Calderon to the Queen of Spain. Arcos also referred to the Franciscan mission of Santa Maria, at that time located about 2 1/2 miles south of the Yamassee village. The mission, however, may have earlier been located near the Plaza Lot and moved to its new location, as a more defensive position, because of British pressure on Spanish settlements and missions in the Guale region.¹

At that time there was a fort associated with the Santa Maria mission and an advance guardpost located at the Plaza Lot. Both the mission and fort, called the "Town of St. Mary's" and the "sentinel house" at the Plaza Lot were noted in 1696 by Jonathan Dickinson, who was among a party of Quakers that were shipwrecked on the coast of Florida during a voyage to Philadelphia from the Bahamas. Dickinson's Journal gives an account of what the group saw when transported along the inland waterway by the Spanish.² Six years later, the British sent a military expedition, led by Governor James Moore of South Carolina, against the Spanish missions and settlements north of St. Augustine. The mission of Santa Maria and the guardhouse at the Plaza Lot were burned and the inhabitants of Amelia Island forced to flee to the safety of St. Augustine.³

The Spanish did not bother to reoccupy Amelia Island when the British withdrew. It was still abandoned in 1732 when James Oglethorpe and his associates began formally establishing their Georgia Colony. On a trip south in 1736, Oglethorpe visited Amelia Island, to which he gave its present name, and established an advance garrison at the Plaza Lot, providing the troops with boats with which to patrol the Amelia and St. Marys rivers. The men also built a small palisade mounting eight guns which overlooked the Amelia River. The garrison was withdrawn in 1742, and Amelia Island once again was left deserted until Florida officially became a British colony as a result of the Seven Years War.⁴

14238

More familiar to Americans as the French and Indian War (1754-1760), the conflict was the final phase of a century-long struggle between France and England for colonial and commercial supremacy in North America. Florida played little direct role in the war itself, but became a pawn in international politics when it came time to make peace. In the Treaty of Paris (1763), England took Canada from the French and Spain received France's trans-Mississippi lands (Louisiana Territory). Spain also exchanged Florida for the city of Havana, Cuba, which had been captured by the British during the war.⁵

Early during the British colonial period, Amelia Island was acquired by John Perceval, the Earl of Egmont, who established a plantation and the site of "Egmont Town" on the north end of the island. A map drawn in 1769 labeled the plan as "new settlements and new town laid out in streets 66 feet wide and building lots 66 by 132 feet each."⁶ In 1770, the surveyor-general of the southern colonies, William Gerad de Brahm, published his survey, which included Amelia Island. At the site of Old Town de Brahm showed a north-south oriented plat and labeled it "Egmont Town," described as having been laid out that year by the Earl of Egmont. Egmont, however, died the same year, and although British subjects settled on small farms within the town area, no attempt was made to have construction conform to Egmont's plan. This earlier plat was similar to the later Spanish town site in one important respect: it set aside the Plaza Lot as a public area, probably for the construction of a fort.⁷

At the end of the American Revolutionary War in 1783, Florida once again passed into Spanish hands. Many British subjects departed Florida for England's West Indian colonies, but a number of persons remained, including inhabitants of Amelia Island, by virtue of declaring allegiance to the Spanish Crown. Little change happened at "Egmont Town" at first, but in 1807 the community experienced a spurt of growth when the United States proclaimed the Embargo Act, closing its ports to foreign shipping. Located on the American border, the small port quickly became an important avenue of exchange of goods entering and leaving the United States.⁸

By 1811, the town had grown sufficiently to move the Spanish government to officially establish the Town of Fernandina. It was laid out and organized around a classical Spanish grid plan. Fernandina became, therefore, the last Spanish colonial town founded in North America, the honor previously going to Los Angeles, California, in 1781. The design provided for the construction of important buildings facing onto the Plaza Lot, such as the town hall, customs house, the mayor's or commandant's house, the church, and important commercial buildings. Houses which already occupied the town site were ordered moved to conform to the new plat, the inhabitants receiving an additional lot or half lot adjacent to their property as a reward for doing so.⁹

The town had been without any defense works since the small fort on the Plaza Lot had been abandoned by Oglethorpe's garrison in 1742. Of this nothing remained, nor were there any useful remnants of Ft. Tonyn.¹⁰ A new battery was constructed on the Plaza Lot about 1801. It

consisted of a few houses and some cannon facing the Amelia River, but had no defensive walls. Thus the town had little protection when American "patriots" sought to seize East Florida by force in order to annex it to the United States, a tactic that had been successfully used in West Florida (now the southern part of Alabama and Mississippi) two years earlier. On May 17, 1812, the independent military force seized Fernandina without firing a shot and remained in Fernandina for a year, but were unable to achieve their aim.¹¹

Upon the departure of this foreign force, Spain immediately reasserted its authority over Fernandina and Amelia Island, and began construction of Ft. San Carlos on the Plaza Lot, which was completed in 1816. It had a semi-octagonal plan and consisted of earthworks and wooden palisades. Its walls supported a terreplein eight feet high and four feet wide and contained a number of buildings, including storehouses, the commandant's quarters, and enlisted men's barracks. Its major armament faced the Amelia River. These new works, however, proved as ineffective as earlier defenses when the town was captured on June 29, 1817 by the privateer Gregor MacGregor, who was acting under a commission from the government of Mexico, which remained at hostilities with Spain since declaring its independence in 1810. MacGregor declared Florida independent of Spain and hoisted the "Green Cross of Florida" flag over the fort.¹²

MacGregor departed Fernandina two months later, leaving his forces under the command of Jared Irwin, one of his officers. Jared was joined in September by Luis Aury, another privateer commanding the brig Mexican Congress. He took over command from Irwin and declared Amelia Island to be a possession of the Republic of Mexico and replaced the "Green Cross of Florida" with the Mexican flag.¹³

The Spanish protested to the United States about the disorder along its southern border and the involvement of American citizens in the capture of Fernandina. The U.S. responded by landing troops on Amelia Island on December 23, 1817 and persuaded Aury to surrender without opposition. Fernandina was made the seat of newly created Nassau County and the town was incorporated the same year. The community, however, failed to prosper, and between 1835 and 1840 the county seat was moved to a new location. Ft. San Carlos was abandoned, and construction began on Ft. Clinch on the north shore of Amelia Island in 1847. In 1853, the town site was moved further south, so the newly incorporated Florida Railroad could avoid laying track across the marshes surrounding Old Fernandina. Most of the inhabitants moved to the new city, and today nothing survives from the pre-1853 period except archaeological remains and the plan of the town, which is still evident in the streets of the subdivision where one finds less than fifty structures.¹⁵

The original town of Fernandina is nationally significant in the area of exploration settlement because of its association with Spanish conquest and settlement in the Western Hemisphere. It was the last town founded by the Spanish in North America. Furthermore, it is possibly the last Spanish town established in the western hemisphere,

apart from perhaps Cuba and Puerto Rico. Historians of Spanish town planning previously credited Los Angeles, California, founded in 1781, with being the last town in North America laid out by the Spanish. Documentation recently uncovered in the East Florida Papers, however, clearly establishes that a plan for Fernandina was prepared and implemented in 1811, nearly thirty years later. Beginning January 1, 1811, the town was known as Fernandina in honor of Ferdinand VII, the King of Spain at that time.

Beyond its association with an important historical event, the Town of Fernandina fulfills Criteria C because of its significance in the area of town planning. It embodies the urban design concepts of Spanish town founders and planners operating in the New World during the colonial period. Spanish towns in the New World have long been recognized as significant to urban history. To a far greater degree than any other colonial power, the Spanish followed a system of land settlement and town planning formalized in written rules and regulations. Old Town Fernandina embodies significant features of Spanish towns through its grid-iron layout, its orientation, its central plaza, and the regularity of its streets, blocks and lots.

The site of Spanish Fernandina fulfills criteria D because of its proven and potential archaeological significance. The town plan of Spanish Fernandina is remarkably preserved in the present streets, blocks and lots of Oldtown. Confirmatory excavation has occurred only on the Plaza Lot at the site of Fort San Carlos. Here, archeological remains of the fort were found which match the plan and location of the fort on early nineteenth century maps. The accompanying sketch map (...) indicates other portions of the town in which surface indications, either of construction remnants or artifactual scatter, provide evidence of earlier occupations. Also indicated as potentially important areas are the location of the towngate and the north and south blockhouses. These indications are widespread over the blocks of the early town.

As noted, about forty houses of wood stood on the site in 1821. This is the approximate number of existing structures on the site. While none of the existing structures are believed to be survivors of the Spanish town, some of them, at least, may occupy the same sites. Barring evidence to the contrary, the wooden houses of Fernandina probably were raised above the ground surface on piers. This would be in contrast to the stone and tabby floor tradition of earlier St. Augustine, and would result in a quite different archaeological situation insofar as architectural remains are concerned. Wells, trash pits, privies, and fences, along with sheet refuse deposits constitute other probable non-architectural features.

The archaeological potential of Fernandina Oldtown is considerable and significant, based on the following considerations. The amount of construction subsequent to Spanish times is relatively sparse, and of such a nature as to have caused limited disturbance of previous occupation. Long-term archaeological projects in nearby areas such as

St. Augustine have shown that very important information can be secured by careful work even in areas with a record of over 400 years of use. In Fernandina Oldtown closed features of restricted temporal periods which can possibly be associated with varied cultural and economic groups are to be expected.

The archaeological significance of the Fernandina Oldtown site as an area of potential research lies in its relatively short time span (as compared for example to St. Augustine) and the opportunity it provides to recover and analyze the material remains of such a multi-cultural community. On this site should be located features relating to Hispanic, Anglo and mixed households in a Spanish colony on the very border of the new United States. There should be evidences of Spanish, American and privateer military occupation. It was the site of smuggling and illegal slave shipment to the United States. In many ways Fernandina provides an unusual, if not unique, opportunity to formulate a series of hypotheses relating to fluid culture contact and interaction. The resulting data should provide particular cultural historical information, and data for the examination of culture change, culture contact, and the processes involved.

Footnotes

1. Mark F. Boyds "Enumeration of Spanish Missions in 1675," Florida Historical Quarterly 27 (1948): 183-184; Hale G. Smith and Ripley Bullen, "Fort San Carlos," Notes in Anthropology Xiv (1971) : pp. 2-3.
2. Evangeline W. Andrews and Charles McLean, Jonathon Dickinson's Journal (New Haven, 1945), p. 67.
3. Herbert E. Bolton, Arrendo's Historical Proof of Spain's Title to Georgia (Berkeley, 1925), pp. 59-60.
4. Harriet C. Cooper, James Oglethorpe (New York, 1904), pp. 119-120.
5. Charlton W. Tebeau, A History of Florida (Miami, 1980), p. 72.
6. Florida Writers' Project, Seeing Fernandina: A Guide to the City and Its Industries, American Guide Series (Fernandina, 1940).
7. Willem Gerard de Brahm, Report of General Survey of Southern District of South Carolina (London, 1853).
8. Rembert W. Patrick, Florida Fiasco: Rampant Rebels on the Florida-Georgia Frontier, 1810-1815 (Athens, 1954), p. 82.
9. Works Project Administration, Spanish Land Grants in Florida, 5 Vols. (Tallahassee, 1940).
10. W.H. Siebert, Loyalists in East Florida, 1774-1785, Vol. I (Deland, 1929).

11. "The Surrender of Amelia: A Letter Written by G.I.F. Clarke," Florida Historical Quarterly VII (1928): pp. 3-14.
12. T. Frederick Davis, "MacGregor's Invasion of Florida, 1817," Florida Historical Quarterly VII (1928): pp. 3-14.
13. Ibid., pp. 31-33.
14. Ibid., pp. 38-69.
15. Florida Writers' Project, Seeing Fernandina: A Guide to the City and Its Industries, American Guide Series (Fernandina, 1940).

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Description

Summary Paragraph

The Old Town Fernandina Historic Site comprises the greater part of the Old Town Subdivision of the city of Fernandina Beach, Florida, which is the seat of Nassau County. Old Town is located north of the city, near the north end of Amelia Island on a small peninsula formed by the confluence of Egans Creek on the north and east and the Amelia River on the west. The site comprises all or part of 25 city blocks, including the Plaza Lot (the site of Fort San Carlos), and 10 improved and unimproved city streets, an area of about 36 acres in all. Excluded from the nomination are the City Cemetery and that area west of the eastern right-of-way of Marine Street. The town site contains 39 residential structures that do not contribute to the historic significance of the town site. These are mainly one and two-story wood frame buildings constructed in the late nineteenth and early twentieth centuries. Except for 14th Street, White Street, and the south half of Estrada Street, all of the streets in the town site are unpaved.

Supporting Narrative

The present plan of Old Town reflects the original plat of the town in 1811 and its subsequent enlargement in 1821. It consists of a regular grid of streets, most of them unpaved, framing square city blocks. There are no buildings or substantial above ground structures dating prior to the establishment of the new town of Fernandina Beach to the south in 1853. Visible on the surface, however, are oyster shell and scattered artifacts and materials dating from prehistoric and post-contact periods of occupation and settlement. Archaeological excavations on the Plaza Lot in the vicinity of Fort San Carlos which were undertaken in 1950 and 1963 uncovered artifacts and features associated with aboriginal habitation as well as materials associated with the post-contact period. This work was designed to examine the subsurface remains of Fort San Carlos, constructed in 1816 and abandoned ca. 1821.

As no early visual representations of the town of Fernandina prior to 1853 are available, the exact locations of earlier structures can only be determined by written records (particularly Spanish Land Grants), guesswork, and archaeological investigation. None of the existing structures are thought to date from the period of significance. The town that was established in 1821 formalized an existing settlement of small homesteads and buildings associated

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with Fort San Carlos and the wharf on the Amelia River near the fort. A considerable amount of goods passed through the town in the last years of Spanish rule, since the community acted as a conduit of trade between the United States and Spanish East Florida.

Although one can only speculate about the appearance of the settlement upon the imposition of the town plan in 1811, there must have been little formal organization, since the inhabitants were required to relocate houses that did not conform to the new plan. The town site was cleared of the remaining trees and brush and at least some of the streets graded. The 1811 town plat consisted of a grid of thirteen city blocks, eight streets, and the public square in which Fort San Carlos was located. A cemetery was established immediately south of the settlement and was enlarged to abut the town after 1821.

The town occupied a low bluff overlooking the Amelia River and was bounded on the north and south by an extensive marsh, much of which is still in evidence today. Nevertheless, the 1811 map shows groves of fruit trees at the north and south limits of the settlement, and efforts to reclaim sections of the nearby marsh through extensive dredge and fill operations appear to have already been underway by that time. A map of Fernandina drawn in 1821 shows that the community had grown considerably, having reached the approximate geographical area covered by this nomination proposal. The map also shows a number of lots located on the "beach" lying between the bluff and the edge of the Amelia River. There is no evidence that these were ever occupied by permanent structures, as the tracts were subject to constant flooding by rises in the height of the Amelia River and are now almost completely inundated.

That area of the town site along the bluff has seen serious alteration as a result of erosion from rainwater runoff that has caused part of the land forming the right-of-way of Marine Street to collapse onto the river bank below. That part of the bluff, or steep bank, immediately west of the Plaza Lot has also been further damaged by "pot hunters" seeking artifacts associated with Fort San Carlos. Fortunately, this disturbance is not extensive and does not appear recent in nature, probably because the efforts have turned up little of value to the amateur collector.

North of Egans Creek and its surrounding marshes is Fort Clinch State Park, the principal feature of which is a Civil War era fort that overlooks the entrances of the St. Marys and Amelia

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rivers. South of Old Town is another marsh and an industrial plant that separate the earlier community from present-day Fernandina Beach.

By the end of the Spanish era, the town consisted of about 40 houses, built of wood, and 10 or 11 tree-lined streets, regularly intersecting at right angles. There was also a public square with a small fort of eight guns fronting the water. According to contemporary eyewitness accounts, some of the buildings in the town were two stories in height and had galleries or verandas on both stories. Few changes were made to the community after 1821. In 1853 the town of Fernandina was relocated farther south to accommodate construction of a railroad, and the original site of the settlement was largely abandoned. However, there have always been some houses in the area, although none of the present structures seem to date earlier than the late nineteenth century.

Known Archaeological Resources

The boundaries of the town site contain a variety of archaeological and architectural resources that do not fall within the period of significance of this nomination. Some of these may be significant within their own right but do not contribute to the thesis of this nomination. In the case of the architectural resources found within the boundaries of the nominated town site, we have provided a list of these properties and a map showing their location. Subsurface contributing and non-contributing archaeological resources cannot all be sufficiently located or described at this time but must await future excavations and surveys to supplement those that have already taken place.

The 1963 archaeological excavations of Fort San Carlos and the surrounding area indicated that some of the shell midden features interpreted as aboriginal deposits in the earlier 1951 investigations were in fact the result of land modifications made during the Spanish Period as improvements to the town site and Fort San Carlos. On the other hand, there also appeared to be undisturbed features dating from prehistoric archaeological periods from the fiber-tempered potter Orange Period (2000-500 B.C.) through the intervening St. Johns/Savannah periods and into the contact (San Marcos or Mission) period. There were also indications of intermittent and occasional uses and occupations of the town site and, particularly, the plaza areas across many periods, including the British Period (1763-1784). These temporary

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or recurrent occupations are more evident than established villages prior to the creation of the 1811 town plan.

The area has suffered some disturbance through its natural development and use as a town site in the many decades subsequent to the founding of the Spanish town. It is believed that this source of disturbance is not greater than in other occupied communities and is considerably less than in others still having significant archaeological remains. Except for the portions of the site already lost, the natural and human actions have not impacted the resource in a manner detrimental to productive and important research.

Report by Archaeologist John Griffin on Old Fernandina Town Site, July 1988

A visual resurvey of the area and a review of the excavations within the area of Old Town, including the Fort San Carlos Site, indicate that some of the "shell midden" features were, in fact, the result of land modification during the Second Spanish Period. There were, however, undisturbed features dating from prehistoric archaeological periods from the fiber-tempered pottery Orange Period (2000-500 B.C.) through the intervening St. Johns/Savannah periods and into the contact (San Marcos or Mission) period. Selective testing indicates that pre-nineteenth century occupation of the town site was intermittent and somewhat sparse, rather than revealing a history of established villages. Nevertheless, prehistoric and contact period cultural features can be found in isolated features almost anywhere within the site boundaries, and the presence of more substantial prehistoric or mission period occupations elsewhere within the boundaries of the town cannot be ruled out. The same may be said for occupation(s) during the British Period (1763-1784).

The town plan of Spanish Fernandina is remarkably preserved in the present streets, and block and lot divisions of Old Town. Detailed confirmatory excavation has occurred only within the Plaza Lot at the site of Fort San Carlos. Here, archaeological remains of the fort were found which match the plan and location of the fort on early nineteenth century maps. There are also other portions of the town in which surface indications, either of construction remnants or artifactual scatter, provide evidence of earlier occupations. Other important areas are the known locations of the town gate and the north and south blockhouses. Materials

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giving evidence of the locations of early structural occupations are widespread over the blocks of the early town.

About forty wood houses stood on the site in 1821. This is the approximate number of existing structures on the site. While none of these are believed to be survivors of the Spanish town, some may occupy the same sites as the much earlier structures. Barring evidence to the contrary, the wooden houses of Fernandina were probably raised above the ground on wooden piers. This would be in contrast to the stone and tabby floor tradition of earlier St. Augustine, and would result in a quite different archaeological situation insofar as architectural remains are concerned. Wells, trash pits, privies, and fences--along with sheet refuse deposits--constitute other probable non-architectural features.

The archaeological potential of Old Town is considerable and significant, based on the following considerations:

1. The amount of construction subsequent to Spanish times is relatively sparse, and of such a nature as to have caused limited disturbance of previous occupations. Long-term archaeological projects in nearby areas, such as St. Augustine, have shown that very important information can be secured by careful work even in areas with a record of over 400 years of use.
2. The archaeological significance of Old Town Fernandina as an area of potential research lies in its relatively short time span (as compared, for example with St. Augustine) and the opportunity it provides to recover and analyze the material remains of such a multi-cultural community. This site should contain features relating to Hispanic, Anglo, and mixed households in a Spanish colony on the very border of the new United States. There should be evidences of Spanish, American, and privateer military occupation. It was the site of smuggling and illegal slave shipment to the United States.

In many ways Fernandina provides an unusual, if not unique, opportunity to formulate a series of hypotheses relating to fluid culture contacts and interaction. The resulting data should provide particular cultural historical information and data for the examination of culture change, culture contact, and processes involved.

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The major disturbance to the site has been the erosion of the bluff edge on the west side of the site. As demonstrated by the archaeology at Fort San Carlos, this has been substantial, leading to the loss of a considerable part of the fort. Early maps show the fort as located on a protruding bulge of the bluff, and it is this protrusion which has seen the major erosional reduction. While natural erosion must be considered a major cause, human agency--in part the actions of pot hunters and souvenir seekers--account for some of the disturbance. Overall the town site has suffered to some extent from natural human development of the area as a town site; however this disturbance is considerably less than in many areas. Except for those portions of the site that have already been lost, the natural and human actions have not impacted the resource in a manner detrimental to productive and important research.

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Description

List of Noncontributing Structures in Old Town

Note: The addresses in Old Town are extremely irregular and may be listed differently, depending on the map or directory in which they are listed. Therefore, this list is mainly useful for accurately locating the noncontributing structures represented on the map of the Old Town Fernandina Historic Site.

- | | |
|---|-------------------------------|
| 1. <u>14th Street</u> (not a historic street) | 8. <u>San Fernando Street</u> |
| None | 712 |
| | 714 |
| 2. <u>Amelia Street</u> | 715 |
| | 801 |
| 205 | 803 |
| | 808 |
| 3. <u>Commandant Street</u> | 818 |
| | 908 |
| 406 | 910 |
| Box 4 | |
| 4. <u>Estrada Street</u> | 9. <u>Someruelus Street</u> |
| | 819 |
| 106 | 822 |
| 107 | 902 |
| 112 | 908 |
| 117 | 916 |
| 212 | 10. <u>Towngate Street</u> |
| 514 | |
| | None |
| 5. <u>Garden Street</u> | |
| | 11. <u>White Street</u> |
| None | |
| | 801 |
| 6. <u>Ladies Street</u> | 807 |
| | 914 |
| 713 | 915 |
| 715 | 916 |
| 818 | 917 |
| 902 | 918 |
| 1012 | 1006 |
| | 1011 |
| 7. <u>New Street</u> | 1119 |
| | |
| 309 | |

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Description (photographs)

List of Photographs

1. 212 Estrada St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View from Plaza Lot, Looking East
7. Photo No. 1 of 23

1. Intersection of White & Estrada Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking North
7. Photo No. 2 of 23

1. Intersection of Amelia & White Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking South
7. Photo No. 3 of 23

1. 910 San Fernando St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Southwest
7. Photo No. 4 of 23

1. Intersection of Commandant & San Fernando Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking North
7. Photo No. 5 of 23

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Description (photographs)

-
1. 902 Ladies St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Southwest
 7. Photo No. 6 of 23
-
1. Intersection of Ladies & Amelia Sts.,
Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking South
 7. Photo No. 7 of 23
-
1. Intersection of Ladies & Estrada Sts.,
Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking North toward Egans Creek
 7. Photo No. 8 of 23
-
1. Intersection of Ladies & Estrada Sts.,
Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking South
 7. Photo No. 9 of 23
-
1. 715 San Fernando St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Northwest
 7. Photo No. 10 of 23

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Description (photographs)

-
1. 714 & 712 San Fernando St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Southwest
 7. Photo No. 11 of 23
-
1. Intersection of San Fernando & Estrada Sts., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking East
 7. Photo No. 12 of 23
-
1. Intersection of White & Estrada Sts., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking South
 7. Photo No. 13 of 23
-
1. 107 & 117 Estrada St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Southwest from Plaza Lot
 7. Photo No. 14 of 23
-
1. Intersection of Marine & White Sts., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. Looking North toward the rear of 712 San Fernando St.
 7. Photo No. 15 of 23

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Description (photographs)

1. Plaza Lot, Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking West toward Amelia River.
 7. Photo No. 16 of 23
-
1. Plaza Lot, Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Southeast from the West Side of the Plaza Lot.
 7. Photo No. 17 of 23
-
1. 819 Someruelus St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Northeast
 7. Photo No. 18 of 23
-
1. 920 Garden St. (outside of district)
Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Northwest from the Intersection of Garden & Estrada Sts.
 7. Photo No. 19 of 23
-
1. Intersection of Estrada & Garden Sts.,
Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking East
 7. Photo No. 20 of 23

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Description (photographs)

1. Intersection of Garden & Commandant Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. (Detail) Oyster Shell & Sand Roadway
7. Photo No. 21 of 23

1. Intersection of White & New Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking West
7. Photo No. 22 of 23

1. 918 White Street, Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Northwest
7. Photo No. 23 of 23

NA238

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☒ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Archeology
Community Planning and Development
Exploration/Settlement

Period of Significance

1811-1821

Significant Dates

1811

1821

Cultural Affiliation

Post European Contact: Second Spanish
Colonial Period

Significant Person

N/A

Architect/Builder

N/A

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See Continuation Sheet

☒ See continuation sheet

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Significance

Statement of SignificanceSummary Statement

The Old Town of Fernandina Historic Site fulfills criteria A, C, and D for listing in the National Register of Historic Places. It is significant in the areas of exploration and settlement, community planning, and historic archaeology. Founded in 1811, Fernandina is nationally significant in the area of exploration and settlement because of its association with Spanish conquest and settlement in the Western Hemisphere. It was the last town founded by Spain in North America and is significant in the area of community planning by embodying urban design concepts employed by the Spanish throughout their colonies in the New World. The archaeological potential of Old Town is considerable and promises to yield valuable data relating to aboriginal, Hispanic, and Anglo cultural crosscurrents in a Spanish colony on the border of the United States. This data will allow for the formulation of hypotheses relating to the contacts and interactions of these cultures.

Historical Context

The nomination proposal for the Old Town Fernandina Historic Site is concerned with the relatively short period from 1811 to 1821, a mere decade. However, that part of Amelia Island on which the town site is located had seen European occupation since at least the seventeenth century. What appears to be the earliest historical record of what was to become the Spanish town of Fernandina is a reference by Pedro de Arcos in his 1675 list of Spanish missions of Guale (Georgia and the Carolinas) and Mocama (Amelia Island) to a village of about 50 pagan Yamassee Indians located near what is now known as the Plaza Lot. This same settlement is mentioned in a letter of the same year written by Bishop Calderon to the Queen of Spain. Arcos also referred to the Franciscan mission of Santa Maria, at that time located about 2 1/2 miles south of the Yamassee village. The mission, however, may have earlier been located near the Plaza Lot and moved to its new location, as a more defensive position, because of British pressure on Spanish settlements in the Guale region.

At that time there was a fort associated with the Santa Maria mission and an advance guard post located at the Plaza Lot. Both the mission and fort at the Plaza Lot were noted in 1696 by

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Significance

Johnathan Dickinson, who was among a party of Quakers that were shipwrecked on the coast of Florida during a voyage to Philadelphia from the Bahama Islands. Dickinson's Journal, which calls the settlement the "Town of St. Mary's," gives an account of what the group saw when transported along the waterway by the Spanish. Six years later, the British sent a military expedition, led by Governor James Moore of South Carolina, against the Spanish missions and settlements north of St. Augustine. The mission of Santa Maria and the guardhouse at the Plaza Lot were burned and the inhabitants of Amelia Island compelled to flee to the safety of St. Augustine.

The Spanish did not immediately bother to reoccupy Amelia Island when the British withdrew. It was still abandoned in 1732 when James Oglethorpe and his associates began formally establishing their Georgia colony. On a trip south, Oglethorpe visited Amelia Island, to which he gave its present name, and established an advance garrison at the Plaza Lot, providing the troops with boats with which to patrol the Amelia and St. Marys rivers. The men also built a small palisade mounting eight guns which overlooked the Amelia River. The garrison was withdrawn in 1742, and Amelia Island once again was left deserted until Florida became a British colony as a result of the Seven Years War.

More familiar to Americans as the French and Indian War (1754-1760), the conflict was the final phase of a century-long struggle between France and England for colonial and commercial supremacy in North America. Florida played little direct role in the war itself, but became a pawn in international politics when it came time to make peace. In the Treaty of Paris (1763), England took Canada from the French and Spain received France's trans-Mississippi lands (Louisiana Territory). Spain also exchanged Florida for the city of Havana, Cuba, which had been captured by the British during the war.

Early during the British colonial period, Amelia Island was acquired by John Perceval, the Earl of Egmont, who established a plantation and the site of "Egmont Town" on the north end of the island. A map drawn in 1769 labeled the plan as "new settlements and new town laid out in streets 66 feet wide and building lots 66 by 132 feet each." In 1770, the surveyor general of the southern colonies, William Gerad de Brahm, published his survey, which included Amelia Island. At the site of Old Town, de Brahm showed a north-south oriented plat and labeled it "Egmont Town," described as having been laid out that year by the Earl of Egmont. Egmont,

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Continuation SheetSection number 8 Page 3

Significance

however, died the same year, and although British subjects settled on small farms within the town area, no attempt was made to have construction conform to Egmont's plan. This earlier plat was similar to the later Spanish town site in one important respect: it set aside the Plaza Lot as a public area, probably for the construction of a fort.

At the end of the American Revolutionary War in 1783, Florida once again passed into Spanish hands. Many British subjects departed Florida for England's West Indian colonies, but a number of persons remained, including inhabitants of Amelia Island, by virtue of declaring allegiance to the Spanish Crown. Little change took place at "Egmont Town" at first, but in 1807 the community experienced a spurt of growth when the United States proclaimed the Embargo Act, closing ports to foreign shipping. Located on the American border, the small port quickly became an important avenue of exchange of goods entering and leaving the United States.

By 1811, the town had grown sufficiently to move the Spanish government to officially establish the "Town of Fernandina." The formal establishment of a town near the confluence of the Amelia and St. Mary's rivers also represented a last desperate attempt by the Spanish to block American territorial ambitions in East Florida and to serve as a defensive buffer against military attacks on St. Augustine. The new town was laid out and organized around a classical Spanish grid plan. Fernandina became, therefore, the last Spanish colonial town founded in North America, the honor previously going to Los Angeles, California in 1781.

The design provided for the construction of important buildings facing onto the Plaza Lot, such as the town hall, customs house, the mayor's or commandant's house, the church, and important commercial buildings. Houses which already occupied the town site were ordered moved to conform to the new plat, the inhabitants receiving an additional lot or half lot adjacent to their property as compensation for doing so.

The town had been without any defense works since the small fort on the Plaza Lot had been abandoned by Oglethorpe's garrison in 1742. Of this nothing remained, and a new battery was constructed on the Plaza Lot about 1801. It consisted of a few buildings and some cannon facing the Amelia River, but had no defensive walls. Thus the town had little protection when American "patriots" sought to seize East Florida by force in order to annex it to the United States, a tactic that had been successfully used

United States Department of the Interior
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Significance

in West Florida (now the southern part of Alabama and Mississippi) two years earlier. On May 17, 1812, the independent military command seized Fernandina without firing a shot and remained there for a year, but the troops were unable to achieve their aim because they could find no means of capturing the more strongly defended capital of East Florida, St. Augustine.

Upon the departure of this foreign force, Spain immediately reasserted its authority over Fernandina and Amelia Island and began construction of Fort San Carlos on the Plaza Lot, which was completed in 1816. The fort had a semi-octagonal plan and consisted of earthworks and wooden palisades. Its walls supported a terreplein eight feet high and four feet wide and surrounded a number of buildings, including storehouses, the commandant's quarters, and the enlisted men's barracks. Its major armament faced the Amelia River. These new works, however, proved as ineffective as earlier defenses when the town was captured on June 29, 1817 by the privateer Gregor MacGregor, who was acting under a commission from the government of Mexico, which remained at hostilities with Spain since declaring its independence in 1810. MacGregor declared Florida independent of Spain and hoisted the "Green Cross of Florida" flag over the fort.

MacGregor departed Fernandina two months later, leaving his forces under the command of Jared Irwin, one of his officers. Irwin was joined in September by Luis Aury, another privateer commanding the brig Mexican Congress. He took over command from Irwin and declared Amelia Island to be a possession of the Republic of Mexico and replaced the "Green Cross of Florida" with the Mexican flag.

The Spanish protested to the United States government about the disorder along its southern border and the involvement of American citizens in the capture of Fernandina. The U.S. responded by landing troops on Amelia Island on December 23, 1817 and persuaded Aury to surrender without opposition. Fernandina had supposedly been reclaimed for the King of Spain, but American forces were still occupying the town when the Adams-Onís Treaty ceding Florida to the United States was ratified by Congress in 1821. At the time of the cession, Fernandina was described as a town of about 40 houses and 150 inhabitants.

Three years after Florida became an American territory, Fernandina was made the seat of newly created Nassau County, and the town was incorporated the same year. The community, however,

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Significance

failed to prosper, and between 1835 and 1840 the county seat was moved to a new location. The construction of Fort Clinch on the north shore of Amelia Island began in 1847, and Fort San Carlos was abandoned. In 1853, the town site was moved further south, so that the newly incorporated Florida Railroad could avoid laying track across the marshes surrounding Old Fernandina. Most of the inhabitants moved to the new city, and today nothing survives from the pre-1853 period except archaeological remains and the plan of the town, which is still evident in the street layout of the subdivision which contains fewer than fifty structures.

Statement of Significance

The original town of Fernandina is nationally significant in the area of exploration and settlement because of its association with Spanish conquest and the establishment of colonies in the New World. It was the last town founded by Spain in North America. Historians of Spanish town planning previously credited Los Angeles, California, founded in 1781, with being the last town in North America laid out by the Spanish. Documentation recently uncovered in the East Florida Papers, however, clearly establishes that a plan for Fernandina was prepared and implemented in 1811, nearly thirty years later than Los Angeles. The town known as Fernandina was named in honor of the ruling Spanish monarch, King Ferdinand VII.

In addition to its association with the Second Spanish Colonial Period per se, the site of Old Town fulfills criterion C because of its significance in the area of town planning. It embodies the urban design concepts of Spanish town founders and planners operating in the New World during the colonial period and, therefore, is representative of a distinctive "type and period" of town planning. Spanish towns in the New World have long been recognized as significant to urban history. To a far greater degree than any other colonial power, the Spanish followed a system of land settlement and town planning formalized in written rules and regulations. Old Town Fernandina embodies significant features of Spanish towns through its gridiron layout, its orientation, its central plaza, and the regularity of its streets, blocks, and lots.

The site of Spanish Fernandina also fulfills criterion D because of its proven and potential archaeological significance, particularly in the area of the information it may provide in the future about Spanish colonial culture during Florida's Second

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Significance

Spanish Colonial Period (1784-1821). The value of the site lies in its relatively undisturbed character. Also, the town plan of Spanish Fernandina is remarkably preserved in the present streets, providing visual guidelines for future investigations.

Confirmatory excavation has occurred to any great degree only on the Plaza Lot at the site of Fort San Carlos. Archaeological remains of the fort were found which match the plan and location of the fort on early nineteenth century maps. Other sections of the town reveal surface features and artifact scatter suggesting construction and other activities during the Second Spanish Period and other periods of occupation. As indicated in the Description Section, there are historic landmarks that have yet to be definitively located and investigated, such as the city gate, and the north and south blockhouses. Indications of aboriginal activity are also widespread over the blocks of the early town.

As noted earlier, about forty wooden houses stood in Old Town when Florida became a U.S. territory in 1821. About the same number of structures is found there today. While none of these structures is believed to be a survivor of the Spanish period, the buildings may occupy some of the same sites as earlier structures. Barring evidence to the contrary, the wooden houses of Fernandina probably were raised above the ground on wooden piers. This would be in contrast to the stone and tabby floor tradition of earlier St. Augustine, and would result in a quite different archaeological situation, insofar as architectural remains are concerned. Wells, trash pits, privies, and fences, along with refuse deposits, constitute some of the probable non-architectural features of the town site.

The archaeological potential of Old Town is particularly promising because the amount of construction subsequent to the Second Spanish Colonial Period is relatively sparse, and of such a nature as to have caused only very limited disturbance of previous occupation. Long-term archaeological projects in nearby areas such as St. Augustine have shown that important information can be secured by careful work even in areas with a record of over 400 years of use. In Old Town Fernandina, closed features of restricted temporal periods can possibly be more fully examined and interpreted because of the lesser degree of disturbance and more accurately associated with specified cultural and economic groups. One should expect to locate material remains and features relating to Spanish, British, and American influences, as well as privateer military occupation. It was a site of smuggling and illegal slave

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National Park Service

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Continuation Sheet**

Section number 8 Page 7

Significance

shipment to the United States. In many ways Old Fernandina provides an unusual and unique opportunity to formulate hypotheses relating to fluid contact and interaction of various cultural groups. The resulting data should provide valuable insights and additions to our history and understanding of New World cultural phenomena at the end of the Colonial Era.

9. Major Bibliographical References

See Continuation Sheet

☒ See continuation sheet

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property 36 apprx.

UTM References

A

1	7
---	---

4	5	6	2	6	0
---	---	---	---	---	---

3	3	9	5	2	6	0
---	---	---	---	---	---	---

Zone Easting Northing

B

1	7
---	---

4	5	6	7	2	0
---	---	---	---	---	---

3	3	9	5	2	0	0
---	---	---	---	---	---	---

Zone Easting Northing

D

1	7
---	---

4	5	6	2	2	0
---	---	---	---	---	---

3	3	9	4	8	8	0
---	---	---	---	---	---	---

Zone Easting Northing

N/A ☐ See continuation sheet

Verbal Boundary Description

See Continuation Sheet

☒ See continuation sheet

Boundary Justification

See Continuation Sheet

☒ See continuation sheet

11. Form Prepared By

name/title W. Carl Shiver, Historic Sites Specialist

organization Bureau of Historic Preservation

date 12-12-89

street & number 500 South Bronough Street

telephone (904) 487-2333

city or town Tallahassee

state Florida

zip code 32399-0250

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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NA 238

Section number 9 Page 1

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NOMINATION PROPOSAL - FLORIDA

NATIONAL REGISTER OF HISTORIC PLACES

DIVISION OF ARCHIVES, HISTORY AND RECORDS MANAGEMENT - FLORIDA DEPARTMENT OF STATE

TYPE ALL ENTRIES -- COMPLETE ALL SECTIONS

1 NAME

HISTORIC

THE ORIGINAL TOWN OF FERNANDINA

AND/OR COMMON

OLD TOWN

2 LOCATION

STREET & NUMBER

N/A

CITY, TOWN

FERNANDINA BEACH

N/A VICINITY OF

STATE

FLORIDA

COUNTY

NASSAU

3 CLASSIFICATION

CATEGORY

☐ DISTRICT

☐ BUILDING(S)

☐ STRUCTURE

☒ SITE

☐ OBJECT

OWNERSHIP

☐ PUBLIC

☐ PRIVATE

☒ BOTH

☐ PUBLIC ACQUISITION

☐ IN PROCESS

☐ BEING CONSIDERED

STATUS

☒ OCCUPIED

☐ UNOCCUPIED

☐ WORK IN PROGRESS

☐ ACCESSIBLE

☐ YES: RESTRICTED

☒ YES: UNRESTRICTED

☐ NO

PRESENT USE

☐ AGRICULTURE

☐ COMMERCIAL

☐ EDUCATIONAL

☐ ENTERTAINMENT

☐ GOVERNMENT

☐ INDUSTRIAL

☐ MILITARY

☐ MUSEUM

☐ PARK

☒ PRIVATE RESIDENCE

☐ RELIGIOUS

☐ SCIENTIFIC

☐ TRANSPORTATION

☐ OTHER

4 OWNER OF PROPERTY

NAME

MULTIPLE

STREET & NUMBER

N/A

CITY, TOWN

FERNANDINA BEACH

N/A VICINITY OF

STATE

FLORIDA

ZIP CODE

32034

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

NASSAU COUNTY COURTHOUSE

STREET & NUMBER

416 CENTRE ST.

CITY, TOWN

FERNANDINA BEACH

STATE

FLORIDA

ZIP CODE

32034

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

FLORIDA MASTER SITE FILE (8NA10)

DATE

NO DATE

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR

SURVEY RECORDS

BUREAU OF ARCHAEOLOGICAL RESEARCH

CITY, TOWN

TALLAHASSEE

STATE

FLORIDA

~~VA 89~~
NA 238

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☒ RUINS
☒ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED. DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

SUMMARY OF PRESENT AND ORIGINAL PHYSICAL APPEARANCE

(SEE CONTINUATION SHEET)

TEXT SUPPORTING SUMMARY OF PRESENT AND ORIGINAL PHYSICAL APPEARANCE

(SEE CONTINUATION SHEET)

8 SIGNIFICANCE

NA238

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☐ PREHISTORIC	☒ ARCHEOLOGY-PREHISTORIC	☒ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION	
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE	
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE	
☒ 1600-1699	☐ ARCHITECTURE	☐ EDUCATION	☒ MILITARY	☐ SOCIAL/HUMANITARIAN	
☒ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER	
☒ 1800-1899	☐ COMMERCE	☒ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION	
☐ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)	
		☐ INVENTION			

SPECIFIC DATES	C. 1675-1821	BUILDER/ARCHITECT	GEORGE I. F. CLARKE/SURVEYOR
SUMMARY OF STATEMENT OF SIGNIFICANCE			

(SEE CONTINUATION SHEET)

TEXT SUPPORTING SUMMARY OF STATEMENT OF SIGNIFICANCE

(SEE CONTINUATION SHEET)

9 BIBLIOGRAPHICAL REFERENCES

AK-89
N4238

(SEE CONTINUATION SHEET)

10 GEOGRAPHICAL DATA

Site Size (Approx. Acreage of Property):

97

UTM Coordinates:

ZONE	EASTING	NORTHING
------	---------	----------

Township	Range	Section
3N	28E	21-23

LOCATION SKETCH OR MAP

N

(SEE ATTACHMENT)

VERBAL BOUNDARY DESCRIPTION

(SEE CONTINUATION SHEET)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A
STATE	CODE	COUNTY	CODE
N/A	N/A	N/A	N/A

11 FORM PREPARED BY

NAME / TITLE

HISTORIC PROPERTY ASSOCIATES, INC./CONSULTANT

ORGANIZATION

N/A

STREET & NUMBER

P. O. BOX 1002

CITY OR TOWN

ST. AUGUSTINE

DATE

SEPTEMBER 30, 1985

TELEPHONE

(904) 824-5178

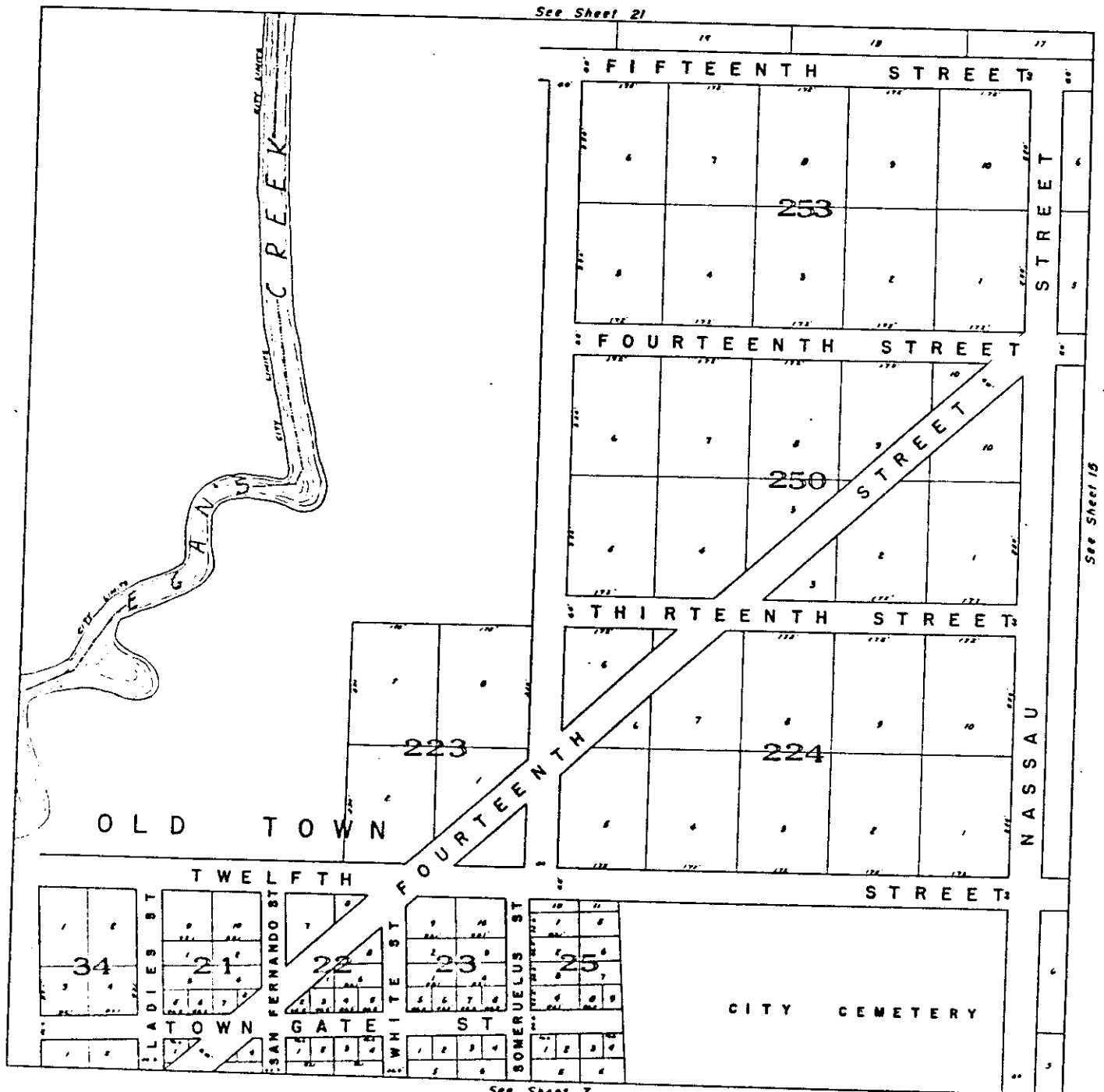
STATE

FLORIDA

ZIP CODE

32085

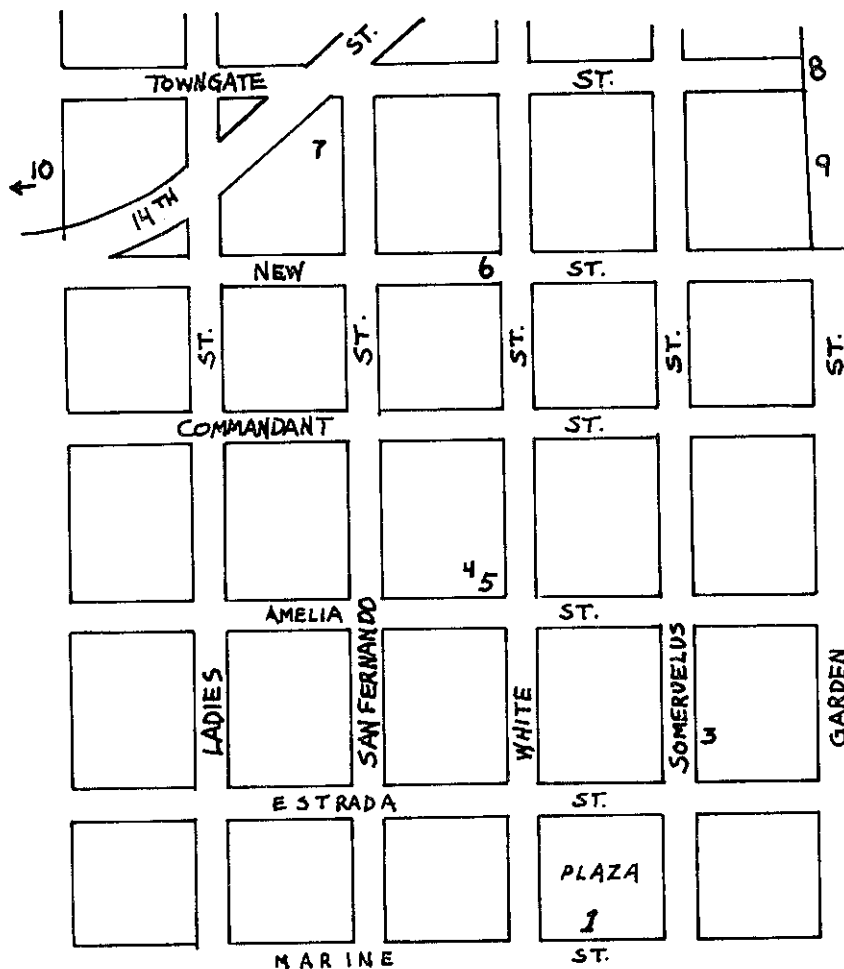
NA 238



HUNNICUTT & ASSOCIATES
MAPPING DIVISION
JOE W. ARNOLD, B. ASSOCIATE

CITY OF
FERNANDINA BEACH, FLA.
SHEET NO. 14
DATE: FEB. 14, 1954
SCALE: 1"=100'

NA 89
NA 238



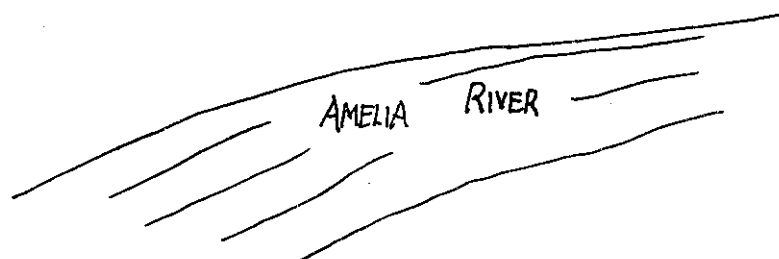
CITY CEMETERY
(BOSQUE BELLO)

POTENTIAL ARCHAEOLOGICAL SITES IN OLD TOWN FERNANDINA BEACH, FL

KEY

- 1 - FORT SAN CARLOS (PREVIOUSLY EXCAVATED)
- 2 - BRICK FOUNDATION
- 3 - PREHISTORIC & HISTORIC ARTIFACTS ON SURFACE
- 4 - CISTERN
- 5 - PIERS MADE OF TABBY MORTAR
- 6 - EARLY 19TH CENTURY ARTIFACTS ON ROAD
- 7 - EARLY 19TH CENTURY ARTIFACTS IN AREA EXPOSED BY EARTHMOVING ACTIVITY
- 8 - SITE OF TOWNGATE
- 9 - SOUTHERN BLOCKHOUSE (ON MARGA)
- 10 - NORTHERN BLOCKHOUSE (ON CREEK)

RIVER FLOOD PLAIN



NA 89
NA 238

CHECKLIST FOR USING GUIDELINE 19

1.0 DESCRIPTION:

- 1.1 Is the environmental setting described and related to the property or district?
(cross-check with Topo and sketch maps and photographs)
- 1.2 Is the probable occupation or construction dates identified for all components of the property or district?
(if property can not be dated, the text should so state)
(cross-check with sketch maps and photographs)
- 1.3 Are all major or significant features identified and described?
(cross-check with Topo and sketch maps and photographs)
(cross-check with checked areas of significance)
(cross-check with checked periods of significance)
- 1.4 Are all secondary features that contribute or detract from the property's or district's integrity identified and described?
(cross-check with Topo and sketch maps and photographs)
- 1.5 Are the major types of alterations and disturbances identified and evaluated for their impact upon the property's or district's integrity?
(cross-check with sketch maps and photographs)
- 1.6 Are contributing and non-contributing properties in the district identified and counted?
(cross-check with Topo and sketch maps and photographs)
- 1.7 Is the character of the district identified?
- 1.8 Does this character provide a basis for grouping properties into a district?

- * length of association
- * degree of integrity.)

2.5 For properties meeting criterion C:

- 2.5.1 Does the significance statement identify the applicable:
- * design concept(s)
 - * construction technique(s)
 - * useage of building material(s)?

- 2.5.2 Does the significance statment justify the importance of the applicable:

- * design concept(s)
- * construction technique(s)
- * useage of building material(s)?

- 2.5.3 Does the significance statement demonstrate that the property or district provide a better illustration of a design concept(s), construction technique(s) or useage of building material(s) than other comparable properties or districts.

(comparison should be made on the basis of those:

- * characteristics that were typically common to a:
 - design concept(s)
 - construction technique(s)
 - useage of building material(s)
- * characteristics that express individuality or variation within a:
 - design concept(s)
 - construction technique(s)
 - useage of building material(s)
- * characteristics that document the evolution of a:
 - design concept(s)
 - construction technique(s)
 - useage of building material(s)
- * characteristics that document the transition of one:
 - design concept(s)
 - construction technique(s)
 - useage of building material(s)

2.6 For properties meeting criterion D:

- 2.6.1 Does the significance statement describe the potential research topics that the property or district can address?
- 2.6.2 Does the significance statement justify the importance of these research topics within a prehistoric or historic context?

5.0 ACCOMPANYING DOCUMENTATION:

- 5.1 Are the sketch maps labeled?
- * title
 - * legend
 - * north arrow
 - * scale
- 5.2 Does the sketch map show the entire boundary of the property or district?
- 5.3 Does the sketch map show features, disturbances, and contributing and non-contributing elements discussed in the nomination?
- 5.4 Do the photographs illustrate the:
- * environmental setting
 - * major or significant features
 - * major alterations or disturbances?

COMMENT SHEET

FROM: John J. Knoerl
DATE: 2/2/87
PROPERTY: Original Town of Fernandia Historic Site

Summary Comments

The format of my comments follows the attached "CHECKLIST FOR USING GUIDELINE 19." The number on the left margin corresponds to the items on this checklist.

The nomination is being returned for the problems identified under items: 1.3, 1.5, 2.4, 2.6, and 4.0.

There are also some minor problems that were identified under item: 1.2, 3.2, and 5.3.

1.0 DESCRIPTION:

1.1 Is the environmental setting described and related to the property or district?

(Cross-check with Topo and sketch maps and photographs)

Review: OK.

1.2 Is the probable occupation or construction dates identified for all components of the property or district?

(if property can not be dated, the text should so state)
(cross-check with sketch maps and photographs)

Review: Please estimate the occupation dates for each of the site's prehistoric components.

1.3 Are all major or significant features identified and described?

(cross-check with Topo and sketch maps and photographs)
(cross-check with checked areas of significance)
(cross-check with checked periods of significance)

Review: Drawing upon the data recovered from the 1950 and 1963 excavations and historic archeological research undertaken from other Spanish colonial settlements (St. Augustine perhaps) describe the intrasite spatial distribution of the site's historic and prehistoric features and artifacts. A sketch map supporting this description must be included in the nomination.

1.4 Are all secondary features that contribute or detract from the property's or district's integrity identified and described?

(cross-check with Topo and sketch maps and photographs)

Review: OK.

1.5 Are the major types of alterations and disturbances identified and evaluated for their impact upon the property's or district's integrity?

(cross-check with sketch maps and photographs)

Review: The text should identify those natural or man-made actions that have altered or disturbed the site's features and artifacts. Are these impacts severe enough to destroy the site's association with the important events? And have these impacts removed or severely altered the data that would be used to address the important research questions identified for the site?

1.6 Are all contributing and non-contributing properties in the district identified and counted?

(cross-check with Topo and sketch maps and photographs)

Review: Not Applicable.

1.7 Is the character of the district identified?

Review: Not Applicable.

1.8 Does this character provide a basis for grouping properties into a district?

Review: Not Applicable.

2.0 SIGNIFICANCE

2.1 Are the following items indicated in the statement of significance:

- * the applicable criteria
- * the period(s) of significance
- * the area(s) of significance

Review: OK.

2.2 Have the following property exceptions been identified and justified where applicable:

- * cemetery
- * birthplace
- * grave of an historic person
- * religious property
- * moved property
- * reconstructed property
- * commemorative property
- * less than 50 years old property

Review: Not Applicable.

2.3 For properties meeting criterion A:

Review: OK.

2.4 For properties meeting criterion B:

Review: I would not try to argue that this site is associated with individuals significant in the past. Those individuals would not only have to be evaluated for their distinctive contribution in the appropriate areas of significance but in addition, the nomination would have to document that this site provides a stronger association with these individuals than other properties. This would be difficult given the state of archeological knowledge for this site. It would call for an additional research effort beyond that already done.

2.5 For properties meeting criterion C:

Review: Not Applicable.

2.6 For properties meeting criterion D:

2.6.1 Does the significance statement describe the potential research topics that the property or district can address?

2.6.2 Does the significance statement justify the importance of these research topics within a prehistoric or historic context?

2.6.3 Does the significance statement identify the data that can address these research topics?

2.6.4 Does the significance statement affirm that the property or district contains or is likely to contain these data.

Review: The questions in this section (2.6.1 - 2.6.4) need to be answered to properly evaluate whether the site is eligible under this criterion. Be sure to apply these questions to both historic and prehistoric components of the site.

2.7 Is the level of significance identified and justified?

Review: OK.

3.0 BIBLIOGRAPHY:

3.1 Are all citations used in the text referenced in the bibliography?

Review: OK.

3.2 Does the nomination demonstrate that scholarly research was conducted in preparing the nomination?

(The following components of the nomination should have supporting published references:

- environmental setting
- occupation dates
- justification of the importance of research topics within a prehistoric or historic context.)

Review: The nomination could benefit from more references in the areas of environmental setting, previous excavations, feature descriptions (especially if analogies are employed to argue the potential existence of features) and for any research topics identified for the site.

4.0 GEOGRAPHIC DATA:

4.1 Are boundary lines fixed at permanent features or UTM references appearing on USGS topographic maps?

4.2 Does the verbal boundary description employ discrete boundaries on all sides of the property or district?

4.3 Does the boundary justification discuss the:
* method(s) used to define the boundary
* relationship between the property's or district's significance and the boundary?

4.4 Are all major or significant features included within the boundary?

4.5 Does the boundary exclude unjustified acreage or buffer zones?

4.6 Does the boundary include only entire buildings, structures or objects (as opposed to portions of buildings, structures, or objects)?

Review: ~~There~~ There is a weak link between the significance of the site and the spatial distribution of archeological data that convey its significance. Please review National Register Bulletin 12 for both the conceptual approach to defining archeological site boundaries and refer to the relevant examples for guidance.

5.0 ACCOMPANYING DOCUMENTATION:

5.1 Are the sketch maps labeled?

- * title
- * legend
- * north arrow
- * scale

5.2 Does the sketch map show the entire boundary of the property or district?

5.3 Does the sketch map show features, disturbances, and contributing and non-contributing elements discussed in the nomination?

Review: An updated sketch map should be drawn to show the entire boundary of the site incorporating all archeological features, estimated artifact density distributions, disturbances and secondary features.

5.4 Do the photographs illustrate the:

- * environmental setting
- * major or significant features
- * major alterations or disturbances?

Review: OK.

(A) Criteria B
86 003685

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Original Town of Fernandina Historic Site
Nassau County
FLORIDA

Substantive Review

DEC 22 1986

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Working No. _____
Fed. Reg. Date: _____
Date Due: 1/22/87 - 2/5/87
Action: ☒ ACCEPT
☒ RETURN 2/2/87
☐ REJECT

Federal Agency: _____

Substantive Review: ☒ sample ☐ request ☐ appeal ☒ NR decision

Reviewer's comments:

see review comment sheet
also send Checklist for Using Guideline 19
and NR Bulletin # 12

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
see continuation sheet

Nomination returned for: ☒ technical corrections cited below
☒ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
☐ excellent	☐ deteriorated	☐ original site
☐ good	☐ ruins	☐ moved date _____
☐ fair	☐ unexposed	☐ altered

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☒ completeness
☐ clarity
☒ alterations/integrity
☒ dates
☒ boundary selection

see comment sheet

RECEIVED
FEB 25 1987

HISTORIC PRESERVATION
SECTION

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FMSF NOTE TO IMAGE VIEWER

Some oversized material* contained in the corresponding paper file folder has not been scanned.

*Check material affected:

☐ Blueprints

☒ Map

☐ Other, specify _____

This material can be viewed at the Florida Master Site File Office.

NA 238

OMB No. 1024-0018
Expires 10-31-87

P

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

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received

date entered

*Not final
submission.
See 12/12/89
version.

1. Name

historic Original Town of Fernandina Historic Site

and/or common Old Town

2. Location

street & number N/A N/A not for publication

city, town Fernandina Beach N/A vicinity of

state Florida code 012 county Nassau code 089

3. Classification

Category	Ownership	Status	Present Use
☐ district	☐ public	☒ occupied	☐ agriculture
☐ building(s)	☐ private	☐ unoccupied	☐ commercial
☐ structure	☒ both	☐ work in progress	☐ educational
☒ site	Public Acquisition	Accessible	☐ entertainment
☐ object	☐ in process	☐ yes: restricted	☐ government
	☐ being considered	☒ yes: unrestricted	☐ industrial
	<u>N/A</u>	☐ no	☐ military
			☐ museum
			☐ park
			☒ private residence
			☐ religious
			☐ scientific
			☐ transportation
			☐ other:

4. Owner of Property

name Multiple

street & number N/A

city, town Fernandina Beach N/A vicinity of state Florida

5. Location of Legal Description

courthouse, registry of deeds, etc. Nassau County Courthouse

street & number 416 Centre Street

city, town Fernandina Beach state Florida

6. Representation in Existing Surveys

title See Continuation Sheet has this property been determined eligible? ☐ yes ☒ no

date See Continuation Sheet ☐ federal ☒ state ☐ county ☐ local

depository for survey records See Continuation Sheet

city, town See Continuation Sheet state Florida

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Continuation sheet

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Page 1

REPRESENTATION IN EXISTING SURVEYS

1. "An Archaeological Survey of Amelia Island, Florida" conducted July-August, 1950, by Ripley P. Bullen and John W. Griffin for the Florida Park Service, published in The Florida Anthropologist, Vol. 5, No. 3, December, 1952. Copies on file at university libraries in Florida.
2. "Fort San Carlos" conducted in the spring of 1963 by Hale G. Smith and Ripley P. Bullen for Florida State University, published in Notes in Anthropology, Vol. 14, 1971. Copies on file at university libraries in Florida.

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☒ original site
☐ good	☐ ruins	☒ altered	☐ moved date _____
☐ fair	☒ unexposed		

Describe the present and original (if known) physical appearance

The Original Town of Fernadina Archaeological Site encompasses the greater part of the Old Town subdivision of the city of Fernandina Beach, Florida, which is the seat of Nassau County. Old Town is located north of the city, near the north end of Amelia Island, on a small peninsula formed by the confluence of Egans Creek on the north and east and the Amelia River on the west. North of Egans Creek and its surrounding marshes is Ft. Clinch State Park, the principal feature of which is a Civil War era masonry fort that overlooks the entrances of the St. Marys and Amelia rivers to the Atlantic Ocean. South of Old Town is another marsh and an industrial plant that separates the earlier community from present-day Fernandina.

The site comprises 30 city blocks, including the Plaza Lot (the site of Ft. San Carlos) and 11 city streets, an area of about 44 acres in all. Excluded from the nomination are the city cemetery and those lots along the Amelia River west of the Plaza lot. The cemetery was enlarged to abut the town after 1821 and the river lots were the result of extensive fill after 1811 that have been subject to vast alterations as a consequence of changes in the course of the Amelia River and erosion from rainwater runoff.

The present plan of Old Town reflects the original plat of the town in 1811 and its subsequent enlargement in 1821. It consists of a regular grid of streets, most of which are presently unpaved, framing square blocks. There are no buildings or substantial above ground structures dating prior to the establishment of the new town of Fernandina further south in 1853. Visible, however, are oyster shells and occasional pot sherds and other minor artifacts from the Indian habitations that preceded the establishment of the town.

Archaeological excavations in 1950 and 1963 uncovered a number of aboriginal sites, including burials and campsites, and the subterranean remains of Ft. San Carlos, constructed in 1816 and abandoned ca. 1821. There was no systematic attempt to document house sites or the locations of churches and other important buildings.

There are 42 buildings in Old Town, all but two of which are residences. As no early visual representations of Fernandina are available, the exact locations of buildings dating prior to 1853 can only be determined by archaeological investigation and, to some extent, reference to Spanish Land Grant records. None of the existing structures are thought to date from the historic period.

The following continuation sheet contains the addresses of the non-contributing properties in Old Town:

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Continuation sheet

Item number 7

Page 2

List of Non-contributing Properties in Old Town

- | | |
|-------------------------------|--------------------------------|
| 1. <u>Amelia Street</u> | 9. <u>Someruelos Street</u> |
| 22 | 801 |
| 24 | 822 |
| | 902 |
| 2. <u>Commandant Street</u> | 910 |
| 406 | 911 |
| | 10. <u>Towngate Street</u> (0) |
| 3. <u>Estrada Street</u> | 11. <u>White Street</u> |
| 18 | 801 |
| 106 | 803 |
| 107 | 900 |
| 212 | 917 |
| 514 | 919 |
| | 1001 |
| 4. <u>Garden Street</u> | 1002 |
| 920 | 1011 |
| 922 | 1132 |
| | 12. <u>Fourteenth Street*</u> |
| 5. <u>Ladies Street</u> | 1615 |
| 713 | 1620 |
| 715 | |
| 811 | |
| 816 | *Not a historic street |
| 902 | |
| 1012 | |
| | |
| 6. <u>Marine Street</u> (0) | |
| | |
| 7. <u>New Street</u> | |
| 109 | |
| 503 | |
| | |
| 8. <u>San Fernando Street</u> | |
| 712 | |
| 714 | |
| 801 | |
| 803 | |
| 808 | |
| 818 | |
| 900 | |
| 910 | |

8. Significance

Period	Areas of Significance—Check and justify below			
☒ prehistoric	☒ archeology-prehistoric	☒ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☒ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☒ 1600-1699	☐ architecture	☐ education	☒ military	☐ social/
☒ 1700-1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☒ 1800-1899	☐ commerce	☒ exploration/settlement	☐ philosophy	☐ theater
☒ 1900-	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates ca. 2000 B.C. - Builder/Architect N/A

1853 A.D.
Statement of Significance (in one paragraph)

The Old Town of Fernandina Archaeological Site fulfills criteria A,B, and D for listing in the National Register of Historic Places. It is significant in the areas of prehistoric and historic archaeology, community planning, exploration and settlement, and military history. It was the site of aboriginal habitation from approximately 2000 B.C. to 1700 A.D. and is associated with the early European occupation of east Florida. The site was also the location of a town founded during the British Colonial Period of Florida (1763-1883) and was the last community officially established by the Spanish in North America (1811). After Florida was ceded to the United States by Spain in 1821, Old Fernandina became the seat of Nassau County (1824), finally being abandoned for the site of what is now Fernandina Beach. Through archaeological investigations conducted in 1950 and 1963, the area has yielded, and promises to yield in future surveys, important information on the history and prehistory of the area.

What appears to be the earliest historical record of what was to become the town of Fernandina is a reference by Pedro de Arcos in his 1675 list of Spanish missions of Guale (Georgia and the Carolinas) and Mocama (Amelia Island) to a village of about 60 pagan Yamassee Indians located near what is now known as the Plaza Lot. This same settlement is mentioned in a letter of the same year written by Bishop Calderon to the Queen of Spain. Arcos also referred to the Franciscan mission of Santa Maria, at that time located about 2½ miles south of the Yamasee village. The mission, however, may have earlier been located near the Plaza Lot and moved to its new location, as a more defensive position, because of British pressure on Spanish settlements and missions in the Guale region.¹

At that time there was a fort associated with the Santa Maria mission and an advance guardpost located on the Plaza Lot. Both the mission and fort, called the "Town of St. Mary's" and the "sentinel house" at the Plaza Lot were noted in 1696 by Jonathan Dickinson, who was among a party of Quakers that were shipwrecked on the coast of Florida during a voyage to Philadelphia from the Bahamas. Dickinson's Journal gives an account of what the group saw when transported along the inland waterway by the Spanish.² Six years later, the British sent a military expedition, led by Governor James Moore of South Carolina, against the Spanish missions and settlements north of St. Augustine. The mission of Santa Maria and the guardhouse at the Plaza Lot were burned and the inhabitants of Amelia Island forced to flee to the safety of St. Augustine.³

The Spanish did not bother to reoccupy Amelia Island when the British withdrew. It was still abandoned in 1732 when James Oglethorpe and his associates began formally establishing their Georgia Colony. On a trip south in

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SIGNIFICANCE

1736, Oglethorpe visited Amelia Island, to which he gave its present name, and established an advance garrison on the Plaza Lot, providing the troops with boats with which to patrol the Amelia and St. Marys rivers. The men also built a small palisade mounting eight guns which overlooked the Amelia River. The garrison was withdrawn in 1742, and Amelia Island once again was left deserted until Florida officially became a British colony as a result of the Seven Years War.⁴

More familiar to Americans as the French and Indian War (1754-1760), the conflict was the final phase of a century-long struggle between France and England for colonial and commercial supremacy in North America. Florida played little direct role in the war itself, but became a pawn in international politics when it came time to make peace. In the Treaty of Paris (1763), England took Canada from the French and Spain received France's trans-Mississippi lands (Louisiana Territory). Spain also exchanged Florida for the city of Havana, Cuba, which had been captured by the British during the war.⁵

Early during the British colonial period, Amelia Island was acquired by John Perceval, the Earl of Egmont, who established a plantation and the site of "Egmont Town" on the north end of the island. A map drawn in 1769 labeled the plan as "new settlements and new town laid out in streets 66 feet wide and building lots 66 by 132 feet each."⁶ In 1770, the surveyor-general of the southern colonies, William Gerad de Brahm, published his survey, which included Amelia Island. At the site of Old Town de Brahm showed a north-south oriented plat and labeled it "Egmont Town," described as having been laid out that year by the Earl of Egmont. Egmont, however, died the same year, and although British subjects settled on small farms within the town area, no attempt was made to have construction conform to Egmont's plan. This earlier plat was similar to the later Spanish town site in one important respect: it set aside the Plaza Lot as a public area, probably for the construction of a fort.⁷

At the end of the American Revolutionary War in 1783, Florida once again passed into Spanish hands. Many British subjects departed Florida for England's West Indian colonies, but a number of persons remained, including inhabitants of Amelia Island, by virtue of declaring allegiance to the Spanish Crown. Little change happened at "Egmont Town" at first, but in 1807 the community experienced a spurt of growth when the United States proclaimed the Embargo Act, closing its ports to foreign shipping. Located on the American border, the small port quickly became an important avenue of exchange for goods entering and leaving the United States.⁸

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SIGNIFICANCE

By 1811, the town had grown sufficiently to move the Spanish government to officially establish the Town of Fernandina and ordered it laid out and organized around a classical Spanish grid plan. Fernandina became, therefore, the last Spanish colonial town founded in North America, the honor previously going to Los Angeles, California, in 1781. The design provided for the construction of important buildings facing onto the Plaza Lot, such as the town hall, customs house, the mayor's or commandant's house, the church, and important commercial buildings. Houses which already occupied the town site were ordered moved to conform to the new plat, the inhabitants receiving an additional lot or half lot adjacent to their property as a reward for doing so.⁹

The town had been without any defense works since the small fort on the Plaza Lot had been abandoned by Oglethorpe's garrison in 1742. Of this nothing remained, nor were there any useful remnants of Ft. Tonyn, supposedly constructed by the British near the present site of Ft. Clinch at the beginning of the American Revolution, and had failed to prevent an assault on Amelia Island by American forces in May, 1777. The action, however, had proved inconclusive.¹⁰ A new battery was constructed on the Plaza Lot about 1801. It consisted of a few houses and some canon facing the Amelia River, but had no defensive walls. Thus the town had little protection when American "patriots" sought to seize East Florida by force in order to annex it to the United States, a tactic that had been successfully used in West Florida (now the southern part of Alabama and Mississippi) two years earlier. On May 17, 1812, the independent military force seized Fernandina without firing a shot and remained in Fernandina for a year, but were unable to achieve their aim.¹¹

Upon the departure of this foreign force, the Spanish immediately reasserted its authority over Fernandina and Amelia Island, and began construction of Ft. San Carlos on the Plaza Lot, which was completed in 1816. It had a semi-octagonal plan and consisted of earthworks and wooden palisades. Its walls supported a terreplein eight feet high and four feet wide and contained a number of buildings, including storehouses, the commandant's quarters, and enlisted men's barracks. Its major armament faced the Amelia River. These new works, however, proved as ineffective as earlier defenses when the town was captured on June 29, 1817 by the privateer Gregor MacGregor, who was acting under a commission from the government of Mexico, which remained at hostilities with Spain since declaring its independence in 1810. MacGregor declared Florida independent of Spain and hoisted the "Green Cross of Florida" flag over the fort.¹²

MacGregor departed Fernandina two months later, leaving his forces under the command of Jared Irwin, one of his officers. Jared was joined in September by Luis Aury, another privateer commanding the brig Mexican Congress. He took over command from Irwin and declared Amelia Island to be a possession of the Republic

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SIGNIFICANCE

of Mexico and replaced the "Green Cross of Florida" with the Mexican flag.¹³

The Spanish protested to the United States about the disorder along its southern border and the involvement of American citizens in the capture of Fernandina. The U.S. responded by landing troops on Amelia Island on December 23, 1817 and persuaded Aury to surrender without opposition. Fernandina had supposedly been reclaimed for the King of Spain, but American forces were still occupying the town when the Adams-Onís Treaty ceding Florida to the United States was ratified by Congress in 1821. At the time of the cession, Fernandina was described as a town of about 40 houses and 150 inhabitants.¹⁴

In 1824, Fernandina was made the seat of newly created Nassau County and the town was incorporated the same year. The community, however, failed to prosper, and between 1835 and 1840 the county seat was moved to a new location. Ft. San Carlos was abandoned, and construction began on Ft. Clinch on the north shore of Amelia Island in 1847. In 1853, the town site was moved further south, so that the newly incorporated Florida Railroad could avoid laying track across the marshes surrounding Old Fernandina. Most of the inhabitants moved to the new city, and today nothing survives from the pre-1853 period except archaeological remains and the plan of the town, which is still evident in the streets of the subdivision where one finds less than fifty structures.¹⁵

Footnotes

1. Mark F. Boyd, "Enumeration of Spanish Missions in 1675," Florida Historical Quarterly 27 (1948): 183-184; Hale G. Smith and Ripley P. Bullen, "Fort San Carlos," Notes in Anthropology Xiv (1971): 2-3.
2. Evangeline W. Andrews and Charles McLean, Jonathan Dickinson's Journal (New Haven, 1945), p. 67.
3. Herbert E. Bolton, Arrendo's Historical Proof of Spain's Title to Georgia (Berkeley, 1925), pp. 59-60.
4. Harriet C. Cooper, James Oglethorpe (New York, 1904), pp. 119-120.
5. Charlton W. Tebeau, A History of Florida (Miami, 1980), p. 72.
6. Florida Writers' Project, Seeing Fernandina: A Guide to the City and Its Industries, American Guide Series (Fernandina, 1940).
7. William Gerard de Brahm, Report of General Survey of Southern District of South Carolina (London, 1853).

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SIGNIFICANCE (Footnotes)

8. Rembert W. Patrick, Florida Fiasco: Rampant Rebels on the Florida-Georgia Frontier, 1810-1815 (Athens, 1954), p. 82.
9. Works Project Administration, Spanish Land Grants in Florida, 5 Vols. (Tallahassee, 1940).
10. W.H. Siebert, Loyalists in East Florida, 1774-1785, Vol. I (Deland, 1929).
11. "The Surrender of Amelia: A Letter Written by G.I.F. Clarke," Florida Historical Quarterly IV (1925): 90-95.
12. T. Frederick Davis, "MacGregor's Invasion of Florida, 1817," Florida Historical Quarterly VII (1928): 3-14.
13. Ibid., pp. 31-33.
14. Ibid., pp. 38-69.
15. Florida Writers' Project, Seeing Fernandina: A Guide to the City and Its Industries, American Guide Series (Fernandina, 1940).

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property 44 approximately

Quadrangle name Fernandina Beach

Quadrangle scale 1:24,000

UTM References

A	Zone	Easting	Northing	B	Zone	Easting	Northing
	17	45162160	33952160		17	45167200	33952000
C	17	45166800	33948200	D	17	45162200	33948800
E				F			
G				H			

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A

11. Form Prepared By

name/title W. Carl Shiver, Historic Sites Specialist

organization Division of Historical Resources

date August 18, 1986

street & number the Capitol

telephone (904) 487-2333

city or town Tallahassee

state Florida

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☒ national ☐ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title State Historic Preservation Officer

date December 16, 1986

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

Chief of Registration

date

United States Department of the Interior
National Park Service

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MAJOR BIBLIOGRAPHICAL REFERENCES

- Andrews, Evangeline W. and McLean, Charles. Jonathan Dickinson's Journal. New Haven, 1945.
- Bolton, Herbert E. Arrendo's Historical Proof of Spain's Title to Georgia. Berkeley, 1925.
- Boyd, Mark F. "Enumeration of Spanish Missions in 1675," Florida Historical Quarterly 27 (1948).
- Brahm, William Gerard de. Report of General Survey of Southern District of South Carolina. London, 1853.
- Cooper, Harriet C. James Oglethorpe. New York, 1904.
- Davis, T. Frederick. "MacGregor's Invasion of Florida, 1817," Florida Historical Quarterly VII (1928).
- Florida Writers' Project. Seeing Fernandina: A Guide to the City and Its Industries. American Guide Series. Fernandina, 1940.
- Patrick, Rembert W. Florida Fiasco: Rampant Rebels on the Florida-Georgia Frontier, 1810-1817. Athens, 1954.
- Siebert, W.H. Loyalists in East Florida, 1774-1785. 2 Vols. Deland, 1929.
- Smith, Hale G. and Bullen, Ripley P. "Fort San Carlos," Notes in Anthropology XIV (1971).
- "The Surrender of Amelia: A Letter Written by G.I.F. Clarke," Florida Historical Quarterly IV (1925).
- Tebeau, Charlton W. A History of Florida. Miami, 1980.
- Works Project Administration. Spanish Land Grants in Florida. 5 Vols. Tallahassee, 1940.

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Verbal Boundary Description

Begin at the point where the extension of the south line of Garden Street intersects the west side of Marine Street, then run north along the west side of Marine Street approximately 1,185 feet, then run east along the north side of blocks 35, 37, 18, 19, 31, and 34 to the point said line intersects the west side of 12th Street, a distance of approximately 1,605 feet, then run south along the west side of 12th Street approximately 1,120 feet to the point said line intersects the property line of the City Cemetery, then run west along the City Cemetery property line to the southwest corner of lot 24, the intersection of New and Garden streets, then run south along the property line of the City Cemetery approximately 66 feet, then run west along the south side of Garden Street approximately 1,090 feet to the point of beginning.

for two months by Ogle-
 rolina colonials; but the
 because, it was claimed,
 ut their part of the cam-
 strengthened thereafter for
 ld retaliate. Since Fort
 l Island (overlooking the
 of the strong posts, it is
 opposite, was abandoned
 lliam (24).

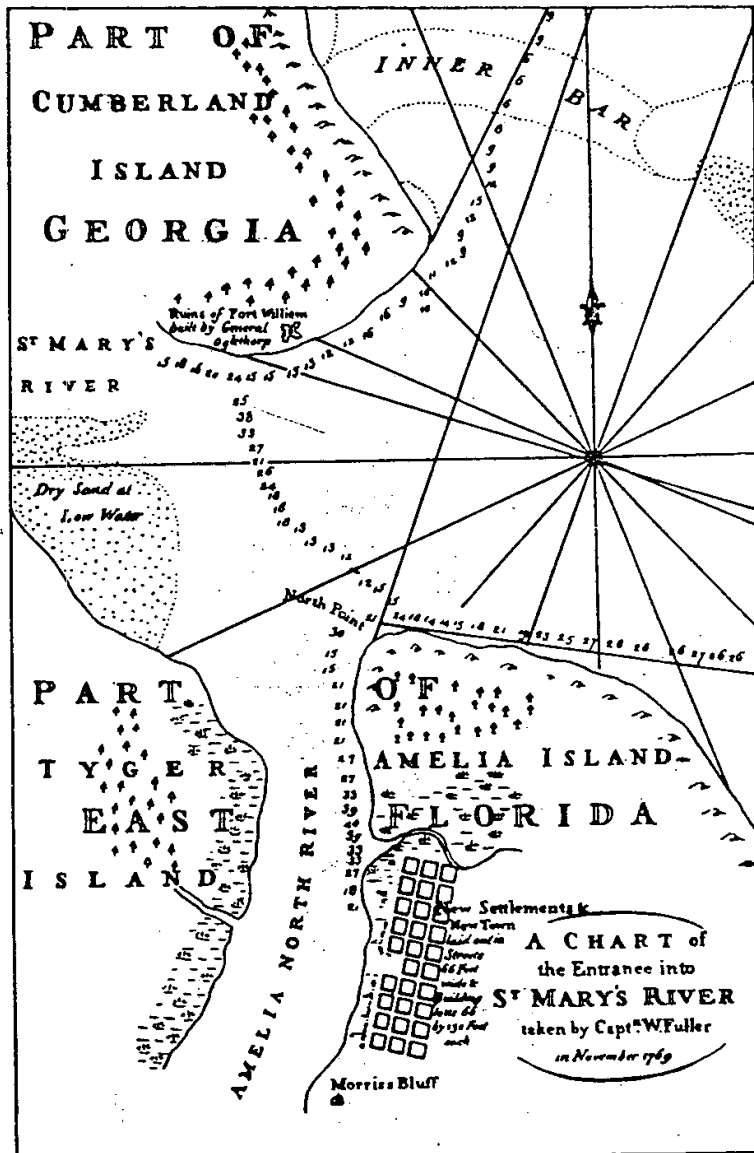
coast endangering English
 nish armies kept coming
 Spanish attack. Finding
 ish fleet of 32 ships aban-
 o St. Simon's Island and
 e battle of Bloody Marsh.
 as many more were cap-
 as far as the mouth of the

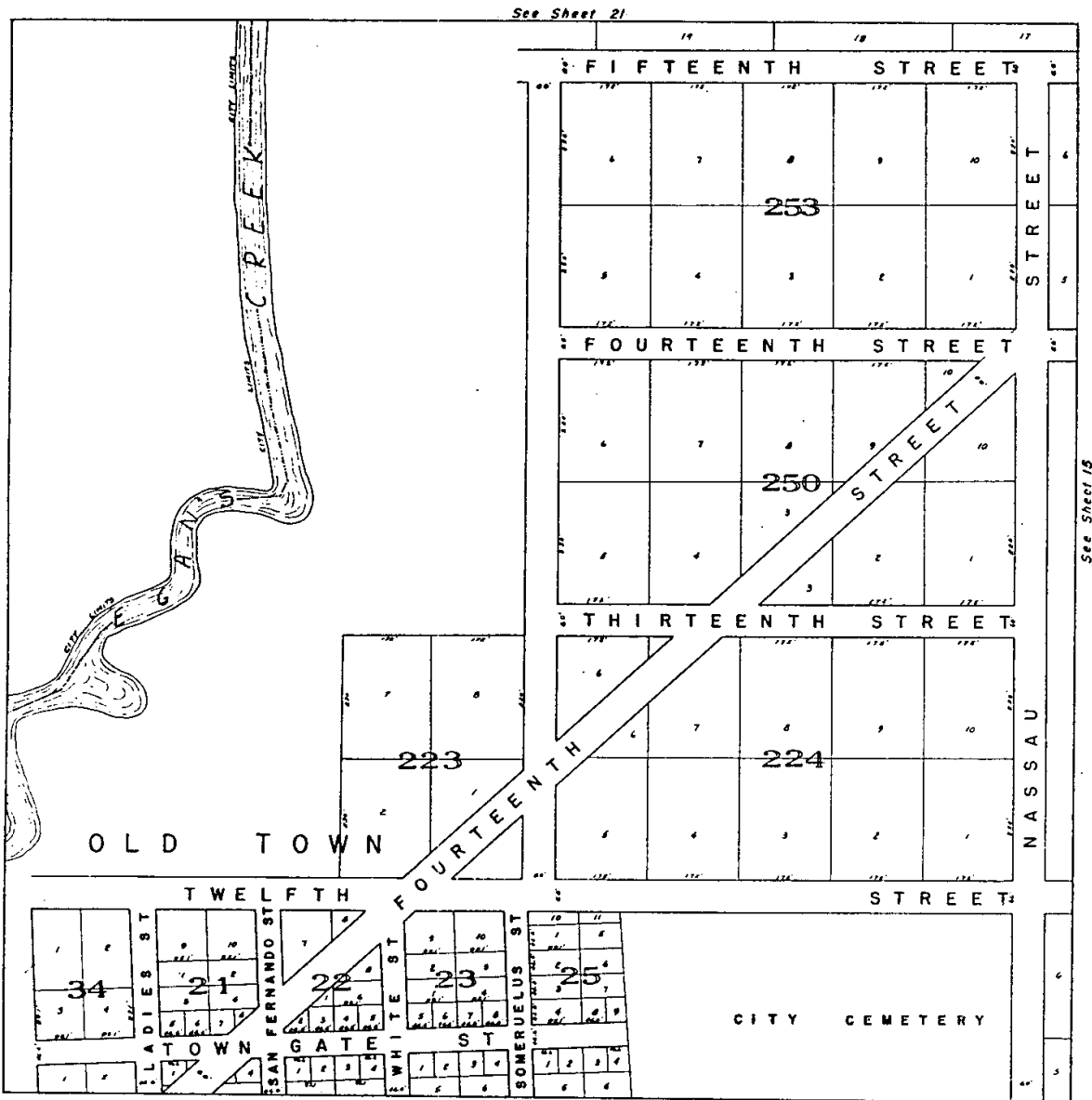
ween England and Spain,
 and, although a Spanish
 land, comparatively safe
 probably remained in the
 en the French and Indian
 enough to lose the whole

AMELIA

Spain to England, a def-
 set for the province (27).
 r town of Florida, a situa-
 e thirteen years later when

la into East Florida and
 ough the second Spanish
 rial era. It was the basis
 counties, St. Johns and
 boundary of East Florida.
 smont Town, with regular
 map of 1767, prepared for
 Trade and Plantations, the
 d the American colonies.
 north end of the island and
 o, developed a large plan-
 go still grows wild in this

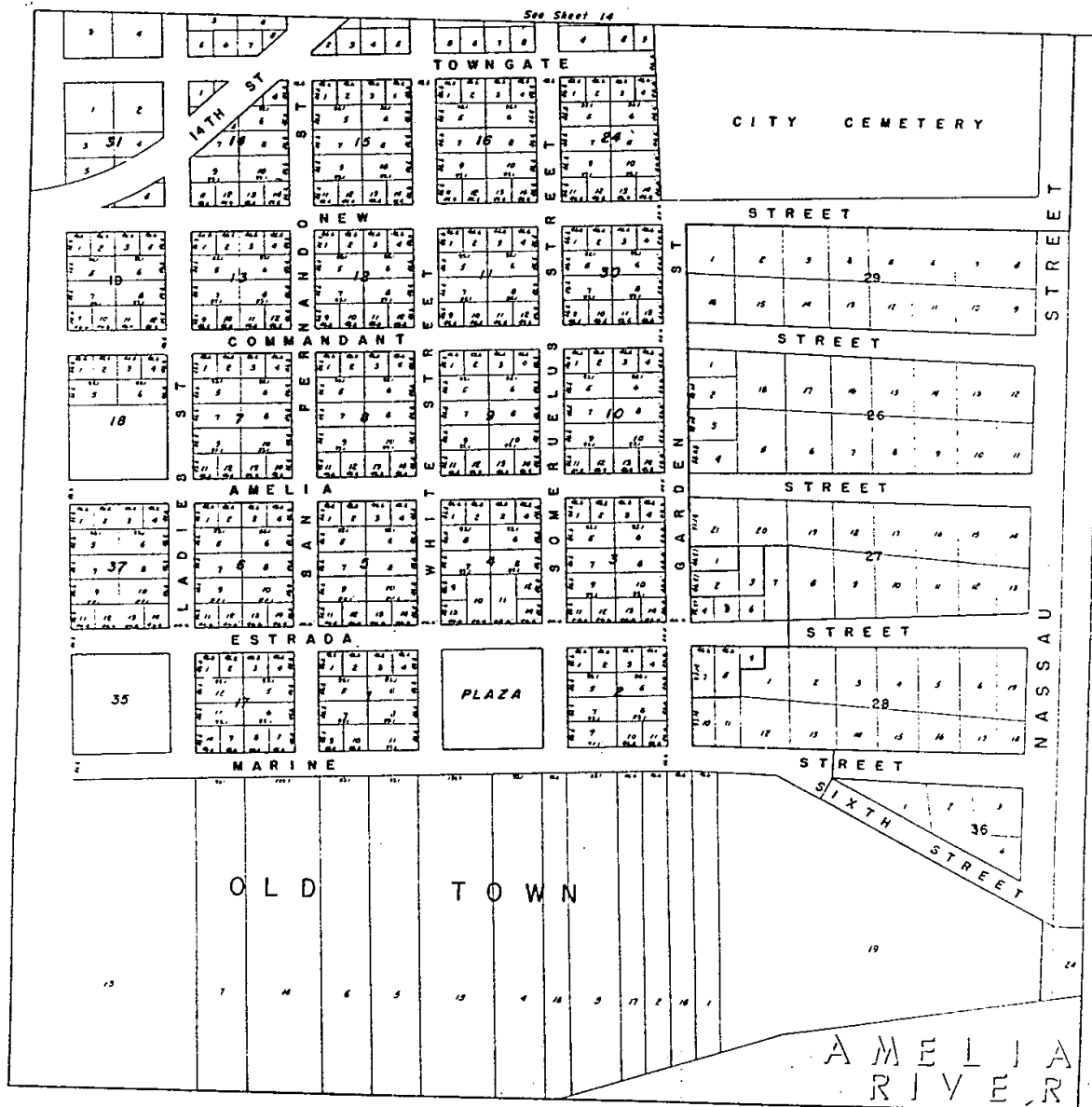




HUNNICUTT & ASSOCIATES
 MAPPING DIVISION
 JOE W. ARNOLD, II ASSOCIATE

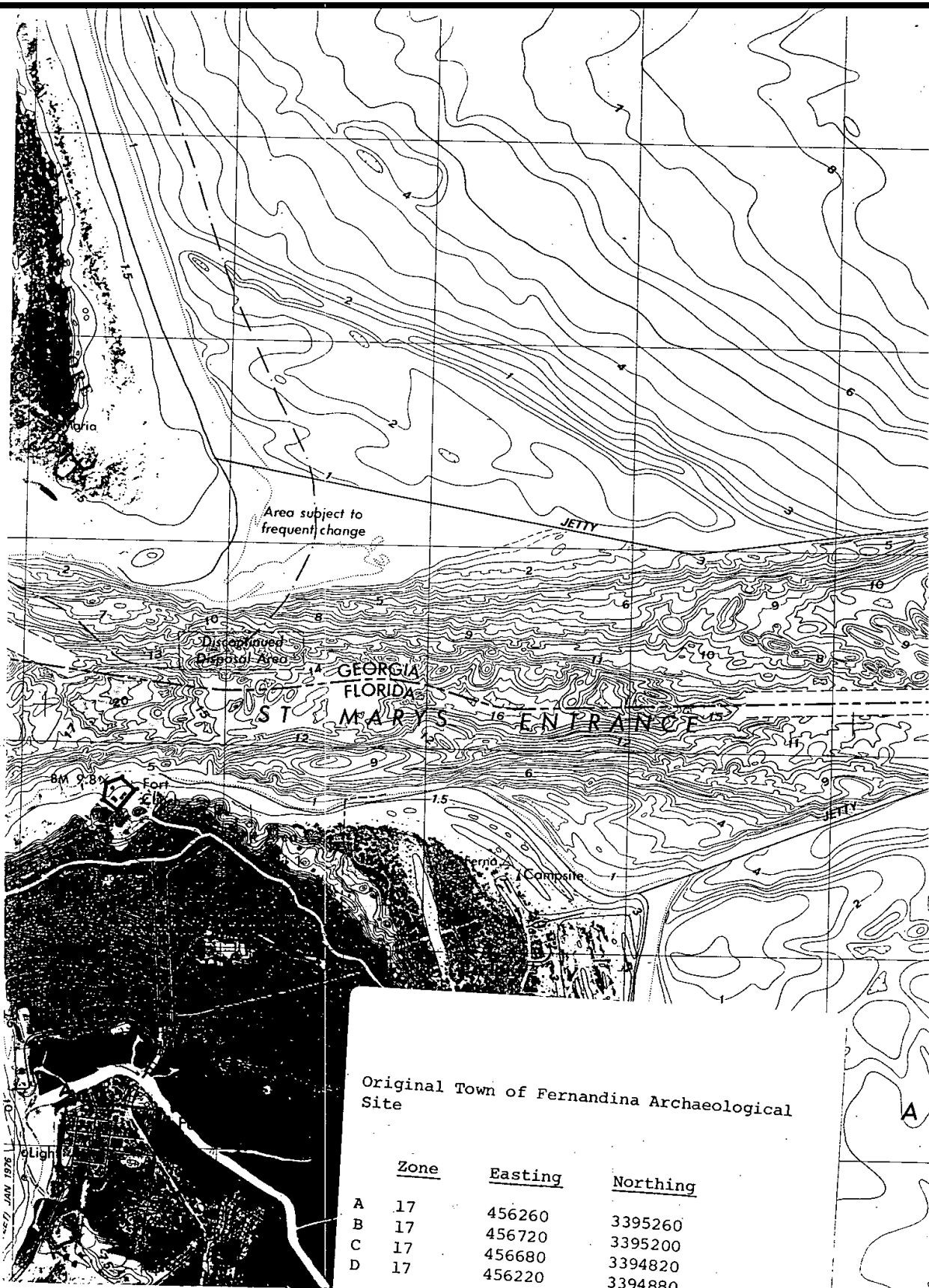
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SHEET NO. 14
 DATE: FEB. 14, 1954
 SCALE: 1"=100'

57



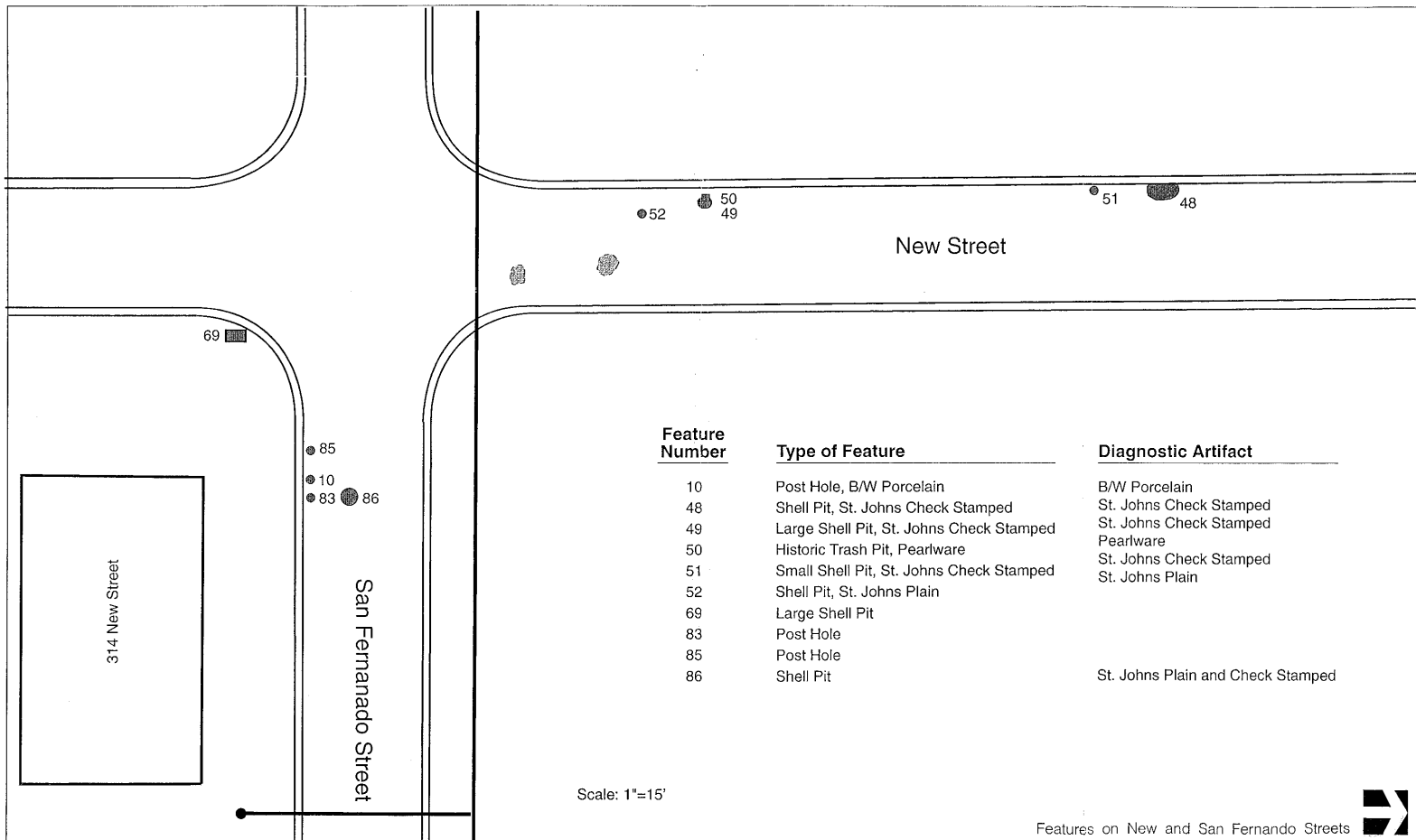
HUNNICUTT & ASSOCIATES
MAPPING DIVISION
JOE W. ARNOLD, II ASSOCIATE

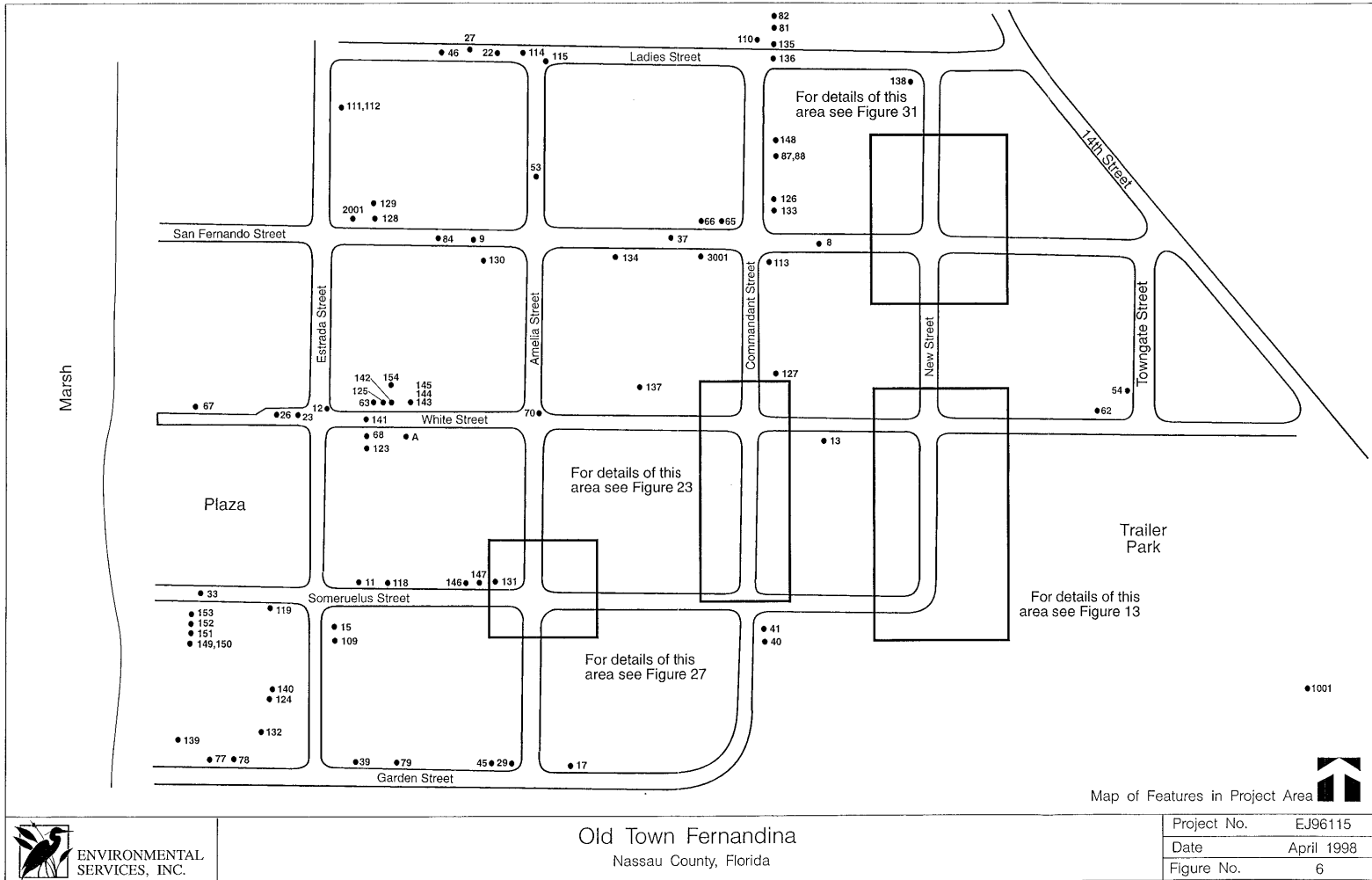
CITY OF
FERNANDINA BEACH, FLA.
SHEET NO 7
DATE: FEB. 14, 1954
SCALE: 1" = 100'



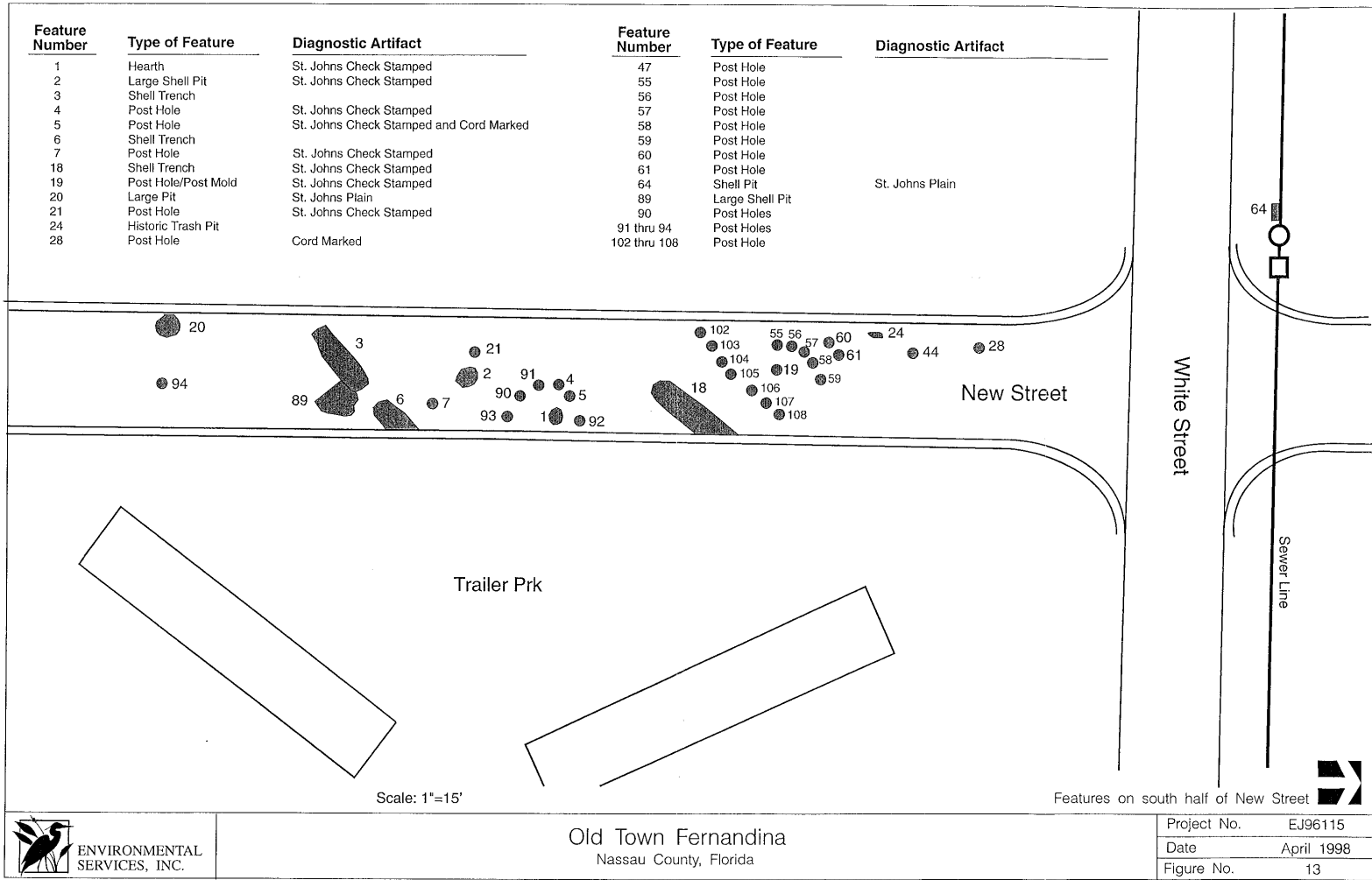
Original Town of Fernandina Archaeological Site

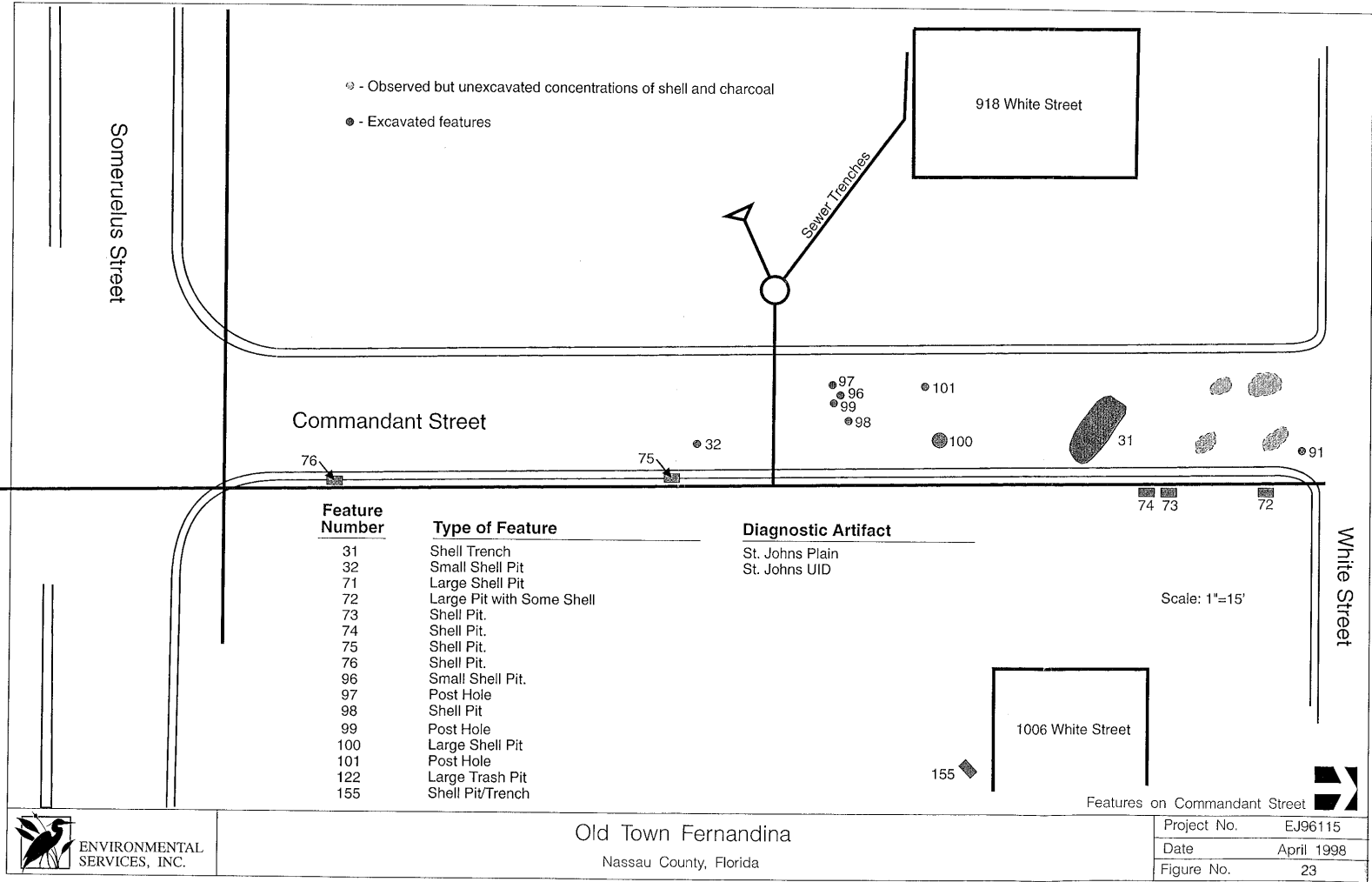
	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
A	17	456260	3395260
B	17	456720	3395200
C	17	456680	3394820
D	17	456220	3394880





ENVIRONMENTAL
SERVICES, INC.





6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

Domestic/ Town SiteDomestic/ Town SiteDefense/ Fortification**7. Description**Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

N/Afoundation N/Awalls N/AN/Aroof N/Aother N/A

Describe present and historic physical appearance.

See Continuation Sheet

☒ See continuation sheet

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1 DescriptionSummary Paragraph

The Old Town Fernandina Historic Site comprises the greater part of the Old Town Subdivision of the city of Fernandina Beach, Florida, which is the seat of Nassau County. Old Town is located north of the city, near the north end of Amelia Island on a small peninsula formed by the confluence of Egans Creek on the north and east and the Amelia River on the west. The site comprises all or part of 25 city blocks, including the Plaza Lot (the site of Fort San Carlos), and 10 improved and unimproved city streets, an area of about 36 acres in all. Excluded from the nomination are the City Cemetery and that area west of the eastern right-of-way of Marine Street. The town site contains 39 residential structures that do not contribute to the historic significance of the town site. These are mainly one and two-story wood frame buildings constructed in the late nineteenth and early twentieth centuries. Except for 14th Street, White Street, and the south half of Estrada Street, all of the streets in the town site are unpaved.

Supporting Narrative

The present plan of Old Town reflects the original plat of the town in 1811 and its subsequent enlargement in 1821. It consists of a regular grid of streets, most of them unpaved, framing square city blocks. There are no buildings or substantial above ground structures dating prior to the establishment of the new town of Fernandina Beach to the south in 1853. Visible on the surface, however, are oyster shell and scattered artifacts and materials dating from prehistoric and post-contact periods of occupation and settlement. Archaeological excavations on the Plaza Lot in the vicinity of Fort San Carlos which were undertaken in 1950 and 1963 uncovered artifacts and features associated with aboriginal habitation as well as materials associated with the post-contact period. This work was designed to examine the subsurface remains of Fort San Carlos, constructed in 1816 and abandoned ca. 1821.

As no early visual representations of the town of Fernandina prior to 1853 are available, the exact locations of earlier structures can only be determined by written records (particularly Spanish Land Grants), guesswork, and archaeological investigation. None of the existing structures are thought to date from the period of significance. The town that was established in 1821 formalized an existing settlement of small homesteads and buildings associated

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**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2 Description

with Fort San Carlos and the wharf on the Amelia River near the fort. A considerable amount of goods passed through the town in the last years of Spanish rule, since the community acted as a conduit of trade between the United States and Spanish East Florida.

Although one can only speculate about the appearance of the settlement upon the imposition of the town plan in 1811, there must have been little formal organization, since the inhabitants were required to relocate houses that did not conform to the new plan. The town site was cleared of the remaining trees and brush and at least some of the streets graded. The 1811 town plat consisted of a grid of thirteen city blocks, eight streets, and the public square in which Fort San Carlos was located. A cemetery was established immediately south of the settlement and was enlarged to abut the town after 1821.

The town occupied a low bluff overlooking the Amelia River and was bounded on the north and south by an extensive marsh, much of which is still in evidence today. Nevertheless, the 1811 map shows groves of fruit trees at the north and south limits of the settlement, and efforts to reclaim sections of the nearby marsh through extensive dredge and fill operations appear to have already been underway by that time. A map of Fernandina drawn in 1821 shows that the community had grown considerably, having reached the approximate geographical area covered by this nomination proposal. The map also shows a number of lots located on the "beach" lying between the bluff and the edge of the Amelia River. There is no evidence that these were ever occupied by permanent structures, as the tracts were subject to constant flooding by rises in the height of the Amelia River and are now almost completely inundated.

That area of the town site along the bluff has seen serious alteration as a result of erosion from rainwater runoff that has caused part of the land forming the right-of-way of Marine Street to collapse onto the river bank below. That part of the bluff, or steep bank, immediately west of the Plaza Lot has also been further damaged by "pot hunters" seeking artifacts associated with Fort San Carlos. Fortunately, this disturbance is not extensive and does not appear recent in nature, probably because the efforts have turned up little of value to the amateur collector.

North of Egans Creek and its surrounding marshes is Fort Clinch State Park, the principal feature of which is a Civil War era fort that overlooks the entrances of the St. Marys and Amelia

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rivers. South of Old Town is another marsh and an industrial plant that separate the earlier community from present-day Fernandina Beach.

By the end of the Spanish era, the town consisted of about 40 houses, built of wood, and 10 or 11 tree-lined streets, regularly intersecting at right angles. There was also a public square with a small fort of eight guns fronting the water. According to contemporary eyewitness accounts, some of the buildings in the town were two stories in height and had galleries or verandas on both stories. Few changes were made to the community after 1821. In 1853 the town of Fernandina was relocated farther south to accommodate construction of a railroad, and the original site of the settlement was largely abandoned. However, there have always been some houses in the area, although none of the present structures seem to date earlier than the late nineteenth century.

Known Archaeological Resources

The boundaries of the town site contain a variety of archaeological and architectural resources that do not fall within the period of significance of this nomination. Some of these may be significant within their own right but do not contribute to the thesis of this nomination. In the case of the architectural resources found within the boundaries of the nominated town site, we have provided a list of these properties and a map showing their location. Subsurface contributing and non-contributing archaeological resources cannot all be sufficiently located or described at this time but must await future excavations and surveys to supplement those that have already taken place.

The 1963 archaeological excavations of Fort San Carlos and the surrounding area indicated that some of the shell midden features interpreted as aboriginal deposits in the earlier 1951 investigations were in fact the result of land modifications made during the Spanish Period as improvements to the town site and Fort San Carlos. On the other hand, there also appeared to be undisturbed features dating from prehistoric archaeological periods from the fiber-tempered potter Orange Period (2000-500 B.C.) through the intervening St. Johns/Savannah periods and into the contact (San Marcos or Mission) period. There were also indications of intermittent and occasional uses and occupations of the town site and, particularly, the plaza areas across many periods, including the British Period (1763-1784). These temporary

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Description

or recurrent occupations are more evident than established villages prior to the creation of the 1811 town plan.

The area has suffered some disturbance through its natural development and use as a town site in the many decades subsequent to the founding of the Spanish town. It is believed that this source of disturbance is not greater than in other occupied communities and is considerably less than in others still having significant archaeological remains. Except for the portions of the site already lost, the natural and human actions have not impacted the resource in a manner detrimental to productive and important research.

Report by Archaeologist John Griffin on Old Fernandina Town Site, July 1988

A visual resurvey of the area and a review of the excavations within the area of Old Town, including the Fort San Carlos Site, indicate that some of the "shell midden" features were, in fact, the result of land modification during the Second Spanish Period. There were, however, undisturbed features dating from prehistoric archaeological periods from the fiber-tempered pottery Orange Period (2000-500 B.C.) through the intervening St. Johns/Savannah periods and into the contact (San Marcos or Mission) period. Selective testing indicates that pre-nineteenth century occupation of the town site was intermittent and somewhat sparse, rather than revealing a history of established villages. Nevertheless, prehistoric and contact period cultural features can be found in isolated features almost anywhere within the site boundaries, and the presence of more substantial prehistoric or mission period occupations elsewhere within the boundaries of the town cannot be ruled out. The same may be said for occupation(s) during the British Period (1763-1784).

The town plan of Spanish Fernandina is remarkably preserved in the present streets, and block and lot divisions of Old Town. Detailed confirmatory excavation has occurred only within the Plaza Lot at the site of Fort San Carlos. Here, archaeological remains of the fort were found which match the plan and location of the fort on early nineteenth century maps. There are also other portions of the town in which surface indications, either of construction remnants or artifactual scatter, provide evidence of earlier occupations. Other important areas are the known locations of the town gate and the north and south blockhouses. Materials

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Continuation SheetSection number 7 Page 5 Description

giving evidence of the locations of early structural occupations are widespread over the blocks of the early town.

About forty wood houses stood on the site in 1821. This is the approximate number of existing structures on the site. While none of these are believed to be survivors of the Spanish town, some may occupy the same sites as the much earlier structures. Barring evidence to the contrary, the wooden houses of Fernandina were probably raised above the ground on wooden piers. This would be in contrast to the stone and tabby floor tradition of earlier St. Augustine, and would result in a quite different archaeological situation insofar as architectural remains are concerned. Wells, trash pits, privies, and fences--along with sheet refuse deposits--constitute other probable non-architectural features.

The archaeological potential of Old Town is considerable and significant, based on the following considerations:

1. The amount of construction subsequent to Spanish times is relatively sparse, and of such a nature as to have caused limited disturbance of previous occupations. Long-term archaeological projects in nearby areas, such as St. Augustine, have shown that very important information can be secured by careful work even in areas with a record of over 400 years of use.
2. The archaeological significance of Old Town Fernandina as an area of potential research lies in its relatively short time span (as compared, for example with St. Augustine) and the opportunity it provides to recover and analyze the material remains of such a multi-cultural community. This site should contain features relating to Hispanic, Anglo, and mixed households in a Spanish colony on the very border of the new United States. There should be evidences of Spanish, American, and privateer military occupation. It was the site of smuggling and illegal slave shipment to the United States.

In many ways Fernandina provides an unusual, if not unique, opportunity to formulate a series of hypotheses relating to fluid culture contacts and interaction. The resulting data should provide particular cultural historical information and data for the examination of culture change, culture contact, and processes involved.

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The major disturbance to the site has been the erosion of the bluff edge on the west side of the site. As demonstrated by the archaeology at Fort San Carlos, this has been substantial, leading to the loss of a considerable part of the fort. Early maps show the fort as located on a protruding bulge of the bluff, and it is this protrusion which has seen the major erosional reduction. While natural erosion must be considered a major cause, human agency--in part the actions of pot hunters and souvenir seekers--account for some of the disturbance. Overall the town site has suffered to some extent from natural human development of the area as a town site; however this disturbance is considerably less than in many areas. Except for those portions of the site that have already been lost, the natural and human actions have not impacted the resource in a manner detrimental to productive and important research.

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Description

List of Noncontributing Structures in Old Town

Note: The addresses in Old Town are extremely irregular and may be listed differently, depending on the map or directory in which they are listed. Therefore, this list is mainly useful for accurately locating the noncontributing structures represented on the map of the Old Town Fernandina Historic Site.

- | | |
|---|-------------------------------|
| 1. <u>14th Street</u> (not a historic street) | 8. <u>San Fernando Street</u> |
| None | 712 |
| | 714 |
| 2. <u>Amelia Street</u> | 715 |
| 205 | 801 |
| | 803 |
| | 808 |
| 3. <u>Commandant Street</u> | 818 |
| 406 | 908 |
| Box 4 | 910 |
| 4. <u>Estrada Street</u> | 9. <u>Someruelus Street</u> |
| 106 | 819 |
| 107 | 822 |
| 112 | 902 |
| 117 | 908 |
| 212 | 916 |
| 514 | 10. <u>Towngate Street</u> |
| | None |
| 5. <u>Garden Street</u> | 11. <u>White Street</u> |
| None | 801 |
| 6. <u>Ladies Street</u> | 807 |
| 713 | 914 |
| 715 | 915 |
| 818 | 916 |
| 902 | 917 |
| 1012 | 918 |
| | 1006 |
| 7. <u>New Street</u> | 1011 |
| 309 | 1119 |

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☒ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Archeology

Community Planning and Development

Exploration/Settlement

Period of Significance

1811-1821

Significant Dates

1811

1821

Cultural Affiliation

Post European Contact: Second Spanish

Colonial Period

Significant Person

N/A

Architect/Builder

N/A

N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See Continuation Sheet

☒ See continuation sheet

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Significance

Statement of SignificanceSummary Statement

The Old Town of Fernandina Historic Site fulfills criteria A, C, and D for listing in the National Register of Historic Places. It is significant in the areas of exploration and settlement, community planning, and historic archaeology. Founded in 1811, Fernandina is nationally significant in the area of exploration and settlement because of its association with Spanish conquest and settlement in the Western Hemisphere. It was the last town founded by Spain in North America and is significant in the area of community planning by embodying urban design concepts employed by the Spanish throughout their colonies in the New World. The archaeological potential of Old Town is considerable and promises to yield valuable data relating to aboriginal, Hispanic, and Anglo cultural crosscurrents in a Spanish colony on the border of the United States. This data will allow for the formulation of hypotheses relating to the contacts and interactions of these cultures.

Historical Context

The nomination proposal for the Old Town Fernandina Historic Site is concerned with the relatively short period from 1811 to 1821, a mere decade. However, that part of Amelia Island on which the town site is located had seen European occupation since at least the seventeenth century. What appears to be the earliest historical record of what was to become the Spanish town of Fernandina is a reference by Pedro de Arcos in his 1675 list of Spanish missions of Guale (Georgia and the Carolinas) and Mocama (Amelia Island) to a village of about 50 pagan Yamassee Indians located near what is now known as the Plaza Lot. This same settlement is mentioned in a letter of the same year written by Bishop Calderon to the Queen of Spain. Arcos also referred to the Franciscan mission of Santa Maria, at that time located about 2 1/2 miles south of the Yamassee village. The mission, however, may have earlier been located near the Plaza Lot and moved to its new location, as a more defensive position, because of British pressure on Spanish settlements in the Guale region.

At that time there was a fort associated with the Santa Maria mission and an advance guard post located at the Plaza Lot. Both the mission and fort at the Plaza Lot were noted in 1696 by

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Significance

Johnathan Dickinson, who was among a party of Quakers that were shipwrecked on the coast of Florida during a voyage to Philadelphia from the Bahama Islands. Dickinson's Journal, which calls the settlement the "Town of St. Mary's," gives an account of what the group saw when transported along the waterway by the Spanish. Six years later, the British sent a military expedition, led by Governor James Moore of South Carolina, against the Spanish missions and settlements north of St. Augustine. The mission of Santa Maria and the guardhouse at the Plaza Lot were burned and the inhabitants of Amelia Island compelled to flee to the safety of St. Augustine.

The Spanish did not immediately bother to reoccupy Amelia Island when the British withdrew. It was still abandoned in 1732 when James Oglethorpe and his associates began formally establishing their Georgia colony. On a trip south, Oglethorpe visited Amelia Island, to which he gave its present name, and established an advance garrison at the Plaza Lot, providing the troops with boats with which to patrol the Amelia and St. Marys rivers. The men also built a small palisade mounting eight guns which overlooked the Amelia River. The garrison was withdrawn in 1742, and Amelia Island once again was left deserted until Florida became a British colony as a result of the Seven Years War.

More familiar to Americans as the French and Indian War (1754-1760), the conflict was the final phase of a century-long struggle between France and England for colonial and commercial supremacy in North America. Florida played little direct role in the war itself, but became a pawn in international politics when it came time to make peace. In the Treaty of Paris (1763), England took Canada from the French and Spain received France's trans-Mississippi lands (Louisiana Territory). Spain also exchanged Florida for the city of Havana, Cuba, which had been captured by the British during the war.

Early during the British colonial period, Amelia Island was acquired by John Perceval, the Earl of Egmont, who established a plantation and the site of "Egmont Town" on the north end of the island. A map drawn in 1769 labeled the plan as "new settlements and new town laid out in streets 66 feet wide and building lots 66 by 132 feet each." In 1770, the surveyor general of the southern colonies, William Gerad de Brahm, published his survey, which included Amelia Island. At the site of Old Town, de Brahm showed a north-south oriented plat and labeled it "Egmont Town," described as having been laid out that year by the Earl of Egmont. Egmont,

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Significance

however, died the same year, and although British subjects settled on small farms within the town area, no attempt was made to have construction conform to Egmont's plan. This earlier plat was similar to the later Spanish town site in one important respect: it set aside the Plaza Lot as a public area, probably for the construction of a fort.

At the end of the American Revolutionary War in 1783, Florida once again passed into Spanish hands. Many British subjects departed Florida for England's West Indian colonies, but a number of persons remained, including inhabitants of Amelia Island, by virtue of declaring allegiance to the Spanish Crown. Little change took place at "Egmont Town" at first, but in 1807 the community experienced a spurt of growth when the United States proclaimed the Embargo Act, closing ports to foreign shipping. Located on the American border, the small port quickly became an important avenue of exchange of goods entering and leaving the United States.

By 1811, the town had grown sufficiently to move the Spanish government to officially establish the "Town of Fernandina." The formal establishment of a town near the confluence of the Amelia and St. Mary's rivers also represented a last desperate attempt by the Spanish to block American territorial ambitions in East Florida and to serve as a defensive buffer against military attacks on St. Augustine. The new town was laid out and organized around a classical Spanish grid plan. Fernandina became, therefore, the last Spanish colonial town founded in North America, the honor previously going to Los Angeles, California in 1781.

The design provided for the construction of important buildings facing onto the Plaza Lot, such as the town hall, customs house, the mayor's or commandant's house, the church, and important commercial buildings. Houses which already occupied the town site were ordered moved to conform to the new plat, the inhabitants receiving an additional lot or half lot adjacent to their property as compensation for doing so.

The town had been without any defense works since the small fort on the Plaza Lot had been abandoned by Oglethorpe's garrison in 1742. Of this nothing remained, and a new battery was constructed on the Plaza Lot about 1801. It consisted of a few buildings and some cannon facing the Amelia River, but had no defensive walls. Thus the town had little protection when American "patriots" sought to seize East Florida by force in order to annex it to the United States, a tactic that had been successfully used

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Significance

in West Florida (now the southern part of Alabama and Mississippi) two years earlier. On May 17, 1812, the independent military command seized Fernandina without firing a shot and remained there for a year, but the troops were unable to achieve their aim because they could find no means of capturing the more strongly defended capital of East Florida, St. Augustine.

Upon the departure of this foreign force, Spain immediately reasserted its authority over Fernandina and Amelia Island and began construction of Fort San Carlos on the Plaza Lot, which was completed in 1816. The fort had a semi-octagonal plan and consisted of earthworks and wooden palisades. Its walls supported a terreplein eight feet high and four feet wide and surrounded a number of buildings, including storehouses, the commandant's quarters, and the enlisted men's barracks. Its major armament faced the Amelia River. These new works, however, proved as ineffective as earlier defenses when the town was captured on June 29, 1817 by the privateer Gregor MacGregor, who was acting under a commission from the government of Mexico, which remained at hostilities with Spain since declaring its independence in 1810. MacGregor declared Florida independent of Spain and hoisted the "Green Cross of Florida" flag over the fort.

MacGregor departed Fernandina two months later, leaving his forces under the command of Jared Irwin, one of his officers. Irwin was joined in September by Luis Aury, another privateer commanding the brig Mexican Congress. He took over command from Irwin and declared Amelia Island to be a possession of the Republic of Mexico and replaced the "Green Cross of Florida" with the Mexican flag.

The Spanish protested to the United States government about the disorder along its southern border and the involvement of American citizens in the capture of Fernandina. The U.S. responded by landing troops on Amelia Island on December 23, 1817 and persuaded Aury to surrender without opposition. Fernandina had supposedly been reclaimed for the King of Spain, but American forces were still occupying the town when the Adams-Onís Treaty ceding Florida to the United States was ratified by Congress in 1821. At the time of the cession, Fernandina was described as a town of about 40 houses and 150 inhabitants.

Three years after Florida became an American territory, Fernandina was made the seat of newly created Nassau County, and the town was incorporated the same year. The community, however,

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National Park Service

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Continuation Sheet

Section number 9 Page 1

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Major Bibliographical References

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FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

NR listed 1/29/90.

2. NA 238

December 12, 1989

Ms. Carol D. Shull, Chief of Registration
National Register of Historic Places
Department of the Interior, NPS
P.O. Box 37127
Washington D.C. 20013-7127

Dear Ms. Shull:

Enclosed are the completed National Register Nomination forms and supporting documentation for the following property:

Old Town Fernandina Historic Site, the city of Fernandina Beach, Nassau County.

Please do not hesitate to contact us at (904) 487-2333 if you have any questions or require any additional information.

Sincerely,

George W. Percy
State Historic
Preservation Officer

GWP:wcs

Enclosures

The following actions have been taken on the following properties but were excluded from a previous list:

KEY: Property Name, Multiple Name, Address/Boundary, City, Vicinity, Reference Number, NHL status, Requested Action, Decision Date

CALIFORNIA

Alameda County
Lightship WRL-605, RELIEF
Oakland Estuary in Brooklyn Basin
Oakland 89002462 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

Los Angeles County
Male Solar Laboratory
740 Holladay Rd.
Pasadena 86000103 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

Marin County
Point Reyes Lifeboat Rescue Station, 1927
Drake's Bay, Point Reyes National Seashore
Inverness vicinity 85002756 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

ILLINOIS

Champaign County
University of Illinois Observatory
901 S. Mathews Ave.
Urbana 89002466 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

INDIANA

Parke County
J.M. Russell Bridge
Parke County Covered Bridges TR
N of Rockville
Rockville vicinity 78000396
RENOVAL 2/20/90
Jesseup Bridge
Parke County Covered Bridges TR
E of Rockville
Rockville vicinity 78000395
RENOVAL 2/20/90

KENTUCKY

Fleming County
Sherburne Covered Suspension Bridge
KY 11 at Licking River
Sherburne 76000882
RENOVAL 2/06/90

MAINE

Cumberland County
Logship No. 112, WINTUCKET
Southern Maine Vocational Technical Institute Pier
South Portland 89002464 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

MASSACHUSETTS

Bristol County
Torpedo Boat PT-617
Battleship Cove
Fall River 89002465 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

Norfolk County

Great Blue Hill Weather Observatory
Blue Hills and Neponset River Reservations MRR
Milton
Milton 80000665 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

OREGON

Benton County
Kappa Alpha Theta Sorority House, Old
145 NW. 21st St.
Corvallis 89000516
RENOVAL 2/06/90

Lincoln County

Lightship WRL-604, COLUMBIA
1792 Maritime Dr.
Clatsop 89002463 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

VERMONT

Windsor County
Stellafane Observatory
S of North Springfield off Breezy Hill Rd.
North Springfield vicinity 77000107 NHL
NATIONAL HISTORIC LANDMARK 12/20/89

The following properties were also entered in the National Register but were excluded from a previous notice:

KEY: Property Name, Multiple Name, Address/Boundary, City, Vicinity, Reference Number, NHL status

FLORIDA

Nassau County
Original Town of Fernandina Historic Site
Roughly bounded by Youngs St., City Cemetery, Nassau, Marine, and Ladies Sts.
Fernandina Beach 1/29/90 86003685

NEW MEXICO

Lincoln County
Archeological Site LA 12155
Prehistoric and Historic Agricultural Sites in the Lower Rio
Bonito Valley TR
Address Restricted
Lincoln vicinity 2/18/90 88001509

RHODE ISLAND

Providence County
Doyle Avenue Historic District
Doyle Ave. from N. Main St. to Hope St.
Providence 2/22/90 90000104

Washington County

Perry--Carpenter Grist Mill
364 Moonstone Beach Rd.
South Kingstown 2/22/90 90000106

NA 238



~~1187~~
NA238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
500 South Bronough

Tallahassee, Florida 32399-0250

Director's Office

Telecopier Number (FAX)

(904) 488-1480

(904) 488-3353

June 28, 1989

Mrs. Barbara T. Kent
619 Cayuga Heights Road
Ithaca, NY 14850

Re: KWG Grove

Dear Mrs. Kent:

Thank you for the Preliminary Site Information Questionnaire on the information you have provided, it is our opinion that this property should be considered for listing in the National Register of Historic Places.

I have enclosed a National Register Proposal form and instructions for its preparation.

You should study both the form and the instructions carefully before you attempt to fill out any information. It is essential that you understand what kind of information is required and how it is recorded in order to avoid wasted time and effort. There are several points that must be emphasized.

First, is the need for completed and accurate documentation. This applies to the physical description as well as the statement of significance. We need as much specific information as you can provide regarding original construction, alterations and use of the property, as well as the historical events, developments, and persons with which it has been associated.

Second, graphics can be extremely helpful. Current photographs, including overall views and close up shots of important details are required. Historic photographs should be included whenever they are available. Sketch plans or diagrams of sites, interior floor plans, etc., should be carefully and accurately drawn, although not necessarily to scale.

NA 238

Amelia Island Fernandina Restoration Foundation, Inc.

102 Centre Street, Fernandina Beach, Florida 32034

P. O. Box 1144

June 26, 1989



Mr. Paul Weaver
Historic Property Associates, Inc.
Post Office Box 1002
St. Augustine, Florida 32805-1002

RE: Old Town Fernandina

Dear Paul,

Pursuant to your letter of March 3, 1989 to Dr. Carl Shiver, we do want Dr. Shiver to make some corrections to the National Register Nomination for Old Town.

Instead of using the verbal boundry on the Nomination Form, Item 10, Page One, we want to use the natural boundaries described in the Revised Nomination under Item 7, Description and the natural boundaries in the Original Nomination under Item 7, Text Supporting Present and Original Physical Appearance. Please combine the two descriptions and use the proper identification for the natural boundaries. I have enclosed copies for your reference.

Time is of the essence. It is imperative to us that the above change be made quickly and the application is sent to Washington. We would be pleased if you would give your attention to this matter to expedite it as soon as possible. Let us know when the application has been sent.

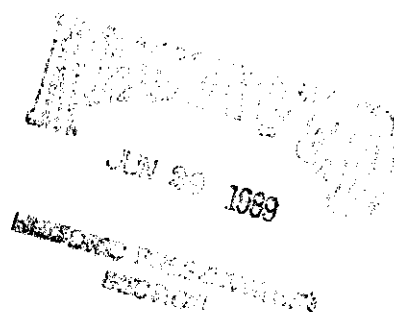
If I can be of any help by going to Tallahassee and taking this information to Dr. Shiver, I will pick up the necessary papers in St. Augustine and I will deliver them to him personally. If this will speed up the process, please call me.

Yours truly,

Patricia H. Williams
President

Enclosures

cc: Dr. Carl Shiver



4487
10238

Amelia Island Fernandina Restoration Foundation, Inc.
102 Centre Street, Fernandina Beach, Florida 32034



August 1, 1989

W. Carl Shiver, Ph.D.
Historic Sites Specialist
Division of Historical Resources
Florida Department of State
R.A. Gray Building
Tallahassee, FL 32399-0250

Dear Dr. Shiver,

We would like to request a copy of all correspondence concerning our National Register Nomination for Old Town Fernandina that are in our file in your office.

Thank you.

Sincerely,

Jean Layland
Secretary

RECEIVED
AUG 7 1989

RECORDS PRESERVATION
SECTION



NA 87
VA 238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

January 11, 1990

Mr. Mark Baker
National Register of Historic Places
Department of the Interior, NPS
P.O. Box 37127
Washington D.C. 20013-7127

Dear Mr. Baker:

Enclosed is a second set of the photographs for the Old Town Fernandina Historic Site National Register Nomination that you requested. Our efforts to locate the original 5 X 7 inch prints included with the nomination proposal have proved unsuccessful; therefore, we are submitting a series of 3 X 5 inch prints that were made from the same roll of film. Photograph #23 is missing, but we will forward a new print of it to you as soon as we can have the film processed. As a temporary substitute we are sending you the photocopy of the view of the property that we have in our files.

Please do not hesitate to contact us at (904) 487-2333 if you have any questions or require any additional information.

Sincerely,

W. Carl Shiver
Historic Sites Specialist

WCS
Enclosures



NA89

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

December 12, 1989

Ms. Carol D. Shull, Chief of Registration
National Register of Historic Places
Department of the Interior, NPS
P.O. Box 37127
Washington D.C. 20013-7127

Dear Ms. Shull:

Enclosed are the completed National Register Nomination forms and supporting documentation for the following property:

Old Town Fernandina Historic Site, the city of Fernandina Beach, Nassau County.

Please do not hesitate to contact us at (904) 487-2333 if you have any questions or require any additional information.

Sincerely,

George W. Percy
State Historic
Preservation Officer

GWP:wcs

Enclosures



~~NA 89~~
NA238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

May 21, 1990

Chairman
Nassau County Board of
County Commissioners
Nassau County Courthouse
416 Centre Street
Fernandina Beach, FL 32034

Re: Old Town Fernandina, Listing in the National Register

Dear Commissioner:

It is a pleasure to advise you that the above referenced site was officially listed in the National Register of Historic Places as of January 29, 1990. We regret the delay in providing you with this vital information, but our office has only recently received official notice of the listing of this property in the National Register.

The enclosed fact sheet outlines the effects of listing in the National Register with reference to major laws and Federal regulations related to listed properties. Local planning agencies should be aware of the review requirements pertaining to any Federally assisted activities that may have an impact on listed properties.

Sincerely,

George W. Percy
State Historic Preservation Officer

GWP:wcs
Enclosure



AA89
NA238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

May 21, 1990

Dr. James R. Gildenston, M.D.
Chairman, Historic District Council
City of Fernandina Beach
Post Office Box 668
Fernandina Beach, FL 32034

Re: Old Town Fernandina, Listing in the National Register

Dear Dr. Gildenston:

Thank you for your inquiry about the National Register status of Old Town Fernandina. It is a pleasure to advise you that the above referenced site was officially listed in the National Register of Historic Places as of January 29, 1990. We regret the delay in providing you with this vital information, but our office has only recently received official notice of the listing of this property in the National Register.

The enclosed fact sheet outlines the effects of listing in the National Register with reference to major laws and Federal regulations related to listed properties. Local planning agencies should be aware of the review requirements pertaining to any Federally assisted activities that may have an impact on listed properties.

Sincerely,

George W. Percy
State Historic Preservation Officer

GWP:wcs
Enclosure



NA 89
NA 238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

May 21, 1990

The Honorable Ronnie Sapp
Mayor of Fernandina Beach
Post Office Box 668
Fernandina Beach, FL 32034

Re: Old Town Fernandina, Listing in the National Register

Dear Mayor Sapp:

It is a pleasure to advise you that the above referenced site was officially listed in the National Register of Historic Places as of January 29, 1990. We regret the delay in providing you with this vital information, but our office has only recently received official notice of the listing of this property in the National Register.

The enclosed fact sheet outlines the effects of listing in the National Register with reference to major laws and Federal regulations related to listed properties. Local planning agencies should be aware of the review requirements pertaining to any Federally assisted activities that may have an impact on listed properties.

Sincerely,

George W. Percy
State Historic Preservation Officer

GWP:wcs
Enclosure



AA 87
NA 238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

December 12, 1989

Ms. Carol D. Shull, Chief of Registration
National Register of Historic Places
Department of the Interior, NPS
P.O. Box 37127
Washington D.C. 20013-7127

Dear Ms. Shull:

Enclosed are the completed National Register Nomination forms and supporting documentation for the following property:

Old Town Fernandina Historic Site, the city of Fernandina Beach, Nassau County.

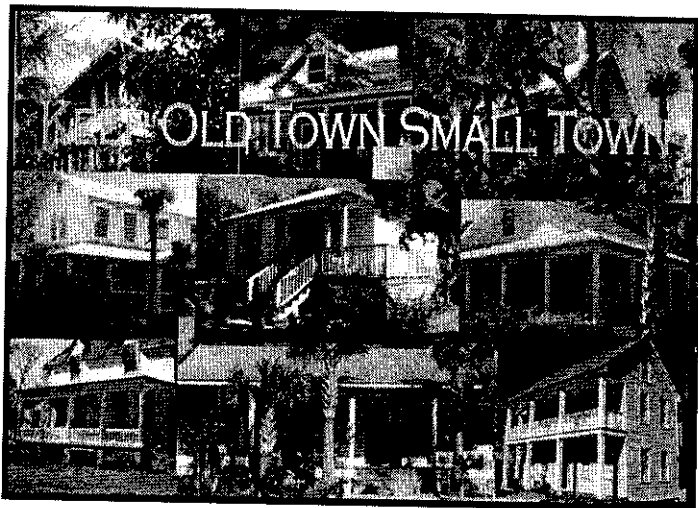
Please do not hesitate to contact us at (904) 487-2333 if you have any questions or require any additional information.

Sincerely,

George W. Percy
State Historic
Preservation Officer

GWP:wcs

Enclosures



October 28, 2006

Dear DCA Reviewer:

This discussion concerns the definition of net buildable density in Ordinance 2006-28, a large-scale comprehensive plan amendment, as it pertains to the area of Fernandina Beach known as the Old Town Historic District. We submit that the effects of this definition, which supports urbanization and redevelopment elsewhere in the city of Fernandina Beach, are inconsistent with the goal of preserving the unique character and features of Old Town that have made it a local historic district and a National Historic Register Place. As we hope to show, the application of this policy will lead to Old Town's erosion as a historic place by encouraging

- Variances from the land development codes that are designed to protect the historic district's unique features and character;
- The aggregation of properties for incompatible large-scale development;
- The proliferation of non-historic interior thoroughfares that create irregular lots and detract from the historic grid; and
- Densities and building types that are diametrically opposed to local land development codes, to the City's Growth Management objectives for compatibility and consistency; to the long-standing development and preservation guidelines that apply to the historic district; and to the unique historic character of the town.

We thank you in advance for your consideration. Please don't hesitate to contact us if you have questions or desire more information.

Very truly yours,

Patricia Borns and Ronald Machado
314 New Street
Fernandina Beach, FL 32034
Phone: (904) 491-5048

Patricia Borns & Ronald Machado
314 New Street Fernandina Beach, FL 32034 (904) 491-5048
patriciaborns@bellsouth.net ronaldmachado@bellsouth.net

NA 238

"Keep Old Town Small Town"
Discussion: Net Buildable Density
Ordinance 2006-28

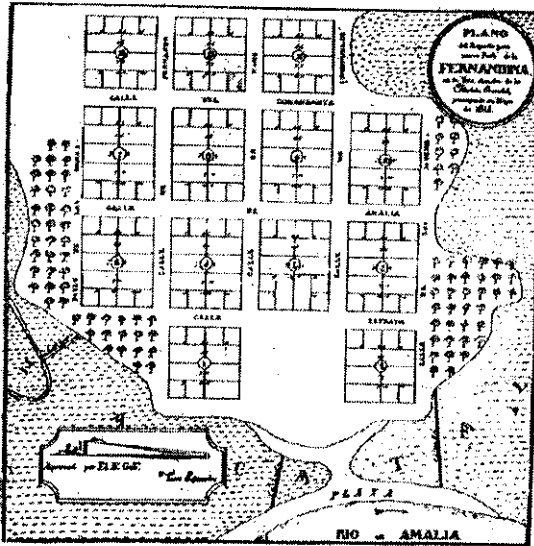
Mobile: (904) 556-6095

Patricia Borns & Ronald Machado
314 New Street Fernandina Beach, FL 32034 (904) 491-5048
patriciaborns@bellsouth.net ronaldmachado@bellsouth.net

Understanding Old Town

The impact of the net buildable density definition is best appreciated by understanding the context of Old Town:

Bounded by Plaza Fort San Carlos to the west (an acknowledged archaeological site of American Indian as well as Spanish remains), and historic Bosquo Bello cemetery to the south, the area known as the Old Town Historic District corresponds with the original site of Fernandina as it was platted by Spain in 1811, the last such plat by that country in the western hemisphere.



"I have determined that, beginning January 1 of the coming year, 1811, the post and the town that has grown around it shall be called Fernandina in honor of our Catholic Monarch (Ferdinand VII), continuing with the name Amelia for the rest of the island as has been done until now. You will use the name Fernandina in all official correspondence and public

documents."

So wrote Spanish governor of Florida Enrique White on December 24, 1810 from St. Augustine, FL. According to a 1998 study commissioned by the City of Fernandina, carried out by the University of Florida, "Old Town's grid

remains as one of the last and purest examples of the Law of the Indies planning edict of 1573."

In 2000, the City of Fernandina took a decisive step in the preservation of Old Town by making it a local historic district as well as a National Historic Register Place, under the collective stewardship of city as well as state and federal governments. **"There is hereby created the Old Town historic district, which is intended for the**

development of medium to high density single-family units and limited low-intensity commercial uses."

Accordingly, a primary goal of the local land development codes is to preserve the area's unique character and physical features as it develops.



Patricia Borns & Ronald Machado

314 New Street Fernandina Beach, FL 32034 (904) 491-5048

patriciaborns@bellsouth.net ronalmachado@bellsouth.net

"The guidelines proposed in this document are founded on the belief, however idealistic, that the small scale, quiet life style enjoyed by current Old Town residents can be maintained through careful town planning and thoughtful, well made buildings." Thus

begins the Old Town preservation and development bible commissioned by the City, whose core tenets were first written into local ordinance.

Below, **Exhibit 1** offers excerpts from the *Old Town Preservation and Development Guidelines* conveying the spirit as well as the appropriate nature of development in the historic district. **Exhibit 2** captures the key land development codes (LDCs) designed to enforce these goals:



EXHIBIT 1 OLD TOWN PRESERVATION & DEVELOPMENT GUIDELINES

"Unlike most communities, Old Town can never grow beyond a very specific set of geographic limits. These limits govern the scale of actions ...

"Project Goals• Maintain a density of land use fitted to the lot sizes of the Spanish plat in order to make a spatial connection to the history of Old Town.

"Scale is defined as the relative size between building elements, the landscape and the town as a whole ... The spatial relationship of all buildings creates a pattern of solids and voids that directly affects the appearance, use and public memory of Old Town ... The tendency to apply contemporary building practices geared towards larger scale developments is an anathema to the subtle characteristics of Old Town. Even the excellent examples of nineteenth century architecture in Fernandina Beach are often too large and elaborate for this small community.

"The term Visibility Corridor is used in place of 'setbacks' to emphasize the spatial effect of building placement. Careful siting of properly scaled buildings ensures that the historic lot divisions remain visible ... To maintain the historic character of Old Town, proper placement of buildings within the blocks is essential. In a more densely settled Spanish heritage city such as St. Augustine, the lot modules become explicitly delineated through the use of garden walls, building changes and occupiable space. Although very different in character from St. Augustine, the order of the historic plan must remain visible in the space of the city. Property owners, designers, builders, developers and town officials must collaborate in order to maintain the scale and character of Historic Old Town for future generations....

"Old Town has taken on an aura of openness due to the rather constant number of buildings constructed since 1811. Although this vacancy is largely an artifact due to historical and economic circumstances, it is now, after 189 years, part of Old Town's persona

... As more property is developed, this perception of openness is important to maintain. Landscape elements can be used in this regard.... Generous landscape space on each lot for personal use is important to the character of Old Town. Buildings in Old Town should have generous connecting elements such as porches or verandas to link them to the landscape.

"...The grid is the main historical feature of the town, and its preservation is of the utmost importance.... The new road surface constructed in 1998 ... is designed to strengthen the presence of the grid and keep movement patterns the same. [It] reinforces the constant width of all streets. [Its] crushed shell surface, minimal road width, green right of way and lack of sidewalks [are] common to more rural settlements. ... Side by side drives are discouraged regardless of aggregate ownership of lots...in order to prevent the domination of the street by space and construction allocated for vehicles.

"... Avoid: Significant increases in uses other than residential ... Avoid: Increased areas devoted to parking beyond that allowed for residential use ...Avoid: uses and density that disturb the residential character of Old Town."

(Excerpted from *Old Town Preservation and Development Guidelines*) The full text may be viewed at <http://www.fernandabeachfl.org/documents/communitydevelopment/oldtownguidelines.pdf>

The concept of net buildable density may be well-suited to new, large-scale subdivisions where streets as well as house lots are created by one developer from scratch. It may also suit areas where substandard lots need to be rationalized for development. Indeed, Fernandina's Planning Advisory Board (PAB) approved the net buildable density definition with such lots in mind:

"We really had the [City of Fernandina's] 25-ft. and 50 x 100-foot lots in mind when we did this," a PAB member explained.

The Old Town Historic District, however, is an altogether different case. Far from a new subdivision, it was platted in 1811. Far from substandard, its streets and lots conform to the standards of the 16th Century Spanish Law of the Indies – standards we are beholden to preserve. As the City specifies elsewhere in this very Ordinance, "a media peonia is not a substandard lot of record ..."

Nor does Old Town fit the mold of candidates for urban infill and redevelopment, where net buildable density also plays a role. The district's unpaved streets, lack of storm drains and non-gravity-fed sewers do not conform to urban infrastructures, and almost all of its substandard homes have been restored -- without a CRA. Indeed, since its national and local historic district designation, along with an initial infrastructure investment by the City in 1998, Old Town has attracted new resident-developers who have invested millions in restoring derelict dwellings as well as creating new ones, some even footing the bill to put their utilities underground. (See Exhibit 4, Built Pattern and Compatibility in the Historic

District.) Through their efforts, a unique, appealing community is evolving of close-knit, ethnically and economically diverse neighbors developing individual rather than mass-produced single-family homes and landscapes on the historic tree-canopied lime-and-shell streets. In fact, Old Town is emerging as just the neighborhood that planners dream of creating – a front porch, strolling kind of place where old and young, blue collar and white collar, Black and White garden, cook, jog, gossip and hammer nails together.

From Sunday ogglers who regularly cruise the streets to the Fed-Ex delivery man, reactions to Old Town are invariably the same:

"I can't believe the difference."

"It's great to see people fixing up the old houses."

"What a unique place. They don't make 'em like this anymore."

Locally, the insistence of some that Old Town is not a built environment ignores these resident investments, thanks to which property values (and taxes) have increased in many cases 800 percent. (The actual sales price of a typical peonia lot rose from \$15,000 to \$25,000 in 1997 to \$125,000 to over \$150,000 in 2006.)

Indeed, far from being abandoned or undervalued, the historic district's extensive vacant lands are all in play, held by speculators awaiting the most propitious circumstances for profitable high-density waterfront projects. In 7 years since the local districting took place, large property holders who fought hardest for the current 10:1 density, single-family land use and minimum building lot have put nothing in the ground. As they lobby for higher density, multifamily uses and smaller building lots, the vast majority of investment in actual buildings continue to come from resident property owners of 1 to 7 lots.

As speculative pressure intensifies, the Old Town historic district cries out not for redevelopment, but for new development within the context of historic preservation. The City's ability to stimulate this development calls for the exercise of a stronger political will, rather than the evasion of incompatible comprehensive planning.

What will: "mixed use" and "urban redevelopment" bring to a historic neighborhood whose long-time elderly and low-income residents enjoy a quality of life and affordable housing nowhere else available to them? A neighborhood whose large property owners, if they cared to, could easily profit from building high quality and even affordable housing *without net buildable density and other bonuses*, by virtue of the fact that they purchased Old Town lands at yesterday's absurdly low prices -- typically \$6,000 to \$30,000/lot!

We submit that a non-historic district of homogenous townhome- and condo-styled buildings – with less, not more, diversity and affordable housing than exists today – will be the end game of net buildable density and its associated policies. For as we find throughout this document, net buildable density will indeed spur development, but of an incompatible kind. How ironic that 7 years after midwiving one of its most

promising neighborhoods, City politics and policies *du jour* threaten its existence.

In reviewing net buildable density, we hope you will ask, as we do, whether it furthers the preservation of the historic district and the requirement that future developments be consistent with it, as required by local ordinance, by the Growth Management Act, and by many property owners who view consistency with their historic environment to be a vested right.

What Does Net Buildable Density Mean For Old Town?

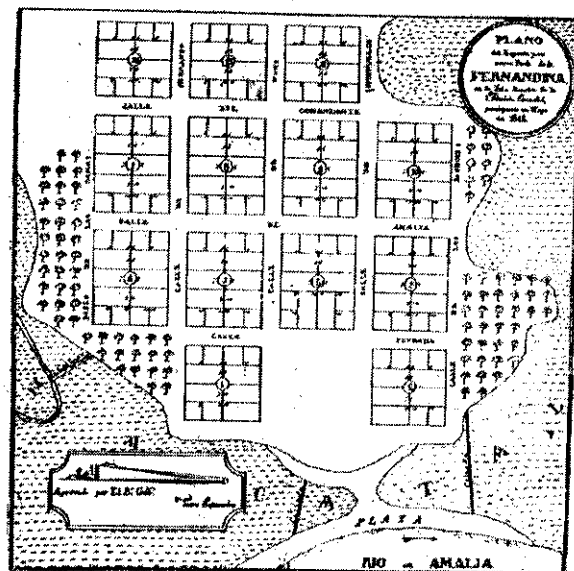
To the extent that the definition of net buildable density subtracts environmentally sensitive lands from a buildable area so that those lands do not count toward density, we support it wholeheartedly. But what the definition subtracts in environmentally sensitive lands, ***it adds in existing rights of ways*** – that is, the buildable land area is calculated using half the width of the street(s) on which it fronts.

"It gets so complicated that we couldn't calculate the effect on every single area where it might apply," admitted a PAB member who later discovered what he called "a loophole" in the net buildable density definition.

So we took it upon ourselves to calculate the effect of this definition on the Old Town Historic District. Our calculations are contained in **Exhibit 3**. Based on them, we find as follows:

1) Applying net buildable density to an area whose absolute physical dimensions are a matter of national and local historic preservation is a contradiction in terms.

You would therefore think the decision to exclude the Old Town Historic District from the net buildable density definition would be easy to make, for the ill-logic of applying it is clear as day. What city, after all, would erase the site of its historic founding, placing the density wishes of private investment above the broader interests of culture, history, tourism and the public good? Unfortunately things are not so simple, for behind these contradictory interests lies a conflict ongoing since the 1970s between powerful land-owners on the one hand, local citizens on the other, and City officials and staff caught in-between, blowing from one side to the other like sea oats in the wind.



It seems that these days we must debate issues of equality, quality of life and historic trust in legal terms. Therefore, as the rest of this document bears out, **the human conundrums posed by net buildable density find legal expression in policies 1.01.06 and 1.05.08 of the Future Land Use Element, which state:**

1.01.06 The City shall assure that specific density assigned to new development is compatible and consistent with established residential development patterns and provides equitable use of the land. ...

1.05.08 The FLUM shall depict the historic district as an overlay district. Areas delineated as being within the historic district shall be planned and managed using a regulatory framework designed to preserve the form, function, image, residential balance, and ambiance ...

2) Applying the net buildable density definition to Old Town creates inconsistency with the local land development codes (LDCs) cited in Exhibit 2 below:

Exhibit 2 KEY LAND DEVELOPMENT CODES - OLD TOWN HISTORIC DISTRICT

2.01.07 Old Town Historic District One (OT-1) The OT-1 District is intended to protect the unique historic features and uses in the single-family residential area of the Old Town Historic District. The OT-1 District is intended for the development and maintenance of single residential dwellings, along with their customary accessory uses on the same lot.

2.01.08 Old Town Historic District Two (OT-2) The OT-2 District is intended to protect the unique historic features and uses in the mixed-use area of the Old Town Historic District. The OT-2 District is intended for the development and maintenance of single-family residential dwellings, along with their customary accessory uses on the same lot. Limited neighborhood commercial may be permissible

Zoning District	Maximum Gross Density	Permissible Housing Types
OT-1	10.0	Single-family detached
OT-2	10.0	Single-family detached

4.02.07 Specific Requirements within the OT-1 and OT-2 Zoning Districts

- A. A peonia is a lot within the Old Town Historic District. The peonia lot is 46.5 feet by 93 feet or 4,324.5 square feet.
- B. Construction of a dwelling unit on a media (one-half (½) of a peonia) peonia shall require that such media peonia be joined with an abutting media peonia or peonia in order to comply with the maximum density established in Section 4.01.01. ...
- C. ...
 - 3. Building types
 - ... A primary building is defined as the principal unit of occupancy. While this usually refers to a private dwelling unit, it also applies to appropriate commercial buildings allowed in the OT-2 zoning district. ...
- D. The total lot coverage of all building elements on one (1) peonia shall not exceed forty-five (45) percent.
- E. No more than one (1) primary building shall be placed on one (1) peonia.

Excerpted from City of Fernandina Beach Land Development Code, Chapters 2 and 4. The full text of the LDCs may be viewed at <http://www.fernandinabeachfl.org/documents/communitydevelopment/LDC>

2) Continued --

Net buildable density controverts these ordinances by allowing more density than there are building lots. (*See the proofs in Exhibit 3, Adding Rights of Way – Examples in the Old Town Historic District.*) This inconsistency between comp plan definition and LDCs encourages large-scale property owners to seek variances to the LDCs that will forever change the historic character and built pattern of the town.

Promoted by net buildable density, the variances may take several incompatible forms:

- o Build more than one primary building on a peonia (4.02.07E "No more than one primary building shall be placed on one peonia.")
- o Build a dwelling or commercial unit on a single media peonia (one-half a building lot) (4.02.07B "Construction of a dwelling unit on a media (one-half (½) of a peonia) peonia shall require that such media peonia be joined with an abutting media peonia or peonia");
- o Cut nonhistoric interior roads into aggregate lands to fulfill parking requirements for higher densities, thereby detracting from the historic streets that define the grid, erasing historic lot lines that define the plat, and forever changing historic lot dimensions. (One developer already

seeks to extend a 24-ft-wide road begun in Block 16 all the way through..) Worse still, net buildable density encourages developers to attempt new ROWs to gain more density, effectively replatting the historic plan.

- Build a historically incompatible multi-family housing type such as a townhome, condo or duplex. (*"Most buildings in Old Town are simple in plan and maintain a hierarchy of principle structure and out buildings"*). Developers and planners have already begun the campaign to blur the rules of OT-2 zoning by suggesting that a live-work configuration take the form of a *condominium of two primary units* (within the same building) and uses, on the same lot-- instead of the single-unit, primary-accessory configuration allowed by code. (2.01.07 *"The OT-1 District is intended to protect the unique historic features and uses in the single-family residential area ..."* and "2.01.08 *The OT-2 District is intended for the development and maintenance of single-family residential dwellings ... Limited neighborhood commercial may be permissible"*). Net buildable density coupled with density bonuses will maximize the impact of this inappropriate use and building type, destroying the historic district fabric.
- Intrude into setbacks and maximum lot coverage to fulfill building and parking requirements. (4.02.07D *"The total lot coverage of all building elements on one (1) peonia shall not exceed forty-five (45) percent."*
- Disrupt the balance and harmony of open, landscaped versus built space that is essential to maintaining historic character. (4.02.07D *"The total lot coverage of all building elements on one (1) peonia shall not exceed forty-five (45) percent."*

3. Proponents who argue that net buildable density will have a negligible impact because of the 10:1 density limit ignore a standing example of the impact even one inconsistency can have. A two-unit townhome-styled dwelling in Old Town's Block 16, allowed by the City in 2004, is so blatantly anomalous to built patterns that it might be ruled a teardown if recent Growth Management-based lawsuits are any precedent. Again, to quote historic district guidelines, "Conventional development practices are anathema to Old Town" because of the district's small scale and fragility of the grid.

But net buildable density doesn't act alone. It is one in an arsenal of urban infill devices that include density transfers and credits that, while useful elsewhere in the City, will increase these inconsistencies by an order of magnitude. In so doing, the end of the historic district is assured.

Consider Policy 1.06.05(e) of the City's Future Land Use Element which provides "A density bonus of one bonus market rate unit for every affordable unit up to 10 units, or a maximum of 10 units for developments that are dedicated entirely to affordable housing ..." Coupled with net buildable density, 32 or more units in one Spanish block are

possible – that's 32 units per acre, over 3 times the 10 units per acre allowed today. (See calculations in Exhibit 3.)

You might ask, if each block has only 8 to 10 building lots under local ordinance meant for single-family homes, what will 32 units consist of?

The answer is in Policy 1.06.5a of the Future Land Use Element whose language – *"High Density Residential development allows single- and multi-family dwellings ..."* --opens **a Pandora's Box of townhome and condominium building types in a historic district whose character, built pattern and LDCs express with one accord a "slow" neighborhood of single-family (and single commercial) units not exceeding 8 to 10 units per acre.** Note again the conflict with local ordinances allowing only single-family units – indeed, throughout Old Town's history, the only multifamily precedent of any critical mass was its 19th Century bordellos along the *Calle de las Damas* (Street of the Ladies, or Ladies Street today)!

You might well wonder, how did these conflicting, historically incompatible policies come to pass? That is another chapter in the local tug-of-war for Old Town, in which new comprehensive plan amendments and LDCs were undertaken in 2005 by a former City planner who held initial workshops with Old Town property owners and assured them their protections would not change. In 2004, this planner championed a large-scale development in Old Town and purchased lots adjacent to it. In 2005, she advised the Planning Advisory Board to remove Old Town's protective historic district overlay, making it a "base zoning district." (See 1.05.08 **"The FLUM shall depict the historic district as an overlay district ..."**). Lulled by her assurances, this and much more slipped past the radar of property owners who would otherwise have contested policies such as 1.06.5a High Density Residential in the historic district. After establishing a CRA on the downtown waterfront, the planner leapt to the private sector where she represents CRA landowners – one of whom owns half of Old Town's lands. The historic district now faces an uphill battle to recover protective ground.

Coupled with its former planner's suspect and unethical practices, the City's implementation of net buildable density in Old Town may be seen as one in a continuum of policies that effectively redefine the historic district as an urban CRA landscape without public notice, participation or consensus. While property owners in 2004-5 workshops held by the former planner roundly endorsed the standing ordinances and opposed even the suggestion of a CRA, subsequent actions by the City not only ignored this consensus but took steps in the opposite direction.

4. To the extent that net buildable density vests a single media peonia with 0.93 units of density – which developers avowedly hope to push to 1 unit -- it is a giant stride in the destruction of equal vested property rights. Note in the **Exhibit 2** LDCs that *two* media peonias equal one peonia in terms of land area and density rights. Note too in **Exhibit 3, Adding Rights of Way**, that Old Town's historic land area fits almost

perfectly with the 8 to 10 units/acre allowed by local ordinances. Required by comprehensive plan not to exceed 10 units/acre, the 1998 2000 historic districting process painstakingly studied the established distribution of property and determined that each property owner would have the ability to build one single-family dwelling on his land so long as a building lot is defined as one peonia, or the aggregation of two media peonias.

Net buildable density turns this almost perfect plan on its ear. As Exhibit 3 shows, adding rights of way makes a corner media peonia more valuable per square foot than the peonia twice its size! Not only the equilibrium of vested rights, but also of taxation and market value, will be disrupted in the most unplanned of ways, while the cost of defending any legal claims brought against the City arising from this policy must be borne by the taxpayers.

Developers salivating to build on a single 46'.6" x 46'.6" media peonia include the former author of the *Old Town Preservation and Development Guidelines*, now a developer's agent. Despite a conflict of interest, planners on his advice argue that because the Spanish built houses on some of these half-lots, it would be "historically consistent" to build out the 1811 town plan with as many as 12 to 14 units/acre using media peonias as building lots. This argument fails to mention the Spanish government's primary land use for the full lots known as peonias -- agriculture -- to sustain the settlement as required by the Crown. It also fails to mention the built patten of almost 200 years (cited in the Preservation and Development Guidelines) in which density has hovered around 5:1. Thus, if absolutely historically consistent, the Old Town Historic District would not exceed 8 units/acre, and peonia lots would sprout food crops instead of single-family homes! . (3.13 Lot Divisions *The principle unit of lot division within the blocks is the 46'-6" x 93 rectangular block known in the Law of the Indies as the peonia. The size of this unit was originally related to cultivation practices of the time since all citizens were expected to grow their own food and contribute to public stores. The emphasis on productive landscape is still relevant today and preserving generous landscape space on each lot for personal use is important to the character of Old Town. OT Preservation and Development Guidelines)*

5. We further find that net buildable density in Old Town **will encourage property owners to aggregate lands to attain greater density.** These aggregate land developments, which invariably take the form of townhomes and condominiums, will perpetuate built patterns, density and intensity entirely incompatible and out of scale with historic district character. *The tendency to apply contemporary building practices geared towards larger scale developments is an anathema to the subtle characteristics of Old Town. as the preservation and development guidelines state. Another effect of large-scale, aggregate developments is the creation of nonhistoric interior roads and drives. While appropriate in subdivisions, these thoroughfares will devour the historic landscape and act as a defacto if not a*

literal replat of the 1811 grid. Some may take the form of private drives or easements while others may attempt new rights of way to gain more density – either way, **use of nonhistoric drives will forever change the pattern of the historic streets and the dimensions of the historic lots.** ("...The grid is the main historical feature of the town, and its preservation is of the utmost importance....")

6. Anyone strolling Old Town's intentionally unpaved streets with their absence of streetlights, sidewalks or storm drains – streets that kick up a cloud like a Kansas dust bowl when even a single car passes by – would be aghast at the vision of 10 units per acre, let alone the numbers being proposed. Required to maintain pervious roads for lack of retention ponds, with non-gravity-fed sewers that balk even at today's density of 4:1, there is nothing "urban" about Old Town. ("Asphalt and other non-porous materials are prohibited for all road surfaces within the historic district including private drive ways and parking surfaces.No side walks or surfacing of the right of way is allowed.") **The net buildable density definition is not only out of character with but cannot be implemented in this purposeful rural-styled infrastructure without risk to public health, safety and welfare.**

7. In 2000 the City designated the Old Town historic district and vested it with guidelines, ordinances and a protective overlay to guide its development. Based on the mere speculation that this plan will not realize the full development of Old Town lands – and the speculation that these lands can sustain far more than intended – net buildable density and its associated policies redefine this plan. While the City now believes it can redevelop Old Town rather than preserve it, this is internally inconsistent with other comprehensive plan considerations such as open space, light and air, reduced density, reduced traffic, and especially, the preservation of historic features and resources.

For all the foregoing reasons, net buildable density applied to Old Town is inappropriate and inconsistent with other local and comprehensive plan policies.

Again, it bears repeating: :

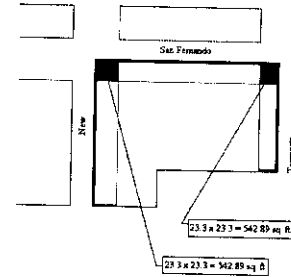
1.01.06 The City shall assure that specific density assigned to new development is compatible and consistent with established residential development patterns and provides equitable use of the land. ...

1.05.08 The FLUM shall depict the historic district as an overlay district. Areas delineated as being within the historic district shall be planned and managed using a regulatory framework designed to preserve the form, function, image, residential balance, and ambiance ...

EXHIBIT 3 ADDING RIGHTS OF WAY – EXAMPLES IN THE OLD TOWN HISTORIC DISTRICT

BASIS OF CALCULATIONS:

1. The historic media peonia (half-lot) measures 46 ft. 6 in. x 46 ft. 6 in. (46.5 x 46.5 in decimal) or 2,162.25 sqf. By ordinance, two media peonias may be aggregated to form a building lot of 4,324.5 sqf.
2. The historic peonia lot is 46 ft. 6 in. (46.5 in decimal) x 93 ft or 4,325.5 sqf. The primary Spanish land use of the lot was agriculture. Today, a peonia is a building lot on which one primary building may be placed.
3. In most cases there are two types of Spanish block, one of 8 medias and 6 peonias, measuring very nearly 1 acre (43,245 sqf or .992 acre); the other of 8 medias and 4 peonias measuring nearly .8 of an acre (34,600 sqf or .794 acre.)
4. The historic Spanish right of way (ROW) is 46 ft. 6 in (46.5 in decimal) and all lots in the historic plat have frontage on it. Half of this ROW is 23 ft. 3 in. (23.25 in decimal). Thus, the typical ROW area per lot that may be added for net buildable density is 1,081.125 sqf.
5. The historic Spanish block has four corner lots. For the purposes of net buildable density, the City allows 2 ROWs to be calculated for lots abutting two streets. In addition, as the figure opposite shows, each corner lot may add a 23.3' by 23.3' land area of 540.56 sq. (half the ROW of the corner itself). Thus, the typical ROW area that may be added for a corner lot is 2,726.06 sqf.



6. Allowable Density: 10 units/acre or 1 unit/per 4,356 sqf

	Net buildable area	Actual historic area
1 media in mid-block	3,243.375 sqf.	2,162.25
2 medias in mid-block	6,486.75	4,324.5 sqf. or .99 acre
LDC)	1.489 unit of density	.99 unit of density (1 unit under
1 corner + 1 mid-block media	8,131.68 sqf	4,324.5 sqf. or .99 acre
	1.737 unit of density	.99 unit of density (1 unit under LDC)
1 peonia	5,05.75 sqf	4,324.5 sqf. or .99 acre
	1.24 unit of density	.99 unit of density (1 unit under LDC)

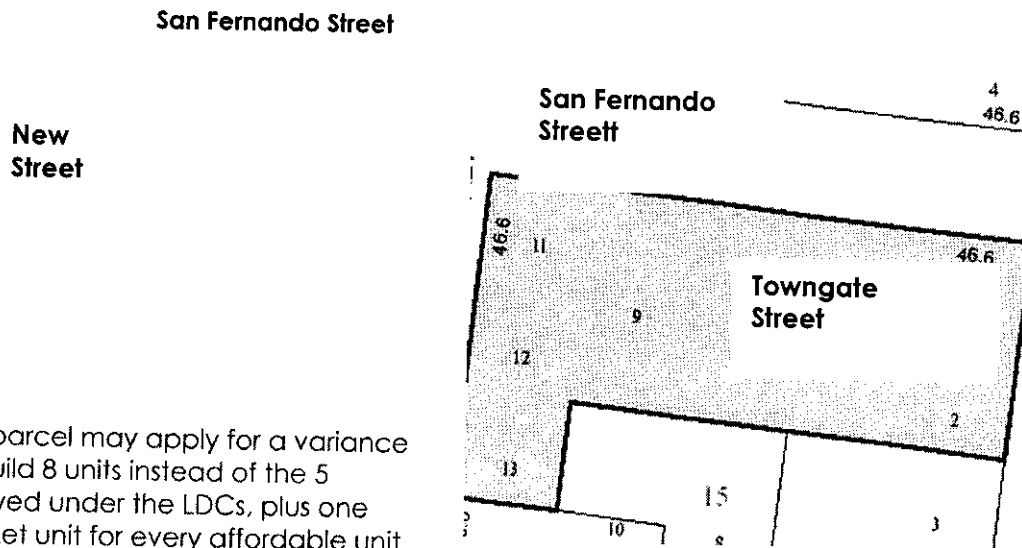
In one sense, net buildable density has no impact where single lots are concerned – in fact, it appears to help single building lots achieve their full .10-acre size (although no such help is needed because of the land development code). But as you can see, it is *already creating discrepancies in the vested densities among formerly equal building lots – inequities that increase dramatically as property accrues.* **Most Old Town Historic District properties consist of multiple, contiguous lots.** What happens when net buildable density is applied to these?

EXHIBIT 3 ADDING RIGHTS OF WAY, continued

EXAMPLE 1 – The Borns-Machado parcel in the residential OT-1 zoning area consisting of 5 media peonias and 3 peonias with frontage on three ROWs:

Net buildable density
35,677.12 sqf
8.19 units of density

Actual historic area
23,784.75 sqf
5.46 units of density



This parcel may apply for a variance to build 8 units instead of the 5 allowed under the LDCs, plus one market unit for every affordable unit

for **a maximum of 16 units of density**. The only way to achieve this density on 5 buildable lots is to (a) introduce a multifamily housing type at odds with historic district character; or (b) to sanction the use of a media peonia to constitute a building lot. –unfair to peonia owners whose lots were formerly equal to two medias, and to other media peonia owners who may not have sufficient net buildable density to use in kind. Moreover, the requirement to furnish off-street parking for each extra unit subtracts from landscape and connecting elements that are essential to preserving the historic character of the town.

1.01.06 *The City shall assure that specific density assigned to new development is compatible and consistent with established residential development patterns and provides equitable use of the land. ...*

EXAMPLE 2 – "The Triangle" parcel in the OT-2 zoning area allowing limited commercial uses became anomalous to the grid with the 20th Century construction of North 14th. St, a City ROW. Thus, lots 2, 3, 1 and 8 deviate from the historic lot sizes and must be aggregated with 4, 5 and 6 to be buildable under district codes. These oddball lots, former Murphy Act lands, became controversial when the City declined to purchase them for a pittance for a much-needed retention pond or historic district entrance. Although unbuildable, speculators bought and held them in hopes of an opportunity such as this --

Lots 2 + 3
Net buildable density
Approx. 7,949,92 sqf
1.82 units of density

Actual Historic Area
3,484.8 sqf
0.8 units of density

Note that lot 2 can add ½ of a nonhistoric 60-ft ROW due to its frontage on 14th Street abutting the historic district. **This is yet another fallacy of net buildable density, allowing historic boundaries and lot dimensions to be blurred with nonhistoric lands.**

Lots 1 + 8, separated by 4, 5 and 6, might not satisfy buildable area requirements as single lots. However, by combining properties with other owners, the entire Triangle – which ordinances would allow at most 3 units – may now have:

	Net buildable density	Absolute density
All lots	Approx. 32,290.92 sqf	16,491.66 sqf
	Approx. 7.41 units of density	3.78 units of density

In this case, net buildable density escalates nonconformity in the historic district. With matching affordable housing bonuses, it allows up to 14 units on what LDCs designate as 2 (or with a variance, 3) buildable lots allowed one unit each.

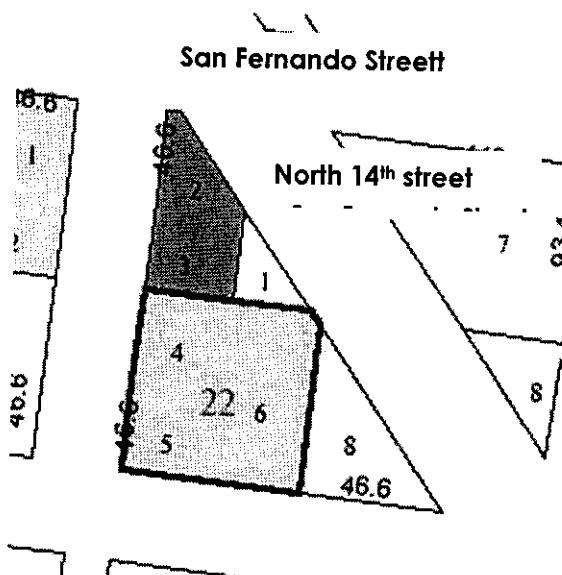


EXHIBIT 3 Adding Rights of Way, Continued

EXAMPLE 3 – The Peonias LLC properties encompassing all of Block 23 and half of Block 16 represent the preservation challenges that the historic district will increasingly face. In 2004, this group presented a 'blue sky' plan of **18 buildings and 38 parking spaces on its 12 building lots** for conceptual review. Supported by the City planner, it further sought (and received) permission to rezone not only Block 23 from residential OT-1 to OT-2, but also, despite

public opposition, half of residential Block 16, allowing **disparate land uses without a transitional buffer**. Disturbingly, the developer's agent, the same U. of Florida professor who authored Old Town's preservation and development guidelines, continued to be consulted by the City on matters of interpretation despite a conflict of interest. Although the development has yet to pull its first permit, it continues to seek aberrant entitlements that may serve the 'packaging' of the property for sale.

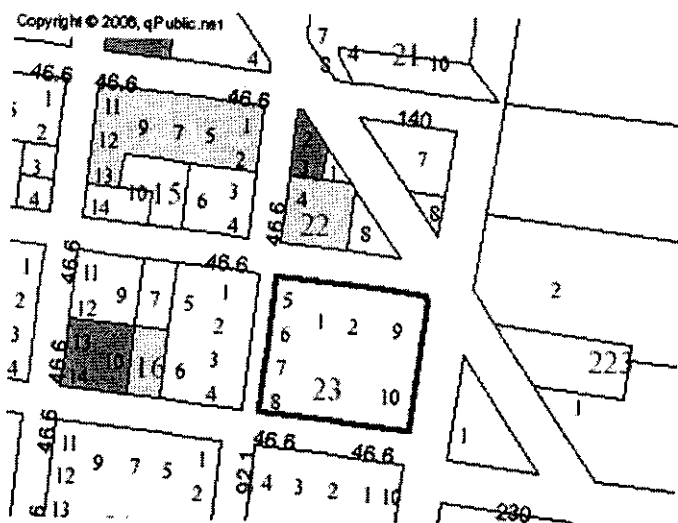
In light of the City's involvement with Peonias LLC through its former planner, it is of questionable coincidence that net buildable density when applied in this case allows 19 units on 12 residential-commercial building lots – slightly more than the number sought in 2004. With matching affordable units, 29 to 30 units with their associated parking needs may be wrung from 12 lots. Equally disturbing is the spectre of Peonias LLC aggregating its lands with those of the former City Planner (Lots 13, 14 & 10) and others in Block 16 to seek further density increases and commercial rezoning of the entire residential block.

EXAMPLE 3 – The Peonias LLC properties. Continued

Net buildable density
45,988.22 sqf
19.74 units of density

Absolute density
51,894 sqf
11.91 units of density

In this case, net buildable density enables a development whose density, astronomic parking needs and extensive use of interior roads (detracting from the historic grid) pose inconsistencies with the historic 'rural' or green character of Old Town on a major scale. Such a large inconsistency, if allowed, will set precedents for other aggregate land developers, leaving the fate of the historic district to be decided in court.



NA 238

Mattick, Barbara

From: patriciaborns@bellsouth.net
Sent: Wednesday, October 25, 2006 6:04 PM
To: Mattick, Barbara
Subject: Re: RE: Old Town Fernandina

Dear Barbara,

I am overwhelmed by your letter. It is beyond all expectations and means a great deal.. Your suggestion of the signature is a very good idea but our fax is on the blink -- tomorrow I'll call you with our local Staples # so it can be sent there.

You may be interested to know that resident property owners in Old Town are working on the formation of a non-profit friends group to take on projects that enhance the historic district. Looking into the designation of Old Town as a National Historic Landmark would fit perfectly with our goals.

Again, thank you so very much,

Patricia

Patricia Borns
314 New Street
Fernandina Beach, FL 32034
(904) 491-5048
patriciaborns@bellsouth.net

>
> From: "Mattick, Barbara" <BMattick@dos.state.fl.us>
> Date: 2006/10/25 Wed PM 05:08:04 EDT
> To: <patriciaborns@bellsouth.net>
> Subject: RE: Old Town Fernandina
>
> Dear Ms. Borns,
>
> Attached is a letter concerning the significance of the Old Town
> Fernandina Site. I can fax a copy to you if you would like a
> signature. Please let me know if you have any questions. I have
> copied Catherine Harley, the CLG representative.
>
> Barbara Mattick
>
> -----Original Message-----
> From: patriciaborns@bellsouth.net [mailto:patriciaborns@bellsouth.net]
> Sent: Friday, October 20, 2006 11:57 AM
> To: Mattick, Barbara
> Subject: Old Town Fernandina
>
>
>
> > From: <patriciaborns@bellsouth.net>
> > Date: 2006/10/20 Fri PM 12:54:26 EDT
> > To: <bMattick@bod.state.fl.us>
> > Subject: Old Town Fernandina
> >
> > Dear Barbara,
> >
> > Especially from someone as understaffed as Dr. Hunt said you were, I
> > appreciate the generous time you gave this morning to Old Town.
> >
> > The attached Word file (if my system can handle sending it to you)
> > is
> > a 'tome' very much in progress, discussing the downsides of net

```
> buildable density for our historic district. The DCA will be reviewing
> this some time after October 28th. Any comments would be appreciated,
> and you mustn't worry about mincing words for diplomacy's sake -- I'm
> a writer and take criticism from my editors all the time!
> >
> > The Powerpoint file (likewise, if the system will send it) contains
> pictures of new and rehabilitated properties in Old Town based on the
> original historic district plan. Separately I'll forward Marshall
> McCrary's e-mails about net buildable density. You may find
> interesting the Old Town Preservation and Development Guidelines -- I
> sent an fyi package to Laura Krammerer some time ago, if she can lay
> her hands on it.
> >
> > Again, Barbara, thank you. I'll look forward to hearing what you
> find,
> >
> > Patricia
> >
> > Patricia Borns
> > 314 New Street
> > Fernandina Beach, FL 32034
> > (904) 391-5048
> > patriciaborns@bellsouth.net
> >
> >
> >
> >
> >
> >
```

10/20/06

don't mention
her name

Call Patricia Borne - re Fernandina Bch H.D.
904-491-5048 Roy Hunt referred her to me
Old Town H.D. in Fernandina Beach
trying to protect it as much as can
Is there anything we can do in representative capacity
to help them further attack to
character of the district

In face of greater development
Platted 1811 - last sp. town plan of colonial period
original layout of town, plaza + fort
City Commission study for present guidelines
^{since +} Coplan streets - guidelines since 2000 + ordinance
land values way up
redevelopment of existing houses
but now good half owned by 1 owner
Want to stem the tide of high density houses
22 blocks

NK → city interested in working out land development
plan for it, urban mixed use
Not buildable density

Looking for -

Dpt. of Community Affairs will review NK
will DCA contact us?? plan conf Mike McDaniels NE region
Susan Dex - is the person

Has spoken to Laura Kammerer

Confine Local Government

Workshop in Old Town - LK recommends workshop ??

Form consultative on workers for developer !!
(UF grad)

conflict of interest

Will email
me a piece on
net buildable
density - her
perspective
spoke from
Catharina +
Marshall's

her comments
to DCA

Catharina
seems open to
workshop -
John Altman

Catharina
Hestley in
the club contact
just kind of
Confidential

Deadline
is 10/28
for committee

this
Saturday

NRBF

Mattick, Barbara

From: patriciaborns@bellsouth.net
Sent: Friday, October 20, 2006 12:46 PM
To: Mattick, Barbara
Subject: Marshall McCrary correspondence

Barbara,

Fyi, the 'net net' of my e-mails and phone conversations with Marshall is that net buildable does increase the base density for individual properties and therefore Old Town as a whole. (Today we have 10:1, in my block with net buildable we could have 16+:1, with affordable housing bonuses 32+:1.) Marshall and Catherine think varainces would/should be granted to fulfill these densities by building on the single media peonia (currently it must be combined).. They agree that multifamily buildings would be permissable in the OT-2 area of Old Town, and that a live-work building in this area can take the form of a condo. ("It's just a legal form of ownership.")

All the best,

Patricia

> > From: "Marshall, David McCrary" <dmccrary@fbfl.org>
> > Date: 2006/10/16 Mon PM 02:47:39 EDT
> > To: <patriciaborns@bellsouth.net>
> > Subject: re: density bonuses
> >
> > Whoa, that's getting mighty high there!
> > First of all, you don't get to add on top of your available density.
> > You have eight - that is it. If you make all eight affordable, at best you gain eight additional market > > rate units. The most you could get outof this incentive bonus is a total of 16 units.
> >
> > The way that bonus works is to say that for every affordable unit
> > you provide, you earn ONE market rate unit. BUT, you have a maximum
> > of ten
> > (10) bonus units. Even if you develop 50 affordable units, your bonus
> > could only amount to ten (10) units.
> >
> > Let's use your property as an example. If you were able to build all
> > 8 of your units on your property, and all 8 of them were affordable
> > units, you would receive a bonus of 8 market rate units. If you
> > provided 4 affordable units, your bonus would be 4 market rate
> > units.
> >
> > The bonus units are to be developed on the same site. The City does
> > not have any formal provision for density transfers. And, even if
> > the City creates a transfer program, it would have very specific
> > parameters for how it can be utilized. Because we WANT affordable
> > housing to be integrated with market rate housing, a transfer
> > program would likely be considered inappropriate as an incentive for
> > affordable housing.
> >
> > Again, the main points:
> > - there is a 1:1 ratio of bonus units to affordable units - your
> > base density establishes the maximum number of units you can
> > provide, with up to 10 additional bonus units for affordability
> > - there is a maximum of ten (10) bonus units, regardless of project
> > size
> > - there is no provision for transferring bonus units from one site to
> > another.

> >
 > > Now, the various incentives which could be developed for affordable
 > > housing MIGHT include a dollar amount in lieu of constructing an
 > > actual unit. If/when such is proposed, it will be a part of an
 > > incentive package which the PAB and City Commission would have to
 > > consider and adopt. The "in lieu" notion would require an initiative
 > > on the part of the City to become a funding source for certain
 > > affordable projects - this might be in the form of land
 > > purchasing/holding, a grant program, or actual City coordinated
 > > construction. It would NOT be a tool for utilizing the currently
 > > available density bonus discussed above, i.e., the current program
 > > requires actual construction of units.

> >
 > > Hope this makes some sense! (It is Monday after all!!!)
 > >

> >
 > > Marshall McCrary, Senior Planner
 > > City of Fernandina Beach
 > > 204 Ash Street
 > > Fernandina Beach, FL 32034
 > > (904) 277-7325
 > > (904) 277-7324 (FAX)
 > >

> >
 > > -----Original Message-----
 > > From: patriciaborns@bellsouth.net
 > > [mailto:patriciaborns@bellsouth.net]
 > > Sent: Monday, October 16, 2006 12:10 PM
 > > To: Marshall, David McCrary
 > > Subject: Math re: density bonuses
 > >

> >
 > > Marshall, does this mean I can have the 8 units allowed by net
 > > buildable density, plus as many as 10 affordable units, plus a
 > > credit of 10 market units for a total of 28 units? If I build 10
 > > affordable units on my land, can I sell my market units to another
 > > development, or otherwise transfer them? Which brings up density
 > > transfers ... what is our policy on that? Taking everything into
 > > account, what is the maximum I could have?
 > >

> > You mentioned that the City is working on an alternative allowing
 > > developers to pay a kind of affordable housing credit into a City
 > > fund for this purpose, allowing the developer to build market-rate
 > > units at higher density. In this case, could I 'purchase' the right
 > > to build 28 market-rate units on our lots? In blue sky terms, would
 > > something like this cost less than a million, more than a million
 > > ...? No rush.
 > >

> >
 > >
 > >
 > > >
 > > > From: "Marshall, David McCrary" <dmccrary@fbfl.org>
 > > > Date: 2006/10/16 Mon AM 11:19:32 EDT
 > > > To: <patriciaborns@bellsouth.net>
 > > > Subject: RE: RE: Math
 > > >

> > > Yes, she's absolutely correct in that statement. Please notice I
 > > > did not correct that either!! You're right, though, the numbers
 > > > won't be affected much. But, 23' 3" should be 23.25' / 46'6"
 > > > should be 46.5'.
 > > >

> > > Marshall McCrary, Senior Planner
 > > > City of Fernandina Beach
 > > > 204 Ash Street
 > > > Fernandina Beach, FL 32034
 > > > (904) 277-7325
 > > > (904) 277-7324 (FAX)

> > >
> > >
> > > -----Original Message-----
> > > From: patriciabornsbellsouth.net
> > > [mailto:patriciabornsbellsouth.net]
> > >
> > > Sent: Monday, October 16, 2006 10:51 AM
> > > To: Marshall, David McCrary
> > > Subject: Re: RE: Math
> > >
> > >
> > > Hi Marshall,
> > >
> > > I was just trying to call you about this. Thanks so much for the
> > > review. I did want to tell you that my neighbors the Harrisons
> > > (Jennifer is a former college math professor) noted that I should
> > > be multiplying the decimal number (e.g., 46.5), not the
> > > feet/inches number (e.g., 46 ft 6
> > > in.) in these calculations. So I will run everything again including the new data
> > > you've provided. > > > Feel free to excuse yourself from this exercise as the difference
> > > likely won't
> > > change the overall effect.
> > >
> > > By the way, did you find out if we have those density bonuses in
> > > the comp plan (10 market units per one affordable unit), or is
> > > that still in the planning stage?
> > >
> > > All the best,
> > >
> > > Patricia
> > > >
> > > > From: "Marshall, David McCrary" <dmccrary@fbfl.org>
> > > > Date: 2006/10/16 Mon AM 10:37:29 EDT
> > > > To: <patriciabornsbellsouth.net>
> > > > CC: "Catherine Hartley" <chartley@fbfl.org>
> > > > Subject: RE: Math
> > > >
> > > > Patricia -
> > > > Well, I've gone through your math, and, believe it or not, all
> > > > looks perfectly accurate!! Good job recalling those geometry
> > > > lessons!
> > > >
> > > > Now, I do have one point to make. When calculating the adjoining
> > > > right-of-way for inclusion in your "net buildable area", you may
> > > > also include the land area in the right-of-way "corners". In
> > > > your case, because your property abuts two corners, you have two
> > > > additionalland areas to add to your calculations. (The attached
> > > > drawing can
> > > > hopefully illustrate this.) These areas are each 23.3' by 23.3'
> > > > (or 542.89 sq.
> > > > feet), giving you a total of $542.89 + 542.89 = 1085.78$
> > > > additional
> > > > square feet. Therefore, your net buildable area given inclusion of
> > > > the
> > > > right-of-way is $34,744.96 + 1,085.78 = 35,830.74$ square feet.
> > > > This addition definitely brings you to eight (8) dwelling units
> > > > ($35830.74 / 4356 = 8.22$).
> > > >
> > > > Now, as we discussed, this is the base density a property such
> > > > as
> > > > yours might be entitled to. It is still subject to zoning district
> > > > and
> > > > historic district requirements which may make it impossible to
> > > > achieve that maximum density (for example, the current requirement
> > > > to combine media lots for a dwelling unit). Variances may be sought
> > > > which might relieve certain development requirements but at no time
> > > > can a variance be granted (or even considered) which would violate a

> > property's
> > > density allowance.
> > >
> > > I hope this information is helpful,
> > > Marshall
> > >
> > >
> > > Marshall McCrary, Senior Planner
> > > City of Fernandina Beach
> > > 204 Ash Street
> > > Fernandina Beach, FL 32034
> > > (904) 277-7325
> > > (904) 277-7324 (FAX)
> > >
> > > -----Original Message-----
> > > From: patriciaborns@bellsouth.net
> > [mailto:patriciaborns@bellsouth.net]
> > >
> > > Sent: Friday, October 13, 2006 12:10 PM
> > > To: Marshall, David McCrary
> > > Subject: Math
> > >
> > > Hi Marshall,
> > >
> > > Thanks so much for taking time with my net buildable density
> > > questions today. Here if you would like to double-check it are
> > > my
> > calculations, with a footnote to Ron who actually ran them. Let me
> > know your results
> > > ...
> > >
> > > All the best,
> > >
> > > Patricia
> > >
> > > Patricia Borns
> > > 491 5048
> > > patriciaborns@bellsouth.net
> > >
> > >
> > >
> > > BASIS OF CALCULATIONS:
> > > 1. The historic media peonia (half-lot) measures 46.6 x 46.6 or
> > > 2,171.56 sqf. By ordinance, two media peonias may be aggregated
> > > to form a building lot of 93.2 x 46.6 or 4,343.12 sqf on which
> > > one primary building may be placed. 2. The historic peonia lot
> > > is 46.6 x 93 ft or 4,333.8 sqf. The primary Spanish land use of
> > > the lot was agriculture. Today, a peonia is a building lot on
> > > which one primary building may be placed. 3. In most cases there
> > > are two types of Spanish block, one
> > containing 8 medias and 6 peonias, measuring very nearly 1 acre
> > (43,375.28
> > > .sqf or 995 acre); the other containing 8 medias and 4 peonias
> > > measuring
> > > nearly 8 of an acre (34,707.68 sqf or .796 acre.)
> > > 4. The historic Spanish right of way (ROW) is 46.6 ft. and all
> > > lots
> > in the historic plat have frontage on it. Half of this ROW is 23.3
> > ft.
> > > Thus, the typical ROW area per lot that may be added for net
> > buildable density is 1,085.78 sqf.
> > > 4. The historic Spanish block has four corner lots. For the
> > purposes of net buildable density, the City allows 2 ROWs to be calculated
> > for lots abutting two streets. Thus, the typical ROW area per corner lot
> > is 2,171.56 sqf.
> > > 5. Allowable Density: 10 units/acre or 1 unit/per 4,356 sqf Our
> > > parcel consists of 5 media peonias and 3 peonias with frontage

> > > on three ROWs, San Fernando, New and Towngate Streets: To get
 > > > these numbers, I multiplied the sqf of the land area, and added
 > > > to that (1/2 the ROW or 23.3) x 10, the total divided by 4,356
 > > > sqf
 > > >
 > > > Net buildable density Absolute density
 > > > 34,744.96 23,887.16
 > > > 7.98 units of density 5.48 units of density
 > > >
 > > > As you say, the 7.98 units is so close, there is surely
 > > > something in
 > > > the survey that would give us 8!
 >

Mattick, Barbara

From: patriciaborns@bellsouth.net
Sent: Friday, October 20, 2006 11:57 AM
To: Mattick, Barbara
Subject: Old Town Fernandina



Comp plan
endment request fc



forward (64 B)

>
> From: <patriciaborns@bellsouth.net>
> Date: 2006/10/20 Fri PM 12:54:26 EDT
> To: <bmattick@bod.state.fl.us>
> Subject: Old Town Fernandina
>
> Dear Barbara,
>
> Especially from someone as understaffed as Dr. Hunt said you were, I
> appreciate the generous time you gave this morning to Old Town.
>
> The attached Word file (if my system can handle sending it to you) is
> a 'tome' very much in progress, discussing the downsides of net buildable density for
our historic district. The DCA will be reviewing this some time after October 28th. Any
comments would be appreciated, and you mustn't worry about mincing words for diplomacy's
sake -- I'm a writer and take criticism from my editors all the time!
>
> The Powerpoint file (likewise, if the system will send it) contains
> pictures of new and rehabilitated properties in Old Town based on the
> original historic district plan. Separately I'll forward Marshall
> McCrary's e-mails about net buildable density. You may find
> interesting the Old Town Preservation and Development Guidelines -- I
> sent an fyi package to Laura Krammerer some time ago, if she can lay
> her hands on it.
>
> Again, Barbara, thank you. I'll look forward to hearing what you find,
>
> Patricia
>
>
> Patricia Borns
> 314 New Street
> Fernandina Beach, FL 32034
> (904) 391-5048
> patriciaborns@bellsouth.net
>
>
>
>
>



FLORIDA DEPARTMENT OF STATE

Sue M. Cobb

Secretary of State

DIVISION OF HISTORICAL RESOURCES

BUREAU OF HISTORIC PRESERVATION

FACSIMILE TRANSMITTAL SHEET

TO FAX NUMBER: 6-1-904-321-1835

NAME: Patricia Borns

COMPANY: _____

SENDER: Barbara Mattick

DATE: 10-26-06

NUMBER OF PAGES (INCLUDING TRANSMITTAL SHEET): 3

FAXED FROM: (850) 245-6437

COMMENTS:

Letter re Old Town Fernandina

500 S. Bronough Street • Tallahassee, FL 32399-0250 • <http://www.flheritage.com>

☐ Director's Office
(850) 245-6300 • FAX: 245-6436

☐ Archaeological Research
(850) 245-6444 • FAX: 245-6436

☐ Historic Preservation
(850) 245-6333 • FAX: 245-6437

☐ Historical Museums
(850) 245-6400 • FAX: 245-6433

☐ Southeast Regional Office
(954) 467-4990 • FAX: 467-4991

☐ Northeast Regional Office
(904) 825-5045 • FAX: 825-5044

☐ Central Florida Regional Office
(813) 272-3843 • FAX: 272-2340



FLORIDA DEPARTMENT OF STATE

Sue M. Cobb

Secretary of State

DIVISION OF HISTORICAL RESOURCES

Ms. Patricia Borns
314 New Street
Fernandina Beach, Florida 32034

October 25, 2006

Dear Ms. Borns:

The Original Town of Fernandina Historic Site (also known as Old Town Fernandina Historic Site) was listed in the National Register of Historic Places on January 29, 1990. The site is listed for its national significance because of its historic association with the Spanish conquest and settlement in the Western Hemisphere. The last town founded by Spain in North America (in 1811), it represents some of the last efforts of Spain to retain its North American colonial holdings in the waning years of the Spanish Empire. No other site is as closely associated with the power struggle that ultimately led to the United States' acquisition of Florida in 1821. The plan for Fernandina conformed to all the other towns Spain founded in North America.

Old Town Fernandina retains its original configuration and sense of place to a very high degree. One of the most striking aspects of the site is the distinctive Spanish grid, defined by the streets and resulting lot layout. According to the National Register nomination, "To a far greater degree than any other colonial power, the Spanish followed a system of land settlement and town planning formalized in written rules and regulations. Old Town Fernandina embodies significant features of Spanish towns through its gridiron layout, its orientation, its central plaza, and the regularity of its streets, blocks, and lots" (National Register nomination, Section 8, page 5).

The site also has an unusually high potential to yield information about the colonial town because of its relatively undisturbed character. Excavations have yielded information about Fort San Carlos, which was located on the town plaza. Other parts of the town have visible surface features and artifacts scatters. Although the site has been used by the residents of Fernandina continuously, it appears that there have never been more than about forty buildings there. Archaeological evidence suggests that the houses in the past, as now, rested on piers, which has resulted in very little impact on the ground. This lack of disturbance provides an unusual opportunity to locate other remains from the colonial period, including the city gate, blockhouses, and other features such as wells, trash pits, privies, fences, and refuse deposits. Such archaeological remains have the potential to reveal what life was like in Fernandina to a degree that is unapproachable from the known documentary record.

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Ms. Patricia Borns
October 25, 2007
Page Two

Old Town Fernandina has great national significance historically and archaeologically, as recognized by its National Register listing. It may even be eligible for designation as a National Historic Landmark, the highest distinction a historic place in the United States can attain. National Historic Landmarks are "cultural properties designated by the Secretary of the Interior as being nationally significant. Acknowledged as among the nation's most significant historic places, [they] possess exceptional value or quality in illustrating or interpreting the heritage of the United States."

Designation of National Historic Landmarks requires that the resource retain a very high level of integrity, which is defined as "the ability of a property to convey its historical associations or attributes." The level of integrity is determined by evaluating seven characteristics. See the enclosed excerpt for a full discussion on each of these aspects (National Register Bulletin: How to Prepare National Historic Landmark Nominations, pp. 36-37). In its present configuration and condition, Old Town Fernandina appears to meet all pertinent aspects to a very high degree: Location, Setting, Design, Feeling, and Association (as a town plan, Materials and Workmanship would not apply). Of particular importance in evaluating the integrity of Old Town Fernandina, is the aspect of Setting, which is defined as:

. . . the physical environment of a historic property. It refers to the historic character of the place in which the property played its historical role. It involves how, not just where, the property is situated and its historical relationship to surrounding features and open space. The physical features . . . include such elements as topographic features, vegetation, simple manmade paths or fences and the relationships between buildings and other features or open spaces.

Because of its historical significance in American colonial history, the great potential for archaeological investigations to yield important information, and its extremely high degree of visual integrity that is particularly reflected by the open, low density of the buildings currently on the site, the Old Town Fernandina Historic Site appears to be a good candidate for designation as a National Historic Landmark.

If we can be of further assistance, please do not hesitate to call.

Sincerely,



Barbara E. Mattick, Chief
Bureau of Historic Preservation and
Deputy State Historic Preservation Officer

cc: Ms. Catherine Hartley, City of Fernandina Beach
Enclosure



NA-238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

December 12, 1989

Ms. Carol D. Shull, Chief of Registration
National Register of Historic Places
Department of the Interior, NPS
P.O. Box 37127
Washington D.C. 20013-7127

Dear Ms. Shull:

Enclosed are the completed National Register Nomination forms and supporting documentation for the following property:

Old Town Fernandina Historic Site, the city of Fernandina Beach, Nassau County.

Please do not hesitate to contact us at (904) 487-2333 if you have any questions or require any additional information.

Sincerely,

George W. Percy
State Historic
Preservation Officer

GWP:wcs

Enclosures

COMMENT SHEET

FROM: John J. Knoeri
DATE: 2/2/87
PROPERTY: Original Town of Fernandia Historic Site

Summary Comments

The format of my comments follows the attached "CHECKLIST FOR USING GUIDELINE 19." The number on the left margin corresponds to the items on this checklist.

The nomination is being returned for the problems identified under items: 1.3, 1.5, 2.4, 2.6, and 4.0.

There are also some minor problems that were identified under item: 1.2, 3.2, and 5.3.

1.0 DESCRIPTION:

1.1 Is the environmental setting described and related to the property or district?

(cross-check with Topo and sketch maps and photographs)

Review: Ok.

1.2 Is the probable occupation or construction dates identified for all components of the property or district?

(if property can not be dated, the text should so state)
(cross-check with sketch maps and photographs)

Review: Please estimate the occupation dates for each of the site's prehistoric components.

1.3 Are all major or significant features identified and described?

(cross-check with Topo and sketch maps and photographs)
(cross-check with checked areas of significance)
(cross-check with checked periods of significance)

Review: Drawing upon the data recovered from the 1950 and 1963 excavations and historic archeological research undertaken from other Spanish colonial settlements (St. Augustine perhaps) describe the intrasite spatial distribution of the site's historic and prehistoric features and artifacts. A sketch map supporting this description must be included in the nomination.

1.4 Are all secondary features that contribute or detract from the property's or district's integrity identified and described?

(cross-check with Topo and sketch maps and photographs)

Review: OK.

1.5 Are the major types of alterations and disturbances identified and evaluated for their impact upon the property's or district's integrity?

(cross-check with sketch maps and photographs)

Review: The text should identify those natural or man-made actions that have altered or disturbed the site's features and artifacts. Are these impacts severe enough to destroy the site's association with the important events? And have these impacts removed or severely altered the data that would be used to address the important research questions identified for the site?

1.6 Are all contributing and non-contributing properties in the district identified and counted?

(cross-check with topo and sketch maps and photographs)

Review: Not Applicable.

1.7 Is the character of the district identified?

Review: Not Applicable.

1.8 Does this character provide a basis for grouping properties into a district?

Review: Not Applicable.

2.0 SIGNIFICANCE

2.1 Are the following items indicated in the statement of significance:

- * the applicable criteria
- * the period(s) of significance
- * the area(s) of significance

Review: OK.

2.2 Have the following property exceptions been identified and justified where applicable:

- * cemetery
- * birthplace
- * grave of an historic person
- * religious property
- * moved property
- * reconstructed property
- * commemorative property
- * less than 50 years old property

Review: Not Applicable.

2.3 For properties meeting criterion A:

Review: OK.

2.4 For properties meeting criterion B:

Review: I would not try to argue that this site is associated with individuals significant in the past. Those individuals would not only have to be evaluated for their distinctive contribution in the appropriate areas of significance but in addition, the nomination would have to document that this site provides a stronger association with these individuals than other properties. This would be difficult given the state of archeological knowledge for this site. It would call for an additional research effort beyond that already done.

2.5 For properties meeting criterion C:

Review: Not Applicable.

2.6 For properties meeting criterion D:

2.6.1 Does the significance statement describe the potential research topics that the property or district can address?

2.6.2 Does the significance statement justify the importance of these research topics within a prehistoric or historic context?

2.6.3 Does the significance statement identify the data that can address these research topics?

2.6.4 Does the significance statement affirm that the property or district contains or is likely to contain these data.

Review: The questions in this section (2.6.1 - 2.6.4) need to be answered to properly evaluate whether the site is eligible under this criterion. Be sure to apply these questions to both historic and prehistoric components of the site.

2.7 Is the level of significance identified and justified?

Review: OK.

3.0 BIBLIOGRAPHY:

3.1 Are all citations used in the text referenced in the bibliography?

Review: OK.

3.2 Does the nomination demonstrate that scholarly research was conducted in preparing the nomination?

(The following components of the nomination should have supporting published references:

- environmental setting
- occupation dates
- justification of the importance of research topics within a prehistoric or historic context.)

Review: The nomination could benefit from more references in the areas of environmental setting, previous excavations, feature descriptions (especially if analogies are employed to argue the potential existence of features) and for any research topics identified for the site.

4.0 GEOGRAPHIC DATA:

4.1 Are boundary lines fixed at permanent features or UTM references appearing on USGS topographic maps?

4.2 Does the verbal boundary description employ discrete boundaries on all sides of the property or district?

4.3 Does the boundary justification discuss the:

- * method(s) used to define the boundary
- * relationship between the property's or district's significance and the boundary?

4.4 Are all major or significant features included within the boundary?

4.5 Does the boundary exclude unjustified acreage or buffer zones?

4.6 Does the boundary include only entire buildings, structures or objects (as opposed to portions of buildings, structures, or objects)?

Review: ~~There~~ There is a weak link between the significance of the site and the spatial distribution of archeological data that convey its significance. Please review National Register Bulletin 12 for both the conceptual approach to defining archeological site boundaries and refer to the relevant examples for guidance.

5.0 ACCOMPANYING DOCUMENTATION:

5.1 Are the sketch maps labeled?
 * title
 * legend
 * north arrow
 * scale

5.2 Does the sketch map show the entire boundary of the property or district?

5.3 Does the sketch map show features, disturbances, and contributing and non-contributing elements discussed in the nomination?

Review: An updated sketch map should be drawn to show the entire boundary of the site incorporating all archeological features, estimated artifact density distributions, disturbances and secondary features.

5.4 Do the photographs illustrate the:
 * environmental setting
 * major or significant features
 * major alterations or disturbances?

Review: OK.

(A) Criteria B
86 003685

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Original Town of Fernandina Historic Site
Nassau County
FLORIDA

Substantive Review

DEC 22 1986

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Working No. _____
Fed. Reg. Date: _____
Date Due: 1/22/87 - 2/5/87
Action: ☐ ACCEPT
☒ RETURN 2/2/87
☐ REJECT
Federal Agency: _____

Substantive Review: ☒ sample ☐ request ☐ appeal ☒ NR decision

Reviewer's comments:

*see review comment sheet
also send Checklist for Using Guideline 19
and NR Bulletin #12*

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: ☒ technical corrections cited below
☒ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
----------	---------------------------------	----------------------	-------------

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

- ☐ excellent
☐ good
☐ fair

- ☐ deteriorated
☐ ruins
☐ unexposed

Check one

- ☐ unaltered
☐ altered

Check one

- ☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☒ completeness
☐ clarity
☒ alterations/integrity
☒ dates
☒ boundary selection

see comment sheet

RECEIVED
FEB 25 1987

HISTORIC PRESERVATION
SECTION

Pat Gass
 801 White Street
 Fernandina Beach
 Resident of Old Town

Madame Mayor, Mr. Commissioners, I come before you tonight to voice my objection to Ordinance 93-31 - the closing of a portion of Garden and Marine Streets.

My objection to closing these streets is begins with the way the ordinance is written and I quote: WHEREAS, the street or portions of street hereinafter described are designated as street right-of-way on the map on file in the City of Fernandina Beach, but none of said street or portions thereof have ever been opened, graded or used as a public street and their designation on said map merely hinders the development of said City; STOP

This is incorrect. These streets have been open, graded and used as public streets. Marine street hasn't been used in many years but this is due to neglect on the city's part to maintain the street and also due to natural erosion by the Amelia River. Not too many years ago my neighbor Dora Bernard went to the City Manager serving at that time to see about improvements needed to Garden Street. She was told by the City Manager that the city would not make improvements to a dead end street, not even simple clearing and grading. At that time Mrs. Bernard asked if she could make the improvements herself. The City Manager agreed that she could. The citizens of Fernandina Beach, more especially the residents of Old Town have not abandoned these streets. YOU the City Commission have neglected them. Commissioner Glenn informed me that two years ago he brought before this commission a resolution that was passed, to have ALL the city streets in Old Town cleared and routinely maintained but as of this meeting nothing has been done. How long must we tax payers wait?

Continuing on with this ordinance it reads:

WHEREAS, in the judgement of the City Commission of the City of Fernandina Beach, it is for the best interest of the citizens of said City to discontinue the street or portions of street hereinafter described. STOP

I disagree that closing these right-of-ways is for the best interest of the citizens of Fernandina Beach. City Ordinance 92.00 Section B states and I quote: Whenever a public street or thoroughfare is laid out or exists in the city which abuts or touches a waterway open to public use, the city as trustee for the public has and owns riparian rights at the place where the public street or thoroughfare abuts or touches the waterway. The city shall have the right to regulate the use of the waters adjacent to the place, and to construct docks, public landings, piers, or wharves at such places.

Section C states and I quote: Where a street is laid out and exists in the city which ends at a waterway, the portion of the dead-end street abutting the waterway is declared to be public property. The city shall have the right to regulate the use of the waters adjacent to dead-end streets and to construct docks, public landings, piers, or wharves at such places.

Finally, Section D states and I quote: When any plat is filed for record showing streets dedicated to public use which are laid out, touching, or abutting any waterways used by the public, it is declared that the portion of the dedicated street touching or abutting upon waterways in the city shall be public property. The city shall own and hold the property for the use of the public, and shall pass rules and regulations governing its use.

The very portions of Garden and Marine streets that you purpose to close with Ordinance 93-31 are touching and abutting a waterway. This waterway is the Amelia River. It is your responsibility to maintain these properties for public use. Why would our city commission close city streets that have public water access so that one individual can build a private dock. At a time when boat owners thorough out the city are screaming about having no boat ramp, YOU are proposing to close an area that could be used for that very purpose. Have any of the Commissioners actually stood at the intersection of Garden and Marine Streets, the very streets you propose to close? When was the last time the state officially established the jurisdictionally line and mean high water mark for this area? According to Mr. Z of the Department of Environmental Protection in Tallahassee, Florida; prior to issuing building permits for a lot abutting a water way or 8 to 9 feet from the assumed mean high water mark, the DEP and the Army corp of Engineers must be called in to determine the jurisdictional line of the wetlands or water. Has this been done? Do you actually know how much water is on Marine and Garden street at high tide?

Continuing with Ordinance 93-31 it reads and I quote:

NOW, THEREFORE BE IT ENACTED BY THE PEOPLE OF THE CITY OF FERNANDINA BEACH, FLORIDA:

Section 1. That all of the following street and portions of the street in the City of Fernandina Beach as shown by the map or plat on file in the City of Fernandina Beach are hereby vacated and discontinued:

All of that portion of Marine Street beginning at the southern portion of Garden Street and proceeding northward a distance of 143.42 feet.

At the very least these figures are incorrect. That portion of

Garden Street beginning at the southern portion and then proceeding north to the end of the two Spanish Land Grant Lots that are involved will have a total of 139.6 feet. All city streets in Old Town are 46.6 feet wide, just as the Spanish laid them out, and all Spanish Land Grant lots are 46.6 feet wide, again just as the Spanish laid them out. The city owns the street 46.6 feet, and the two Spanish Land Grant lots total 93 feet, the sum of these two items together is 139.6 feet. The other 4.42 feet needed to comply with the Ordinance's 143.42 feet, is the easement in front of someone else's property.

According to Fernandina Beach's Comprehensive Plan and Land Development Regulations filed with the State of Florida in 19__ Objective 5a.01 PUBLIC BEACH ACCESS Policy 5a.01.03 states and I quote "The City will not vacate necessary existing right-of-way easements, walkways and other access points to beaches and shores."

Policy 5a.01.05 states and I quote "Private land owners adjacent to public beach access points, including easements will not be allowed to restrict public access to the beaches through access points."

Objective 6.02 ACCESS TO RECREATIONAL AREAS Policy #6.02.05 states and I quote "Existing public beach access points shall not be closed to the public for any other public or private use."

Objective 6.04 ACQUISITION OF LANDS Policy #6.04.02 states and I quote "Existing city-owned land, such as easements and small parcels shall be maintained and upgraded, to meet recreation and open space needs and especially to meet small passive type park needs."

Finally Objective 6.01 Policy #6.01.03 states and I quote "The city shall pursue available grant sources for the acquisition and development of park and recreation areas, including but not limited to Department of Defense, Federal and State funding."

During my research I was given a copy of a pamphlet entitled Florida Recreation Development Assistance Program Administrative Rule. This pamphlet contains the rules of the Florida Department of Natural Resources, Chapter 16D-5, Part V, Florida Recreation Development Assistance Program. The purpose of the program is to provide grants to qualified local governmental entities to acquire or develop land for public outdoor recreation purposes. According to section 16D-5.055 element 3B part 1 of said pamphlet these grants are awarded to grantees for projects that are for the sole purpose of providing outdoor recreation opportunities to the public. Funds from this program may be awarded for one or a combination of, natural or man-made sites and facilities (such as: beach access, fishing piers, boat ramps and docks, boardwalks and riverwalks, etc.). Part 2 of section 16D-5.055 element 3B of that same pamphlet states that these funds may be awarded for support facilities and improvements (such as: parking lots, rest

rooms, bathhouses, landscaping, lighting, fencing, signs etc.) which could not stand, or would have little or no recreational value, without the primary outdoor recreation facilities.

Madame Mayor and Commissioners; I am not opposed to progress. I am delighted to see that people are beginning to have an interest in building in Old Town. But when you buy property in a Historical District and property that is on the National Register of Historical Places there are restrictions and responsibilities that come with that purchase. Those of us that own property in Historical areas and those of you that are in positions of public trust are responsible for maintaining and protecting the historical integrity of the area.

X If you should vote to close that portion of Marine street beginning at the southern portion of Garden Street and proceeding northward a distance of 143.42 feet you will be denying 8,765 citizens of Fernandina Beach, access to a public waterway and the possibility of a future boat ramp. You will also be deviating from the very Comprehensive Plan and Land Development Regulations you set up. You will also be distorting the original size of those Spanish Land Grant Lots involved. These lots were laid out by the Spanish in 1811 and are the cornerstone to our placement on the National Register of Historical Places in 1989. Closing these streets would not be the responsible thing to do.

By voting NO to Ordinance 93-31 you are making available to the citizens of Fernandina Beach public access to the Amelia River. The city could then apply for available grants to build a boat ramp and boardwalk on Garden and Marine Streets and buy available land in the immediate area to provide necessary parking for a boat ramp.

In the best interest of the tax payers of Fernandina Beach I respectfully request that you vote NO to Ordinance 93-31. By Voting NO you allow the citizens to keep public access to the Amelia River and will keep intact the Historical value of the last city in the United States to be laid out by the Spanish. Please Vote NO to Ordinance 93-31. Thank you.

Respectfully submitted,

Pat Gass
601 White Street
Fernandina Beach, Florida
32034

§ 92.07 VEHICLES, HORSES ON DUNES PROHIBITED.

Absolutely no vehicles or horses are allowed on the dunes, vegetation, or outside of the designated driving areas.

('55 Code, § 4B-22) (Ord. 603, passed 3-17-81)
Penalty, see § 92.99

§ 92.08 DOG CONTROL.

Dogs may be permitted on the Atlantic Ocean beaches, but must be under leash, as defined by the city's animal control regulations, at all times.

('55 Code, § 4B-23) (Ord. 603, passed 3-17-81)
Penalty, see § 92.99

§ 92.09 FISHING LINES.

No person shall employ or use any fishing lines or equipment in a manner which prohibits or interferes with the rights of the general public to pass on the Atlantic Ocean beaches. It is specifically prohibited to extend any fishing line or lines across the entire width of the beach, from the mean high water mark to the actual water line, which interferes, restricts, or prohibits passage.

('55 Code, § 4B-25) (Ord. 694, passed 7-16-85)
Penalty, see § 92.99

§ 92.10 KINGS BAY RECREATIONAL MASTER PLAN OF 1985; BEACH TRAFFIC AND PARKING FINDINGS.

(A) The City Commission hereby finds and determines that at least 50% of the peak-user demand for off-beach parking is not available within the relevant portions of the coastal beaches in the city limits, as such is defined in Rule 16-B-47, Florida Administrative Code, and that such determination was made pursuant to the Kings Bay Recreational Master Plan of 1985, which by reference is incorporated herein and adopted by the city. Relevant portions of said study are attached to Ordinance 838 as Exhibit 'A', which is also adopted and incorporated by reference.

(B) Vehicular driving on the coastal beaches within the city limits shall be permitted to continue in the same manner and extent as set forth in this chapter.
(Ord. 838, passed 9-5-89)

BOATS, DOCKS, AND WATERWAYS

§ 92.20 CITY TO REGULATE WATERWAYS ABUTTING PROPERTY.

(A) The city shall have the right to regulate the use of all waterways within the city limits and the conduct of all persons using the waterways in a manner consistent with and not in conflict with federal or state regulations. All ordinances of the city regulating the conduct of persons on land, shall apply to persons using waterways, insofar as they are properly applicable. ('55 Code, § 5-1)

(B) Whenever a public street or thoroughfare is laid out or exists in the city which abuts or touches a waterway open to public use, the city as trustee for the public, has and owns riparian rights at the place where the public street or thoroughfare abuts or touches the waterway. The city shall have the right to regulate the use of the waters adjacent to the place, and to construct docks, public landings, piers, or wharves at such places.

(C) Wherever a street is laid out and exists in the city which ends at a waterway, the portion of the dead-end street abutting the waterway is declared to be public property. The city shall have the right to regulate the use of the waters adjacent to dead-end streets and to construct docks, public landings, piers, or wharves at such places.

(D) When any plat is filed for record showing streets dedicated to public use which are laid out, touching, or abutting any waterways used by the public, it is declared that the portion of the dedicated street touching or abutting upon waterways in the city shall be public property. The city shall own and hold the property for the use of the public, and shall pass rules and regulations governing its use.
(55 Code, § 5-2)

§ 92.21 PRIVATE USE OF PUBLIC PROPERTY.

(A) Any person using the public property of the city described in § 92.20(B) without the express consent of the City Commission, evidenced by a resolution duly adopted, shall be guilty of violating the provisions of this subchapter.

(B) Any such resolution adopted, permitting the use of public property by private persons, shall be of a temporary nature only, revocable by the City

COASTAL/CONSERVATION ELEMENT

GOAL 5a.0

Establish growth management strategies that will ~~allow growth to continue~~ discourage activities within the coastal zone which ~~does not~~ damage or destroy the function of coastal resources, does not protect human life and does not limits public expenditures in areas subject to destruction by natural disasters.

OBJECTIVE 5a.01
PUBLIC BEACH ACCESS

The City shall continue to maintain, improve, and increase public beach access through acquisition and other land use controls.

Policies

- 5a.01.01 The City shall maintain inventory and analyze existing and future public beach access.
- 5a.01.02 Where appropriate, the City will require the dedication of public access to beaches from developments located within the coastal area.
- 5a.01.03 The City will not vacate necessary existing rights-of-way easements, walkways and other access points to beaches and shores.
- 5a.01.04 Promote through dedication or other means, increased facilities for public beaches.
- 5a.01.05 Private land owners adjacent to public beach access points, including easements, will not be allowed to restrict public access to the beaches through access points.
- 5a.01.06 Safe vehicular control shall be implemented and enforced to protect beach users.
- 5a.01.07 The City will consider adopting a beach access plan.

OBJECTIVE 6.02
ACCESS TO RECREATIONAL AREAS

The City shall provide reasonable vehicular, pedestrian and bicycle access to public recreation areas. ~~while protecting their quality.~~

Policies
6.02.01

The City will include parking requirements for ~~provide adequate~~ vehicular parking including handicapped and bicycle racks to city-owned park and recreational facilities in its land development regulations.

6.02.02

Sidewalks and bicycle paths and/or multi-purpose trails ~~shall~~ should be provided where appropriate along roads which provide access from neighborhoods to parks required in new developments in the site review process to provide access to recreation facilities.

6.02.03

The City will provide handicapped parking and barrier-free access in accordance with adopted land development regulations to all types of city-owned recreational facilities.

6.02.04

All future City-owned parks and recreational facilities shall have direct access on a public street or easement.

6.02.05

~~Continued maintenance of~~ Existing public beach access points shall be required not be closed to the public for any other public or private use.

OBJECTIVE 6.04
ACQUISITION OF LANDS

The City's Parks and Recreation Advisory Commission shall establish a program to guide the acquisition of land for parks, recreation, conservation and open spaces, and also address the types of recreation open space needs. The following policies shall apply in the implementation of this objective:

Policies

- 6.04.01 Consider the use of floodplains, conservation areas and other similar areas for recreational land provided these sites have been determined to not endanger public health, safety, and welfare.
- 6.04.02 Existing city-owned land, such as easements and small parcels ~~should be used~~ shall be maintained and upgraded, ~~when feasible~~ to meet recreation and open space needs and especially to meet small passive type park needs.
- 6.04.03 Whenever possible recreation sites should be established with multi-use purposes to provide both recreation facilities and to ensure preservation or conservation of environmentally sensitive lands.
- 6.04.04 ~~Where appropriate,~~ Developments along navigable waterways will provide easements for boat ramps and parking as required by the acquisition program of the City's Park and Recreation Advisory Commission.

RECREATION AND OPEN SPACE ELEMENT

GOAL 6.0

THE CITY SHALL STRIVE TO ENSURE SUFFICIENT PRIVATE AND PUBLIC PARKS, RECREATION FACILITIES, AND OPEN SPACE TO MEET THE HEALTH, SAFETY, AND WELFARE NEEDS OF CITY RESIDENTS AND VISITORS.

OBJECTIVE 6.01

~~A system of A maintenance program shall be developed by 1993 for existing and new neighborhood and community recreation facilities and new facilities shall be provided to maintain the adopted Level of Service for the planning period. shall be maintained and/or developed where feasible to meet the cultural, social and athletic needs of the City.~~

Policies

- 6.01.01 The Recreation & Parks Department shall develop and maintain an inventory of parks, function of park (neighborhood, community, or regional) and a general inventory of recreation facilities.
- 6.01.02 The Land Development Regulations shall create incentives for the dedication of recreational land through PUD zoning and subdivision regulations.
- 6.01.03 The city shall pursue available grant sources for the acquisition and development of park and recreation areas, including but not limited to Department of Defense, Federal and State funding.
- 6.01.04 Develop existing parks to meet their optimal level with consideration to the area's needs and the functional capacity of the parks as established in the adopted maintenance program.
- 6.01.05 The City shall prepare and adopt procedures as a component of the Land Development Regulations to measure the impact of development orders relative to the level of service for recreation and open space.
- 6.01.06 The city shall review large scale developments as to the need for public recreation facilities including neighborhood and community parks. The City shall use a level of service standard of 2.0 7.5 acres of parkland per 1000 residents and 1 golf course per 10,000 persons. within the City limits in reviewing the impacts of new development and redevelopment upon

AKZ38

February 8, 1994

City Commissioners
City of Fernandina Beach, Florida
Post Office Box 668
Fernandina Beach, FL 32034

Dear Commissioners;

In passing Ordinance 93-31 on February 1, 1994 I feel that you have possibly violated our City's Charter. The City Attorney gave his legal opinion that City Code 92.20 Sections B and D, and the City's Comprehensive Plan and Land Development Regulations Objective 5a.01 PUBLIC BEACH ACCESS Policy 5a.01.03, Objective 6.02 ACCESS TO RECREATIONAL AREAS Policy #6.02.05, and Objective 6.04 ACQUISITION OF LANDS Policy #6.04.02 were not applicable to this Ordinance. This legal opinion was based on a visual determination made by the City Attorney after visiting the site in question. The problem I see with this visual determination is that it was made during the winter tides. Tides are higher during the spring and summer and the fullness of the moon has a direct effect on tides.

If Mr. Leggio's visual determination is correct we, the city, have nothing to fear in Ordinance 93-31. If Mr. Leggio's visual determination and legal opinion is incorrect we have violated our Comprehensive Plan and broken not only City Code 92.20 but also City Code 38.03. During the full moon, and Spring and Summer months if water is touching or abutting portions of Marine Street that portion then becomes Public Property. According to our Comprehensive Plan, Public Property touching and abutting water must be held for Public Use.

Why did the Commission not defer this matter until the State of Florida could be contacted to make a determination as to the mean high water mark on Marine Street? It would have been the responsible thing to do. What was the hurry? If a building permit is issued for the property abutting this portion of Marine Street before a juridical line is determined this city could be held liable. Can you now rescind and table Ordinance 93-31 until such time as this matter can be addressed?

Consideration of this matter is appreciated.

Sincerely yours,


Pat Gass

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DIVISION OF
HISTORIC RESOURCES
94 SEP -2 AM 9:39

Orig: Shop Pro
Report dated by
Copy Secretary

RECEIVED
1994 AUG 31 PM 3:55
SECRETARY OF STATE
TALLAHASSEE, FLORIDA

August 24, 1994

The Honorable Jim Smith
Secretary of State
The Capitol
Plaza Level, Room 2
Tallahassee, FL 32399-0250

Dear Secretary of State Smith,

I need your assistance. September 6th the City of Fernandina Beach will vote on Ordinance 94-14, closing a portion of Marine Street in Old Town Fernandina. Old Town Fernandina is on the National Register of Historical Places and is the **ONLY** Spanish platted city in the Western Hemisphere with it's grid-iron plat still in tack. To close a portion of this historical street would disfigure the original plat laid out by the Spanish in 1811.

A few of the little known facts about Old Town Fernandina are that we had the first Post Office in the State of Florida, the first non-military hospital in the State of Florida, and were the first zoned city in the State of Florida.

Would you please write to our City Commission and ask them to **CAREFULLY** consider what they are about to do by simply closing a portion of historic Marine Street. The State of Florida will be celebrating it's 150 Anniversary as a state in 1995. It would be a shame to have kept our Spanish Platted city in tack for 183 years and then lose it.

Thank you for any help you may be able to give. Keep up the good work in Washington!!

Sincerely yours,

Pat Kelley Gass

Pat Kelley Gass
801 White Street
Fernandina Beach, FL 32034
(904) 277-7967

Forgotten history/

Wealth of state history lies in city's forgotten Old Town area

By Jill Galloni
Staff Writer

Florida and Amelia Island's early years are still intact in Old Town Fernandina.

A 19th century Spanish plaza, town plat with 13 square blocks separated by streets still bearing names used in 1811, and several houses dating back to the second period of Spanish occupation in Florida (1784-1821) still exist in the almost forgotten area nestled on the western tip of Amelia Island.

"The Spanish history in Old Town Fernandina is not lost, but it is certainly misplaced," said Paul J. Weaver, a historic sites specialist with the Historic Preservation Section of the Bureau of Historic Sites and Properties in Tallahassee.

Weaver, a Fulbright scholar who has studied two important resources documenting Old Town —Gainesville's University of Florida's East Florida Papers, a collection of high-level military correspondances and data dating back to the early 1800's, and an archive collection in Spain —recently addressed the Duncan Lamont Clinch Historical Society of Amelia Island in efforts to get more people interested in preserving Old Town's past and present.

"I don't know exactly what we could do to preserve Old Town, but the grid pattern of the town plat and the plaza are still there. If we couldn't do anything to physically preserve it, we could document Old Town's history through research, archeological digs and architectural research. That way, regardless of what happens, it will be preserved," he said.

Weaver said Old Town Fernandina is the third oldest settlement in Florida, and the only one with a Spanish town plan that is documented in the East Florida Papers. St. Augustine, Florida's oldest city, is fashioned after a Spanish grid pattern, but no documentation exists.

In its heyday during the first three decades of the 19th century, Old Town was the busiest port in North America, and was reportedly the

most important shipping trade station for the entire Western Hemisphere. Over 800 free slaves, Spanish military officers and British Loyalists, who remained in Florida after England lost the area to the Spanish in 1783, inhabited Old Town during that period.

After Thomas Jefferson lowered the boom on international trade in domestic ports with the 1807 Embargo Act, Old Town, totally under Spanish rule, prospered by opening its port to legal and illegal world traders. Three of the more important 19th century shipping lines brought over 400 ships daily to the Fernandina harbor, said Weaver.

Another impetus to Old Town's popularity among international traders was the United States' ban on slave importation in 1808. Several slave dealers found in Old Town Fernandina a goldmine for smuggling African and Caribbean slaves into Florida and throughout the United States.

"All of this made Old Town Fernandina the port of exchange," said Weaver. "And, a population of 800, even after the Civil War, would have made it the largest city in the South."

The Spanish occupation in Old Town lasted until 1821 when the Spanish evacuated and Florida became property of the United States. Weaver said, in many ways, Old Town became a ghost town after that date, but, the site of an earthwork Spanish fort still remains in the Plaza of San Carlos at the tail-end of White Street, and several homes with colonial architecture designed by remaining British Loyalists— many of them craftsmen, according to Weaver—are still there today.

One home on White Street sports flatboard siding and a catslide roof which is indicative of early 19th century colonial architecture. The Plaza of San Carlos is now home to amateur baseball players and frisbee buffs, but underneath the green turf is hard oyster rock which was probably portions of the fort, the protector against pirates and foreign adversaries for the Spanish.

Because the fort was made of wood and earthwork, it has since been lost, but architectural digs could uncover some of its treasures, including portions of officers' homes, a well and, perhaps, some arsenal remains, said Weaver.

But, most important is the genealogy of Old Town. Weaver is convinced several current residents are descendants of past freed slaves and other Old Town inhabitants who immigrated from Spain to land given to them through a Spanish land grant program.

"We could do a legal abstract with these East Florida Papers for virtually every piece of property in Old Town. You could look in the phone book today and find some of the original names, I'm sure," said Weaver.

Preserving Old Town's past and promoting it is extremely important now that the 500 anniversary of the discovery of the New World by the Spanish is only nine years away, said Weaver. And, the celebration, similar to a World's Fair and America's recent bicentennial, is already being planned by University of Florida and European officials.

"Since Fernandina is the third oldest city in Florida, this could be big for this area," he said.

Weaver also suggested Fernandina Beach celebrate its own founding on its birthday, Jan. 1. The East Florida Papers revealed the 1811 date as well as a document explaining the town was not named for Queen Isabella's consort, Ferdinand V, nor Don Domingo Fernandez, a past wealthy landowner whose grave is located in the St. Michael's Catholic Church cemetery on Broome Street. The historian maintains the city is named for Ferdinand VII, the Spanish Catholic monarch at the time the name was announced by Enrique White, a Spanish governor of Florida.

"I don't want to mislead anyone. I have not written a book, but I have seen the evidence of Old Town's importance through indexing all this documentation," said Weaver. "Here is a Spanish town for which a real town plat still exists. What a beautiful resource you have here."





OFFICE OF THE ATTORNEY GENERAL

DEPARTMENT OF LEGAL AFFAIRS

THE CAPITOL

TALLAHASSEE, FLORIDA 32399-1050

RECEIVED
DIVISION OF
HISTORICAL RESOURCES

94 MAR 16 PM 4:53

ROBERT A. BUTTERWORTH
Attorney General
State of Florida

March 16, 1994

Ms. Pat Kelley Gass
801 White Street
Fernandina Beach, Florida 32034

Dear Ms. Gass:

Thank you for writing to Attorney General Rob Butterworth to bring to the attention of the state an ordinance passed by the City of Fernandina Beach closing a portion of a local street abutting the Amelia River.

By copy of this letter, this office is asking Ms. Virginia Wetherell, Secretary of the Department of Environmental Protection, to review the information you have provided and take appropriate action. In addition, to be of assistance, a copy of the material you provided to this office will be forwarded to Mr. George Percy, Director, Division of Historical Resources, Florida Department of State, for his review.

Again, I appreciate your bringing this matter to the attention of this office.

Sincerely,

Diana Sawaya-Crane

Diana Sawaya-Crane
Cabinet Aide

RAB/enw

cc: Virginia Wetherell, Secretary
Department of Environmental Protection
George Percy, Director ✓
Division of Historical Resources
Department of State

February 9, 1994

Attorney General Robert Butterworth
State of Florida
Executive Office of the Governor
The Capitol
Tallahassee, FL 32399-0001

RECEIVED
FEB 10 1994

Office of Attorney General
Cabinet Affairs
Time _____

NA238
DEPARTMENT OF LEGAL AFFAIRS
94 FEB 15 PM 1:21
ATTORNEY GENERAL
TALLAHASSEE, FL 32304

Dear Attorney General Butterworth,

Enclosed is a presentation I gave before the Fernandina Beach City Commission during a public hearing February 1, 1994. The City was proposing to close a portion of Garden and Marine Streets thorough Ordinance 93-31. After amending the ordinance to read only a portion of Marine Street, it was passed unanimously by the Commission.

My concern in this issue is that the City did not call upon the Department of Environmental Protection or the Army Corp. of Engineers to determine the jurisdictional line and/or the mean high water mark on this city street. As stated in my presentation, this determination should have been preeminent in making a decision on Ordinance 93-31.

Is there anything you can do to help me encourage our City government to follow proper procedures and in doing so uphold its Code of Ordinances. According to Fernandina's City Charter, should that portion of Marine Street be touching and abutting the Amelia River it would become **Public Property**. Our city's Code of Ordinances states that as Public Property the city shall own and hold the property for the use of the public.

Would you please investigate this matter. I am also enclosing a letter sent to the commissioners. Thank you for any assistance you may be able to give.

Sincerely yours,

Pat Kelley Gass

Pat Kelley Gass
801 White Street
Fernandina Beach, FL 32034

Enclosures

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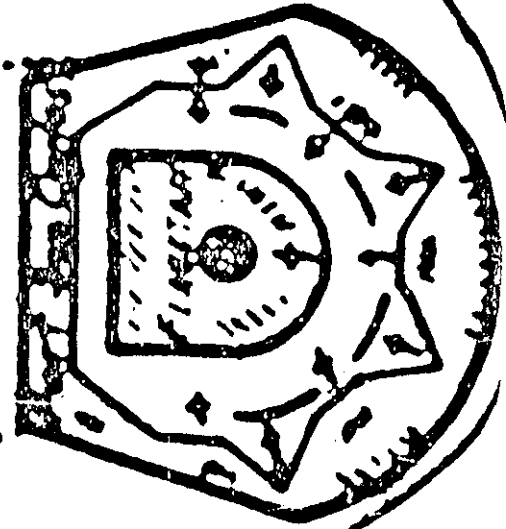
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Constitución



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The documentary evidence supporting the theory is the famous letter of Bishop Calderon to the Queen of Spain. Using the Spanish league of 2.63 miles, Calderon placed the

NA 89
NA 238

mission 6 leagues north of the Mission at San Juan del Puerto on Ft. George Island or the approximate location of Old Town.³ But Pedro de Arcos' 1675 list of Spanish missions places it on the Harrison Plantation site farther south on Amelia Island. Arcos places a Mocama village populated by sixty ~~pagan~~ Yamassee Indians at Old Town. Proceeding south he described two additional villages and a second location of the Santa Maria mission. The first village was that of the cacique Ocotoque at Jackson Creek, one league from Mocama. Its inhabitants were forty men, women, and children, ~~all pagans~~. The second village was La Tama. It was located two leagues beyond the one at Jackson Creek in the vicinity of present-day Amelia City. Its inhabitants numbered fifty, ~~all of whom again were pagans~~. The Santa Maria mission was one-half league from La Tama, on the site of the Harrison Plantation. Its inhabitants were also pagan and included approximately forty men, women, and children.⁴

As a result of the expanding English Colonies to the north, the mission may have been moved from Old Town to the Harrison Plantation sometime during the latter part of the seventeenth century.⁵ The expansion apparently caused a change in function of the mission and, because of its strategic location, increased its importance as part of the Spanish defense system. It caused the abandonment of the Province of Guale by the Spanish and the resettlement of three mission villages located there. The three transplanted missions were Santa Maria at Amelia Island, San Juan del Puerto at Ft. George Island, and Santa Cruz near St. Augustine. The Indians residing at the Santa Maria mission were from the abandoned mission at St. Catherines Island, Georgia.⁶

There were several logical reasons for relocating the mission from Old Town to the Harrison Plantation. First, as described by Calderon and Arcos, the Old Town site was, in all likelihood, already occupied by other Indians. Second, the latter location has richer soil than the Old Town site. Therefore, it would be better able to sustain the increased population resulting from the influx of refugees from Guale. Third, the Harrison Plantation site was a better strategic location. Its distance from the British/Spanish frontier along the St. Mary's River provided a buffer against a surprise attack. Furthermore, it was closer to St. Augustine and thus in a better position for water communication with the capital of Spanish Florida.

A description of the mission and the northern end of Amelia Island resulted by chance from a storm in 1696. The

storm shipwrecked a party of Quakers on their way to Philadelphia from the Bahamas. Jonathan Dickinson's Journal is an account of their overland journey through much of Spanish Florida and English Carolina. The journal places the mission at the Harrison plantation site, but it also describes the area later known as Fernandina and now known as Old Town. Dickinson referred to the mission as St. Marys, as the whole island was called St. Marys or Santa Maria at that time.⁷

Dickinson's description of the mission and Indian towns on Amelia Island matches exactly that of Arcos made twenty-one years before. From Santa Maria Dickinson proceeded to St. Phillips (Amelia City). He passed the Indian town of Sappataw, at Jackson Creek, two to three leagues to the north, on the way to a sentinel's house, an additional league to the north, probably at the site of Old Town. His description of the sentinel's house is the first documentation of military activity at Old Town. From a military point of view, Old Town was an ideal location for a sentinel post or fortification. It was on high ground, had a commanding view of the Amelia and St. Mary's Rivers and was surrounded by water on three sides with only a land approach from the east.⁸

Not long after Jonathan Dickinson visited the Santa Maria mission, catastrophe struck Amelia Island. In 1702, the English, led by Governor James Moore of South Carolina, ravaged the countryside north of St. Augustine, and succeeded in destroying most of the Spanish missions. Only the walls of the Castillo de San Marcos at St. Augustine prevented the English from driving the Spanish completely out of Florida. The three Guale missions which had been transplanted southward, Santa Maria on Amelia Island, San Juan del Puerto on Ft. George Island, and Santa Cruz near St. Augustine, were entirely destroyed.⁹

The precise location or locations of the Santa Maria mission are still undocumented. It must be remembered that mission buildings were fragile structures, constructed generally of palm or wattle and daub with thatched roofs.¹⁰ Given the harsh climate of Florida, the general absence of masonry building materials, the periodic rebellions and wars, and the duration of their existence, it is clear that mission buildings were routinely destroyed or replaced and that the missions themselves were frequently relocated. Much research, both historical and archaeological, remains before the location of the Santa Maria mission can be pinpointed and its character can be fully understood. Old Town remains a potential early site of the mission based on

archaeological survey and excavation and historical research.

In 1736, Governor Oglethorpe of Georgia and the Governor Francisco del Moral Sanchez of Florida signed a treaty delineating Amelia Island as the southernmost possession of British North America. Thereafter, Oglethorpe stationed sixteen men and a sergeant's guard on the Island. They numbered with their families about forty persons. The small settlement was protected by a palisade fortification and a battery of several guns.¹⁰

An anonymous correspondent in 1741 left an account of the British on Amelia Island. He identified them as the Trust Highland Servants, who operated scout boats from the island. He said they had developed a plantation and raised enough corn to sustain themselves year round. He mentioned that they maintained a fort, manned by a sergeant's guard. He also mentioned a fortified lookout post and battery, possibly located at the Plaza lot at Old Town. ¹¹ In their 1971 report about the excavation of Ft. San Carlos, archaeologists Hale Smith and Ripley Bullen proposed that the British lookout was located on the site of the Plaza Lot.¹²

As a result of the Treaty of Paris, signed in 1763, Great Britain returned Havana to Spain in exchange Florida. Florida was divided into east and west, with East Florida containing the greater portion of the peninsula (the St. Marys River served as the northern limit). Amelia Island was placed in the jurisdiction of the new province of East Florida.

During the British period, John Perceval, the Second Earl of Egmont, acquired Amelia Island. The Earl of Egmont, as First Lord of the Admiralty, used his influence to acquire over 65,500 acres of land in Florida and 122,000 acres in Nova Scotia. After resigning the Admiralty in 1766, Egmont began developing his East Florida lands. Governor James Grant awarded Egmont 10,000 acres on Amelia Island. Previously, the island had been reserved for Bermudan settlers who were given free passage and five pounds sterling as an inducement to settle the island. John Savage of Charlestown began the plan in 1764, but by 1770, when Egmont decided to move all his slaves and equipment from a tract along St. Johns River to Amelia Island, there were only a few Bermudans left to be bought out.¹³

Egmont sent Stephen Egan, for whom Egan's Creek was eventually named, to establish a plantation. Although Egmont died in 1770, his heirs continued supporting Egan and

within a few years the plantation, located on the north end of the Island, was successfully producing indigo for export to London. In 1774, Egan shipped 2,095 pounds of Indigo. That same year, the famous naturalist, William Bartram, who was then travelling through the southern colonies, visited the plantation. In mid-April 1774, Bartram arrived at the north end of Amelia Island:

After walking through a spacious forest of live oaks and Palms, and crossing a creek that ran through a narrow salt marsh, I and my fellow traveller arrived safe at the plantation, where the agent, Mr. Egan, received us very politely and hospitably. This gentleman is a very intelligent and able planter, having already greatly improved the estate, particularly in the cultivation of indigo. Great part of this island consists of excellent hommocky land, which is the soil this plant delights in, as well as cotton, corn, batatas, and almost every other esculent vegetable...On Egmont estate are several very large Indian tumuli, which are called Ogeeche mounts."¹⁴

Several maps dating from the British period illustrate the development of the northern end of Amelia Island at that time. One is a chart drawn by Captain W. Fuller in November, 1769. It shows a plat of Old Town and includes the Plaza Lot. The site is labelled "New Settlements and New Town laid out in Streets 66 Feet wide and Building lots 66 by 132 Feet Each." The map also shows a causeway leading north from the plat to a bluff "within 15 yards of which Ships of 300 Tons can lie and deliver their Goods."¹⁵

In 1770, the Surveyor-General of the Southern Colonies, William Gerard de Brahm, published his survey which included Amelia Island. At the site of Old Town de Brahm showed a north-south oriented plat and labeled it "Egmont Town". De Brahm described the town as having been laid out that year by the Earl of Egmont."¹⁶

At the end of the American Revolution, Great Britain returned both Floridas to Spain, thereby leaving homeless many Loyalists who had escaped to British Florida. Eventually, most went to the Bahamas or to England. Others returned to their lands in the United States. The embarkation point for those leaving East Florida was the St. Marys River from Old Town, which overlooked what was then called Amelia Harbor."¹⁷

During the second Spanish period (1784-1821), the town

of Fernandina was established, plantations developed throughout the Amelia Island, contraband trade with the United States flourished, and two private adventurers occupied the town. The history of Fernandina during this period is perhaps as fascinating as that of any other within the present limits of the United States.

Emulating the British, the Spanish crown adopted liberal immigration and land policies in order to encourage development of the island and other areas of East Florida. Timbering and the naval stores industry, which had declined at the end of the British period, were important components of the economy of Amelia Island and the surrounding area. The Spanish governors conceded a number of large sawmill grants, and cartographic sources provide evidence of several mill sites and areas where large scale timbering occurred.¹⁸ They also conceded grants for agricultural usage. As a result numerous plantations of modest size developed on Amelia Island, including the limits of the present City of Fernandina Beach. An oath of loyalty to the Spanish government was the only requirement for land ownership. Furthermore, contrary to official royal policy elsewhere in the Spanish empire, the crown permitted non-Catholics to settle in East Florida.¹⁹

Among those who remained on Amelia Island, after the departure of the British, was Maria Mattair. Mrs. Mattair, whose maiden name was Green, was a widow, originally from Pensacola. According to testimony given in 1807 by Juan Paredes, a Spanish resident of the area, she was farming the Plaza Lot at Old Town in 1784. She is the first occupant yet documented of the Old Town site during the second Spanish period. In 1789 she swore an oath of allegiance to the Spanish crown and became a Spanish subject. At that time she was forty-three years old and was described as being a protestant. She had two children, Luis, sixteen and Maria, thirteen. She had modest farm which included three head of cattle, two horses and nine pigs. She lived with Guillermo (William) Youngblood, twenty years her junior.²⁰

In 1788 Maria Mattair exchanged her holdings at Old Town for a land grant called El Naranjal, and an army encampment was established at the site of the Plaza Lot.²¹ Between 1784 and 1787 the Spanish maintained a military storehouse on Amelia Island, probably at or near the Old Town site. The military complex associated with the storehouse, included houses for the officers and enlisted men. The houses were in very poor condition, indicating they were probably not recently constructed. They perhaps remained from the Egmont Plantation. The encampment

established in 1788 was definitely at Old Town. It included a well, possibly the one uncovered by Ripley Bullen and Hale Smith during their excavation of Old Town in 1963. It also included a substantial guardhouse. The guardhouse had chimneys and tabby floors. It was constructed by mason Roberto McMahon and two black helpers from St. Augustine.²²

In 1794 the Spanish withdrew from the post at Old Town and transferred the detachment there to San Vicente Ferrer, a post at St. Johns Bluff on the St. Johns River. In 1796 a new governor, Enrique White, sought to re-establish the St. Marys River as the northernmost point of defense in Spanish East Florida. That year he ordered the guardhouse rebuilt at the Plaza Lot and a battery constructed there by 1801.²³

The policies of President Thomas Jefferson produced the most historically significant period in the history of Fernandina. In 1807, Jefferson closed American ports to foreign shipping and the next year outlawed the slave trade. The natural harbor at the northern end of Amelia Island, situated at the United States border, became the principal port of exchange for goods entering and leaving the United States. The Spanish saw the trade embargo as an opportunity to bring badly needed revenue to the province. They freely allowed the contraband trade to go on, collecting customs duties in the process. Fernandina, known prior to 1811 as the Amelia Island Post, was the focal point of the trade. Despite its economic importance, from 1807 until 1812, only the small battery constructed prior to 1801 defended the town.²⁴

James Forbes, the son of a British East Florida minister, described Fernandina before the boom resulting from the trade embargo:

Previous to this it [Fernandina] had but a few huts erected about a mile south from the point on the west side. Formerly it was remarkable only for some wells dug by the English, for the purpose of supplying their cruizers with water; which, however, they preferred taking from the St. Marys River, when convenient.²⁵

In contrast, another observer described Fernandina after the boom:

Vessels crowded the harbor for miles, flags of many nations floated in the breeze; bales of cotton were piled up in the streets, stores and warehouses were filled to the utmost capacity with merchandise.

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The port was the theatre of illicit trade and the resort of smugglers...Even females carried on such traffic...I remember seeing Russians and Swedes, French and Germans in the streets.²⁶

Between 1807 and 1811 the town grew organically. In December, 1810 Governor Enrique White named the town and ordered it laid out and organized around a classical Spanish grid plan. Following White's orders, George I. F. Clarke, the Spanish surveyor for the St. Mary's District, laid out the town of Fernandina in 1811.²⁷

The original town of Fernandina is nationally significant as the last town founded by the Spanish in North America. Furthermore, it is possibly the last Spanish town established in the western hemisphere, apart from perhaps Cuba and Puerto Rico. Historians of Spanish town planning previously credited Los Angeles, California, founded in 1781, with being the last town in North America layed out by the Spanish. Documentation recently uncovered in the East Florida Papers, however, clearly establishes that a plan for Fernandina was prepared and implemented in 1811, nearly thirty years later. Beginning January 1, 1811 the town was known as Fernandina in honor of Ferdinand VII, the King of Spain at that time.²⁸

Beyond its association with an important historical event, the Town of Fernandina is significant in the area of town planning. Spanish towns in the New World have long been recognized as significant to urban history. To a far greater degree than any other colonial power in the New World, the Spanish followed a system of land settlement and town planning formalized in written rules and regulations. In contrast to the more organic English system, their towns were uniform and centrally planned. From Florida to northern California there extends an area once subject to Spanish rule. Within the area are vestiges of Spanish town plans including the one at Fernandina.²⁹

The Spanish first founded towns on the island of Santo Domingo during the late 15th century. Columbus and other early discoverers and colonizers received only general instructions from the crown regarding the location and layout of new towns. In subsequent years, however, the instructions became more precise. The crown began asserting greater control over colonial affairs, including town planning. By 1513 it had developed a body of town planning and experience and principles.³⁰

The principles of Spanish town planning followed specific

criteria. High land was preferred over swampy areas. The site of the town needed to be accesible for shipping and receiving goods. If inland, it should be on a river. It should have access to a source of good water and be close to arable land and a source of fuel and timber. With the criteria in mind, town founders followed a very specific plan. As described in an early document, "If not started with form, they (the new towns) will never attain it."³¹

As Spain extended its rule into increasingly larger areas, individual orders and instructions for the settlement and administration of new towns became redundant. In 1573 the Laws of the Indies established uniform standards for colonial administration, including procedures for planning new towns. They represented a codification of principles of town planning which had become fairly standardized some years earlier.³²

There were more than three dozen specifications set forth in the Laws of the Indies. One was that the plan was to be decided upon before any construction, and it was to be ample in scope to allow for future growth. Sufficient space was to be allowed so that if the town grew, it could do so in a symmetrical fashion. Another identifying feature of Spanish-American town plan was the plaza. For coastal towns, the regulations prescribed a location for the plaza near the shore and for inland cities in the center of the town. The length of the plaza was to be at least one and a half times its width. Maximum and minimum dimensions for the plaza were also set forth. Another distinctive feature of the Spanish town plan were streets running parallel and perpendicular to the central plaza. The resulting pattern took the form of a gridiron or checkerboard with straight streets intersecting at right angles.³³

The regulations also provided precise guidelines for the location of the important buildings of the town. The main church of a coastal city was to face on the plaza and set near the harbor. Other sites around the plaza were to be assigned for the town hall, the customs house, arsenal, a hospital and other public buildings. The remaining lots around the plaza were provided for shops and dwellings for merchants.³⁴

The Laws of the Indies regarding town planning remained virtually unchanged during the entire period of Spanish rule in the Western Hemisphere. Even beyond that time they influenced the plans of towns laid out by the Mexican government in North America. Literally hundreds of towns in the Western Hemisphere were planned in conformity with the

Laws--a phenomenon unique in modern history.³⁵

The plan of Fernandina is a good example of Spanish plans for coastal towns. It is sited on high ground for defensive purposes and to avoid flooding. Its most characteristic feature is the plaza, oriented, as in St. Augustine and all other port towns or cities, toward the water. Around the plaza were lots reserved for the church, the Spanish commandants house, the customs house, and important commercial buildings. Interestingly, a Catholic church, though not constructed during the second Spanish period, occupied the lot reserved for it under the plan until it was razed during the early twentieth century. Beyond the plaza were blocks reserved for residential usage.³⁶

Another characteristic of the Fernandina town plan is the regularity of its lots, blocks and streets. The lots are either square or rectangular and the blocks are square. The streets are all rectilinear and meet at right angles. The regularity of the town plan contrasts sharply with the highly irregular natural features of the site of Old Town. Furthermore, the plan of Fernandina contrasts greatly with the plan of English colonial towns which were generally laid out using a meads and bounds survey system. The latter towns were consequently highly irregular and organic rather than centrally planned.³⁷

Following the administration of Thomas Jefferson, the next president of the United States, James Madison, had a much more direct affect on Fernandina. In January, 1811, Congress passed a secret act empowering the president to expel by force any foreign intruder that might occupy Spanish Florida. The act was used two years later to justify the landing of American troops on Amelia Island. But the events of 1812 which led to the brief American occupation seem to have merited extraordinary action. Acting under secret orders from President Madison, General George Matthews of Georgia, recruited a small force of American "patriots," who on March 17, 1812 made their way down the coast and landed on the north end of Amelia Island. Only the small Spanish garrison at Old Town was then on the island. It is possible that the Spanish could have held out against the attacking "patriots" but just off Amelia Island were five American gunboats and two U. S. sloops of war with their guns trained on Fernandina. The Spanish commander, Justo Lopez, attempted to surrender to the U. S. Navy but the commander, not wanting to admit American complaisance in the assault, refused. The next day Lopez surrendered to Matthews' "patriots".

The vulnerability of the Spanish garrison at that time is documented in a letter by G. I. F. Clarke, surveyor and resident of Fernandina, written just two days after the attack:

Our forces consisted, at the last moment of time, of about fifty firelocks...and a few pistols and swords...We had covered the front of the garrison with brest works of bales of Cotton, and at the neck that forms in McClure's field in our rear, where we expected the Rebel attack, we threw up two small intrenchments, and crowned them with bales of cotton.³⁸

The Patriot troops remained on Amelia Island for fourteen months until May 15, 1813. Upon their departure, the Spanish immediately reoccupied Fernandina. The need for a strengthened garrison evident after the fiasco of 1812. In 1814, the Spanish began constructing Ft. San Carlos, facing the Amelia River, on the western side of the plaza lot at Old Town. Ft. San Carlos appears to have had a semi-circular or semi-octagonal plan. Its walls consisted of earthenworks and palisades. According to a descriptive plan of the fort, its walls supported a terreplein eight feet above ground and four feet wide. It contained a number of buildings and structures. On its west side were five buildings: a storehouse, houses for the commandant, his adjutant, and the doctor, and one whose description is eligible. Along its north and south sides were barracks for the enlisted men. It had four long Spanish 16-pound cannons, probably atop the west terreplein on the side facing the Amelia River, and five 4-pounders and a 6-pound carronade, probably located on the south terreplein. On the east side was a well, almost certainly the one located by Hale Smith and Ripley Bullen during their excavation of the site in 1963.³⁹

An account of the physical layout of Fernandina and Ft. San Carlos appeared in the Niles Register in 1817. It described the town as being situated on a peninsular or neck of land, the narrowest part of which was about two hundred and fifty yards wide. It was defended by a strong picket and two block houses which enclosed the whole town. On the side next to the harbor was Fort San Carlos. It was well picketed and mounted eight cannon. The cannon commanded the anchorage and had a range as far as the middle line of the waters or boundary of the United States.⁴⁰

During the early months of 1817, an observer described the Town of Fernandina as having about forty wooden houses.

Several of the houses, he said, were two stories in height, with galleries, and had a handsome experience. He mentioned six streets, regularly intersecting each other at right angles and lined with rows of trees (Pride of India), and the plaza, with Ft. San Carlos fronting the water.*1

After the construction of Ft. San Carlos the Town of Fernandina was much better fortified in 1817 than it had been in 1812. But on June 29 of that year another invading force descended upon Fernandina. Styling himself Brigadier General of the Armies of the United Provinces of New Granada and Venezuela, and General-in-Chief of that destined to emancipate the provinces of both Floridas, under the commission of the Supreme Government of Mexico and South America, a Scot adventurer, Gregor MacGregor landed a force of only fifty-five men on the north end of Amelia Island. MacGregor had prepared well for the assault. An emissary from Savannah who had arrived at Fernandina previous to the assault convinced the Spanish commandant, Fransisco Morales, that a much larger force was on its way. Upon MacGregor's arrival, Morales struck the Spanish flag, and MacGregor hoisted the Green Cross of Florida over Fort San Carlos.*2

MacGregor's plan was to take St. Augustine, but whatever element of surprise he might have had was squandered by procrastination at Fernandina. MacGregor appears to have enjoyed administration as much as conquest. He established a post office, brought in a printing press, and levied duties on the cargoes of ships. Jared Irwin, a former United States Congressman from Pennsylvania, was appointed Chief of the Amelia Treasury and in August a former high-sheriff of New York, Ruggles Hubbard, joined this strange group of adventurers. By then, however, MacGregor's position had become precarious. Spanish troops and militia were massing in St. Augustine, preparing for a counterattack. On September 4, 1817, just two months after his arrival, MacGregor slipped quietly from Fernandina Harbor, leaving Jared Irwin in command.*3

A description of the town during the Macgregor occupation was given in the Savannah Republican newspaper for July 26, 1817. Egan's Creek and marsh on the north and east and a marsh south of the town made the location a peninsula with a narrow neck at the southeast. The road entered the town at that point. From marsh to marsh across the neck there was a strong picket, and the entrance was protected by a small block-house mounting two 4-pound cannon. Another block-house, recently built, flanked the town and mounted one 4-pound cannon.*4

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On September 12, Spanish troops from St. Augustine and local militia from the northern division of East Florida met at the Harrison plantation at the south end of Amelia Island. The Spanish assaulted Fernandina, bombarding the town from atop McClure's Hill and from gun boats in the Amelia River. The Spanish panicked, however, and retreated when a shell from Irwin's battery in town landed among them at their position behind McClure's Hill. Later in 1817 another adventurer replaced MacGregor's regime at Fernandina.⁴⁵

Hearing of events on Amelia Island, French-born Luis Aury arrived at Fernandina on September 21, 1817 and proclaimed the island part of the Republic of Mexico. Aury replaced the Green Cross of Florida with the Mexican flag. He appointed himself Commander-in-Chief of all armed forces. Ruggles Hubbard became the civil governor, and Jared Irwin was elected president. A typed copy of a draft of the constitution for Fernandina is in the St. Augustine Historical Society. It appears that Aury too failed to muster enough men and supplies to make an assault on St. Augustine (or perhaps he never intended to), but like MacGregor before him Aury attempted to set up a legitimate government. In December, 1817, he printed the first newspaper in Fernandina. The paper was in Spanish and entitled El Telegrafo de las Floridas.⁴⁶

Despite his pretensions, there was little legality about Aury's regime. Privateers and pirates brought their cargoes to Fernandina to be sold and the illegal slave trade flourished. The United States government received numerous protests about the disorder along the Florida border. Finally, on December 23, 1817 U. S. troops landed on Amelia Island and reclaimed it on behalf of the King of Spain. Former residents returned, shops opened, and trade resumed under the impression that Fernandina would become a United States territory thereafter. Aury surrendered without a fight and U. S. troops remained on Amelia Island throughout 1818 and 1819. The United States continued to hold Fernandina for the Spanish until final ratification of the Adams-Onis Treaty of 1821. Fort San Carlos and the Plaza Lot then became American property, but the old fort was abandoned sometime between that time and 1847 when work on Fort Clinch was begun. A Civil War era drawing shows the Plaza Lot empty except for the remaining Spanish earthworks.⁴⁷

Based on historical research and field survey, little remains of Spanish town of Fernandina above surface. The town plan is the most obvious remnant. All the streets, blocks and lots retain the same configuration and dimensions

which they had when they were layed out by the Spanish in 1811. The streets retain their historic names. White and Estrada are named for Enrique White and Estrada, Governors of Florida during the second Spanish period. Someruelos is named for the Marques de Someruelos, Captain General of Cuba during the period. San Fernando is named for Ferdinand, the Spanish king who drove the moors from Seville, Spain and who serves as the patron saint of that enchanting city. Amalia is named for Amelia Island and Commandante for the Spanish commander. Jardin or Garden Street indicates the location of an area reserved for garden plots which were used to grow food crops for the sustenance of the community. Damas or Ladies Street possibly indicates an area set aside as the red light district of the town.*

Only two standing structures apparently remain from the original town. One is located at the northeast corner of Someruelos and Estrada Streets. It is located on lots sold in 1814 by George I. F. Clarke, the Spanish surveyor general, Pedro Ponce. Another member of the Ponce family, Francisco, sold the house in 1842 to John Villalonga. The second is located on Estrada Street south of the plaza and the Catholic church lot. It was granted to Domingo Estacholy sometime prior to 1814 to build a dwelling house. Estacholy was a sergeant in the militia company stationed at Fernandina.*

The site of the original Town of Fernandina possesses proven and potential archaeological significance. It has been the site of prehistoric occupation and subsequent historic period occupation possibly dating from the sixteenth century. It has potential for yielding information about aboriginal, mission, and military sites dating from the first Spanish period (1565-1763) and plantation and other sites dating from the British period (1764-1783). It has already yielded considerable information about a significant Spanish period fortification. It has been the location of several sites which have been recorded in the Florida Master Site File. It has documentable links with the second Spanish period (1784-1821), some of which are potentially of national significance.

The original Town of Fernandina, or Old Town, is also significant in the area of exploration/settlement. It has been occupied for various periods of time since the late 17th century. Its occupants have included Yamassee Indians, possibly Franciscan missionaries, British and Spanish soldiers, and British planters. It is the site of the Spanish town of Fernandina. It is one of only three Spanish towns founded within the present geographic limits of

Florida and the only one of the three for which the original plan is known to exist. In all likelihood, it contains some of the relatively few extant colonial buildings in the state. It is also the last Spanish town founded within the present limits of the United States and possibly the last one founded in the western hemisphere.

Furthermore, Old Town has significance in the area of community planning. It is a good example of a Spanish town plan. Spanish towns in the New World have long been recognized by historians as significant. Old Town embodies significant features of Spanish towns through its grid-iron layout, its orientation, its central plaza, and the regularity of its streets, blocks and lots.

Old Town has military significance as well. It has been the site of Spanish and British sentry posts, barracks and block houses. During the second Spanish period, it was the site of numerous fortifications, the most important of which was Ft. San Carlos.

10. GEOGRAPHICAL DATA

Verbal Boundary Description

The original town of Fernandina is located at the north end of Amelia Island, on a small peninsula. Its boundaries are marked by the Amelia River on the east, the marshes of Egans Creek on the north, the Creek and the extent of the original town plan on the east and a marshland on the south.

The boundaries of the site are justified by natural and manmade features. The peninsula on which the town site is located has been subject to extensive historic and prehistoric habitation. The habitation has been limited by the natural barriers formed by the Amelia River, Egans Creek and the marshland to the south. The boundary is further defined by a survey line extending along the southern edge of Garden Street. The line runs from the Amelia River to 12th Street and marks the southern boundary of the original town. On the east the boundary is marked by 12th Street. The eastern boundary runs from the aforesaid survey line along the western edge of 12th Street to Egan's Creek.

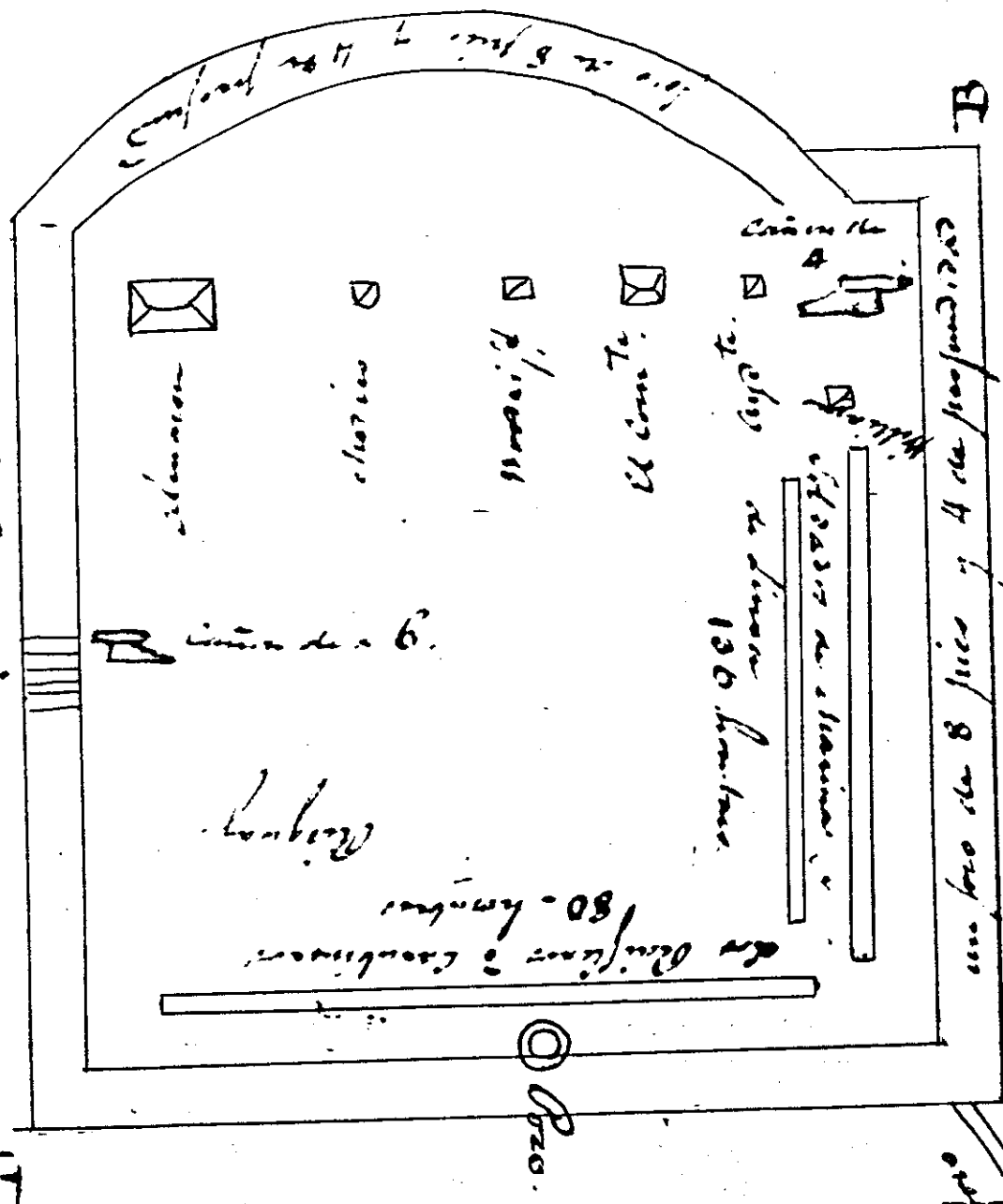
914 Someruelos	10	5
920 Someruelos	30	9, 10
710 San Fernando	1	7
712 San Fernando	1	5
715 San Fernando	17	5
801 San Fernando	6	10, 13, 14
808 San Fernando	5	7
816 San Fernando	5	1, 2
910 San Fernando	8	5, 7
816 Ladies	6	5, 7
902 Ladies	7	9, 11, 12
914 White St.	9	7
916 White St.	9	9
917 White St.	8	8
P. O. Box 44B/ White St. (900 Block)	8	13, 14
P. O. Box 44A/ White St. (900 Block)	9	11, 12
1011 White St.	12	6
1119 White	15	6, 8
1200 Block White St./ trailer park	23	1-10

OLD TOWN

The following standing structures are located within the boundaries of the site of the original town of Fernandina. They are considered non-contributing elements because they were constructed after the period of significant development of the site. Two buildings, 16 Estrada Street and 819 Someruelos, appear to have been constructed within the aforementioned period but have lost the integrity of their original design and materials and are therefore considered non-contributing. All block and lots are located in the subdivision known as the City of Fernandina.

ADDRESS	BLOCK	LOT
406 Commandante	12	10, 11
16 Estrada	2	3
18 Estrada	2	4
106 Estrada	3	11, 12
212 Estrada	4	9-11, 13
P. O. Box 76/400 Block Estrada	6	11, 12
P. O. Box 9/ 400 Block Estrada	17	1, 2
819 Someruelos	4	12, 14
804 Someruelos	4	8
808 Someruelos	4	6
902 Someruelos	10	11, 12
906 Someruelos	10	9
910 Someruelos	10	7
911 Someruelos	9	3, 4

4. Plan of Fort San Carlos



Casa q' haue frente a la plaza -

Guardia suada
de 15 o 20 hombres.

7. SUMMARY OF PRESENT AND ORIGINAL PHYSICAL APPEARANCE

The original town of Fernandina is the site of a Spanish town laid out in 1811. Previously it had been occupied by aboriginal groups dating back as far as 1000 B. C.. Within the historic period, in addition to the town site, it has been the location of a Yamassee Indian village, possibly the Santa Maria Mission site, first Spanish and British period military sites, the Egmont Plantation, Ft. San Carlos and several additional military sites. Although certain areas of the town site have been disturbed, previous excavation and surface collection have yielded numerous artifacts associated with the aforementioned sites plus stratigraphic data. In addition, the original plan of the town remains essentially unchanged since 1811. It currently is located within the context of an urban residential area, occupied by buildings dating largely from the late nineteenth and early twentieth centuries.

TEXT SUPPORTING PRESENT AND ORIGINAL PHYSICAL APPEARANCE

The original town of Fernandina is located at the north end of Amelia Island, on a small peninsula. Its boundaries are marked by the Amelia River on the east, the marshes of Egans Creek on the north, the Creek and the extent of the original town plan on the east and a marshland on the south. It encompasses an area of nearly fifty acres.

City blocks 1 through 13 are part of the original plan of Fernandina. A square plaza, which was later to become the site of Fort San Carlos constructed c. 1814, is located between blocks 1 and 2. The blocks were laid out in alternating rows of squares and rectangles. The square blocks are 186.4 feet to a side. The rectangular blocks are 186.4 feet wide by 233.0 feet long. Contained within each block is a series of square and rectangular lots, all with a 46.6-foot frontage.

The original town extended beyond the thirteen block area, particularly to the east. Settlement was largely limited to the aforementioned area, but there were some lots granted for houses in blocks sixteen, seventeen and twenty-one. The additional blocks were formally laid out some time after 1811. The original plan was resurveyed during the 1850's when the new town of Fernandina, located some distance to the south, was laid out. Other significant sites outside the thirteen block area included a

blockhouse at the northern extension of Commandant Street beyond Ladies Street and a second blockhouse south of Someruelos Street between New and Town Gate Streets. Other noteworthy structures were the barracks, located at block six, lot two and three, the commandant's house at block two; and the hospital at block seven, lots three and four. A review of the 1884 Bird's Eye View Map of Fernandina indicates that few buildings extant at that time remain standing. In all probability, with the exception of a house at Estrada and a two building complex at the northeast corner of Estrada and Someruelos, no standing structures remain from the second Spanish period.

Nonetheless, vestiges of Fernandina's structural past can still be found above surface. For example, at the northeast corner of White and Amelia Streets the remains of tabby masonry piers and a fireplace footing still stand. A cistern is located adjacent to the tabby remains. A cellar on Estrada Street was dated to the first Spanish period based on fragments of olive jars uncovered there.²

More obscure, but just as important, are the sites where physical features once stood. Nothing remained of Fort San Carlos above ground in the during the 1950's and 1960's, but a wealth of information lay below the surface. In 1951 and 1963 extensive excavations were conducted by professional archaeologists from the Florida Board of Parks and Historic Memorials and the Florida State University at the Fort San Carlos site. The excavations unearthed numerous artifacts and located the palisades and entrance gate to the fort.³ It appears that the fort site is only a part of a much larger archaeological site that encompasses the limits of Old Town. Limited survey indicates that nearly all of Old Town is built on an Indian village. Oyster shell and pot shards are scattered over the entire town site. The heaviest concentration are at the plaza lot where the bluff meets the river, near the site of Fort San Carlos.⁴ Surface collection in areas disturbed by earth-moving activity resulted in the recovery of a porcelain tea cup handle, a United States military button, six shards of olive green glass, a wine bottleneck, a piece of a creamware bowl, and a shard of green feather-edged pearlware. Most of the artifacts recovered at the Fort San Carlos site dated from the early nineteenth century.⁵

Aboriginal ceramics have also been identified on the surface at several locations (St. Johns check stamped and sand tempered plain). The presence of aboriginal ceramics can be attributed to the use of the extensive shell middens to level lots and pave streets in the area. Indian burials

were found near the site of the Old Town Gate, although the archaeological integrity of that area has been largely destroyed by the construction of a trailor park.*

There have been numerous other disturbances to the site. They consist primarily of drains constructed for late nineteenth century buildings. In addition, an asphalt paved road passes through the eastern portion of the site near the aforementioned trailor park. Some amateur pot hunting and earth moving has also occurred in certain areas. On the positive side, none of the original roads of Fernandina have been paved, although they are improved and routinely graded. Furthermore, building foundations have generally been raised piers, composed of tabby, brick or wood materials.

The boundaries of the site are justified by natural and manmade features. The peninsula on which the town site is located have been subject to extensive historic and prehistoric habitation. The habitation has been limited by the natural barriers formed by the Amelia River, Egans Creek and the marshland to the south. The eastern and part of the southern boundary are defined by the limits of the original town.

NOTES

*Works Progress Administration, Seeing Fernandina, A Guide to the City and Its Industries, (Fernandina, 1940), pp. 67-76

*Thomas Scofield, personal communication with Paul L. Weaver, June, 1985.

*Hale G. Smith and Ripley P. Bullen, Fort San Carlos, Vol. 14, Notes in Anthropology, (Tallahassee, 1971), p. 2.

*Florida Master Site File, 8NA10

*Smith and Bullen, pp. 60-73.

*Florida Master Site File, 8NA10, 8NA12

8 SIGNIFICANCE

NAZET

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☐ PREHISTORIC	☒ ARCHEOLOGY-PREHISTORIC	☒ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☐ RELIGION	
☐ 1400-1499	☐ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE	
☐ 1500-1599	☐ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE	
☒ 1600-1699	☐ ARCHITECTURE	☐ EDUCATION	☒ MILITARY	☐ SOCIAL/HUMANITARIAN	
☒ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER	
☒ 1800-1899	☐ COMMERCE	☒ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☐ TRANSPORTATION	
☐ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)	
		☐ INVENTION			

SPECIFIC DATES

C. 1675-1821

BUILDER/ARCHITECT

GEORGE I. F. CLARKE/SURVEYOR

SUMMARY OF STATEMENT OF SIGNIFICANCE

(SEE CONTINUATION SHEET)

TEXT SUPPORTING SUMMARY OF STATEMENT OF SIGNIFICANCE

(SEE CONTINUATION SHEET)

SUMMARY STATEMENT OF SIGNIFICANCE

The site of the original Town of Fernandina fulfills criteria A, B, and D for listing in the National Register of Historic Places. It has national significance in the areas of archeology-historic, community planning, exploration/settlement, and military. During the first Spanish period of the history of Florida (1565-1763) it was the site of a Yamassee Indian village, possibly a Spanish mission and a sentry post. Subsequently, it was the site of a British fortification. During the British period (1764-1783) it was the site of the Egmont Plantation. Finally, during the second Spanish period (1784-1821) it was the site of a number of military fortifications and the original Town of Fernandina, the last Spanish town laid out in North America. It is associated with individuals and events significant in the aforementioned areas. Furthermore, it has yielded and is likely to yield information significant to our understanding of the Spanish and British colonial presence in North America.

TEXT SUPPORTING STATEMENT OF SIGNIFICANCE

A nationally significant site potentially associated with Old Town is the Franciscan mission of Santa Maria. Franciscan missionairies were among the first Europeans to explore and settle much of what today is the Southeastern United States. One of the Franciscan missions, Santa Maria, was located on Amelia Island. It existed there from the final years of the sixteenth century until the beginning of the eighteenth. It was initially a minor mission like others on Cumberland, Sapelo, and St. Catherine Islands, all of which served the principal mainland mission, Santa Maria de Sena [St. Marys, Georgial]. In order to protect the priests at Santa Maria the Spanish stationed a small garrison there.¹

The site of the Santa Maria mission is still subject to debate. It has been theorized that the mission was at one time located at Old Town, near the site of the Plaza Lot.² Old Town was an advantageous site because of its natural port, its location on high ground, and its proximity to the principal mission of Santa Maria de Sena.

The documentary evidence supporting the theory is the famous letter of Bishop Calderon to the Queen of Spain. Using the Spanish league of 2.63 miles, Calderon placed the

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mission 6 leagues north of the Mission at San Juan del Puerto on Ft. George Island or the approximate location of Old Town.³ But Pedro de Arcos' 1675 list of Spanish missions places it on the Harrison Plantation site farther south on Amelia Island. Arcos places a Mocama village populated by sixty, pagan Yamassee Indians at Old Town. Proceeding south he described two additional villages and a second location of the Santa Maria mission. The first village was that of the cacique Ocotoque at Jackson Creek, one league from Mocama. Its inhabitants were forty men, women, and children, all pagans. The second village was La Tama. It was located two leagues beyond the one at Jackson Creek in the vicinity of present-day Amelia City. Its inhabitants numbered fifty, all of whom again were pagans. The Santa Maria mission was one-half league from La Tama, on the site of the Harrison Plantation. Its inhabitants were also pagan and included approximately forty men, women, and children.⁴

As a result of the expanding English Colonies to the north, the mission may have been moved from Old Town to the Harrison Plantation sometime during the latter part of the seventeenth century.⁵ The expansion apparently caused a change in function of the mission and, because of its strategic location, increased its importance as part of the Spanish defense system. It caused the abandonment of the Province of Guale by the Spanish and the resettlement of three mission villages located there. The three transplanted missions were Santa Maria at Amelia Island, San Juan del Puerto at Ft. George Island, and Santa Cruz near St. Augustine. The Indians residing at the Santa Maria mission were from the abandoned mission at St. Catherines Island, Georgia.⁶

There were several logical reasons for relocating the mission from Old Town to the Harrison Plantation. First, as described by Calderon and Arcos, the Old Town site was, in all likelihood, already occupied by other Indians. Second, the latter location has richer soil than the Old Town site. Therefore, it would be better able to sustain the increased population resulting from the influx of refugees from Guale. Third, the Harrison Plantation site was a better strategic location. Its distance from the British/Spanish frontier along the St. Mary's River provided a buffer against a surprise attack. Furthermore, it was closer to St. Augustine and thus in a better position for water communication with the capital of Spanish Florida.

A description of the mission and the northern end of Amelia Island resulted by chance from a storm in 1696. The

storm shipwrecked a party of Quakers on their way to Philadelphia from the Bahamas. Jonathan Dickinson's Journal is an account of their overland journey through much of Spanish Florida and English Carolina. The journal places the mission at the Harrison plantation site, but it also describes the area later known as Fernandina and now known as Old Town. Dickinson referred to the mission as St. Marys, as the whole island was called St. Marys or Santa Maria at that time.'

Dickinson's description of the mission and Indian towns on Amelia Island matches exactly that of Arcos made twenty-one years before. From Santa Maria Dickinson proceeded to St. Phillips (Amelia City). He passed the Indian town of Sappataw, at Jackson Creek, two to three leagues to the north, on the way to a sentinel's house, an additional league to the north, probably at the site of Old Town. His description of the sentinel's house is the first documentation of military activity at Old Town. From a military point of view, Old Town was an ideal location for a sentinel post or fortification. It was on high ground, had a commanding view of the Amelia and St. Mary's Rivers and was surrounded by water on three sides with only a land approach from the east.*

Not long after Jonathan Dickinson visited the Santa Maria mission, catastrophe struck Amelia Island. In 1702, the English, led by Governor James Moore of South Carolina, ravaged the countryside north of St. Augustine, and succeeded in destroying most of the Spanish missions. Only the walls of the Castillo de San Marcos at St. Augustine prevented the English from driving the Spanish completely out of Florida. The three Guale missions which had been transplanted southward, Santa Maria on Amelia Island, San Juan del Puerto on Ft. George Island, and Santa Cruz near St. Augustine, were entirely destroyed.*

The precise location or locations of the Santa Maria mission are still undocumented. It must be remembered that mission buildings were fragile structures, constructed generally of palm or wattle and daub with thatched roofs.** Given the harsh climate of Florida, the general absence of masonry building materials, the periodic rebellions and wars, and the duration of their existence, it is clear that mission buildings were routinely destroyed or replaced and that the missions themselves were frequently relocated. Much research, both historical and archaeological, remains before the location of the Santa Maria mission can be pinpointed and its character can be fully understood. Old Town remains a potential early site of the mission based on

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archaeological survey and excavation and historical research.

In 1736, Governor Oglethorpe of Georgia and the Governor Francisco del Moral Sanchez of Florida signed a treaty delineating Amelia Island as the southernmost possession of British North America. Thereafter, Oglethorpe stationed sixteen men and a sergeant's guard on the Island. They numbered with their families about forty persons. The small settlement was protected by a palisade fortification and a battery of several guns.¹⁰

An anonymous correspondent in 1741 left an account of the British on Amelia Island. He identified them as the Trust Highland Servants, who operated scout boats from the island. He said they had developed a plantation and raised enough corn to sustain themselves year round. He mentioned that they maintained a fort, manned by a sergeant's guard. He also mentioned a fortified lookout post and battery, possibly located at the Plaza lot at Old Town. ¹¹ In their 1971 report about the excavation of Ft. San Carlos, archaeologists Hale Smith and Ripley Bullen proposed that the British lookout was located on the site of the Plaza Lot.¹²

As a result of the Treaty of Paris, signed in 1763, Great Britain returned Havana to Spain in exchange Florida. Florida was divided into east and west, with East Florida containing the greater portion of the peninsula (the St. Marys River served as the northern limit). Amelia Island was placed in the jurisdiction of the new province of East Florida.

During the British period, John Perceval, the Second Earl of Egmont, acquired Amelia Island. The Earl of Egmont, as First Lord of the Admiralty, used his influence to acquire over 65,500 acres of land in Florida and 122,000 acres in Nova Scotia. After resigning the Admiralty in 1766, Egmont began developing his East Florida lands. Governor James Grant awarded Egmont 10,000 acres on Amelia Island. Previously, the island had been reserved for Bermudan settlers who were given free passage and five pounds sterling as an inducement to settle the island. John Savage of Charlestown began the plan in 1764, but by 1770, when Egmont decided to move all his slaves and equipment from a tract along St. Johns River to Amelia Island, there were only a few Bermudans left to be bought out.¹³

Egmont sent Stephen Egan, for whom Egan's Creek was eventually named, to establish a plantation. Although Egmont died in 1770, his heirs continued supporting Egan and

within a few years the plantation, located on the north end of the Island, was successfully producing indigo for export to London. In 1774, Egan shipped 2,095 pounds of Indigo. That same year, the famous naturalist, William Bartram, who was then travelling through the southern colonies, visited the plantation. In mid-April 1774, Bartram arrived at the north end of Amelia Island:

After walking through a spacious forest of live oaks and Palms, and crossing a creek that ran through a narrow salt marsh, I and my fellow traveller arrived safe at the plantation, where the agent, Mr. Egan, received us very politely and hospitably. This gentleman is a very intelligent and able planter, having already greatly improved the estate, particularly in the cultivation of indigo. Great part of this island consists of excellent hommocky land, which is the soil this plant delights in, as well as cotton, corn, batatas, and almost every other esculent vegetable...On Egmont estate are several very large Indian tumuli, which are called Ogeeche mounts."¹⁴

Several maps dating from the British period illustrate the development of the northern end of Amelia Island at that time. One is a chart drawn by Captain W. Fuller in November, 1769. It shows a plat of Old Town and includes the Plaza Lot. The site is labelled "New Settlements and New Town laid out in Streets 66 Feet wide and Building lots 66 by 132 Feet Each." The map also shows a causeway leading north from the plat to a bluff "within 15 yards of which Ships of 300 Tons can lie and deliver their Goods."¹⁵

In 1770, the Surveyor-General of the Southern Colonies, William Gerard de Brahm, published his survey which included Amelia Island. At the site of Old Town de Brahm showed a north-south oriented plat and labeled it "Egmont Town". De Brahm described the town as having been laid out that year by the Earl of Egmont."¹⁶

At the end of the American Revolution, Great Britain returned both Floridas to Spain, thereby leaving homeless many Loyalists who had escaped to British Florida. Eventually, most went to the Bahamas or to England. Others returned to their lands in the United States. The embarkation point for those leaving East Florida was the St. Marys River from Old Town, which overlooked what was then called Amelia Harbor."¹⁷

During the second Spanish period (1784-1821), the town

of Fernandina was established, plantations developed throughout the Amelia Island, contraband trade with the United States flourished, and two private adventurers occupied the town. The history of Fernandina during this period is perhaps as fascinating as that of any other within the present limits of the United States.

Emulating the British, the Spanish crown adopted liberal immigration and land policies in order to encourage development of the island and other areas of East Florida. Timbering and the naval stores industry, which had declined at the end of the British period, were important components of the economy of Amelia Island and the surrounding area. The Spanish governors conceded a number of large sawmill grants, and cartographic sources provide evidence of several mill sites and areas where large scale timbering occurred.¹⁸ They also conceded grants for agricultural usage. As a result numerous plantations of modest size developed on Amelia Island, including the limits of the present City of Fernandina Beach. An oath of loyalty to the Spanish government was the only requirement for land ownership. Furthermore, contrary to official royal policy elsewhere in the Spanish empire, the crown permitted non-Catholics to settle in East Florida.¹⁹

Among those who remained on Amelia Island, after the departure of the British, was Maria Mattair. Mrs. Mattair, whose maiden name was Green, was a widow, originally from Pensacola. According to testimony given in 1807 by Juan Paredes, a Spanish resident of the area, she was farming the Plaza Lot at Old Town in 1784. She is the first occupant yet documented of the Old Town site during the second Spanish period. In 1789 she swore an oath of allegiance to the Spanish crown and became a Spanish subject. At that time she was forty-three years old and was described as being a protestant. She had two children, Luis, sixteen and Maria, thirteen. She had modest farm which included three head of cattle, two horses and nine pigs. She lived with Guillermo (William) Youngblood, twenty years her junior.²⁰

In 1788 Maria Mattair exchanged her holdings at Old Town for a land grant called El Naranjal, and an army encampment was established at the site of the Plaza Lot.²¹ Between 1784 and 1787 the Spanish maintained a military storehouse on Amelia Island, probably at or near the Old Town site. The military complex associated with the storehouse, included houses for the officers and enlisted men. The houses were in very poor condition, indicating they were probably not recently constructed. They perhaps remained from the Egmont Plantation. The encampment

established in 1788 was definitely at Old Town. It included a well, possibly the one uncovered by Ripley Bullen and Hale Smith during their excavation of Old Town in 1963. It also included a substantial guardhouse. The guardhouse had chimneys and tabby floors. It was constructed by mason Roberto McMahon and two black helpers from St. Augustine.**

In 1794 the Spanish withdrew from the post at Old Town and transferred the detachment there to San Vicente Ferrer, a post at St. Johns Bluff on the St. Johns River. In 1796 a new governor, Enrique White, sought to re-establish the St. Marys River as the northernmost point of defense in Spanish East Florida. That year he ordered the guardhouse rebuilt at the Plaza Lot and a battery constructed there by 1801.**

The policies of President Thomas Jefferson produced the most historically significant period in the history of Fernandina. In 1807, Jefferson closed American ports to foreign shipping and the next year outlawed the slave trade. The natural harbor at the northern end of Amelia Island, situated at the United States border, became the principal port of exchange for goods entering and leaving the United States. The Spanish saw the trade embargo as an opportunity to bring badly needed revenue to the province. They freely allowed the contraband trade to go on, collecting customs duties in the process. Fernandina, known prior to 1811 as the Amelia Island Post, was the focal point of the trade. Despite its economic importance, from 1807 until 1812, only the small battery constructed prior to 1801 defended the town.**

James Forbes, the son of a British East Florida minister, described Fernandina before the boom resulting from the trade embargo:

Previous to this it [Fernandina] had but a few huts erected about a mile south from the point on the west side. Formerly it was remarkable only for some wells dug by the English, for the purpose of supplying their cruizers with water; which, however, they preferred taking from the St. Marys River, when convenient.**

In contrast, another observer described Fernandina after the boom:

Vessels crowded the harbor for miles, flags of many nations floated in the breeze; bales of cotton were piled up in the streets, stores and warehouses were filled to the utmost capacity with merchandise.

The port was the theatre of illicit trade and the resort of smugglers...Even females carried on such traffic...I remember seeing Russians and Swedes, French and Germans in the streets.*6

Between 1807 and 1811 the town grew organically. In December, 1810 Governor Enrique White named the town and ordered it laid out and organized around a classical Spanish grid plan. Following White's orders, George I. F. Clarke, the Spanish surveyor for the St. Mary's District, laid out the town of Fernandina in 1811.*7

The original town of Fernandina is nationally significant as the last town founded by the Spanish in North America. Furthermore, it is possibly the last Spanish town established in the western hemisphere, apart from perhaps Cuba and Puerto Rico. Historians of Spanish town planning previously credited Los Angeles, California, founded in 1781, with being the last town in North America layed out by the Spanish. Documentation recently uncovered in the East Florida Papers, however, clearly establishes that a plan for Fernandina was prepared and implemented in 1811, nearly thirty years later. Beginning January 1, 1811 the town was known as Fernandina in honor of Ferdinand VII, the King of Spain at that time.*8

Beyond its association with an important historical event, the Town of Fernandina is significant in the area of town planning. Spanish towns in the New World have long been recognized as significant to urban history. To a far greater degree than any other colonial power in the New World, the Spanish followed a system of land settlement and town planning formalized in written rules and regulations. In contrast to the more organic English system, their towns were uniform and centrally planned. From Florida to northern California there extends an area once subject to Spanish rule. Within the area are vestiges of Spanish town plans including the one at Fernandina.*9

The Spanish first founded towns on the island of Santo Domingo during the late 15th century. Colombus and other early discoverers and colonizers received only general instructions from the crown regarding the location and layout of new towns. In subsequent years, however, the instructions became more precise. The crown began asserting greater control over colonial affairs, including town planning. By 1513 it had developed a body of town planning and experience and principles.*10

The principles of Spanish town planning followed specific

criteria. High land was preferred over swampy areas. The site of the town needed to be accesible for shipping and receiving goods. If inland, it should be on a river. It should have access to a source of good water and be close to arable land and a source of fuel and timber. With the criteria in mind, town founders followed a very specific plan. As described in an early document, "If not started with form, they (the new towns) will never attain it."¹

As Spain extended its rule into increasingly larger areas, individual orders and instructions for the settlement and administration of new towns became redundant. In 1573 the Laws of the Indies established uniform standards for colonial administration, including procedures for planning new towns. They representated a codification of principles of town planning which had become fairly standardized some years earlier.²

There were more than three dozen specifications set forth in the Laws of the Indies. One was that the plan was to be decided upon before any construction, and it was to be ample in scope to allow for future growth. Sufficient space was to be allowed so that if the town grew, it could do so in a symetrical fashion. Another identifying feature of Spanish-American town plan was the plaza. For coastal towns, the regulations prescribed a location for the plaza near the shore and for inland cities in the center of the town. The length of the plaza was to be at least one and a half times its width. Maximum and minimum dimensions for the plaza were also set forth. Another distinctive feature of the Spanish town plan were streets running parallel and perpendicular to the central plaza. The resulting pattern took the form of a gridiron or checkerboard with straight streets intersecting at right angles.³

The regulations also provided precise guidelines for the location of the important buildings of the town. The main church of a coastal city was to face on the plaza and set near the harbor. Other sites around the plaza were to be assigned for the town hall, the customs house, arsenal, a hospital and other public buildings. The remaining lots around the plaza were provided for shops and dwellings for merchants.⁴

The Laws of the Indies regarding town planning remained virtually unchanged during the entire period of Spanish rule in the Western Hemisphere. Even beyond that time they influenced the plans of towns laid out by the Mexican government in North America. Literally hundreds of towns in the Western Hemisphere were planned in conformity with the

Laws--a phenomenon unique in modern history.'5

The plan of Fernandina is a good example of Spanish plans for coastal towns. It is sited on high ground for defensive purposes and to avoid flooding. Its most characteristic feature is the plaza, oriented, as in St. Augustine and all other port towns or cities, toward the water. Around the plaza were lots reserved for the church, the Spanish commandants house, the customs house, and important commercial buildings. Interestingly, a Catholic church, though not constructed during the second Spanish period, occupied the lot reserved for it under the plan until it was razed during the early twentieth century. Beyond the plaza were blocks reserved for residential usage.'6

Another characteristic of the Fernandina town plan is the regularity of its lots, blocks and streets. The lots are either square or rectangular and the blocks are square. The streets are all rectilinear and meet at right angles. The regularity of the town plan contrasts sharply with the highly irregular natural features of the site of Old Town. Furthermore, the plan of Fernandina contrasts greatly with the plan of English colonial towns which were generally laid out using a meads and bounds survey system. The latter towns were consequently highly irregular and organic rather than centrally planned.'7

Following the administration of Thomas Jefferson, the next president of the United States, James Madison, had a much more direct affect on Fernandina. In January, 1811, Congress passed a secret act empowering the president to expel by force any foreign intruder that might occupy Spanish Florida. The act was used two years later to justify the landing of American troops on Amelia Island. But the events of 1812 which led to the brief American occupation seem to have merited extraordinary action. Acting under secret orders from President Madison, General George Matthews of Georgia, recruited a small force of American "patriots," who on March 17, 1812 made their way down the coast and landed on the north end of Amelia Island. Only the small Spanish garrison at Old Town was then on the island. It is possible that the Spanish could have held out against the attacking "patriots" but just off Amelia Island were five American gunboats and two U. S. sloops of war with their guns trained on Fernandina. The Spanish commander, Justo Lopez, attempted to surrender to the U. S. Navy but the commander, not wanting to admit American complaisance in the assault, refused. The next day Lopez surrendered to Matthews' "patriots".

The vulnerability of the Spanish garrison at that time is documented in a letter by G. I. F. Clarke, surveyor and resident of Fernandina, written just two days after the attack:

Our forces consisted, at the last moment of time, of about fifty firelocks...and a few pistols and swords...We had covered the front of the garrison with breast works of bales of Cotton, and at the neck that forms in McClure's field in our rear, where we expected the Rebel attack, we threw up two small intrenchments, and crowned them with bales of cotton.³⁸

The Patriot troops remained on Amelia Island for fourteen months until May 15, 1813. Upon their departure, the Spanish immediately reoccupied Fernandina. The need for a strengthened garrison evident after the fiasco of 1812. In 1814, the Spanish began constructing Ft. San Carlos, facing the Amelia River, on the western side of the plaza lot at Old Town. Ft. San Carlos appears to have had a semi-circular or semi-octagonal plan. Its walls consisted of earthenworks and palisades. According to a descriptive plan of the fort, its walls supported a terreplein eight feet above ground and four feet wide. It contained a number of buildings and structures. On its west side were five buildings: a storehouse, houses for the commandant, his adjutant, and the doctor, and one whose description is eligible. Along its north and south sides were barracks for the enlisted men. It had four long Spanish 16-pound cannons, probably atop the west terreplein on the side facing the Amelia River, and five 4-pounders and a 6-pound carronade, probably located on the south terreplein. On the east side was a well, almost certainly the one located by Hale Smith and Ripley Bullen during their excavation of the site in 1963.³⁹

An account of the physical layout of Fernandina and Ft. San Carlos appeared in the Niles Register in 1817. It described the town as being situated on a peninsular or neck of land, the narrowest part of which was about two hundred and fifty yards wide. It was defended by a strong picket and two block houses which enclosed the whole town. On the side next to the harbor was Fort San Carlos. It was well picketed and mounted eight cannon. The cannon commanded the anchorage and had a range as far as the middle line of the waters or boundary of the United States.⁴⁰

During the early months of 1817, an observer described the Town of Fernandina as having about forty wooden houses.

Several of the houses, he said, were two stories in height, with galleries, and had a handsome experience. He mentioned six streets, regularly intersecting each other at right angles and lined with rows of trees (Pride of India), and the plaza, with Ft. San Carlos fronting the water.*1

After the construction of Ft. San Carlos the Town of Fernandina was much better fortified in 1817 than it had been in 1812. But on June 29 of that year another invading force descended upon Fernandina. Styling himself Brigadier General of the Armies of the United Provinces of New Granada and Venezuela, and General-in-Chief of that destined to emancipate the provinces of both Floridas, under the commission of the Supreme Government of Mexico and South America, a Scot adventurer, Gregor MacGregor landed a force of only fifty-five men on the north end of Amelia Island. MacGregor had prepared well for the assault. An emissary from Savannah who had arrived at Fernandina previous to the assault convinced the Spanish commandant, Fransisco Morales, that a much larger force was on its way. Upon MacGregor's arrival, Morales struck the Spanish flag, and MacGregor hoisted the Green Cross of Florida over Fort San Carlos.*2

MacGregor's plan was to take St. Augustine, but whatever element of surprise he might have had was squandered by procrastination at Fernandina. MacGregor appears to have enjoyed administration as much as conquest. He established a post office, brought in a printing press, and levied duties on the cargoes of ships. Jared Irwin, a former United States Congressman from Pennsylvania, was appointed Chief of the Amelia Treasury and in August a former high-sheriff of New York, Ruggles Hubbard, joined this strange group of adventurers. By then, however, MacGregor's position had become precarious. Spanish troops and militia were massing in St. Augustine, preparing for a counterattack. On September 4, 1817, just two months after his arrival, MacGregor slipped quietly from Fernandina Harbor, leaving Jared Irwin in command.*3

A description of the town during the Macgregor occupation was given in the Savannah Republican newspaper for July 26, 1817. Egan's Creek and marsh on the north and east and a marsh south of the town made the location a peninsula with a narrow neck at the southeast. The road entered the town at that point. From marsh to marsh across the neck there was a strong picket, and the entrance was protected by a small block-house mounting two 4-pound cannon. Another block-house, recently built, flanked the town and mounted one 4-pound cannon.*4

On September 12, Spanish troops from St. Augustine and local militia from the northern division of East Florida met at the Harrison plantation at the south end of Amelia Island. The Spanish assaulted Fernandina, bombarding the town from atop McClure's Hill and from gun boats in the Amelia River. The Spanish panicked, however, and retreated when a shell from Irwin's battery in town landed among them at their position behind McClure's Hill. Later in 1817 another adventurer replaced MacGregor's regime at Fernandina.⁴⁵

Hearing of events on Amelia Island, French-born Luis Aury arrived at Fernandina on September 21, 1817 and proclaimed the island part of the Republic of Mexico. Aury replaced the Green Cross of Florida with the Mexican flag. He appointed himself Commander-in-Chief of all armed forces. Ruggles Hubbard became the civil governor, and Jared Irwin was elected president. A typed copy of a draft of the constitution for Fernandina is in the St. Augustine Historical Society. It appears that Aury too failed to muster enough men and supplies to make an assault on St. Augustine (or perhaps he never intended to), but like MacGregor before him Aury attempted to set up a legitimate government. In December, 1817, he printed the first newspaper in Fernandina. The paper was in Spanish and entitled El Telegrafo de las Floridas.⁴⁶

Despite his pretensions, there was little legality about Aury's regime. Privateers and pirates brought their cargoes to Fernandina to be sold and the illegal slave trade flourished. The United States government received numerous protests about the disorder along the Florida border. Finally, on December 23, 1817 U. S. troops landed on Amelia Island and reclaimed it on behalf of the King of Spain. Former residents returned, shops opened, and trade resumed under the impression that Fernandina would become a United States territory thereafter. Aury surrendered without a fight and U. S. troops remained on Amelia Island throughout 1818 and 1819. The United States continued to hold Fernandina for the Spanish until final ratification of the Adams-Onis Treaty of 1821. Fort San Carlos and the Plaza Lot then became American property, but the old fort was abandoned sometime between that time and 1847 when work on Fort Clinch was begun. A Civil War era drawing shows the Plaza Lot empty except for the remaining Spanish earthworks.⁴⁷

Based on historical research and field survey, little remains of Spanish town of Fernandina above surface. The town plan is the most obvious remnant. All the streets, blocks and lots retain the same configuration and dimensions

which they had when they were layed out by the Spanish in 1811. The streets retain their historic names. White and Estrada are named for Enrique White and Estrada, Governors of Florida during the second Spanish period. Someruelos is named for the Marques de Someruelos, Captain General of Cuba during the period. San Fernando is named for Ferdinand, the Spanish king who drove the moors from Seville, Spain and who serves as the patron saint of that enchanting city. Amalia is named for Amelia Island and Commandante for the Spanish commander. Jardin or Garden Street indicates the location of an area reserved for garden plots which were used to grow food crops for the sustenance of the community. Damas or Ladies Street possibly indicates an area set aside as the red light district of the town.**

Only two standing structures apparently remain from the original town. One is located at the northeast corner of Someruelos and Estrada Streets. It is located on lots sold in 1814 by George I. F. Clarke, the Spanish surveyor general, Pedro Ponce. Another member of the Ponce family, Francisco, sold the house in 1842 to John Villalonga. The second is located on Estrada Street south of the plaza and the Catholic church lot. It was granted to Domingo Estacholy sometime prior to 1814 to build a dwelling house. Estacholy was a sergeant in the militia company stationed at Fernandina.**

The site of the original Town of Fernandina possesses proven and potential archaeological significance. It has been the site of prehistoric occupation and subsequent historic period occupation possibly dating from the sixteenth century. It has potential for yielding information about aboriginal, mission, and military sites dating from the first Spanish period (1565-1763) and plantation and other sites dating from the British period (1764-1783). It has already yielded considerable information about a significant Spanish period fortification. It has been the location of several sites which have been recorded in the Florida Master Site File. It has documentable links with the second Spanish period (1784-1821), some of which are potentially of national significance.

The original Town of Fernandina, or Old Town, is also significant in the area of exploration/settlement. It has been occupied for various periods of time since the late 17th century. Its occupants have included Yamassee Indians, possibly Franciscan missionaries, British and Spanish soldiers, and British planters. It is the site of the Spanish town of Fernandina. It is one of only three Spanish towns founded within the present geographic limits of

Florida and the only one of the three for which the original plan is known to exist. In all likelihood, it contains some of the relatively few extant colonial buildings in the state. It is also the last Spanish town founded within the present limits of the United States and possibly the last one founded in the western hemisphere.

Furthermore, Old Town has significance in the area of community planning. It is a good example of a Spanish town plan. Spanish towns in the New World have long been recognized by historians as significant. Old Town embodies significant features of Spanish towns through its grid-iron layout, its orientation, its central plaza, and the regularity of its streets, blocks and lots.

Old Town has military significance as well. It has been the site of Spanish and British sentry posts, barracks and block houses. During the second Spanish period, it was the site of numerous fortifications, the most important of which was Ft. San Carlos.

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NOTES

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³²Clarke to O'Reilly, pp. 90-95.

³³Hubert Bruce Fuller, The Purchase of Florida, (Cleveland, 1906), p. 233.

³⁴Florida Historical Quarterly, Vol. XIX, No. 2, pp. 160-61.

³⁵T. Frederick Davis, "MacGregor's Invasion of Florida, 1817," Florida Historical Quarterly, Vol. VII, No. 1., p. 13, 22-24; Fuller, The Purchase of Florida, p. 233.

⁴³Davis, p. 12.

⁴⁴Ibid., p. 28.

⁴⁵Ibid., pp. 32-48.

⁴⁶Smith and Bullen, p. 31.

⁴⁷Helen Gordon Litrico, Centre St. Fernandina, (Fernandina, 1976), p. 4; Tebeau, p.112.

⁴⁸George I. F. Clarke, "Plano del Proyecto para el nuevo Pueblo de la Fernandina en la Ysla Amalia, el la Florida Oriental principiado en Mayo de 1811."

⁴⁹WPA, Seeing Fernandina, pp. 67-76, passim.; Nassau County Courthouse, Deed Records, Book A, p. 67; American State Papers, Vol. 4, pp. 153, 180.

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10. GEOGRAPHICAL DATA

Verbal Boundary Description

The original town of Fernandina is located at the north end of Amelia Island, on a small peninsula. Its boundaries are marked by the Amelia River on the east, the marshes of Egans Creek on the north, the Creek and the extent of the original town plan on the east and a marshland on the south.

The boundaries of the site are justified by natural and manmade features. The peninsula on which the town site is located has been subject to extensive historic and prehistoric habitation. The habitation has been limited by the natural barriers formed by the Amelia River, Egans Creek and the marshland to the south. The boundary is further defined by a survey line extending along the southern edge of Garden Street. The line runs from the Amelia River to 12th Street and marks the southern boundary of the original town. On the east the boundary is marked by 12th Street. The eastern boundary runs from the aforesaid survey line along the western edge of 12th Street to Egan's Creek.



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FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

Tallahassee, Florida 32399-0250

(904) 488-1480

February 19, 1986

The Honorable Ben Sorensen
Mayor of Fernandina Beach
204 Ash Street
P.O. Box 668
Fernandina Beach, FL 32035

Dear Mayor Sorensen:

It is a pleasure to advise you that the Florida National Register Review Board has recommended that the Fernandina Old Town Historic District be formally nominated for listing in the National Register of Historic Places. This action was taken by the Board at its regular meeting on February 7, 1987. We are now in the process of preparing a formal nomination of the property for submission to the Keeper of the National Register in accordance with 36 CFR Part 60.6.

When the formal nomination has been submitted to and received by the Keeper of the National Register, that office will have forty-five days in which to approve or disapprove the nomination. If the nomination is approved, the property will be listed as of the date of approval. The forty-five day review period may be extended, however, if the National Register staff finds technical deficiencies in the nomination requiring correction in our office.

If the nomination is disapproved, the National Register staff will notify us and explain the reasons for disapproval. We will in turn notify you of any action that may be taken to pursue the matter further.

Any person or organization interested in the nomination may petition the Keeper of the National Register during the nomination process either to accept or reject the nomination. Comments regarding the nomination may be addressed to:

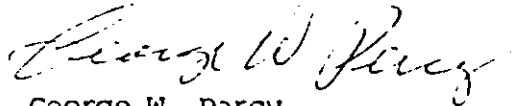
Keeper, National Register of Historic Places
National Park Service
U.S. Department of the Interior
Washington, D.C. 20420

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Mayor Ben Sorensen
February 19, 1986
Page Two

At such time as we receive notification of the final action of the Keeper of the National Register, we will advise you accordingly. In the meantime, please let us know if you have any questions regarding this matter.

Sincerely,



George W. Percy
State Historic Preservation Officer

GWP:mc

..

...



NA 238

FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

Tallahassee, Florida 32399-0250

(904) 488-1480

February 19, 1986

Chairman

Nassau County Board of Commissioners

416 Center Street

Fernandina Beach, FL 32035

Dear Commissioner:

It is a pleasure to advise you that the Florida National Register Review Board has recommended that the Fernandina Old Town Historic District be formally nominated for listing in the National Register of Historic Places. This action was taken by the Board at its regular meeting on February 7, 1987. We are now in the process of preparing a formal nomination of the property for submission to the Keeper of the National Register in accordance with 36 CFR Part 60.6.

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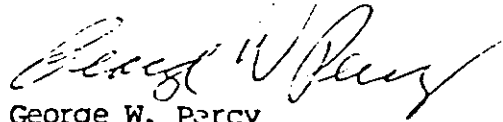
Keeper, National Register of Historic Places
National Park Service
U.S. Department of the Interior
Washington, D.C. 20420

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Nassau County Commission
February 19, 1986
Page Two

At such time as we receive notification of the final action of the Keeper of the National Register, we will advise you accordingly. In the meantime, please let us know if you have any questions regarding this matter.

Sincerely,



George W. Percy
State Historic Preservation Officer

GWP:mc



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FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

Tallahassee, Florida 32399-0250

(904) 488-1480

January 3, 1986

The Honorable Ben Sorensen
Mayor, City of Fernandina Beach
240 Ash Street
P.O. Box 668
Fernandina Beach, Fl 32034

Re: Fernandina Old Town Historic District

Dear Mayor Sorensen:

We are pleased to advise you that the above referenced property has been proposed for nomination for listing in the National Register of Historic Places.

The nomination proposal will be reviewed by the Florida National Register Review Board in public meetings on February 6 and 7. A copy of the meeting agenda is enclosed. If the Review Board finds that this property meets the criteria for listing established by the National Register, a formal nomination will be submitted to the Keeper of the National Register in Washington, D.C., who will make the final decision.

The enclosed fact sheets explain the criteria for listing and the results of listing in the National Register, with references to the major laws and Federal regulations relating to listed properties. A copy of the nomination and additional information on the protection provisions, financial incentives, or other aspects of the National Register program may be obtained by calling our Survey and Registration Section at (904) 487-2333.

If you wish to comment on whether or not this property should be nominated for listing in the National Register, please send me your comments by February 5, 1986.

Sincerely,

George W. Percy
State Historic Preservation Officer

GWP:mc
Enclosures

file
Old Town
No 55 am c9

THE PLAZA LOT, OLDTOWN, FERNANDINA, AMELIA ISLAND, FLORIDA

Historical Resume

Prepared by

Ripley P. Bullen, Florida State Museum

The Plaza Lot was intermittantly occupied by man since around 1500 B.C. In 1675 it was the home of a group of heathen Yamasse Indians numbering about 60. The first certain historical reference is to a sentinel's house encountered there by Dickinson in 1696. (The main garrison was at "St. Mary's" which I identify as the Harrison Plantation.) All the Spaniards and Mission Indians on Amelia were killed or expelled by Moore in his raid on St. Augustine of 1702. Oglethorpe in 1745-6 described Amelia Island as deserted. (See also Martinez map of 1765 in Chatelain which supports this statement.)

Whether the British outpost on Amelia c. 1736-42 (Highlanders or rangers) was the Plaza Lot is not certain. They must have had a lookout further south but the Plaza Lot would have made a good headquarters with easy communication northward. There were a total of about 40 people with a good plantation, raising corn, and scout-boats. It will be noted there was no communication along the inland waterway then without a carry. They were withdrawn in 1742.

Fuller's map of 1769 shows a town layout in Oldtown and a blank space is shown for the Plaza Lot. I believe this is a proposed and not an actual town. De Brahm's 1770 map shows a rectangle at Oldtown labeled "Egmont Town laid out in 1770" to support this contention.

Blamey's 1775 map shows nothing in Oldtown but almost in present Fernandina five buildings enclosed by a rectangular wall. This is supposed to be the residence of the Countess of Egmont or her plantation manager and further to the south-east is shown the plantation with its "Cabane de Negres, et Fabrique d' Indigo." Bartram visited the Egmont plantation in 1774 and his comments imply no one was living at Oldtown then.

By 1777, when Elbert raided the island others than the Egmont people were living on Amelia. He landed at the north end and sent Lt. Ward to secure all the inhabitants. No suggestion of a settlement at Oldtown is in Elbert's order book.

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The Plaza Lot, Oldtown, Fernandina,
Amelia Island, Florida
Page 2

In 1783, when the British had to leave, there is evidence in 1784 of the use of Amelia Harbor as an embarkation point but no reference to Egmont Town, New Town, or Fernandina. There is mention of a "store" built on "St. Mary's beach" in 1784 and operated as late as 1785. If there had been a town on Amelia Harbor, this store would not have been needed.

Apparently, Maria Mattair in 1784 (after the British left) was cultivating the land which became the Plaza Lot and she between 1788 and 1790 received the Naranjal (Orange Grove) in exchange for it. It has been in government ownership since that time and an encampment of the army (by sworn testimony of Manuel de la Pubaca) was there by 1801. (In 1795 a battery was recommended but never installed.)

Ellicott's map of 1803 shows "A Spanish fort on Amelia Island" at the Plaza Lot. Here the Spanish maintained a defensive battery of three guns from 1801 to 1814. Protected only by bales of cotton, it surrendered to MacIntosh's Patriots March 17, 1812, who turned Fernandina over to US troops. After they withdrew on May 6, 1814, the Spaniards built Fort San Carlos. Apparently Fort San Carlos had ten guns. MacGregor with 55 men captured it June 29, 1817. On Sept. 13, 1817, a Spanish force trying to recapture it was repulsed. Aury, a pirate ruled here from Sept. 17 until forced to leave by the U.S. Navy Dec. 23, 1817. With the Treaty of 1821, Fernandina and Florida became part of the United States. It was used during the Civil and Spanish-American War also.

Paul

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1989
HISTORIC PRESERVATION
SECTION

Notes on Fernandina Oldtown National Register Nomination.

Question: When I dug the Plaza Lot in 1950 it was the property of the Florida Park Service as an outlier of Fort Clinch. Presumably it had been transferred to the state by the Federal government. I find no mention of this in the nomination. Has the ownership changed? If not, should this be mentioned?

General Comment: Don't play too heavily on the mission of Santa Maria having possibly been located at the Plaza Lot at one time. All of the recent work makes everything fit with the "later" Harrison Plantation locale. The only exception is the possibility of the Calderon and Arcos accounts. The mission period material from the Plaza Lot is somewhat sparse and may not indicate a full mission settlement.

Aboriginal and mission occupations are not sufficiently well established to use in argument for National Register. They are usages of the area which must be considered in research and development of the town site. It is the town site which is the justification for the nomination.

Item 7 - Description.

In 1821 the town consisted "of about forty houses, built of wood, in six streets, regularly intersecting each other at right angles, having rows of trees (Pride of India)

and a square, with a small fort of eight guns, fronting the water. Several of these houses are two stories high, with galleries, and form a handsome appearance." (James Grant Forbes, 1821).

This is quoted in the study but not in the nomination. It is important in discussing the points raised by the reviewer.

Item 1.2 of Comment Sheet.

The 1963 excavations indicated that some of the "shell midden" features interpreted as in situ aboriginal deposits in the earlier 1951 tests were in fact the result of land modification in the Spanish period, and particularly during the construction of the Fort San Carlos earthworks. There were, however, undisturbed features dating from prehistoric archeological periods from the fiber-tempered pottery Orange Period (2000-500 B.C.) through the intervening St. Johns/Savannah periods and into the contact period San Marcos (or Mission) Period. Pre nineteenth century occupation of the Plaza Lot area, which is the only part of the site which has been adequately tested, would appear to have been intermittent and somewhat sparse, rather than the result of established villages (Smith and Bullen 1971:34). Nevertheless, prehistoric and contact period cultural remains are to be expected in isolated features almost anywhere within the site boundaries, and the presence of

more substantial prehistoric or mission period occupations elsewhere within the boundaries of the town cannot be ruled out. The same may be said for occupation during the British Period (1763-1784). (see supra for comment on possible mission site).

Item 1.3 on Comment Sheet

[It would appear that the sketch map at the rear of the nomination, if titled and referenced in the text, should fulfill the sketch map requirement of the review. The following text could be used for the "intrasite spatial distribution."]

The town plan of Spanish Fernandina is remarkably preserved in the present streets, blocks and lots of Oldtown. Confirmatory excavation has occurred only on the Plaza Lot at the site of Fort San Carlos. Here, archeological remains of the fort were found which match the plan and location of the fort on early nineteenth century maps. The accompanying sketch map (...) indicates other portions of the town in which surface indications, either of construction remnants or artifactual scatter, provide evidence of earlier occupations. Also indicated as potentially important areas are the location of the towngate and the north and south blockhouses. These indications are widespread over the blocks of the early town.

As noted, about forty houses of wood stood on the site in 1821. This is the approximate number of existing

structures on the site. While none of the existing structures are believed to be survivors of the Spanish town, some of them, at least, may occupy the same sites. Barring evidence to the contrary, the wooden houses of Fernandina probably were raised above the ground surface on piers. This would be in contrast to the stone and tabby floor tradition of earlier St. Augustine, and would result in a quite different archeological situation insofar as architectural remains are concerned. Wells, trash pits, privies, and fences, along with sheet refuse deposits constitute other probable non-architectural features.

The archeological potential of Fernandina Oldtown is considerable and significant, based on the following considerations. The amount of construction subsequent to Spanish times is relatively sparse, and of such a nature as to have caused limited disturbance of previous occupations. Long-term archeological projects in nearby areas such as St. Augustine have shown that very important information can be secured by careful work even in areas with a record of over 400 years of use. In Fernandina Oldtown closed features of restricted temporal periods which can possibly be associated with varied cultural and economic groups are to be expected.

The archeological significance of the Fernandina Oldtown site as an area of potential research lies in its relatively short time span (as compared for example to St. Augustine) and the opportunity it provides to recover and analyze the material remains of such a multi-cultural

community. On this site should be located features relating to Hispanic, Anglo and mixed households in a Spanish colony on the very border of the new United States. There should be evidences of Spanish, American and privateer military occupation. It was the site of smuggling and illegal slave shipment to the United States. In many ways Fernandina provides an unusual, if not unique, opportunity to formulate a series of hypotheses relating to fluid culture contact and interaction. The resulting data should provide particular cultural historical information, and data for the examination of culture change, culture contact and the processes involved.

Item 1.5 on Comment sheet.

The major disturbance to the site has been the erosion of the bluff edge on the west side of the site. As demonstrated by the archeology at Fort San Carlos, this has been substantial, leading to the loss of a considerable part of the fort. Early maps show the fort as located on a protruding bulge of the bluff, and it is this protrusion which has seen the major erosional reduction. While natural erosion must be considered as the major cause, Smith and Bullen noted a ten foot lateral reduction between 1951 and 1963 which they blamed largely on the undercutting of the face by human agents, probably pot-hunters or souvenir hunters.

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As noted, the major part of the site has suffered primarily from the natural development and use of the area as a townsite. It is believed that this source of disturbance is not greater than other occupied communities, and considerably less than many.

Except for the portions of the site already lost, the natural and human actions have not impacted the resource in a manner detrimental to productive and important research.

John W. Griffin

July, 1988.

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NA 238

NOTES

¹John Tate Lanning, The Spanish Missions of Georgia, (Chapel Hill, 1935)), p. 6.

²Hale G. Smith and Ripley P. Bullen, Fort San Carlos, Vol. 14, Notes in Anthropology, (Tallahassee, 1971), p. 2-7.

³Mark F. Boyd, "Enumeration of Florida Spanish Missions in 1675. The Florida Historical Quarterly, Vol. 27, No. 2, (1948), pp. 183-184; Ripley P. Bullen and John W. Griffin, "An Archaeological Survey of Amelia Island, Florida." The Florida Anthropologist, Vol. V, Nos. 3-4, p. 60; Lucy B. Wenhold "A 17th Century Letter of Gariel Diaz Calderon, Bishop of Cuba, Describing the Indian Missions of Florida." Smithsonian Miscellaneous Collections, Vol. 95, No. 15, p. 10.

⁴Smith and Bullen, p. 3.

⁵Evangeline Walker Andrews and Charles McLean Address, eds. Jonathan Dickinson's Journal, (New Haven, 1961), p. 67.

⁶1691, Dec. 12 ST AGI 54-5-13/27 bnd 3043-A, Governor Quiroga to the Crown.

⁷Andrews and Address, Dickinson's Journal, p. 67.

⁸Smith and Bullen, p. 11.

⁹Herbert E. Bolton, Arredondo's Historical Proof of Spain's Title to Georgia, (Berkeley, 1925), pp. 59-60.

¹⁰Smith and Bullen, p. 8.

¹¹See Anonymous, An Impartial Enquiry into the State and Utility of the Province of Georgia, (London, 1741), p. 53, 67; Smith and Bullen, p. 9.

¹²Smith and Bullen, p.10.

¹³Daniel L. Schafer, "Plantation Development in British East Florida: A Case Study of the Earl of Egmont," (March, 1983.)

¹⁴Bartram, William. The Travels of William Bartram, Mark Van Doren, ed. (New York, 1928), pp. 63-64.

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¹⁵Smith and Bullen, p. 11.

¹⁶Louis De Vorse, Jr. ed. DeBrahm's Report of the General Survey in the Southern District of North America, (Columbia, 1971), p. 125.

¹⁷ibid.

¹⁸Tebeau, p. 101 in Deagan p. 63; see also map references recorded at U. of F.

¹⁹Helen Hornbeck Tanner, Zespedes in East Florida, 1784-1790, (Coral Gables, 1963), pp. 130-136; Janice Barton Miller, "Juan Nepomuceno de Quesada, Spanish Governor of East Florida, 1790-1795" Ph. D. dissertation, Florida State University (Tallahassee, 1974).

²⁰1789, November 24, East Florida Papers, Section 32, Reel 46 Bundle 120C10 Doc. 1789-273; 1793, December 21, EF R1 132 Bundle 298R9 Doc. 1793-4.

²¹1811, March 12 EF R1 126 Bundle 2890Z Doc. 1811-4.; Works Progress Administration, Spanish Land Grants in Florida (Tallahassee, 1940), p. 83.

²²See Spanish Land Grants, 3:90-92; Richard K. Murdoch, "France to the Rescue: An Episode of the Florida Border, 1797," Florida Historical Quarterly, XXX:2, (October, 1951), pp. 204-205.

²³Works Progress Administration, Spanish Land Grants, Prepared by the Historical Records Survey, 5 vols. (Tallahassee, 1940), 2:259.

²⁴Rembert Patrick, Florida Fiasco, (University of Georgia, 1954), p. 82.

²⁵James G. Forbes, Sketches of the Floridas, (New York, 1821; a facsimile reprint, Gainesville, 1964.) p. 74.

²⁶Susan L'Engle, Notes of My Family and Recollections of my Early Life, (New York, 1888), p. 47.

²⁷Jesse T. Mann, Fernandina: A City in Turmoil, 1863-88, M.A. Thesis, Florida State University, 1971. p. 74.

²⁸1810, December 12, EF R1 60, Bundle 146-C-12, Document 1810-545; John W. Reys, The Making of Urban America. A History of City Planning in the United States (Princeton, N. J., 1965), p. 26.

²⁹ibid.

³⁰Coleccion de documentos ineditos relativos al descubrimiento, conquista y colonizacion de las posesiones espanolas en America y Oceania, sacados, en su mayor parte, del Real Archivo de Indias, XXXI, 1879, 17-18, as quoted in by Dan Stanislawski, "Early Spanish Town Planning in the New World," The Geographical Review, XXXVII, January, 1947, p. 95.

³¹ibid.

³²The plans of two settlements in Argentina, Mendoza in 1561 and San Juan de la Frontera in 1562, are virtually identical to later towns planned under the Laws of the Indies. The plans and more than three hundred others can be found in Planos de Ciudades Iberoamericanas y Filipinas Existentes en el Archivo de Indias, Madrid, 1951, I.

³³Zelia Nuttall, "The Hispanic American Historical Review, v, 1922, 249.

³⁴John W. Reys, The Making of Urban America. A History of City Planning in the United States (Princeton, N. J., 1965), p. 30.

³⁵ibid., p. 29.

³⁶WPA, Seeing Fernandina, pp. 67-76.

³⁷Reys, pp. 26-30.

³⁸Patrick, p. 91; Letter from G. I. F. Clarke to O'Reilly, Florida Historical Quarterly, Vol. VII. pp. 90-95.

³⁹Clarke to O'Reilly, pp. 90-95.

⁴⁰Hubert Bruce Fuller, The Purchase of Florida, (Cleveland, 1906), p. 233.

⁴¹Florida Historical Quarterly, Vol. XIX, No. 2, pp. 160-61.

⁴²T. Frederick Davis, "MacGregor's Invasion of Florida, 1817," Florida Historical Quarterly, Vol. VII, No. 1., p. 13, 22-24; Fuller, The Purchase of Florida, p. 233.

*³ Davis, p. 12.

*⁴ Ibid., p. 28.

*⁵ Ibid., pp. 32-48.

*⁶ Smith and Bullen, p. 31.

*⁷ Helen Gordon Litrico, Centre St. Fernandina,
(Fernandina, 1976), p. 4; Tebeau, p.112.

*⁸ George I. F. Clarke, "Plano del Proyecto para el
nuevo Pueblo de la Fernandina en la Ysla Amalia, el la
Florida Oriental principiado en Mayo de 1811."

*⁹ WPA, Seeing Fernandina, pp. 67-76, passim.; Nassau
County Courthouse, Deed Records, Book A, p. 67; American
State Papers, Vol. 4, pp. 153, 180.

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7. SUMMARY OF PRESENT AND ORIGINAL PHYSICAL APPEARANCE

The original town of Fernandina is the site of a Spanish town laid out in 1811. Previously it had been occupied by aboriginal groups dating back as far as 1000 B. C.. Within the historic period, in addition to the town site, it has been the location of a Yamassee Indian village, possibly the Santa Maria Mission site, first Spanish and British period military sites, the Egmont Plantation, Ft. San Carlos and several additional military sites. Although certain areas of the town site have been disturbed, previous excavation and surface collection have yielded numerous artifacts associated with the aforementioned sites plus stratigraphic data. In addition, the original plan of the town remains essentially unchanged since 1811. It currently is located within the context of an urban residential area, occupied by buildings dating largely from the late nineteenth and early twentieth centuries.

TEXT SUPPORTING PRESENT AND ORIGINAL PHYSICAL APPEARANCE

The original town of Fernandina is located at the north end of Amelia Island, on a small peninsula. Its boundaries are marked by the Amelia River on the east, the marshes of Egans Creek on the north, the Creek and the extent of the original town plan on the east and a marshland on the south. It encompasses an area of nearly fifty acres.

City blocks 1 through 13 are part of the original plan of Fernandina. A square plaza, which was later to become the site of Fort San Carlos constructed c. 1814, is located between blocks 1 and 2. The blocks were laid out in alternating rows of squares and rectangles. The square blocks are 186.4 feet to a side. The rectangular blocks are 186.4 feet wide by 233.0 feet long. Contained within each block is a series of square and rectangular lots, all with a 46.6-foot frontage.

The original town extended beyond the thirteen block area, particularly to the east. Settlement was largely limited to the aforementioned area, but there were some lots granted for houses in blocks sixteen, seventeen and twenty-one. The additional blocks were formally laid out some time after 1811. The original plan was resurveyed during the 1850's when the new town of Fernandina, located some distance to the south, was laid out. ① Other significant sites outside the thirteen block area included a

blockhouse at the northern extension of Commandant Street beyond Ladies Street and a second blockhouse south of Someruelos Street between New and Town Gate Streets. Other noteworthy structures were the barracks, located at block six, lot two and three; the commandant's house at block two; and the hospital at block seven, lots three and four. A review of the 1884 Bird's Eye View Map of Fernandina indicates that few buildings extant at that time remain standing. ~~In all probability, with the exception of a house at Estrada and a two building complex at the northeast corner of Estrada and Someruelos, no standing structures remain from the second Spanish period.~~ *and none of the present structures appear to date from the Spanish period*

Nonetheless, vestiges of Fernandina's structural past can still be found above surface. For example, at the northeast corner of White and Amelia Streets ~~are still visible~~ *are still visible* tabby masonry piers and a fireplace footing ~~still stand~~. A cistern is located adjacent to the tabby remains. A cellar on Estrada Street was dated to the first Spanish period based on fragments of olive jars uncovered there. ②

More obscure, but just as important, are the sites where ~~physical features~~ *structures* once stood. Nothing remained of Fort San Carlos above ground, ~~in the during the 1950's and 1960's~~, but a wealth of information ~~lay~~ *lies* below the surface. In 1951 and 1963 extensive excavations were conducted by professional archaeologists from the Florida Board of Parks and Historic Memorials and the Florida State University at the Fort San Carlos site. The excavations unearthed numerous artifacts and located the palisades and entrance gate to the fort. ③ It appears that the fort site is only a part of a much larger archaeological site that encompasses the limits of Old Town. Limited survey indicates that nearly all of Old Town is built on an Indian village. *the site of the village* Oyster shell and pot ~~shards~~ *sherds* are scattered over the entire town site. The heaviest concentration ~~are~~ *is* at the plaza lot where the bluff meets the river, near the site of Fort San Carlos. ④ Surface collection in areas disturbed by earth-moving activity resulted in the recovery of a porcelain tea cup handle, a United States military button, six ~~shards~~ *sherds* of olive green glass, a wine bottleneck, a piece of a creamware bowl, and a shard of green feather-edged pearlware. Most of the artifacts recovered at the Fort San Carlos site dated from the early nineteenth century. ⑤

which occupied the site earlier

Pottery has Aboriginal ~~ceramics have~~ *been discovered* also been identified on the surface at several locations (St. Johns check stamped and sand tempered plain). The presence of ~~aboriginal ceramics~~ *this material* can be attributed to the use of the extensive shell middens to level lots and pave streets in the area. Indian burials

were found near the site of the Old Town Gate, although the archaeological integrity of that ~~area~~ ^{trailer} has been largely destroyed by the construction of a ~~trailer~~ park (6)

There have been numerous other disturbances to the site. They consist primarily of drains constructed for ~~late~~ ^{stormwater were} nineteenth century buildings. In addition, ~~an asphalt paved~~ ^{and} road passes through the eastern portion of the site near the aforementioned ~~trailer~~ ^{trailer} park. Some amateur pot hunting and ~~earth moving~~ ^{some scavenging of artifacts by} has also occurred in certain areas. On the positive side, none of the original roads of Fernandina have been paved, although they are ~~improved~~ ^{existing} and routinely graded. Furthermore, building foundations have generally been raised piers, composed of ~~tabby, brick or wood materials.~~ ^{masonry}

~~amateur~~
amateur
collectors

The boundaries of the site are justified by natural and manmade features. The peninsula on which the town site is located have been subject to extensive historic and prehistoric habitation. The habitation has been limited by the natural barriers formed by the Amelia River, Egans Creek and the marshland to the south. The eastern and part of the southern boundary are defined by the limits of the original town.

NOTES

¹ Works Progress Administration, Seeing Fernandina, A Guide to the City and Its Industries, (Fernandina, 1940), pp. 67-76

² Thomas Scofield, personal communication with Paul L. Weaver, June, 1985.

³ Hale G. Smith and Ripley P. Bullen, Fort San Carlos, Vol. 14, Notes in Anthropology, (Tallahassee, 1971), p. 2.

⁴ Florida Master Site File, 8NA10

⁵ Smith and Bullen, pp. 60-73.

⁶ Florida Master Site File, 8NA10, 8NA12

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FLORIDA DEPARTMENT OF STATE

George Firestone

Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building

Tallahassee, Florida 32399-0250

(904) 488-1480

January 3, 1986

Chairman

Nassau County Board of Commissioners

416 Center Street

Fernandina Beach, FL 32034

Re: Fernandina Old Town Historic District

Dear Commissioner:

We are pleased to advise you that the above referenced property has been proposed for nomination for listing in the National Register of Historic Places.

The nomination proposal will be reviewed by the Florida National Register Review Board in public meetings on February 6 and 7. A copy of the meeting agenda is enclosed. If the Review Board finds that this property meets the criteria for listing established by the National Register, a formal nomination will be submitted to the Keeper of the National Register in Washington, D.C., who will make the final decision.

The enclosed fact sheets explain the criteria for listing and the results of listing in the National Register, with references to the major laws and Federal regulations relating to listed properties. A copy of the nomination and additional information on the protection provisions, financial incentives, or other aspects of the National Register program may be obtained by calling our Survey and Registration Section at (904) 487-2333.

If you wish to comment on whether or not this property should be nominated for listing in the National Register, please send me your comments by February 5, 1986.

Sincerely,

George W. Percy

State Historic Preservation Officer

G.P:mc

Enclosures



NA 89
NA238

FLORIDA DEPARTMENT OF STATE
George Firestone
Secretary of State
DIVISION OF ARCHIVES,
HISTORY AND RECORDS MANAGEMENT
The Capitol, Tallahassee, Florida 32301-8020
(904) 488-1480

January 3, 1986

Legal Advertising
Fernandina Beach News Leader
511 Ash Street
P. O. Box 766
Fernandina Beach, FL 32034

Gentlemen:

There is enclosed the text of a legal notice which we would like you to run in the classified section of the Fernandina Beach News Leader on January 9, 1986. Please bill us accordingly at the address below. If you have any questions, please call me at (904) 487-2333.

Mailing Address

Mr. William N. Thurston
Historic Preservation Supervisor
Bureau of Historic Preservation
Division of Archives, History and
Records Management
Department of State
The Capitol
Tallahassee, FL 32301-8020

Sincerely,


William N. Thurston
Historic Preservation Supervisor

WNT:mc

Enclosure



NA 238

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

June 28, 1989

Ms. Patricia H. Williams, President
Amelia Island Fernandina Restoration
Foundation, Inc.
Post Office Box 1144
Fernandina Beach, FL 32034

Re: Nomination of the Old Town Fernandina Archaeological Site
to the National Register of Historic Places.

Dear Ms. Williams:

I regret that it has taken so long to respond to your letter of May 31, 1989 regarding the status of the National Register nomination for the Old Town Fernandina site. However, I was unable to fully review the revised nomination for the property because a large multiple property nomination has commanded all of my attention for the last two months.

The Fernandina nomination has been fully revised and will be ready for forwarding to the National Register Office in Washington, D.C., by Friday, July 14, 1989. We are awaiting only the map of the town site--which is being provided by Paul Weaver--that shows the locations of the existing non-contributing structures and the processing of new photographs which I took last week. The original photographs are now three years old and no longer acceptable to the National Register.

As you know, this nomination was first sent to the National Register Office in December, 1986, which returned the proposal to our office for further archaeological information, even though the review acknowledged that the property appeared eligible under the criteria discussed by the nomination. There was no practicable way to undertake an extensive and comprehensive archaeological excavation program of major features of the town site. Therefore, the nomination was eventually revised and narrowed in the scope of its areas of significance. We hope this revision will finally meet the demands of the National Register review staff.

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N4228

Patricia Williams
June 28, 1989
Page Two

If you have any further questions about the status of the Old Town Fernandina nomination, or if I can assist you in any way, please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "W. Carl Shiver". The signature is fluid and cursive, with the first name "W." being more distinct than the last name "Shiver".

W. Carl Shiver, Ph.D.
Historic Sites Specialist

WCS

~~NA 89~~
NA 238

Amelia Island Fernandina Restoration Foundation, Inc.

102 Centre Street, Fernandina Beach, Florida 32034

P. O. Box 1144



May 31, 1989

Carl Shiver, Ph.D.
Bureau of Historic Preservation
Division of Historical Resources
Department of State
R.A. Gray Building
Tallahassee, Florida 32399-0250

RE: Old Town Fernandina

Dear Dr. Shiver,

In regard to a letter dated March 3, 1989 to you from Paul Weaver (copy to Pat Williams, Amelia Island-Fernandina Restoration Foundation, Inc.) in which a revised statement of significance and present and original physical appearance for the above reference National Register Nomination was sent you for your reply.

In this letter you were asked to please read the nomination and to suggest any corrections or revisions that you felt appropriate.

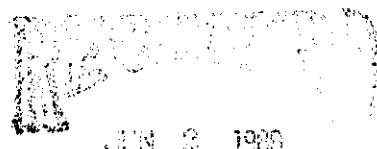
To this date we have not heard from your office and are writing to ask for your response.

We appreciate your prompt response to our inquiry.

Sincerely,

Patricia H. Williams
President

cc: Paul Weaver



HISTORIC PRESERVATION
SECTION



AA 84
NA 238

FLORIDA DEPARTMENT OF STATE
George Firestone
Secretary of State
DIVISION OF HISTORICAL RESOURCES
R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

April 8, 1987

Dr. William R. Adams
Historic Property Associates
Post Office Box 1002
St. Augustine, FL 32085

Dear Dr. Adams:

Enclosed are copies of the formal nomination for the Oldtown Fernandina Historic Site, and the comments of the National Register review staff. The nomination was returned to us for additional information and documentation. As you will see, the NR staff is concerned primarily with problems regarding the archaeological resources and potential for future research.

Please let me know when you have had an opportunity to review these comments. We will be happy to work with you in any way we can to complete the appropriate revisions.

Sincerely,

William N. Thurston
Historic Preservation Supervisor

WNT:mc



WA 89
NA 138

FLORIDA DEPARTMENT OF STATE

Jim Smith
Secretary of State

DIVISION OF HISTORICAL RESOURCES

R.A. Gray Building
Tallahassee, Florida 32399-0250
(904) 488-1480

June 28, 1989

Ms. Patricia H. Williams, President
Amelia Island Fernandina Restoration
Foundation, Inc.
Post Office Box 1144
Fernandina Beach, FL 32034

Re: Nomination of the Old Town Fernandina Archaeological Site
to the National Register of Historic Places.

Dear Ms. Williams:

I regret that it has taken so long to respond to your letter of May 31, 1989 regarding the status of the National Register nomination for the Old Town Fernandina site. However, I was unable to fully review the revised nomination for the property because a large multiple property nomination has commanded all of my attention for the last two months.

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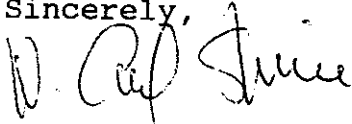
As you know, this nomination was first sent to the National Register Office in December, 1986, which returned the proposal to our office for further archaeological information, even though the review acknowledged that the property appeared eligible under the criteria discussed by the nomination. There was no practicable way to undertake an extensive and comprehensive archaeological excavation program of major features of the town site. Therefore, the nomination was eventually revised and narrowed in the scope of its areas of significance. We hope this revision will finally meet the demands of the National Register review staff.

~~NA 238~~
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Patricia Williams
June 28, 1989
Page Two

If you have any further questions about the status of the Old Town Fernandina nomination, or if I can assist you in any way, please do not hesitate to contact me.

Sincerely,



W. Carl Shiver, Ph.D.
Historic Sites Specialist

WCS

Historic Property Associates, Inc.

Post Office Box 1002

St. Augustine, Florida 32085-1002

904) 824-5178

NA 238

Historic resource management consultants:

March 3, 1989

- historic property research
- National Register listing
- historic property tax certification

Carl Shiver, Ph.D.
Bureau of Historic Preservation
Division of Historical Resources
Department of State
R. A. Gray Building
Tallahassee, Florida 32399-0250

RE: Old Town Fernandina

Dear Carl:

- historic area survey
- historic preservation planning

Enclosed is the revised statement of significance and present and original physical appearance for the above reference National Register nomination. Accompanying the nomination are responses from John Griffin to the National Register reviewer's questions. I have attempted to incorporate John's comments into the revision, but include them for your reference.

- grant writing

Please read the nomination and suggest any corrections or revisions you feel appropriate. To expedite the process, our secretary will gladly type the final form. As you requested, I am presently preparing a copy of the map with the non-contributing buildings. I will forward it to you by the end of this week.

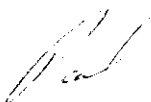
- cultural resource impact studies
- archaeological survey

I look forward to your response at the earliest convenient time.

- graphics

- cartography

Sincerely,



Paul L. Weaver

xc: Pat Williams,
Fernandina-Ameila Island Restoration Foundation



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NA 238

Mrs. Barbara T. Kent
June 28, 1989
Page Two

Third, site location and boundary information must be precise and accurate. Where street addresses are not applicable, location should be indicated by specific references to identifiable landmarks. Site boundaries should encompass only the site or property specifically identified and described in the nomination proposal.

Finally, the eligibility of the property for National Register listing depends on two essential points: 1) its "site integrity" or the extent to which the property retains the physical character and appearance of its period of significance, and 2) its association with significant historic events, developments, or personalities as reflected in its present condition and appearance.

Obviously, preparation of the nomination proposal will require detailed investigation of both the physical development of the property itself and the broader historic context in which that development occurred. The information obtained must then be incorporated into narrative texts in the physical description and significance statement sections of the proposal form. While this is not a simple task, I am sure that the instruction booklet will provide ample guidance in most cases. However, should you need additional information or clarification, please do not hesitate to call me at (904) 487-2333. I will be happy to help in any way I can.

A single copy of the proposal should be submitted to us as soon as you have it completed in draft form. Footnotes, photographs, and site and floor plans should accompany the draft proposal. This will enable us to give you our comments and to suggest any revisions that we feel may be necessary before you prepare the final document and make the copies of the proposal necessary for distribution to the Review Board. At that point, we should also be able to schedule the proposal for presentation to the Review Board.

We appreciate your interest in nominating this property and look forward to receiving the nomination proposal.

Sincerely,



W. Carl Shiver
Historic Sites Specialist

WCS:bs
Enclosures

~~NA 82~~
NA 238

Major archaeological sites within Old Town are:

Ft. San Carlos	Plaza	
midden	9	10, 13, 14
midden (part of same)	10	9-14

AA-81
NA 238

A public meeting will be held Thursday, January 16, at 10:00 a.m. at the City Commission Chambers at the corner of Ash and 2nd Streets to discuss the proposed nomination of the expanded Fernandina Beach Historic District and the Original Town of Fernandina Historic Site to the National Register of Historic Places. A representative of the State Bureau of Historic Preservation will be available to explain the proposal and to answer questions regarding the nomination process.

The proposed expansion of the Fernandina Beach Historic District is roughly bounded by Broom, Calhoun, Escambia and Dade Streets on the north; Fourth, Fifth, Sixth, Seventh, Eighth and Tenth on the east; Ash, Beech, Cedar, Date and Elm Streets on the south; and Second, Third, Fourth and Fifth Streets on the west.

The Original Town of Fernandina is located at the north end of Amelia Island. Its boundaries are roughly the Amelia River on the west, the marshes of Egans Creek on the north, the limites of the Original Town on the east and a marshland on the south.

Maps indicating the precise boundaries of these proposed nomination areas will be on display at the public meeting, and the same maps are available upon request from the State Historic Preservation Office in Tallahassee.

The above nominations will be considered by the Florida Review Board for nomination to the National Register of Historic Places on February 6 and 7, 1986.

Listing in the National Register, the Federal government's official list of historic properties worthy of preservation, results in the following for historic properties:

Consideration in planning for Federal, federally licensed, and federally assisted projects. The Advisory Council on Historic Preservation must be given an opportunity to comment on all federally related projects affecting listed properties. For further information see 36 CFR 800.

Eligibility for federal tax provisions. The Federal Internal Revenue Code encourages the preservation of depreciable historic structures by allowing favorable tax treatments for rehabilitation and also provides for charitable contributions for conservation purposes of partial interests in historically important land areas or structures. For further information see 36 CFR 67.

~~NA 238~~
NA 238

Consideration of historic values in the decision by the State or Federal government to issue a surface coal mining permit where coal is located. For further information see 30 CFR 70 et seq.

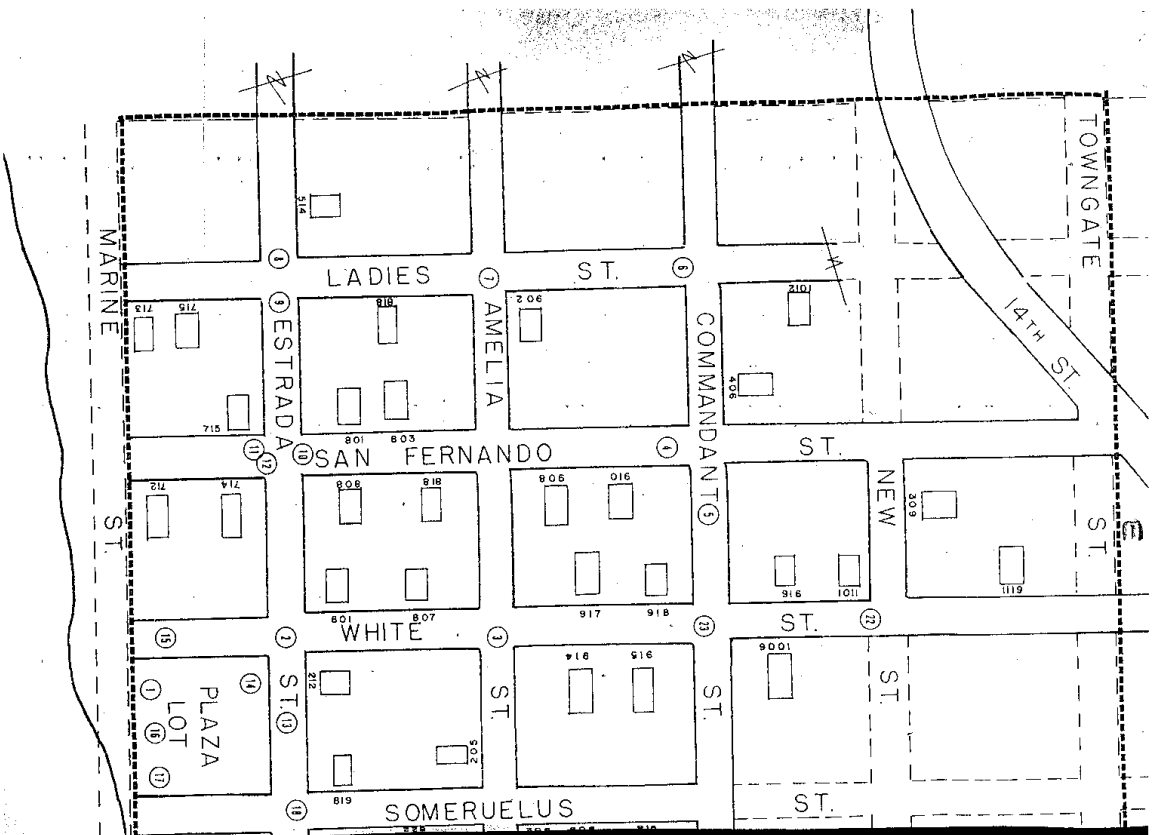
Eligibility for federal grants-in-aid whenever funds are appropriated by Congress. For further information contact the State Historic Preservation Office.

Owners of private property nominated to the National Register may concur in or object to the nomination in accord with 36 CFR Part 60. Any owner or partial owner who objects to listing should submit a notarized statement certifying ownership and objection to the listing to George W. Percy, State Historic Preservation Officer, Division of Archives, History and Records Management, Department of State, The Capitol, Tallahassee, Florida 32301 by January 31, 1986. Each owner or partial owner may register one objection, regardless of how many whole or partial properties in the district are owned by that party. If a majority of private property owners object to the nomination, it will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register for a determination of eligibility for inclusion in the National Register. If the property is determined eligible but not formally listed, the Advisory Council must still be given an opportunity to comment on Federal projects which may affect the district.

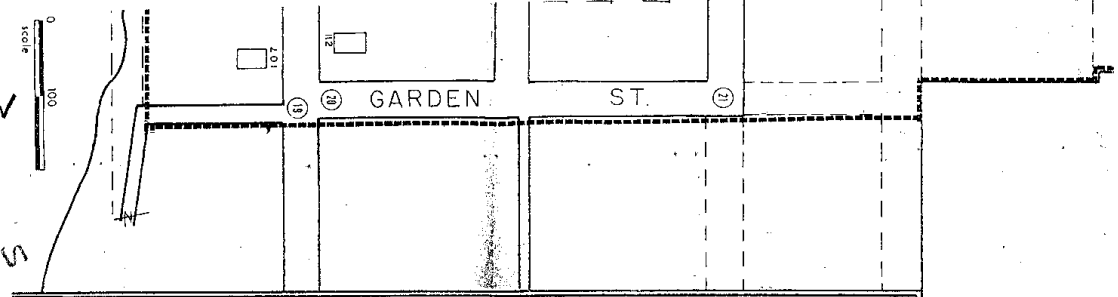
A copy of the nomination, the criteria used for evaluation, and more information on the results of listing are available from the State Historic Preservation Office at the above address or telephone inquiries can be made at (904) 487-2333. Comments on the nomination should be received by the State Historic Preservation Office before the nomination is considered by the State Review Board on February 6, 1986.

NA 238

N



NA 238



CITY
CEMETERY

OLD TOWN
FERNANDINA
HISTORIC SITE

BUILDINGS (NONCONTRIBUTING) [Symbol]
UNIMPROVED STREETS [Symbol]
DISTRICT BOUNDARY [Symbol]
PHOTOGRAPH NUMBERS [Symbol]

NA 238

ST. MARY'S RIVER AND FERNANDINA HARBOR

FLORIDA

From a Trigonometrical Survey

under the direction of A.D. BACILLE Superintendent of the

SURVEY OF THE COAST OF THE UNITED STATES

Triangulation by Capt. J.H. SIMPSON and Lieutenant A.W. EVANS U.S.A. Assistants

Topography by A. M. HARRISON Assistant

Hydrography by the Party

under the command of Lieut. S.D. TRENCHARD U.S.N. Asst.

Scale 1:60,000

1857

Resurvey of Bar by COBOUTELLE Asst.

in 1862

Statute Miles

Nautical Miles



Written
J.H. Simpson Capt. Eng. Corps
Asst. U.S. In charge of Office



CITY

CEMETERY

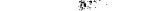
NA 238

OLD TOWN

FERNANDINA

HISTORIC SITE

BUILDINGS (NONCONTRIBUTING) 

UNIMPROVED STREETS 

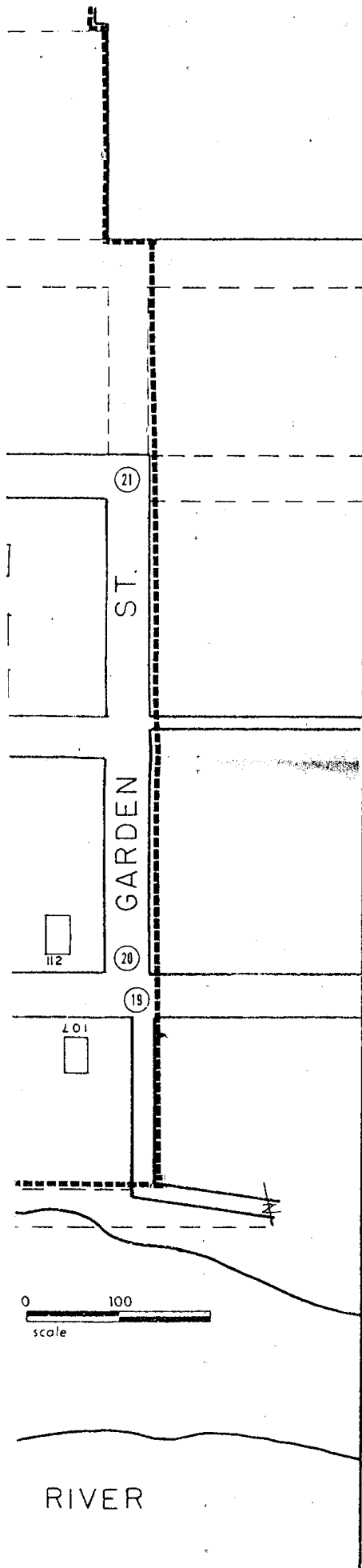
DISTRICT BOUNDARY 

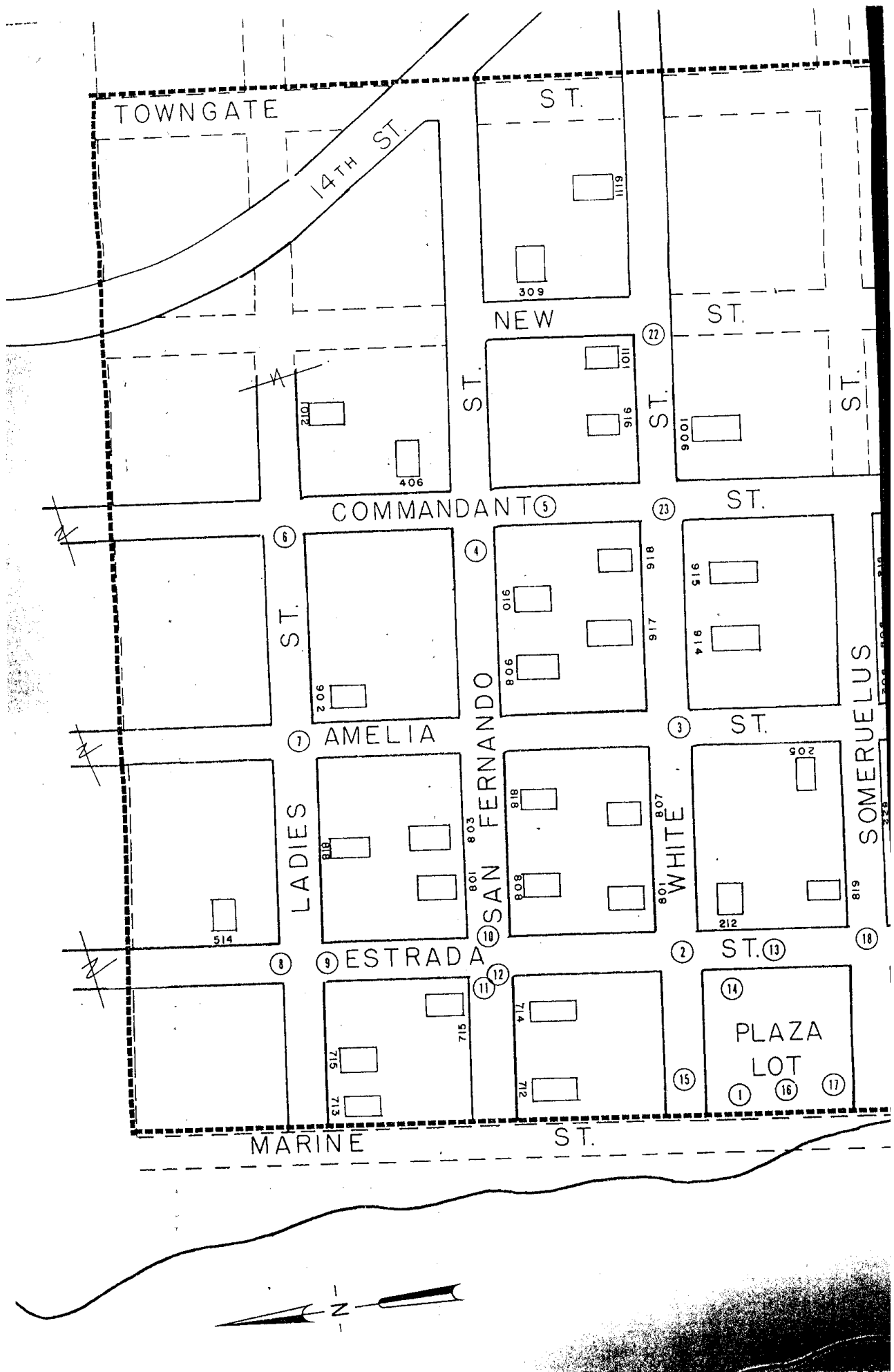
PHOTOGRAPH NUMBERS (5)

Small handwritten notes

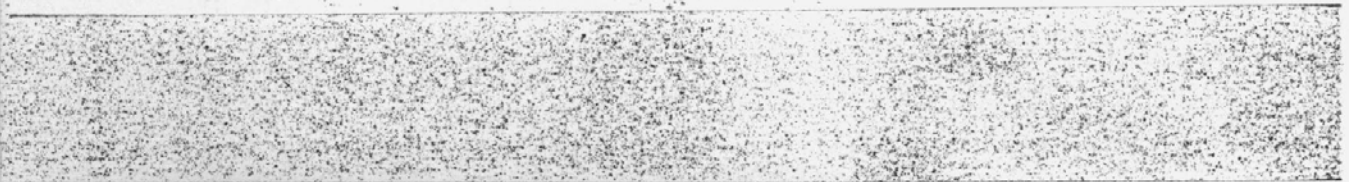
0 100
scale

RIVER









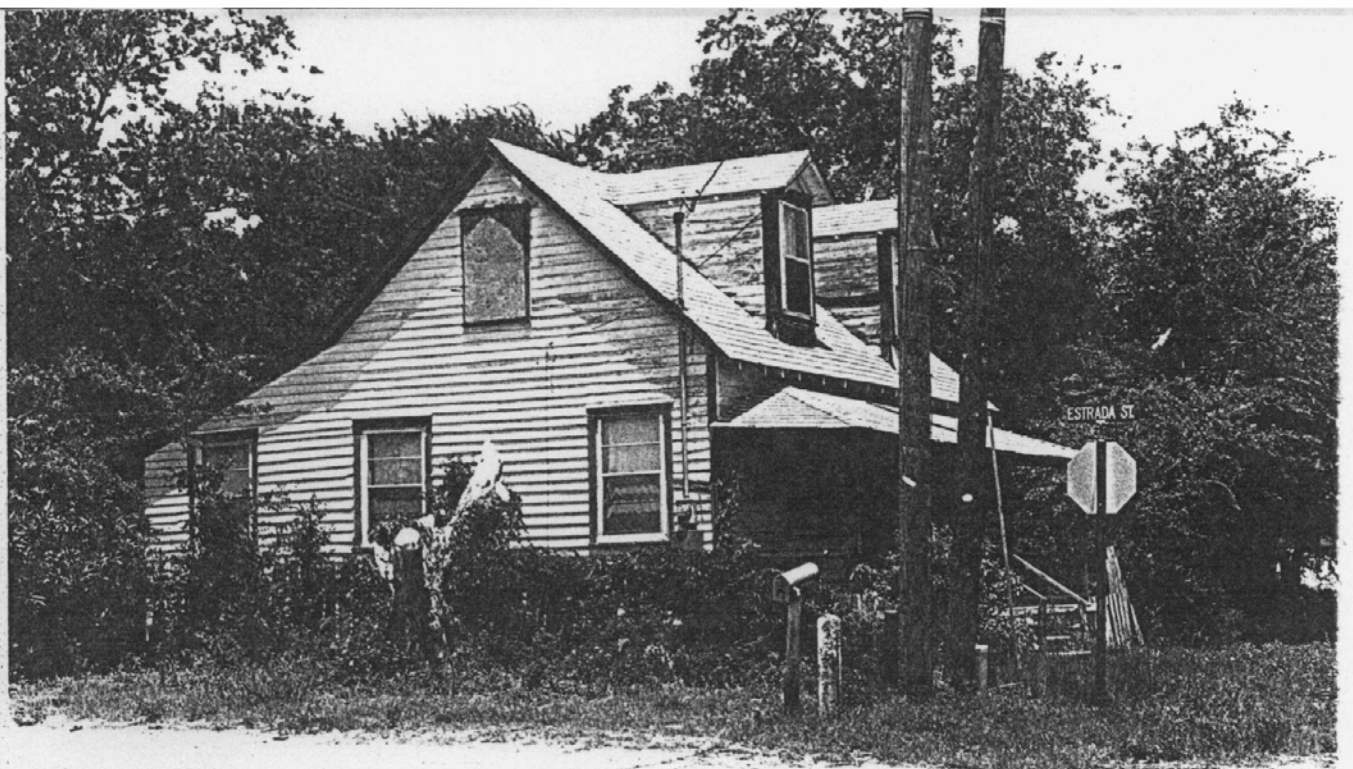


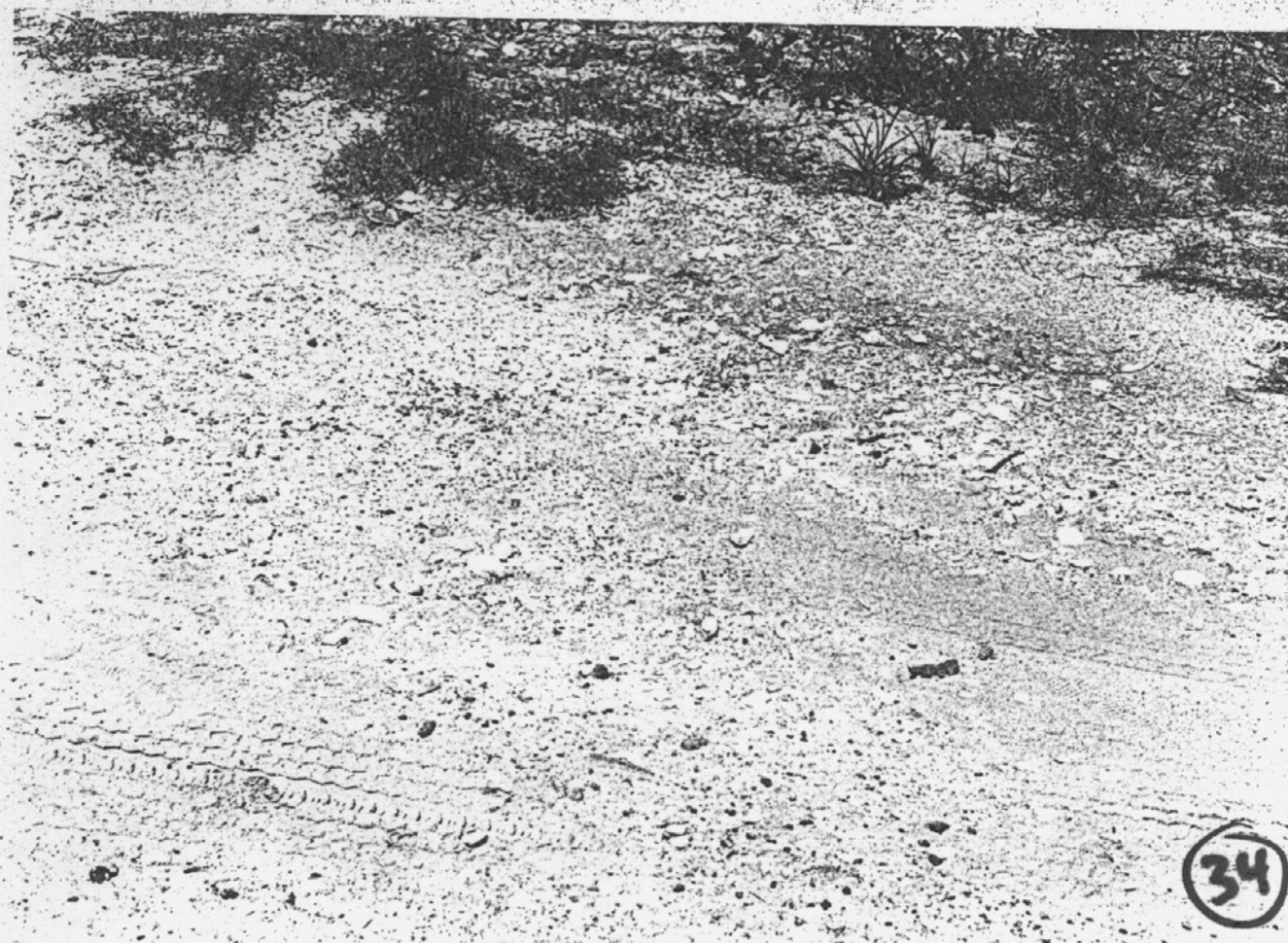














United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 8

Description (photographs)

List of Photographs

1. 212 Estrada St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View from Plaza Lot, Looking East
 7. Photo No. 1 of 23
-
1. Intersection of White & Estrada Sts., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking North
 7. Photo No. 2 of 23
-
1. Intersection of Amelia & White Sts., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking South
 7. Photo No. 3 of 23
-
1. 910 San Fernando St., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking Southwest
 7. Photo No. 4 of 23
-
1. Intersection of Commandant & San Fernando Sts., Old Town Fernandina Historic Site
 2. Fernandina Beach (Nassau County). FL
 3. Carl Shiver
 4. 1989
 5. Bureau of Historic Preservation
 6. View Looking North
 7. Photo No. 5 of 23

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 9

Description (photographs)

1. 902 Ladies St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Southwest
7. Photo No. 6 of 23

1. Intersection of Ladies & Amelia Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking South
7. Photo No. 7 of 23

1. Intersection of Ladies & Estrada Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking North toward Egans Creek
7. Photo No. 8 of 23

1. Intersection of Ladies & Estrada Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking South
7. Photo No. 9 of 23

1. 715 San Fernando St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Northwest
7. Photo No. 10 of 23

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 10

Description (photographs)

1. 714 & 712 San Fernando St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Southwest
7. Photo No. 11 of 23

1. Intersection of San Fernando & Estrada Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking East
7. Photo No. 12 of 23

1. Intersection of White & Estrada Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking South
7. Photo No. 13 of 23

1. 107 & 117 Estrada St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Southwest from Plaza Lot
7. Photo No. 14 of 23

1. Intersection of Marine & White Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. Looking North toward the rear of 712 San Fernando St.
7. Photo No. 15 of 23

12

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 11

Description (photographs)

1. Plaza Lot, Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking West toward Amelia River.
7. Photo No. 16 of 23

1. Plaza Lot, Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Southeast from the West Side of the Plaza Lot.
7. Photo No. 17 of 23

1. 819 Someruelus St., Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Northeast
7. Photo No. 18 of 23

1. 920 Garden St. (outside of district)
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Northwest from the Intersection of Garden & Estrada Sts.
7. Photo No. 19 of 23

1. Intersection of Estrada & Garden Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking East
7. Photo No. 20 of 23

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 12

Description (photographs)

1. Intersection of Garden & Commandant Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. (Detail) Oyster Shell & Sand Roadway
7. Photo No. 21 of 23

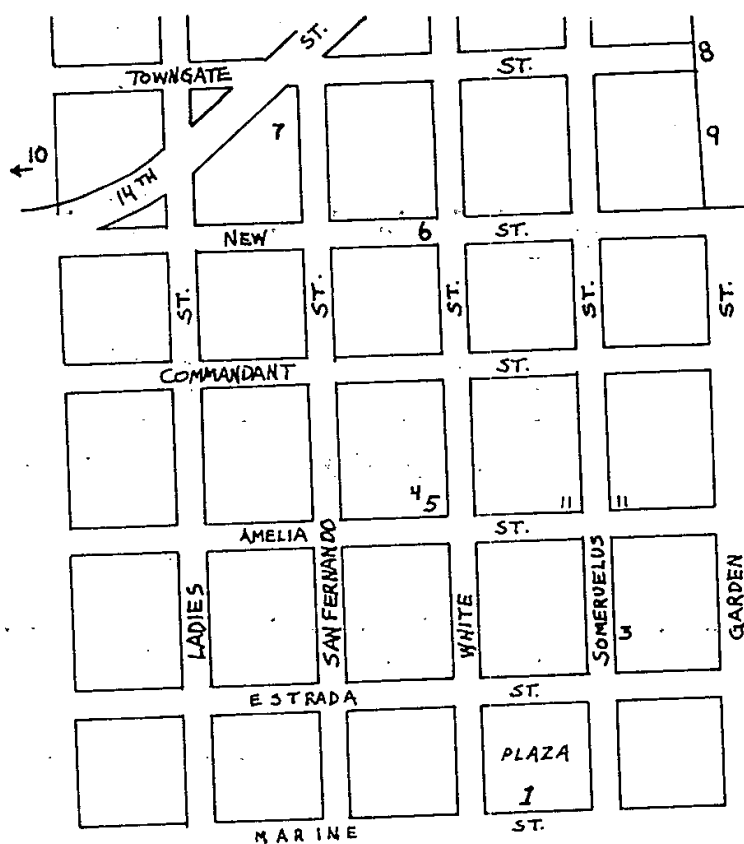
1. Intersection of White & New Sts.,
Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking West
7. Photo No. 22 of 23

1. 918 White Street, Old Town Fernandina Historic Site
2. Fernandina Beach (Nassau County). FL
3. Carl Shiver
4. 1989
5. Bureau of Historic Preservation
6. View Looking Northwest
7. Photo No. 23 of 23

PLANO
del Proyecto para
nuevo Pab. de la

FERNANDINA
en la Ylla Anallau de la
Punta Oriental,
situada en Mayo
de 1811.





CITY CEMETERY
(BOSQUE BELLO)

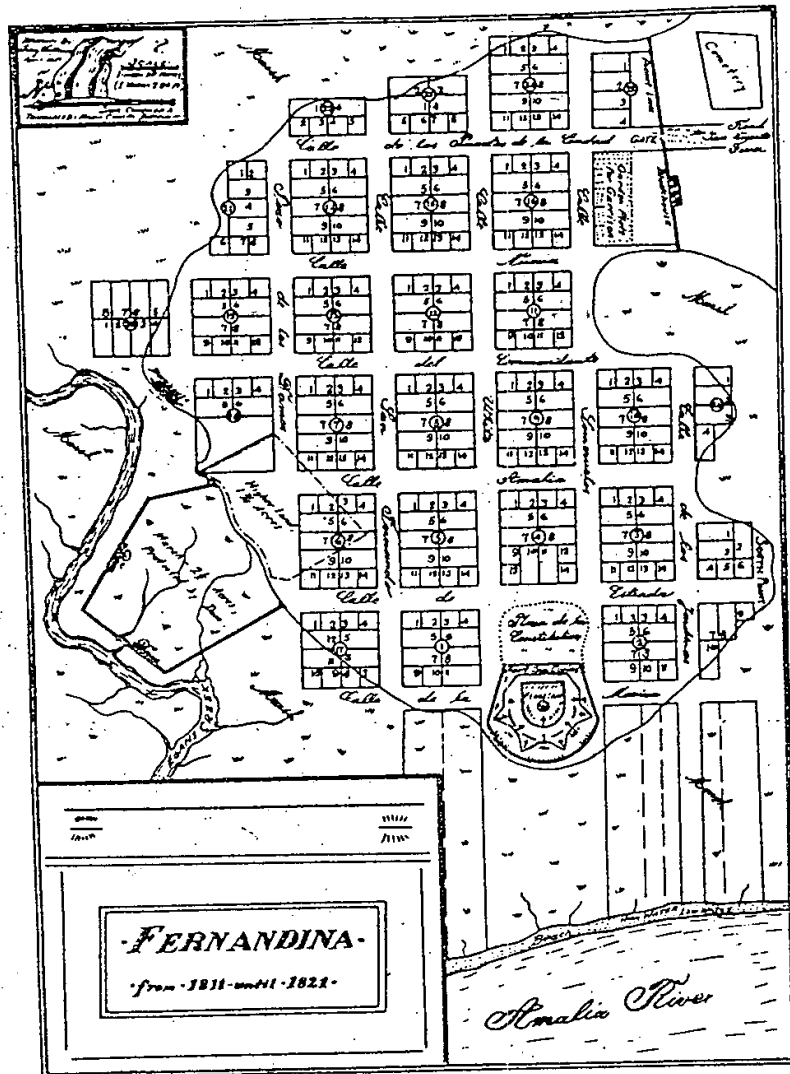
POTENTIAL ARCHAEOLOGICAL SITES IN OLD TOWN FERNANDINA BEACH, FL

KEY

- 1- FORT SAN CARLOS (PREVIOUSLY EXCAVATED)
- 2- BRICK FOUNDATION
- 3- PREHISTORIC & HISTORIC ARTIFACTS ON SURFACE
- 4- CISTERN
- 5- PIERS MADE OF TABBY MORTAR
- 6- EARLY 19TH CENTURY ARTIFACTS ON ROAD
- 7- EARLY 19TH CENTURY ARTIFACTS IN AREA EXPOSED BY EARTHMOVING ACTIVITY
- 8- SITE OF TOWNGATE
- 9- SOUTHERN BLOCKHOUSE (ON MARSH)
- 10- NORTHERN BLOCKHOUSE (ON CREEK)
- 11- MIDDEN

RIVER FLOOD PLAIN

AMELIA RIVER



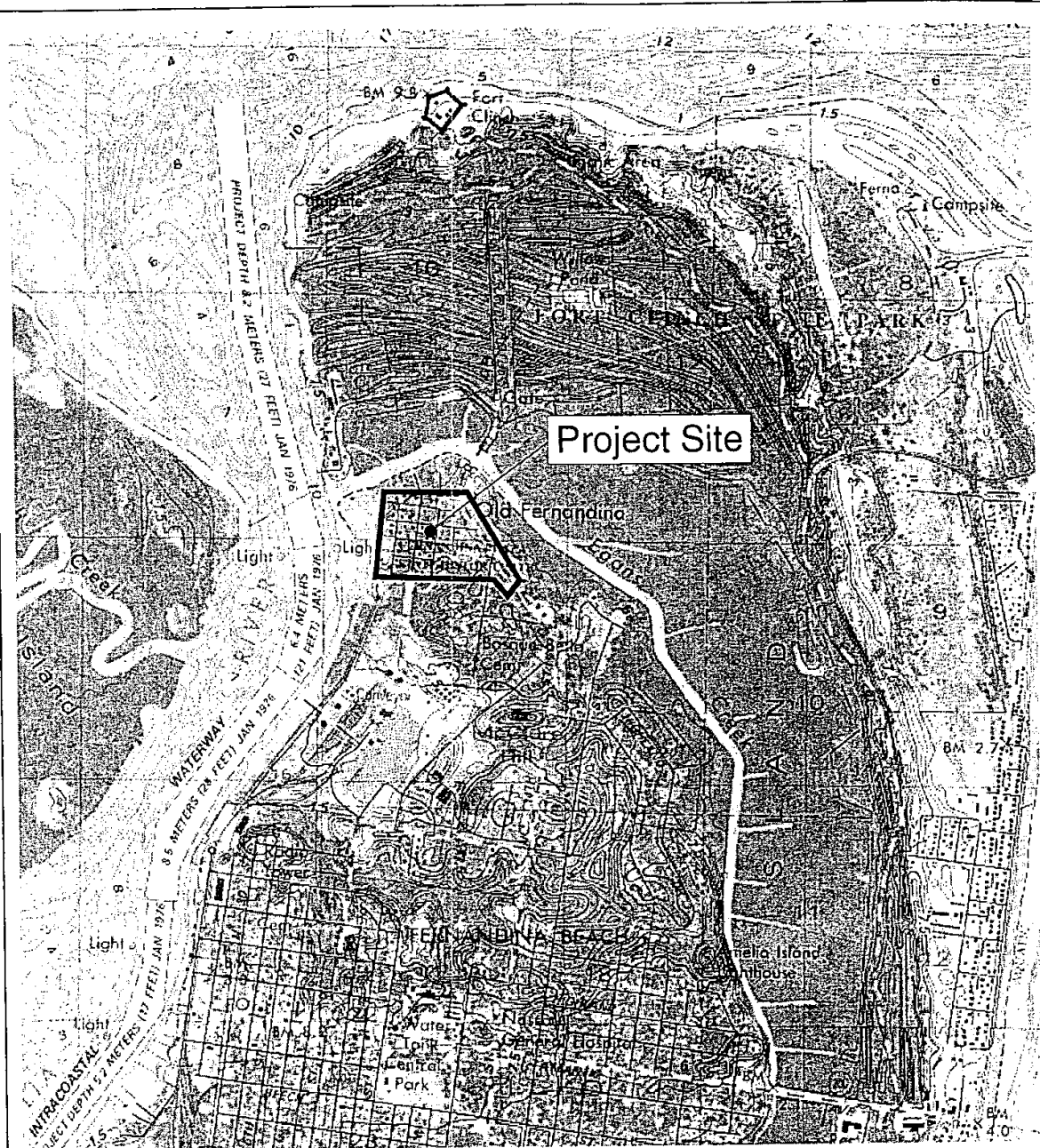
Fernandina's remarks more tempting morsel in Florida figured as a pawn and many of her American attention from Florida. United States, regarding watched each other to the Folch of Florida begged the border invaders, an Secretary of State, that the year (1811) he would Florida and West Florida not unwarranted; one counted thirty-six English 1812.

The Spanish Governmentary 1st, and Madison Congress to discuss its implications President was empowered Perdido River, if the loss if there was danger that it. Foreign power meant realized that a war was inevitable, and it was Florida (72).

The President was navy, if necessary, and of East Florida; he was government and appoint saw fit. President Madison and Colonel John McKim's of the bill (73).

In their instructions to deal from general observation the delicacy and importance of local authority was included General Matthews was in the United States. "Should entertain a suspicion to occupy the country the alert, and, on the 1 of a force for that purpose vigor with whom you by force the territory may be advanced to take

In spite of the advantage that the United



Source: U.S.G.S. Topographical Survey, Fernandina Beach, FL., Quadrangle (1992)
Scale 1"=2000'

Location/Topographical Map



ENVIRONMENTAL
SERVICES, INC.

Old Town Fernandina
Nassau County, Florida

Project No. EJ96115

Date May 1998

Figure No. 1

**SMALL MATCHING HISTORIC PRESERVATION GRANTS
FY2020-2021 FINAL RANKING PROJECT LIST**

Rank	Applicant and Project	County	Grant Amount	Cumulative Grant Amount
1	The Florida Historical Society <i>Florida Frontiers: The Weekly Radio Magazine of the Florida Historical Society</i>	Brevard	\$50,000	\$50,000
2	Reflections of Manatee, Inc. <i>Mineral Spring Restoration Archaeological Investigations</i>	Manatee	\$50,000	\$100,000
3	Southeast Archaeology Foundation, Inc. <i>Plantation Hill West Archaeological Survey - Phase I</i>	Santa Rosa	\$50,000	\$150,000
4	Miami-Dade County <i>Arch Creek Park Historical Education Outreach</i>	Miami-Dade	\$34,400	\$184,400
5	Wakulla County Board of County Commissioners <i>Wakulla County Coastal Resources Survey</i>	Wakulla	\$31,750	\$216,150
6	University of Florida <i>Bethlehem Methodist Episcopal Cemetery Conservation Management Plan</i>	Alachua	\$12,500	\$228,650
7	Mel Fisher Maritime Heritage Society, Inc. <i>Pop Up Museums for Florida Schools: The Cuban Missile Crisis. When the Cold War Got Hot</i>	Monroe	\$50,000	\$278,650
8	City of Sanford <i>Sanford Civic Center Conditions Assessment</i>	Seminole	\$31,700	\$310,350
9	City of St. Augustine <i>Accessing St. Augustine's Heritage through Digital Media</i>	St. Johns	\$40,000	\$350,350
10	Chattahoochee Main Street, Inc. <i>Archaeological Survey at River Landing Park</i>	Gadsden	\$50,000	\$400,350
11	Friends of Franklin County State Parks Inc. <i>Orman House Historic State Park Improvements Phase 1</i>	Franklin	\$39,500	\$439,850
12	Pinellas County Government <i>Historic Resources Survey of Flood Hazard Areas, Phase 1</i>	Pinellas	\$50,000	\$489,850
13	The Saint Augustine Historical Society <i>Historic Structures Report Fernandez-Llambias House</i>	St. Johns	\$19,000	\$508,850
14	City of Cedar Key, Florida <i>Envision Cedar Key: Sea Level Rise Adaptation Planning Tool</i>	Levy	\$48,000	\$556,850
15	City of Fernandina Beach <i>Old Town Guidelines Analysis and Update</i>	Nassau	\$48,000	\$604,850
16	St. Johns County Board of County Commissioners <i>Historic Properties Survey of Hastings, Florida</i>	St. Johns	\$50,000	\$654,850
17	City of Titusville, Florida <i>City of Titusville Historic Booklet and Walking Tour Project</i>	Brevard	\$30,000	\$684,850

18	The University of South Florida <i>John C Williams House Planning Project: Preservation, Protection and Master Plan</i>	Pinellas	\$17,837	\$702,687
19	Highlands County Board of County Commissioners <i>Architectural Inventory and Evaluation of Historic Lakeside Resources, Highlands County, Florida - Avon Park</i>	Highlands	\$20,000	\$722,687
20	Historic Plant City Main Street <i>Historic Plant City Main Street Re-start up Project</i>	Hillsborough	\$20,000	\$742,687
21	Indian River County Parks Division <i>Jones' Pier Residence Stabilization and Museum Planning</i>	Indian River	\$10,725	\$753,412
22	Deerfield Beach Historical Socieity Inc <i>Historic Butler House - Preservation Planning</i>	Broward	\$25,000	\$778,412
23	Sarasota County Board of County Commissioners <i>Planning and Design Services for the Historic Residences and Property at Vamo Park</i>	Sarasota	\$50,000	\$828,412
24	Friends of the Hugh Embry Library Branch of the Library of Pasco County, Florida, Inc. <i>Digitizing Dade City Banner Newspaper</i>	Pasco	\$6,000	\$834,412
25	The Cedar Key Historical Society, Inc. <i>Assessing and Communicating Natural Disaster Risk in the Cedar Keys Historic and Archaeological District</i>	Levy	\$50,000	\$884,412
26	Santa Rosa County BOCC <i>Fidelis School Building Existing Conditions and Recommendations Planning Project</i>	Santa Rosa	\$50,000	\$934,412
27	Dade Heritage Trust, Inc. <i>Silver Bluff Neighborhood Survey</i>	Miami-Dade	\$50,000	\$984,412
28	Florida Keys History and Discovery Foundation, Inc. <i>Student Discovery Tour & Traveling History Exhibit in a Box</i>	Monroe	\$11,700	\$996,112
29	Historic Markers, Incorporated <i>Key West Marker Tour and Open Air Museum</i>	Monroe	\$16,360	\$1,012,472
30	Collier County Board of County Commissioners <i>Naples Depot Museum, Budd Train Car Interpretation & Digital Walk-Through</i>	Collier	\$47,800	\$1,060,272
31	City of Arcadia <i>Speer Center Planning</i>	DeSoto	\$50,000	\$1,110,272
32	City of Winter Garden <i>Downtown Winter Garden Historic Survey Update</i>	Orange	\$20,000	\$1,130,272
33	Coral Gables Congregational Church (United Church of Christ), Inc. <i>Planning for Preservation of Coral Gables Congregational UCC: The Second Hundred Years</i>	Miami-Dade	\$40,827	\$1,171,099
34	Ybor City Museum State Park <i>Ybor City Museum State Park Educational App</i>	Hillsborough	\$1,945	\$1,173,044
35	Foundation of Greater Fort Walton Beach Chamber of Commerce <i>Susan Myers Fort Walton Beach Historic Walking Trail</i>	Okaloosa	\$5,800	\$1,178,844
36	Town of Juno Beach <i>Juno Beach Landmarks Trail Map/Brochure, Interpretive Signs, Website and Mobile App</i>	Palm Beach	\$20,000	\$1,198,844

37	The Episcopal Diocese of Florida, Inc. <i>St Mark's Episcopal Church Campus Phase III Historical, Architectural/Engineering Study</i>	Putnam	\$50,000	\$1,248,844
38	Florida A&M University <i>St. Augustine VR Project</i>	St. Johns	\$35,504	\$1,284,348
39	Miracles 3 Munree Cemetery: A Lost and Found History	Leon	\$1,005	\$1,285,353
40	Florida State University Department of Urban and Regional Planning <i>North Star Legacy Communities: A Florida Treasure</i>	Jackson	\$29,994	\$1,315,347
41	City of Homestead <i>Homestead History Experience</i>	Miami-Dade	\$50,000	\$1,365,347
42	Florida A&M University <i>Apalachicola Hill Oral History Project</i>	Franklin	\$21,400	\$1,386,747
43	City of Coral Springs <i>The Museum of Coral Springs History, Touchscreen Interactive Exhibit</i>	Broward	\$5,360	\$1,392,107
44	Village of Palmetto Bay <i>Preserving the Local History of Palmetto Bay</i>	Miami-Dade	\$50,000	\$1,442,107
45	City of Fort Lauderdale <i>Phase II - City-Wide Architectural Resource Survey</i>	Broward	\$10,000	\$1,452,107

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Resolution 2020-22
Final Plat Approval - Vernon Street & 425 S. 13th Street

ITEM TYPE: Resolution (w/o fiscal impact)

REQUESTED ACTION: Consider Resolution 2020-22.

SYNOPSIS: The applicant has requested a final plat (replat) to create six townhome units (attached single family dwellings) for Nassau Habitat for Humanity. The two existing parcels contain three lots of record; Sublot A and D of Lot 8, and Sublot B of Lot 9 in Block 231, which date back to the original City plat of 1857.

The three existing lots of record each support two dwelling units based on the City's definition of "Net Density." The proposed replat simply allows for each of those dwelling units to be sold fee simple, in keeping with the Nassau Habitat for Humanity model to provide home ownership. The Board of Adjustment granted approval of variance request 2019-11, which maintains the current building envelope for the proposed townhomes.

FISCAL IMPACT: None

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission adopt proposed Resolution 2020-22.

Kelly Gibson, AICP, Planning Director 1/17/2020

Dale L. Martin, City Manager 1/22/2020

Tammi E. Bach, City Attorney 1/24/2020

Date: January 10, 2020

Submitted By: Kelly Gibson, AICP, Planning Director

COMMISSION ACTION: Adopt

RESOLUTION 2020-22

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, APPROVING FINAL PLAT, PAB CASE 2019-19 TITLED, "6 ON ELM"; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS John Cotner has applied to the City Commission of the City of Fernandina Beach, Florida, for approval of a final plat/ replat titled "6 on Elm;" and

WHEREAS, the "6 on Elm" replat, will create 3 additional residential lots of record; and

WHEREAS, the Board of Adjustment granted a variance from LDC Section 4.02.03(E) for the property under BOA 2019-11 on December 11, 2019; and

WHEREAS, the Technical Review Committee has reviewed the preliminary plat and a compliance letter issued for site plan approval was granted under SPR 2019-08 on January 9, 2020; and

WHEREAS, staff has reviewed the applicant's request for final plat and found the request to be compliant with the City's Comprehensive Plan and Land Development Code; and

WHEREAS, on January 8, 2020, the Planning Advisory Board reviewed the final plat and issued a recommendation of approval.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The plat titled "6 on Elm," is hereby accepted and approved as a final plat.

SECTION 2. This Resolution shall take effect immediately upon passage.

ADOPTED this 4th day of February, 2020.

CITY OF FERNANDINA BEACH

JOHN A. MILLER
Commissioner - Mayor

ATTEST:

APPROVED AS TO FORM AND LEGALITY:



CAROLINE BEST
City Clerk

TAMMI E. BACH
City Attorney

PAB2019- 00 _____

REC'D: _____ BY: _____

INVOICE #: _____

PAYMENT: _____ TYPE: _____

BOARD MEETING DATE: _____



PLANNING ADVISORY BOARD APPLICATION

- | | |
|--|--|
| ☐ ZONING MAP AMENDMENT
(≤ 10 acres \$1,000 / > 10 acres \$2,000) | ☐ SUBDIVISION PLAT – PRELIMINARY
(≤ 20 units \$1,000 / > 20 units \$1,600) |
| ☐ LAND USE MAP AMENDMENT
(≤ 10 acres \$1,000 / > 10 acres \$2,000) | ☒ SUBDIVISION PLAT – FINAL (\$850) |
| ☐ LDC TEXT AMENDMENT (\$1,000) | ☐ VACATION OF R.O.W. (\$1,700) |
| ☐ COMP PLAN AMENDMENT (\$1,700) | ☐ VOLUNTARY ANNEXATION (\$1,500) |
| | ☐ Revision to each PAB Application
To offset additional display ad fee (\$400) |

APPLICANT INFORMATION

Owner Name: John M. Cotner

Mailing Address: 9 S. 3rd Street, Fernandina Beach, FL 32034

Telephone: (904) 277-4593

Fax: _____

Email: john@cotnerassociates.com

Agent Name: Teresa Prince with Tomassetti & Prince

Mailing Address: 406 Ash Street, Fernandina Beach, FL 32034

Telephone: (904) 261-1833

Fax: (904) 212-0350

Email: tprince@tpislandlaw.com and info@tpislandlaw.com

PROPERTY INFORMATION

Street Address: Vernon Street and 425 S. 13th Street, Fernandina Beach, FL 32034

Parcel Identification Number(s): 00-00-31-1800-0231-09B0 & 00-00-31-1800-0231-08A0

Lot Number: Tract A & D of Lots 8 and 9

Block Number: 231

Subdivision: _____

Section: _____

Township: _____

Range: _____

PROJECT INFORMATION

Total Number of Lots/Parcels: 6 Lots

Less than One (1) acre Sq. Footage: See attached. One (1) Acre or Greater: _____

Existing Zoning Classification: R-2

Existing Future Land Use Classification: Medium Density Residential

Previous Planning/Zoning Approvals: BOA Variance 2019-11 granted December 18, 2019

Description of Request:

Final plat approval to create six (6) lots for Nassau Habitat for Humanity, Inc. project.

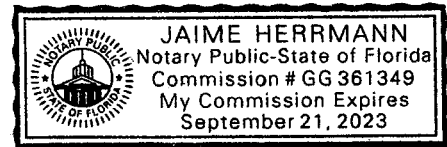
SIGNATURE/NOTARY

The undersigned states the above information is true and correct as (s)he is informed and believes.

12/20/19
Date

Teresa A. Prince
Signature of Applicant

STATE OF FLORIDA }
COUNTY OF NASSAU } ss



Subscribed and sworn to in my presence this 20th day of December, 2019, by
Teresa Prince, agent for John M. Cotner.

Jaime Herrmann
Notary Public: Signature

Jaime Herrmann
Printed Name

9/21/23
My Commission Expires

Personally Known X OR Produced Identification _____ ID Produced: _____

Lot Measurements

Lot 1

2,350.05 sq. ft.
0.05 acre

Lot 2

3,271.14sq. ft.
0.08 acre

Lot 3

3,269.88 sq. ft.
0.08 acre

Lot 4

2,347.59 sq. ft.
0.05 acre

Lot 5

4,312.09 sq. ft.
0.10 acre

Lot 6

4,310.95 sq. ft.
0.10 acre



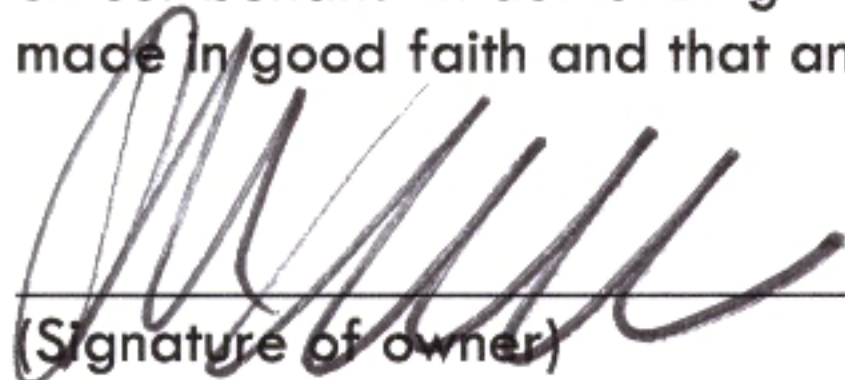
OWNER'S AUTHORIZATION FOR AGENT REPRESENTATION

I /WE John M. Cotner
(print name of property owner(s))

hereby authorize: Tomassetti & Prince
(print name of agent)

to represent me/us in processing an application for: Replat for Parcel IDs: 00-00-31-1800-0231-09B0 & 00-00-31-1800-0231-08A0
(type of application)

on our behalf. In authorizing the agent to represent me/us, I/we, as owner/owners, attest that the application is made in good faith and that any information contained in the application is accurate and complete.


(Signature of owner)

John M. Cotner
(Print name of owner)

(Signature of owner)

(Print name of owner)

STATE OF FLORIDA }
COUNTY OF NASSAU } ss

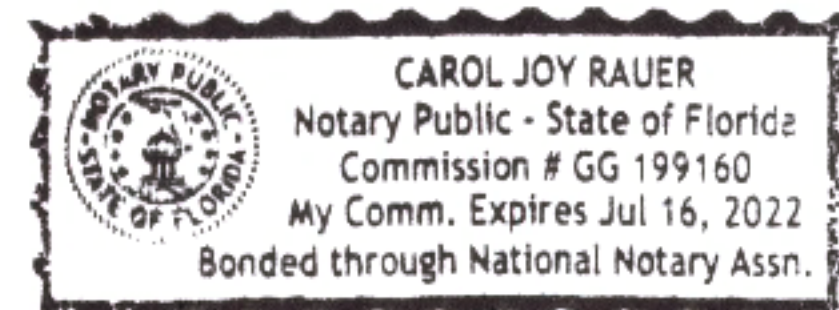
Subscribed and sworn to before me this 11th day of July, 2019.


Notary Public: Signature

CAROL J. RAUER
Printed Name

7/16/22
My Commission Expires

Personally Known ☒ OR Produced Identification ☐ ID Produced: ☐



MAP OF BOUNDARY & TOPOGRAPHIC SURVEY

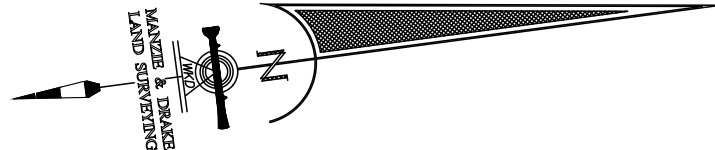
SUBLOT A AND D OF LOT 8 AND SUBLOT B OF LOT 9 IN BLOCK 231, THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901).

GRAPHIC SCALE



(IN FEET)
1 inch = 20 ft.

SANITARY MANHOLE
RIM ELEVATION=25.69'
INVERT NORTH 8" PVC=22.33'
(SIZE & MATERIAL UNABLE
TO BE DETERMINED)



VERNON STREET
(60-FOOT RIGHT-OF-WAY)

ELM STREET
(60-FOOT RIGHT-OF-WAY)

DATE STREET
(60-FOOT RIGHT-OF-WAY)

SOUTH THIRTEENTH STREET
(60-FOOT RIGHT-OF-WAY)

SURVEY NOTES:

- The "Legal Description" hereon is in accord with the description provided by the client.
- Underground improvements were not located or shown.
- Lands shown hereon were not abstracted by this office for easements, rights-of-way, ownership or other instruments of record.
- Bearings & Coordinates shown hereon are based on The State Plane Coordinate System for the East Zone of the State of Florida, North American Datum of 1983/1990 (N.A.D. '83/'90).
The bearing reference line is indicated as thus (BR).
"Unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper, this map/report is for informational purposes only and is not valid."
- The property shown hereon lies within flood zone "X" as per F.E.M.A. Flood Insurance Rate Map, Panel 12089C-0237-G, Dated 08/02/2017. Flood Zone information listed above and shown on this survey is provided as a courtesy and is approximate at best. All data should be verified by Nassau County Building Department for accuracy. We assume no liability for its accuracy. Flood Zone information is not covered by the certification hereon and is not required to be shown per Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.
- Elevations shown hereon refer to North American Vertical Datum of 1988 (N.A.V.D. '88) and were GPS derived.
- This survey is protected by copyright and is certified only to the entities listed and only for this particular transaction. Any use or reproduction of this survey without the express written permission of the surveyor is prohibited. Use of this survey in any subsequent transactions is expressly prohibited and is not authorized. The surveyor expressly disclaims any certification to any parties in future transactions. No entity other than those listed should rely upon this survey.

LEGEND

⊕ = CENTERLINE
⊗ = FIRE HYDRANT
⊗ = WATER VALVE
(PRO) = PRORATED DISTANCE
(M) = MEASURED
⊗ = SEWER MANHOLE
⊗ = TELEPHONE PEDESTAL
⊗ = WOOD POWER POLE
⊗ = 5/8" IRON ROD & CAP
(LB 7039) SET

TREE LEGEND

O = OAK TREE
MAG = MAGNOLIA TREE

TREE DISCLAIMER:

NUMBER OF TREES SHOWN ON SURVEY: 103

SPECIES OF TREES HAVE BEEN IDENTIFIED TO THE BEST OF OUR KNOWLEDGE AND BELIEF; HOWEVER MANZIE & DRAKE LAND SURVEYING WILL ASSUME NO LIABILITY, EXPRESSED OR IMPLIED, FOR THE CORRECTNESS OF SAID SPECIES IDENTIFICATION.

TREES HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE UNDER CURRENT CONDITIONS AND HAVE A POSITIONAL TOLERANCE OF APPROXIMATELY 2 TO 3 FEET. CRITICAL TREES SHOULD BE VERIFIED PRIOR TO CONSTRUCTION.

THE INFORMATION SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 59, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

MICHAEL A. MANZIE, P.L.S. 4069

SCALE: 1"=20' JOB NO: 20753 DATE: 10/15/19 CADD: WKD
F.B. NO: X-332 PAGE NO: 26 FIELD CREW: JM FILE NO: B-1376

Manzie & Drake Land Surveying

117 South Ninth Street, Fernandina Beach, FL 32034
(904) 491-5700 www.ManzieAndDrake.com
Certificate of Authorization Number "LB 7039"

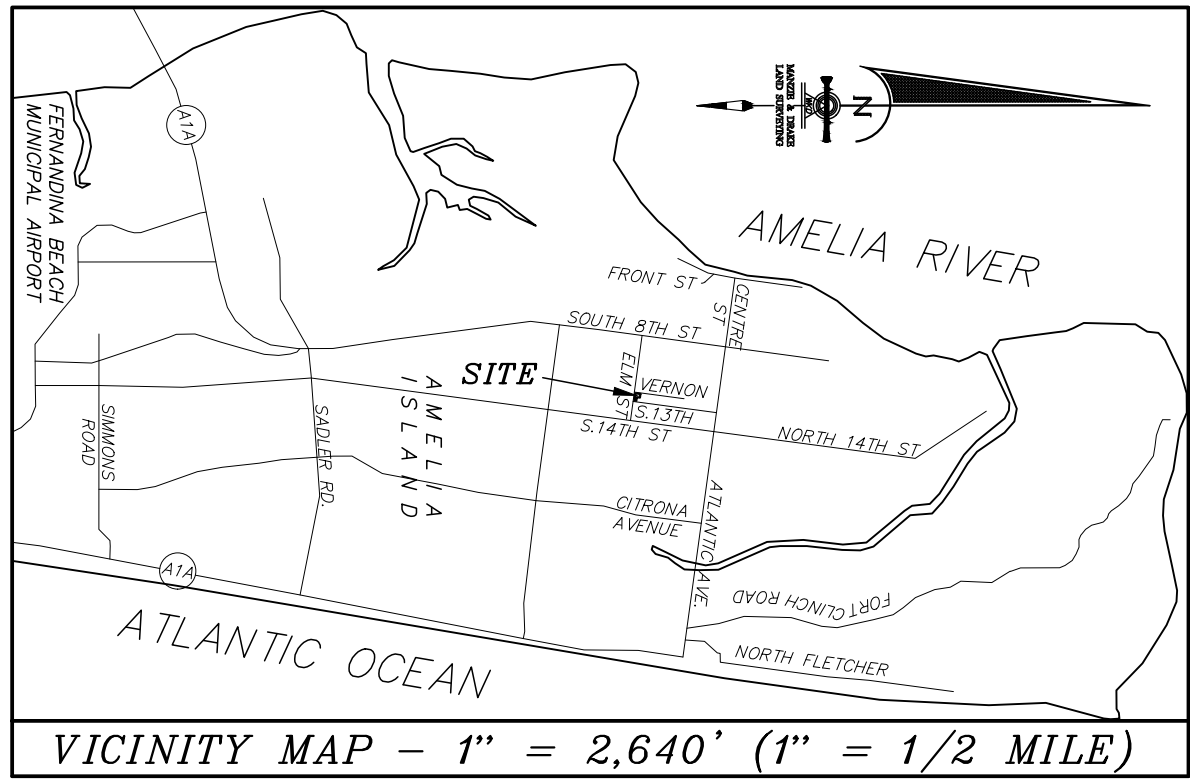
"OUR SIGHTS ARE ON THE FUTURE,
SET YOUR SITES ON US."

COPYRIGHT © 2019 BY MANZIE AND DRAKE LAND SURVEYING

LEGAL DESCRIPTION (CAPTIONED LAND):

SUBLOT A AND D OF LOT 8 AND SUBLOT B OF LOT 9 IN BLOCK 231, THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901).

CONTAINING 0.456 ACRE, MORE OR LESS.



VICINITY MAP - 1" = 2,640' (1" = 1/2 MILE)

ZONING CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAT HAS BEEN EXAMINED BY ME AND IS IN COMPLIANCE WITH THE ZONING RULES AND REGULATIONS OF THE CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA, CURRENTLY IN EFFECT.

THIS _____ DAY OF _____, 2020.

DIRECTOR OF PLANNING

CLERK'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS PLAT HAS BEEN EXAMINED AND THAT IT COMPLIES IN FORM WITH FLORIDA STATUTE 177.061 AND IS FILED FOR RECORD AND RECORDED IN PLAT BOOK _____ PAGE(S) _____ OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA, THIS _____ DAY OF _____, 2020, A.D.

CLERK OF THE CIRCUIT COURT

APPROVED FOR THE RECORD:

THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN APPROVED BY THE CITY MANAGER OF THE CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA. WITNESS BY SIGNATURE THIS _____ DAY OF _____, A.D., 2020.

CITY MANAGER

MAYOR CERTIFICATE:

THIS PLAT HAS BEEN EXAMINED AND IS HEREBY ACCEPTED AND APPROVED BY THE CITY COMMISSION OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA, PURSUANT TO A RESOLUTION OF SAID COMMISSION ADOPTED THIS _____ DAY OF _____, A.D., 2020.

BY: _____ ATTEST: _____
MAYOR CITY CLERK

TAX COLLECTOR

TAX IDENTIFICATION NUMBERS - 00-00-31-1800-0231-08A0; 00-00-31-1800-0231-09B0

I, THE UNDERSIGNED DO HEREBY AFFIRM THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THERE ARE NO UNPAID REAL PROPERTY TAXES APPLICABLE TO THE LANDS SUBJECT TO THIS PLAT

SIGNED THIS _____ DAY OF _____, A.D. 2020.
TAX COLLECTOR
NASSAU COUNTY, FLORIDA

DIRECTOR OF EMERGENCY SERVICES CERTIFICATE

THIS IS TO CERTIFY THAT THE ABOVE PLAT HAS BEEN APPROVED BY THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF FERNANDINA BEACH, FLORIDA

THIS _____ DAY OF _____, A.D. 2020.

DIRECTOR OF EMERGENCY SERVICES

CERTIFICATE OF REVIEW BY CITY EMPLOYED/
CONTRACTED SURVEYOR/MAPPER

I HEREBY CERTIFY THAT I HAVE REVIEWED THIS PLAT FOR CONFORMITY TO CHAPTER 177, F.S., AND THAT I AM EMPLOYED BY OR UNDER CONTRACT TO THE APPROPRIATE LOCAL GOVERNING BODY AND ACTING HERETO AS AN AGENT THEREOF. THIS LIMITED CERTIFICATION AS TO FACIAL CONFORMITY WITH THE REQUIREMENTS OF CHAPTER 177 IS NOT INTENDED TO BE AND SHOULD NOT BE CONSTRUED AS A CERTIFICATION OF THE ACCURACY OR QUALITY OF THE SURVEYING/ MAPPING REFLECTED ON THIS PLAT.

NAME: _____ DATE: _____
FLORIDA CERTIFICATE NO. _____

SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, PLATTED AND DESCRIBED IN THE CAPTION; THAT THE SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; THAT THE SURVEY DATA COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES; THAT THE SURVEY AND LEGAL DESCRIPTION ARE ACCURATE; THAT PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET ACCORDING TO CHAPTER 177.091 (7); AND THAT PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET ACCORDING TO THE CHAPTER 177.091 (8); ALL ACCORDING TO THE LAWS OF THE STATE OF FLORIDA AND NASSAU COUNTY.

SIGNED THIS _____ DAY OF _____, A.D. 2020.

MICHAEL A. MANZIE, P.L.S.
FLORIDA CERTIFICATE NO. 4069

MANZIE & DRAKE LAND SURVEYING
117 SOUTH 9TH STREET
FERNANDINA BEACH, FL 32034
CERTIFICATE OF AUTHORIZATION NUMBER "LB 7039"

6 ON ELM

A REPLAT OF SUBLOT A AND D OF LOT 8 AND SUBLOT B OF LOT 9 IN BLOCK 231, CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA.

SUBLOT A
LOT 9
BLOCK 231
S82°14'31"E 100.20'

LOT 6
4,310.95 SQUARE FEET (G&N)
0.10 ACRE (G&N)

LOT 5
4,312.09 SQUARE FEET (G&N)
0.10 ACRE (G&N)

S82°12'34"E 100.25'
41.91' 58.34' 58.34'

LOT 4
2,347.59 SQUARE FEET (G&N)
0.05 ACRE (G&N)

LOT 3
3,269.88 SQUARE FEET (G&N)
0.08 ACRE (G&N)

LOT 2
3,271.14 SQUARE FEET (G&N)
0.08 ACRE (G&N)

LOT 1
2,350.05 SQUARE FEET (G&N)
0.05 ACRE (G&N)

POINT OF BEGINNING
SOUTHWEST CORNER OF SUBLOT A OF LOT
8, BLOCK 231, CITY OF FERNANDINA BEACH
N=2,301,688.4050 / E=513,192.8589

ELM STREET
(60-FOOT RIGHT-OF-WAY)

SURVEYOR'S NOTES

- 1.) ☐ DENOTES PERMANENT REFERENCE MONUMENT (P.R.M.) (5/8" IRON ROD & CAP) SET WITH IDENTIFICATION "PRM LB 7039".
- 2.) 43,560 SQ. FT. (N&G) DENOTES NET & GROSS LOT SQUARE FOOTAGE
- 3.) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM 1983/1990.
- 4.) THE PROPERTY SHOWN HEREON LIES WITHIN FLOOD ZONE "X" AS PER F.E.M.A. FLOOD INSURANCE RATE MAP, PANEL 12089C-0232-G, DATED 08/02/2012.
- 5.) THE CURRENT ZONING FOR THE LANDS SHOWN ON THIS PLAT AS OF THE DATE OF RECORDING IS R-2.

THE SETBACKS ARE AS FOLLOWS: MAXIMUM HEIGHT = 35- FEET / FRONT SETBACK = 25- FEET / REAR SETBACK = 20- FEET / SIDE SETBACK = 10% OF LOT WIDTH. SIDE SETBACK (SIDE ABUTTING STREET) = 15- FEET. EACH SIDE YARD SETBACK SHALL BE INCREASED BY ONE-HALF (1/2) FOOT FOR EACH ONE (1) FOOT, OR FRACTION THEREOF, OF BUILDING HEIGHTS ABOVE TWENTY-FIVE (25) FEET. THERE MAY BE MORE RESTRICTIVE BUILDING RESTRICTIONS AND SET BACKS RECORDED AFTER THE RECORDING OF THIS PLAT UNDER SEPARATE DOCUMENTS IN THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA.

BOA 2019-11 VARIANCE APPROVED DECEMBER 18, 2019 GRANTED A VARIANCE TO ALLOW FOR THE INTERIOR LOTS 2 AND 3 TO BE ADDRESSED OFF OF ELM STREET. THE FRONT, SIDE AND REAR YARDS FOR INTERIOR LOT 2 SHALL BE CALCULATED BASED ON THE BUILDING FOOTPRINT FRONTING S. 13TH/ STREET AND INTERIOR LOT 3 SHALL BE CALCULATED BASED ON THE BUILDING FOOTPRINT FACING VERNON STREET.

- 6.) ALL LOT LINES INTERSECTING CURVES ARE NON-RADIAL UNLESS OTHERWISE NOTED
- 7.) LOTS SHOWN HEREON ARE INTENDED FOR RESIDENTIAL PURPOSES.
- 8.) "NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- 9.) ALL PLATTED UTILITY EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY.
- 10.) NO FURTHER SUBDIVISION OF LOTS IS ALLOWED UNLESS SUCH SUBDIVISION CONFORMS TO CITY OF FERNANDINA BEACH SUBDIVISION REGULATIONS AND BE APPROVED BY THE CITY OF FERNANDINA BEACH AND CITY COMMISSION.
- 11.) TOTAL NUMBER OF LOTS: (6).
- 12.) DRAINAGE EASEMENTS ARE FOR THE BENEFIT OF EACH LOT DEPICTED ON THE PLAT. THE AREA OF THE DRAINAGE EASEMENT LOCATED ON A LOT ARE THE MAINTENANCE RESPONSIBILITY OF SAID LOT OWNER. THE DRAINAGE EASEMENTS MAY NOT BE DISTURBED OR ALTERED. THE BUILDING OFFICIAL SHALL NOT PERMIT ANY ACTIVITY WITH THE DRAINAGE EASEMENT AREA.

ADOPTION AND DEDICATION

THIS IS TO CERTIFY THAT THE UNDERSIGNED, "_____" JOHN M. COTNER, "_____" IS THE LAWFUL OWNER OF THE LAND DESCRIBED IN THE CAPTION HEREON WHICH SHALL HEREAFTER BE KNOWN AS " 6 ON ELM " AND THAT IT HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AND THAT THIS PLAT, MADE IN ACCORDANCE WITH SAID SURVEY IS HEREBY ADOPTED AS THE TRUE AND CORRECT PLAT OF SAID LAND.

IN WITNESS WHEREOF, OWNER HAS CAUSED THIS PLAT AND DEDICATION TO BE EXECUTED BY ITS DULY ELECTED OFFICERS ACTING BY AND WITH THE AUTHORITY OF THE BOARD OF DIRECTORS.

THE OWNER(S) HEREBY AND IRREVOCABLY AND WITHOUT RESERVATION DEDICATED TO FLORIDA POWER & LIGHT COMPANY (FPL), IT'S SUCCESSORS AND ASSIGNS, EASEMENTS OVER AND UPON, AND UNDER ALL ROAD RIGHTS OF WAY DESIGNATED HEREON, FOR ITS NON-EXCLUSIVE USE IN CONJUNCTION WITH THE INSTALLATION, MAINTENANCE, AND USE OF FPL UTILITIES, TOGETHER WITH THE RIGHTS OF FLORIDA POWER & LIGHT COMPANY (FPL), IT'S SUCCESSORS OR ASSIGNS, TO INGRESS AND EGRESS OVER AND UPON THOSE ROADWAYS FOR ITS NON-EXCLUSIVE USE IN CONJUNCTION WITH THE INSTALLATION, MAINTENANCE, AND USE OF ITS UTILITY SYSTEMS IN EASEMENTS ADJACENT TO THOSE ROAD RIGHTS OF WAY.

JOHN M. COTNER

OWNER INFORMATION

WITNESS _____

PRINT OR TYPE NAME

WITNESS _____

PRINT OR TYPE NAME

STATE OF: _____ FLORIDA
COUNTY OF: _____ NASSAU

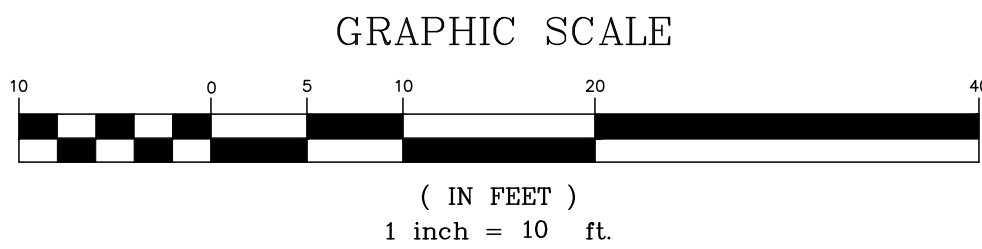
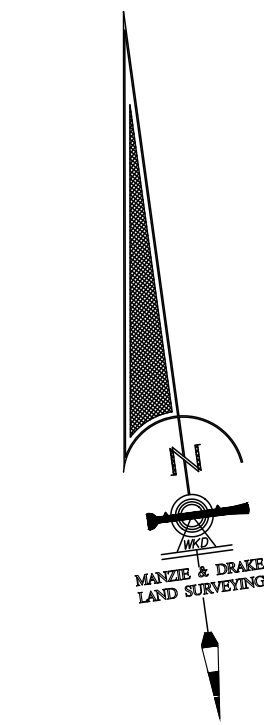
THIS IS TO CERTIFY THAT ON THIS DAY PERSONALLY APPEARED BEFORE ME, AN OFFICER DULY AUTHORIZED TO ADMINISTER OATHS AND TAKE ACKNOWLEDGEMENTS, _____ OF _____ TO ME WELL KNOWN AND KNOWN TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE FOREGOING ADOPTION AND DEDICATION AND WHO ACKNOWLEDGED BEFORE ME THAT THEY EXECUTED THE SAME FREELY AND VOLUNTARILY FOR THE USE AND PURPOSES THEREIN EXPRESSED.

WITNESS MY SIGNATURE AND OFFICIAL SEAL AT THE CITY OF _____ IN THE COUNTY OF _____ AND THE STATE OF _____

THIS _____ DAY OF _____, A.D., 2020.

NOTARY PUBLIC
STATE OF FLORIDA

MY COMMISSION EXPIRES : _____



SUBLOT C
LOT 9
BLOCK 231

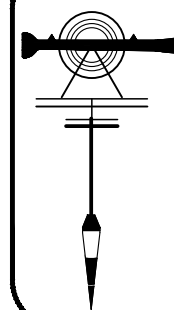
S82°12'34"E 100.25'
58.34' 58.34'

SOUTH THIRTEENTH STREET
(60-FOOT RIGHT-OF-WAY)

N=2,301,661.1439
E=513,391.5641

LEGEND

P.L.S. = PROFESSIONAL LAND SURVEYOR
P.I.N. = PARCEL IDENTIFICATION NUMBER
LB = LICENSED BUSINESS
SQ. FT. = SQUARE FEET
N.A.V.D. = NORTH AMERICAN VERTICAL DATUM
U.E. = UTILITY EASEMENT
F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
M.A. = ALSO KNOWN AS
I.E. = INGRESS & EGRESS
E.S.M.T. = EASEMENT



Manzie & Drake Land Surveying

117 South Ninth Street, Fernandina Beach, FL 32034

(904) 491-5700 www.ManzieAndDrake.com

Certificate of Authorization Number "LB 7039"

"OUR SIGHTS ARE ON THE FUTURE,
SET YOUR SITES ON US."





**STAFF REPORT
PAB 2019-19
Planning Advisory Board Hearing
January 8, 2020**

**APPLICATION FOR FINAL PLAT
REPLATTING SUBLOT A & D OF LOT 8 AND SUBLOT B OF LOT 9 IN BLOCK 231**

APPLICATION & SURROUNDING AREA INFORMATION:

OWNER/APPLICANT:	John M. Cotner				
AGENT:	Teresa Prince with Tomassetti & Prince				
REQUESTED ACTION:	Replatting Sublot A & D of Lot 8 and Sublot B of Lot 9 in Block 231 to create six townhome lots for Nassau Habitat for Humanity.				
LOCATION:	Elm Street between Vernon and South 13 th Street				
CURRENT ZONING:	R-2				
CURRENT LAND USE:	Medium Density Residential				
EXISTING USES ON SITE:	Vacant				
PROPERTY SIZE:	0.456 Acres				
ADJACENT PROPERTIES:	<u>Direction</u>	<u>Existing Use(s)</u>	<u>Year Built</u>	<u>Zoning</u>	<u>FLUM</u>
	North	Residential	1970	R-2	MDR
	South	Elm Street Park	1955	REC	Recreation
	East	Residential	2001	R-2	MDR
	West	Residential	1952	R-2	MDR

*** All required application materials have been received. All fees have been paid. All required notices have been made. All copies of required materials are part of the official record and have been made available on the City's website and at the Community Development Department Office. ***

SUMMARY OF REQUEST AND BACKGROUND INFORMATION:

The applicant has requested a final plat (replat) to create six townhome units (attached single family dwellings) for Nassau Habitat for Humanity. The two existing parcels contain three lots of record; Sublot A and D of Lot 8, and Sublot B of Lot 9 in Block 231, which date back to the original City plat of 1857

The three existing lots of record each support two dwelling units based on the City's definition of "Net Density." The proposed replat simply allows for each of those dwelling units to be sold fee simple, in keeping with the Nassau Habitat for Humanity model to provide home ownership. The Board of Adjustment granted approval of variance request 2019-11, which maintains the current building envelope for the proposed townhomes.

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

Policy 1.02.02. The approval of all development shall be subject to the availability of adequate levels of service for all facilities and services that are subject to concurrency management requirements.

The City has five public facilities that have adopted levels of service: Transportation, Water, Sewer, Drainage, and Solid Waste. Compliance with these levels of services have been reviewed and confirmed by the City's Technical Review Committee.

Policy 1.02.03. The City shall ensure that the location, scale, timing, and design of development is coordinated with the availability of public facilities and services. The City seeks to ensure compact development patterns that integrate neighborhood and commercial activities and promote connectivity through the use of sidewalks, bike lanes and alternative low-speed shared-use vehicle paths in order to achieve a reduction in vehicular trips on



**STAFF REPORT
PAB 2019-19
Planning Advisory Board Hearing
January 8, 2020**

arterial roadways. The purpose of this policy is to prevent the proliferation of urban sprawl and to achieve cost effective and energy efficient land development patterns and avoid or eliminate existing patterns that may be described as: described below.

- a. No Areas of urban development or uses, which are not functionally related to land uses which predominate the adjacent area;
- b. No Areas of urban development or uses which fail to maximize the use of existing public facilities;
- c. No Areas of urban development or uses which fail to use areas within which public services are currently provided; and
- d. No Leapfrog/scattered development or ribbon/strip commercial development patterns.

The proposed development is consistent with the Comprehensive Plan's direction for compact urban development which maximizes the use of existing public facilities. The proposed townhome units comply with the City's definition of "Net Density" and are a permissible housing type in the Land Development Code.

Objective 3.03 Affordable Housing

The City shall ensure that adequate sites for affordable housing, including workforce housing, are available now and in the future. The City shall implement policies that ensure that the supply of affordable housing is consistent with the demand for affordable housing.

Policy 3.03.07. The City shall ensure the provision of adequate infrastructure in order to support the provision of safe, sanitary, and affordable housing to extremely low, very low, low, and moderate income households.

AND

Policy 3.03.09. The City is committed to fair and affordable housing and shall approve sites for affordable workforce housing and extremely low, very low, low, and moderate income housing units which are consistent with the Fernandina Beach Comprehensive Plan. The City shall ensure that affordable housing development proposals meet the following criteria:

- a. Sites are able to meet adopted level of service standards;
- b. Sites are located on a paved street; and
- c. Sites have adequate access to public parks, recreation areas, open space systems, and schools.

Nassau Habitat for Humanity's plan to build three, two-unit townhomes furthers the City's Objective for affordable housing. The proposed replat is centrally located within the City, on existing paved streets, with adequate access to the City facilities.

Policy 4.01.01. The following level of service standards are hereby adopted, and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

Facility/Service Area	Level of Service Standard
Wastewater Treatment System	300 gallons per day per ERU (Equivalent Residential Unit)
Solid Waste Facilities	Average Solid Waste Generation Rate: 5.9 pounds per capita per day
Stormwater Management Facilities	See Policy 4.02.01
Potable Water Facilities	Water Allocation Level of Service: 350 gallons per day per ERU (Equivalent Residential Unit)



**STAFF REPORT
PAB 2019-19
Planning Advisory Board Hearing
January 8, 2020**

Fire-Rescue Services	240-second travel time to 90% of the incidents (EMS with AED or BLS) & 480-second travel time to 90% of the incidents (ALS Response)
Police and Law Enforcement Services	Response Time: 3 minutes or less for emergency calls and 7 minutes or less for non-emergency calls.

All public facilities and services are currently available to the development and each of those services can be maintained.

Policy 10.08.05. The City Shall only issue a concurrency approval for a subdivision plat or site plan for residential development where:

- a. The School District's findings indicate adequate school facilities will be in place or under actual construction in the affected concurrency service area (CSA) within three (3) years after the issuance of the subdivision plat or site plan for each level of school; or**
- b. Adequate school facilities are available in a contiguous CSA as listed in Table 10-2, or under actual construction within three (3) years and the impacts of development can be shifted to that area. If capacity exists in more than one CSA or school within a CSA, the School District shall determine where the impact shall be shifted; or**
- c. The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan, as provided in the policies under Objective 10.09.**

The Nassau County School District provided a reservation notification on December 20th, 2019. Following the School District's findings, the City issued a Certificate of School Concurrency for the 3 additional lots that will be created as part of this replat.

CONSISTENCY WITH THE LAND DEVELOPMENT CODE:

4.02.06 Specific Standards for Townhouse Development

- A. Townhouse development shall comply with the density of the zoning district in which it is proposed. The additional standards set forth in this section shall apply to all townhouse development.**
- B. Side yard setback requirements do not apply to interior lot lines.**
- C. A townhouse is a single-family attached dwelling unit. It is contiguous to adjacent units by a common wall.**
- D. There shall be at least two (2) but not more than six (6) units in one (1) building.**
- E. Each townhouse dwelling unit shall have a direct entrance to the outside, and shall not open to a common lobby, hallway, foyer, or other similar space.**
- F. Where all lots, parcels, and dwelling units are under common ownership, there shall be a management plan to demonstrate unified control and management of common areas and facilities.**
- G. Where common open space, recreation facilities, or other accessory structures or facilities are proposed, sidewalks or pedestrian paths shall be provided to connect buildings, parking lots, open space, and common areas.**

11.01.05 Requirements for Subdivision Plats (Preliminary and Final)

- A. A preliminary subdivision plat shall be required when new streets, water lines, and sewer lines are required; when three or more residential lots are created; and where one nonresidential lot is created or proposed for development. Where new streets, water lines, and sewer lines are not required, the preliminary and final plat may be combined into a single submittal. A preliminary plat provides for a complete review of technical data and preliminary engineering drawings prior to completion of the final plat for recording.**



**STAFF REPORT
PAB 2019-19
Planning Advisory Board Hearing
January 8, 2020**

- B. In addition to the information required in Section 11.01.03, all applications for preliminary subdivision plat approval shall contain the following information:**
- 1. The name, addresses, telephone number, facsimile number, and email address of the person preparing the plat.**
 - 2. The date of preparation and date(s) of any modifications, a north arrow, and a written and graphic scale.**
 - 3. The proposed name of the subdivision.**
 - 4. Development specifications for the tract: area, proposed number and layout of lots and blocks, location, names, and widths of proposed roadways, consistent with this LDC and the Future Transportation Circulation Map of the Comprehensive Plan.**
 - 5. All contiguous properties shall be identified by subdivision title, plat book and page, or, if unplatted, the land shall be so designated, and otherwise identified.**
 - 6. Location of land to be dedicated or reserved for public use for rights-of-way, streets, sidewalks, bike trails, pedestrian trails, easements, schools, parks, open spaces, or other public uses. Proposed street names shall be included.**
 - 7. Locations of utilities, utility service, connections to existing utility facilities, and easements necessary to provide access to the utility facilities for maintenance or other activity.**
 - 8. Location of the nearest available public water supply and wastewater disposal system.**
 - 9. A topographic survey, soils report, grading plan, and an erosion control plan.**
 - 10. Existing surface water bodies, wetlands, streams, and canals, including the location of the mean high water line for each feature.**
 - 11. A preliminary surface drainage plan showing direction of flow and methods of stormwater retention.**
 - 12. A floodplain map indicating areas subject to inundation and high groundwater levels up to a 100-year flood classification, and establishing a base flood elevation for all proposed lots within the subdivision.**
 - 13. A tree survey showing protected trees, proposed replacement trees, if required, and landscaping and buffering.**

The proposal is consistent the townhouse and subdivision requirements of the Land Development Code. The preliminary plat (site plan/engineering) was combined with the final plat application because the proposed development fronts existing streets, with access to existing water and sewer lines. The Final Plat have been reviewed for technical compliance and will receive final sign off from the Technical Review Committee on January 9th, 2019.

CONCLUSION:

The requested Final Plat (replat) is consistent with the City's Comprehensive Plan and Land Development Code; therefore, staff recommends approval.

Following the recommendation of the Planning Advisory Board (PAB), the final plat will move forward to the City Commission for consideration. Upon approval, the final plat is recorded with the Nassau County Clerk of Court at which time vertical construction can commence.

MOTION(S) TO CONSIDER: I move to recommend (**approval or denial**) of PAB case number 2019-19 to the City Commission, requesting that the "6 On Elm" Final Plat be (**approved or Denied**), and that PAB case 2019-19, as presented, (**is or is not**) sufficiently compliant with the Comprehensive Plan and Land Development Code to be approved at this time.

Submitted by:  Jacob M. Platt, City Planner

ENGINEERING PLANS

FOR

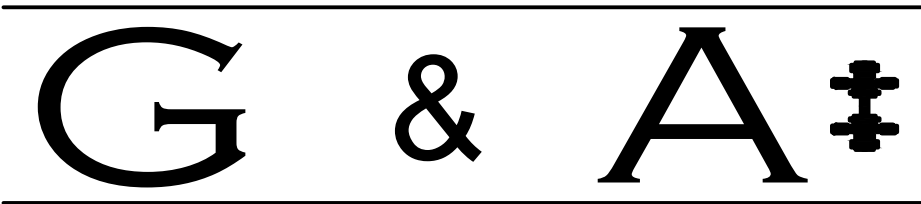
VERNON & ELM STREET HOMES

FOR

NASSAU HABITAT FOR HUMANITY

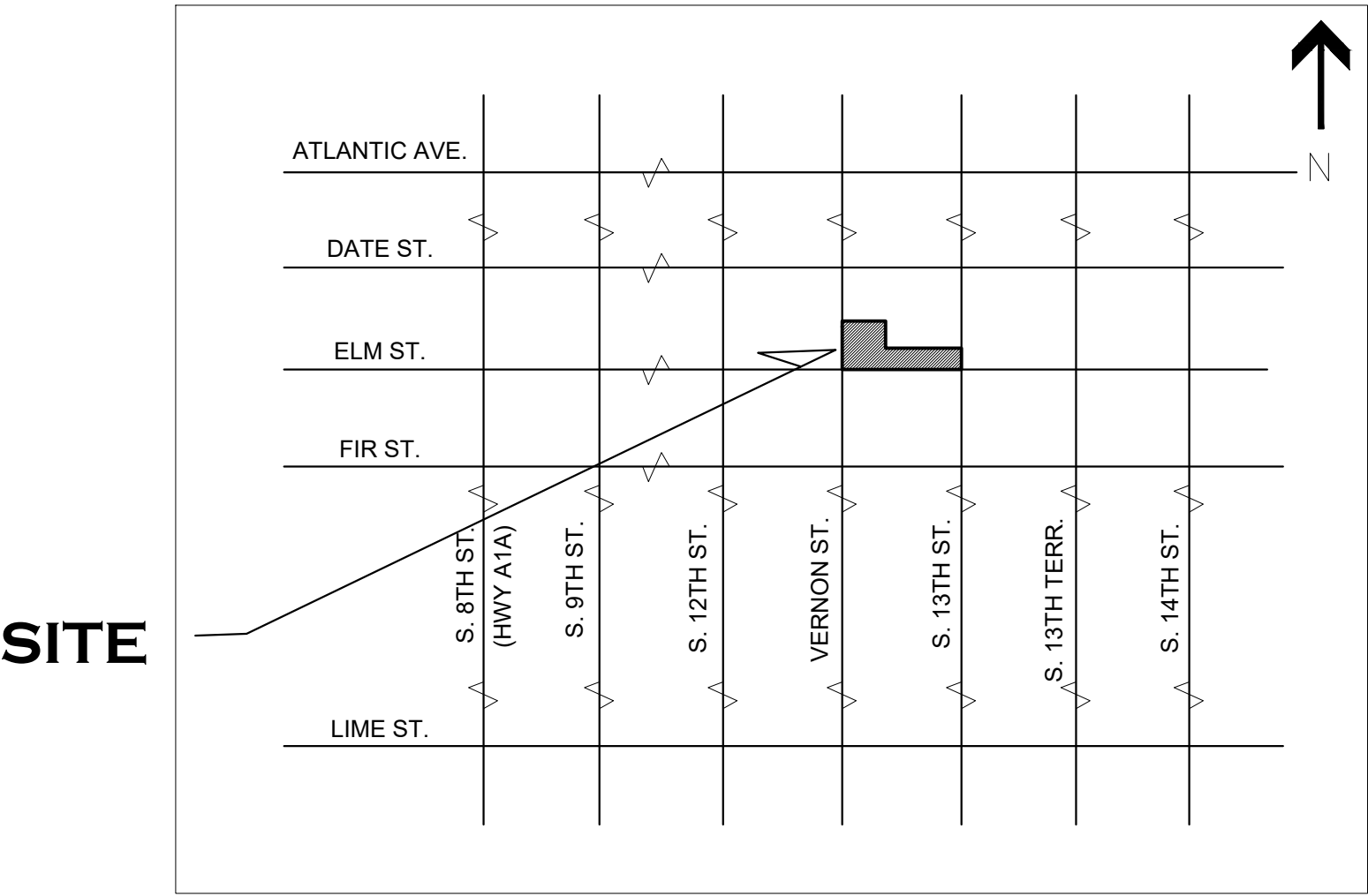
GILLETTE & ASSOCIATES, INC.

CIVIL & ENVIRONMENTAL ENGINEERING
MECHANICAL & STRUCTURAL ENGINEERING
PERMITTING & CONSTRUCTION MANAGEMENT
20 SOUTH 4TH STREET AMELIA ISLAND, FLORIDA 32034
PHONE: 904/261-8819



PERMITTING AGENCIES
CITY OF FERNANDINA BEACH

SITE LOCATION MAP

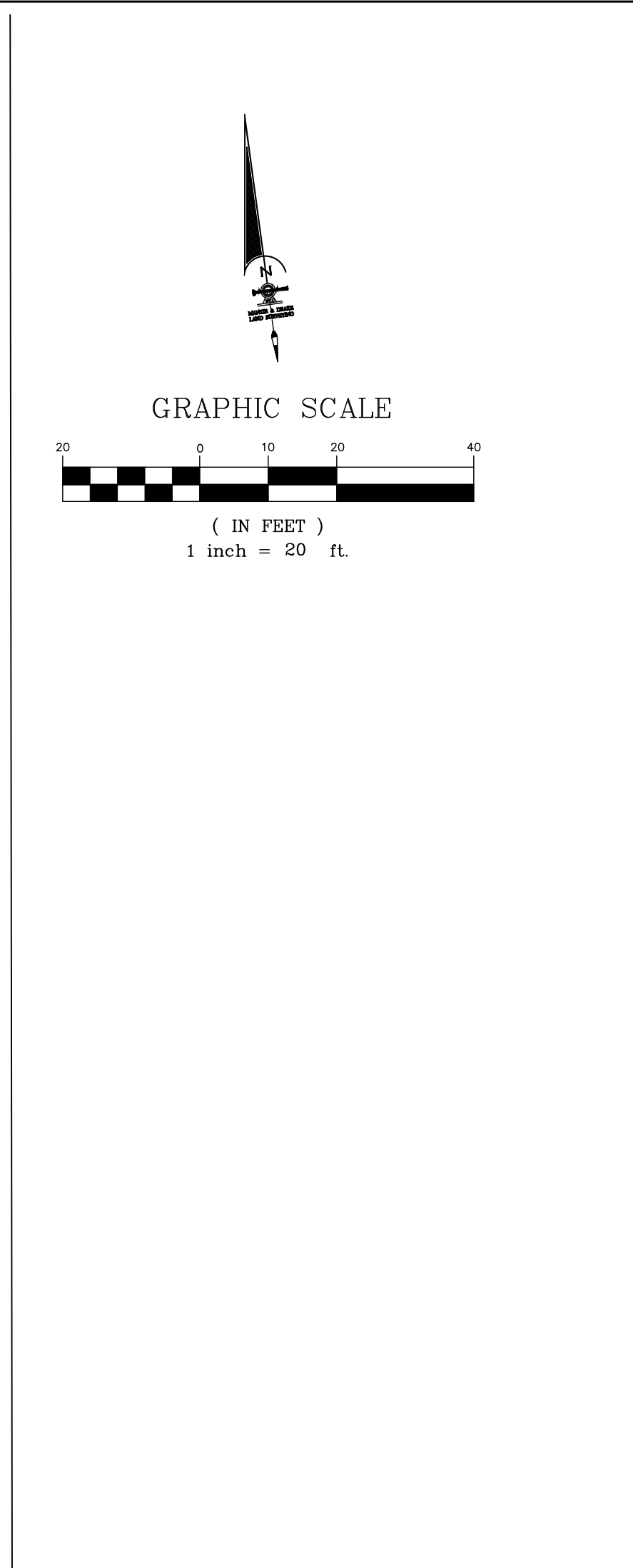
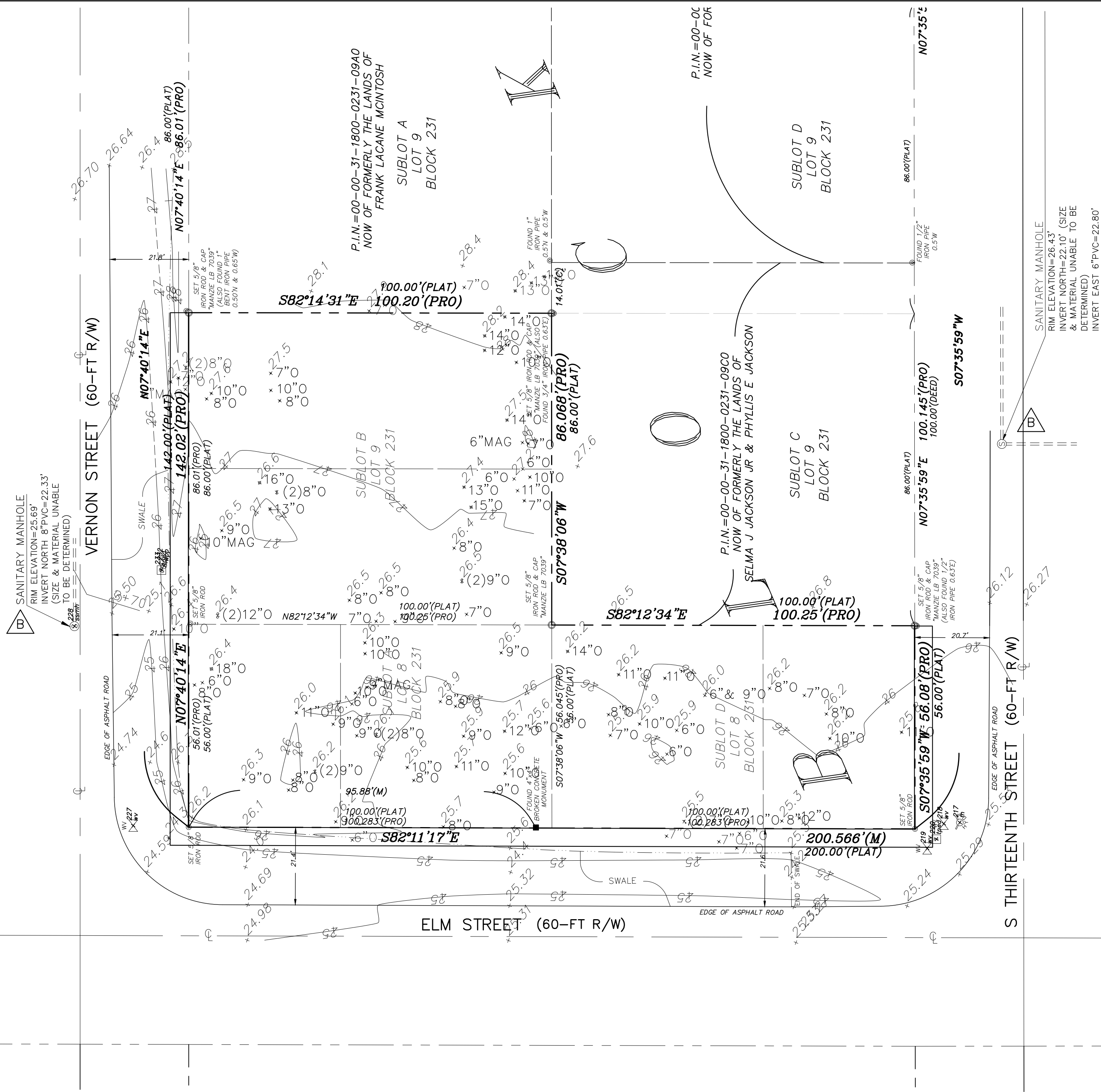


ISSUE DATE: NOVEMBER 27, 2019

K				Scale: 1" = 10'	Gillette & Associates, Inc. 20 South 4th Street Fernandina Beach, FL 32034	 GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	VERNON AND ELM STREET HOMES	NASSAU HABITAT FOR HUMANITY	COVER SHEET	Registered Professional	Sheet No. CVR
J				Project Mgr: AG	Certificate of Authorization No. 9332						1 of 10
I				Designed by: AG/JC							Issue Date DECEMBER 5, 2019
G				Drawn by: EC							Project No. 19-XX-XX
F				QA/QC: NG	DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"						
E											
D											
C	EC	12/05/19	REVISED PER TRC COMMENTS								
B	EC	11/27/19	DRAINAGE REVISIONS								
A	EC	10/31/19	TRC SUBMITTAL #1								
No.	By	Date	Revision								

GENERAL NOTES		INDEX																																		
SITE / GEOMETRY		WATER NOTES																																		
1. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER. ALL SAFETY RULES AND GUIDELINES OF O.S.H.A. SHALL BE FOLLOWED. THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR ANY INJURIES OF HIS EMPLOYEES, AND ANY DAMAGE TO PRIVATE PROPERTY OR PERSONS DURING THE COURSE OF THIS PROJECT. ALL COSTS ASSOCIATED WITH COMPLYING WITH REGULATIONS AND THE FLORIDA TRENCH SAFETY ACT MUST BE INCLUDED IN THE CONTRACTOR'S PRICE FOR PERFORMING THE WORK. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE JOB SITE PRIOR TO PREPARING THE BID FOR THE PURPOSE OF FAMILIARIZING HIMSELF WITH THE NATURE AND THE EXTENT OF THE WORK AND LOCAL CONDITIONS, EITHER SURFACE OR SUBSURFACE, WHICH MAY AFFECT THE WORK TO BE PERFORMED, AND THE EQUIPMENT, LABOR AND MATERIALS REQUIRED. FAILURE TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF COMPLETE PERFORMANCE UNDER THIS CONTRACT. THE CONTRACTOR IS URGED TO TAKE COLOR PHOTOGRAPHS ALONG THE ROUTE OF THIS PROJECT TO RECORD EXISTING CONDITIONS PRIOR TO CONSTRUCTION, AND TO AID IN RESOLVING POSSIBLE FUTURE COMPLAINTS THAT MAY OCCUR DUE TO CONSTRUCTION OF THE PROJECT. ALL COSTS ASSOCIATED WITH PRELIMINARY INVESTIGATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. 3. ALL IMPROVEMENTS SHOWN ARE TO BE WARRANTED BY THE CONTRACTOR TO THE DEVELOPER. 4. ELEVATIONS ARE BASED ON NAVD DATUM OF 1988. 5. TOPOGRAPHIC AND BOUNDARY INFORMATION WAS PROVIDED BY: MANZIE & DRAKE LAND SURVEYING (904-491-5700). 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING, RIGHT-OF-WAY PERMITS NOT PROVIDED AND INSURANCE REQUIRED FOR THE PROJECT. 7. THE CONTRACTOR SHALL COORDINATE THE WORK WITHIN CITY, COUNTY OR STATE RIGHT-OF-WAY WITH THE PROPER AGENCIES FOR MAINTENANCE OF TRAFFIC AND METHOD OF CONSTRUCTION & REPAIR. 8. THE CONTRACTOR SHALL ADVISE THE OWNER'S AUTHORIZED REPRESENTATIVE OF PLANNED WORK SCHEDULE. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION WITH ALL OTHER CONTRACTORS, IN THE EVENT OF ANY CONFLICT WHATSOEVER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD, AND THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION. 9. "AS-BUILT" DRAWINGS - AS-BUILTS ARE REQUIRED TO BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR. THEREFORE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTRACT WITH A LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA FOR THE PREPARATION, FIELD LOCATIONS, CERTIFICATION, AND SUBMITTAL OF AS-BUILT DRAWINGS. 10. "AS-BUILT" RECORD DATA AND INFORMATION SHALL BE MAINTAINED BY THE CONTRACTOR. RECORD DRAWINGS SHALL BE SUPPLIED TO THE ENGINEER. 11. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL SURVEY AND PROPERTY MONUMENTS. IF A MONUMENT IS DISTURBED, THE CONTRACTOR SHALL CONTRACT WITH THE SURVEYOR OF RECORD FOR REINSTALLATION OF THE MONUMENT. 12. ALL DEBRIS RESULTING FROM ALL ACTIVITIES SHALL BE DISPOSED OF OFF-SITE BY CONTRACTOR ON A DAILY BASIS. 13. ALL EXCESS SUITABLE AND UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE ENGINEER. 14. ALL EXISTING TREES LISTED TO REMAIN SHALL BE PRESERVED AND PROTECTED. 15. THE LOCATION OF ALL EXISTING UTILITIES, STRUCTURES, AND IMPROVEMENTS ON THE DRAWINGS ARE BASED ON LIMITED INFORMATION AND MAY NOT HAVE BEEN FIELD VERIFIED. THE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY RESPECTIVE UTILITY OWNERS AND FIELD VERIFY LOCATIONS OF EXISTING UTILITIES AND OTHER IMPROVEMENTS PRIOR TO COMMENCING ANY CONSTRUCTION. IF THE LOCATIONS SHOWN ARE CONTRARY TO ACTUAL FIELD LOCATIONS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF THE DISCREPANCY. THE DISCREPANCY SHOULD BE RESOLVED PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS NEAR EXISTING UTILITY IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR REPAIRS OR PAYMENTS FOR ALL DAMAGE MADE TO EXISTING UTILITIES OR OTHER IMPROVEMENTS. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL GRADES, INVERTS, AND TYPE OF MATERIAL OF EXISTING UTILITIES TO WHICH THEY SHALL CONNECT. 16. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER ON ALL MATERIALS, FOR REVIEW AND APPROVAL, PRIOR TO PURCHASE OR CONSTRUCTION OF ANY UTILITY OR STRUCTURE. 17A. UNSUITABLE MATERIALS UNDER WATER, SEWER, OR STORM PIPE AND/OR STRUCTURES SHALL BE REMOVED AND REPLACED WITH SELECTED BACKFILL COMPACTED TO 98% OF ITS MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D1557). 17B. ALL FINISH FLOORS SHOWN ON THE PLANS ARE MINIMUM ELEVATIONS	18. ALL WATER & SEWER CONSTRUCTION SHALL BE ACCOMPLISHED BY AN UNDERGROUND UTILITY CONTRACTOR LICENSED UNDER THE PROVISIONS OF CHAPTER 489 FLORIDA STATUTES. 19. WHEN DEWATERING CAPACITY REQUIRES A PERMIT (CUP), IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE PERMIT THROUGH THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. 20. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SANITARY HAZARD. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE. WHERE PARALLEL WATER AND SEWER MAINS HAVE LESS THAN 10 FOOT HORIZONTAL SEPARATION, 20 FOOT LENGTHS OF C900 (DR18) WATER QUALITY PIPE SHALL BE USED WITH THE JOINTS STAGGERED AT 10 FOOT INTERVALS. THE PIPES SHALL BE PLACED IN SEPARATE TRENCHES WITH THE WATER MAIN AT LEAST 18 INCHES ABOVE THE SEWER. 21. WATER MAINS CROSSING SANITARY HAZARDS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER MAIN. WHERE WATER AND SEWER MAINS CROSS WITH BETWEEN 18 INCHES AND 6 INCHES OF VERTICAL CLEARANCE, A 20 FOOT SECTION OF C900 (DR18) WATER QUALITY PIPE SHALL BE CENTERED ON THE POINT OF THE CROSSING. THE CONTRACTOR SHALL VERIFY THE VERTICAL SEPARATION. THE MINIMUM SEPARATION BETWEEN WATER AND SEWER PIPES IS TO BE 6 INCHES OUTSIDE DIAMETER TO OUTSIDE DIAMETER. 22. NO WATER MAIN PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SEWER MANHOLE. 23. BLANK 24. TRACER WIRE SHALL BE PROVIDED ON ALL WATER MAINS AND FORCE MAINS. TRACER WIRE SHALL BE #10 UG SOLID COPPER WIRE, COATED, AND SUITABLE FOR BURIAL. COATING SHALL BE BLUE FOR WATER AND GREEN FOR SEWER MAIN CONNECTIONS. WIRE SHALL BE ATTACHED DIRECTLY TO TOP OF PIPE AND BROUGHT INTO EACH VALVE BOX AND COILED TO ALLOW FOR EASY ACCESS AND EXTENSION ABOVE FINISHED GRADE FOR ATTACHMENT OF LOCATING EQUIPMENT. 25. ALL PIPE LENGTHS ARE APPROXIMATE DIMENSIONS. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED TO CONFORM WITH TYPICAL SECTIONS AND DETAILS AS SHOWN ON THE MISCELLANEOUS DETAILS SHEET AND IN ACCORDANCE WITH THE SPECIFICATIONS. 26. ALL UNDERGROUND UTILITIES MUST BE INSTALLED PRIOR TO PREPARATION OF SUBGRADE FOR PAVEMENT. 27. GRADES SHOWN ON PLANS ARE EDGE OF PAVEMENT FINISHED GRADES UNLESS OTHERWISE NOTED. 28. SHOULD THE SURFACE OR SUBSURFACE CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. 29. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND MULCHED UNLESS OTHERWISE SPECIFICALLY STATED. 30. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTROL OF SEDIMENT-LADEN RUNOFF RESULTING FROM STORM EVENTS DURING THE CONSTRUCTION PHASE. EROSION CONTROL FACILITIES SHOULD BE INSTALLED EARLY DURING THE CONSTRUCTION PERIOD SO AS TO PREVENT THE TRANSPORT OF SEDIMENT INTO SURFACE WATERS. RE-VEGETATION AND STABILIZATION OF DISTURBED AREAS SHOULD BE ACCOMPLISHED IMMEDIATELY TO REDUCE THE POTENTIAL FOR FURTHER SOIL EROSION. 31. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND COUNTY/CITY BEFORE COMMENCING WORK. 32. MINIMUM COVER OVER PIPES SHALL BE 36" UNLESS OTHERWISE INDICATED. 33. ALL UNDERGROUND UTILITY COMPANIES SHALL BE CONTACTED AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION. 34. IN ADDITION TO THE SPECIFICATIONS AND DETAILS PROVIDED FOR THIS CONTRACT, THE NASSAU COUNTY STANDARD DETAILS AND SPECIFICATIONS (LATEST REVISION) SHALL ALSO BE USED FOR ANY ITEMS NOT COVERED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A SET OF STANDARD DETAILS AND SPECIFICATIONS FROM NASSAU COUNTY. 35. BACKFILL MATERIAL SHALL BE COMPACTED TO 100% (2%) PER CITY OF FB REQUIREMENTS UNDER EXISTING AND PROPOSED ROADWAYS. 36. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN TO BE MADE WITHOUT PRIOR APPROVAL OF THE ENGINEER. 37. STATIONING REFERS TO THE CENTERLINE OF THE ROADWAY EXCEPT AS NOTED ON PLANS. WHERE PAVEMENT SPLITS, THE STATIONING FOLLOWS THE INSIDE EDGE OF PAVEMENT UNTIL ROADWAY TRANSITIONS BACK TO THE TYPICAL ROADWAY SECTION 38. ALL CONSTRUCTION, MATERIAL, AND WORKMANSHIP ARE TO BE IN ACCORDANCE WITH CITY OF FB AND COUNTY STANDARDS	1. WATER MAINS SHALL HAVE A MINIMUM OF 36" COVER UNDER PAVEMENT OR 30" COVER FROM FINISHED GRADE UNLESS OTHERWISE SHOWN. ALL WATER MAINS SHALL BE FLUSHED IN ACCORDANCE WITH, AND UNDER THE DIRECTION OF THE UTILITY COMPANY. 2. THRUST RESTRAINTS ARE REQUIRED IN ACCORDANCE WITH THE UTILITY COMPANY STANDARDS WHERE WATER MAINS ARE TERMINATED AND AT ALL BENDS AND TEES. 3. THE RODS SHALL BE INSTALLED ON ALL VALVES LOCATED AT FITTINGS. ALL 10" AND LARGER VALVES AND LARGER SHALL REQUIRE (4) TIE RODS. MEGA LUG JOINT RESTRAINTS MAY BE USED IN LIEU OF THRUST BLOCKS OR TIE RODS. 4. UNLESS OTHERWISE NOTED, WATER MAINS ARE TO BE PVC DR18, DR-25, C-900 (BLUE), CLASS 150. 5. ALL WATER MAINS SHALL BE BACTERIOLOGICAL AND PRESSURE TESTED IN ACCORDANCE WITH AWWA C-600. NO CONNECTION TO EXISTING POTABLE WATER SYSTEM SHALL BE ALLOWED UNTIL ALL PROPOSED WATER MAINS HAVE BEEN PRESSURE TESTED, DISINFECTED, AND CLEARED FOR SERVICE. THE UTILITY COMPANY'S AUTHORIZED REPRESENTATIVE MUST BE NOTIFIED 48 HOURS PRIOR TO PERFORMING THE PRESSURE TEST AND MUST BE PRESENT. 6. THE CONTRACTOR SHALL AVOID SERVICE INTERRUPTIONS AND MAINTAIN ANY EXISTING WATER SERVICE TO MEET THE SYSTEM DEMANDS AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF AFFECTED CUSTOMERS OF THE UTILITY A MINIMUM OF 48 HOURS IN ADVANCE OF ANY INTERRUPTION OF SERVICE. BOIL WATER NOTICES SHALL BE DELIVERED IN ACCORDANCE WITH THE UTILITY COMPANY BOIL WATER NOTICE REQUIREMENTS. 7. ALL MAIN FLUSHING POINTS SHALL BE SAME SIZE AS MAIN UP TO 8 INCH WATER MAINS. FLUSHING POINTS FOR MAINS LARGER THAN 8 INCH SHALL BE REDUCED TO 8 INCH. 8. ALL WATER MAINS SHALL BE DISINFECTED USING LIQUID CHLORINE OR HYPOCHLORITES IN ACCORDANCE TO AWWA C651-B6. WATER IN MAIN SHALL MAINTAIN A CHLORINE RESIDUAL OF 50 MG/L FOR A MINIMUM OF 24 HOURS. WATER MAIN SHALL NOT BE PLACED IN SERVICE UNTIL CLEARANCE HAS BEEN PROVIDED BY THE APPROPRIATE REGULATING AGENCY AND CITY OFFERNANDINA BEACH UTILITIES DEPARTMENT. 9. IF SOLVENT CONTAMINATION IS FOUND IN THE PIPE TRENCH, WORK SHALL BE STOPPED AND THE PROPER AUTHORITIES NOTIFIED. BASED ON APPROVAL OF THE PERMITTING AGENCY, DUCTILE IRON PIPE, FITTINGS, AND SOLVENT RESISTANT GASKET MATERIAL SUCH AS FLUOROCARBON SHALL BE USED IN THE CONTAMINATED AREA. THE DUCTILE IRON PIPE SHALL BE AT LEAST 10 FEET BEYOND ANY SOLVENT NOTED. ANY CONTAMINATED SOIL THAT IS EXCAVATED SHALL BE PLACED ON AN IMPERMEABLE MAT AND COVERED WITH A WATER PROOF COVERING. THE PROPER AUTHORITIES WILL BE NOTIFIED AND THE CONTAMINATED SOIL HELD FOR PROPER DISPOSAL. 10. 2" FLUSHING HYDRANTS SHALL BE INSTALLED AT ALL DEAD END LINES AND MAIN LINE STUB-OUTS. 11. A SEPARATE WATER SERVICE SHALL BE REQUIRED FOR EACH UNIT SERVED AND SHALL BE INSTALLED 3 FEET EITHER SIDE OF PROPERTY LINE. ALL WATER SERVICES SHALL BE MARKED WITH A "W" ETCHED ON THE CURB. ALL VALVES SHALL BE MARKED WITH A "V" ETCHED ON THE CURB. 12. ALL BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED IN ACCORDANCE WITH THE UTILITY COMPANY'S STANDARDS. 13. ALL BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED AT THE CONSUMER'S METER OR AT THE PROPERTY LINE WHEN A METER IS NOT USED. 14. BACKFLOW PREVENTION ASSEMBLIES SHALL BE TESTED BY A CERTIFIED BACKFLOW TECHNICIAN. TEST RESULTS SHALL BE SUBMITTED TO AND APPROVED BY THE UTILITY COMPANY PRIOR TO ACCEPTANCE OF INSTALLATION. 15. MAXIMUM DEPTH ON WATER SERVICES TO METER TO BE 36".	<table><tr><th>PAGE #</th><th>SHEET</th><th>DESCRIPTION</th></tr><tr><td>1</td><td>CVR</td><td>COVER SHEET</td></tr><tr><td>2</td><td>IN-1</td><td>INDEX SHEET</td></tr><tr><td>3</td><td>PRE-1</td><td>PREDEVELOPMENT PLAN</td></tr><tr><td>4</td><td>GE-1</td><td>GEOMETRY PLAN</td></tr><tr><td>5</td><td>DR-1</td><td>DRAINAGE PLAN</td></tr><tr><td>6</td><td>UT-1</td><td>UTILITY PLAN</td></tr><tr><td>7</td><td>LS-1</td><td>TREE MITIGATION PLAN</td></tr><tr><td>8</td><td>LS-2</td><td>LANDSCAPE PLAN</td></tr><tr><td>9</td><td>DT-1</td><td>SITE DETAILS</td></tr><tr><td>10</td><td>DT-2</td><td>WATER & SEWER DETAILS</td></tr></table> 1. WHERE UNDERGROUND WATER MAINS AND HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED, AND IN SERVICE PRIOR TO COMMENCING CONSTRUCTION WORK ON ANY STRUCTURE. (NFPA 1, 16.4.3.1.3, 2009 EDITION) 2. CLEARANCES OF SEVEN AND ONE HALF FEET (7 FT-6 IN.) IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANT, WITH A FOUR FOOT CLEARANCE TO THE REAR OF THE HYDRANT. (NFPA 1, 18.3.4.1, 2009) 3. NEW FIRE HYDRANT(S) SHALL BE INSTALLED SO THAT POSITIONED NOT MORE THAN 7 FEET 6 INCHES AWAY FROM CURB OR BERM OF THE ROADWAY.	PAGE #	SHEET	DESCRIPTION	1	CVR	COVER SHEET	2	IN-1	INDEX SHEET	3	PRE-1	PREDEVELOPMENT PLAN	4	GE-1	GEOMETRY PLAN	5	DR-1	DRAINAGE PLAN	6	UT-1	UTILITY PLAN	7	LS-1	TREE MITIGATION PLAN	8	LS-2	LANDSCAPE PLAN	9	DT-1	SITE DETAILS	10	DT-2	WATER & SEWER DETAILS
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LEGEND		SEWER NOTES																																		
EXISTING VALVE EXISTING WATER LINE EXISTING SANITARY SEWER EXISTING FIRE HYDRANT PROPOSED SANITARY SEWER PROPOSED WATER LINE PROPOSED FIRE HYDRANT EXISTING EDGE OF PAVEMENT EXISTING PROPERTY LINE	PROPOSED SPOT ELEVATION DRAINAGE STRUCTURE PIPE PROPOSED CONTOUR PROPOSED EDGE OF PAVEMENT PROPOSED PROPERTY LINE PROPOSED R.O.W. LINE EXISTING CONTOUR	1. THE CONTRACTOR SHALL PROVIDE, TO THE ENGINEER OF RECORD, A SCHEDULE OF INVERT ELEVATIONS OF ALL SANITARY MANHOLES PRIOR TO THE PLACEMENT OF THE LIME ROCK BASE COURSE. THIS SCHEDULE TO BE PROVIDED BY THE REGISTERED LAND SURVEYOR SUBMITTING THE "AS-BUILT" DRAWINGS FOR THIS PROJECT. 2. SANITARY SEWER SERVICES SHALL BE 6"PVC WITH A MINIMUM SLOPE OF 0.006 FEET PER FOOT AND SHALL BE TERMINATED AT THE RIGHT-OF-WAY LINE WITH A DEPTH OF 24" TO 48" FROM THE FINAL FINISHED GRADE OF THE DEVELOPED LOTS. DEPTHS GREATER THAN 48" FROM FINAL FINISHED GRADE SHALL BE READJUSTED BY THE DEVELOPER AT HIS COST. 3. GRAVITY SEWER TO BE CLEANED & TV TESTED BY DEVELOPER AT DEVELOPER'S EXPENSE 4. ALL MANHOLE FRAMES AND COVERS TO BE ADJUSTED TO FINAL FINISHED GRADE. 5. A SEPARATE SEWER SERVICE (6" MIN.) SHALL BE PROVIDED TO THE RIGHT-OF-WAY FOR EACH LOT BEING SERVED. AN "S" SHALL BE ETCHED INTO THE CURB DIRECTLY OVER EACH SERVICE LINE OR IN THE STREET SIDE OF A SIDEWALK IN LINE WITH THE CLEANOUT. 6. GRAVITY SEWER TO BE GREEN IN COLOR 7. NEW GRAVITY SEWER SYSTEM SHALL BE PLUGGED AT NEAREST EXISTING DOWNSTREAM MANHOLE AND SHALL NOT BE REMOVED WITHOUT AUTHORIZATION FROM THE UTILITY COMPANY. EXISTING MANHOLES TO BE COREBORED AND ARRANGEMENTS MADE TO BE REFURBISHED WITH COMPATIBLE MATERIALS IF THE EXISTING MANHOLE IS ALLOWED TO BE USED. 8. FINISHED FLOOR ELEVATIONS SHALL BE GREATER (HIGHER) THAN THE ELEVATION OF THE MANHOLE NEAREST THE SERVICE LATERAL IN ORDER TO AVOID A POTENTIAL BACKUP OF SEWERAGE IN THE HOUSE OR BUILDING. 9. ALL GRAVITY SEWER PIPE TO A 10 FOOT DEPTH OF COVER SHALL BE SDR-26 PVC PIPE (MINIMUM). GRAVITY SEWER PIPE WITH COVER OF 15 FEET (AND IN EASEMENTS) AND GREATER SHALL BE C900 - DR18. JOINT SHALL BE OF THE BELL AND SPIGOT TYPE AND MEET THE REQUIREMENTS OF THE PIPE REFERRED BEING USED. 10. WHEN A PROPERTY LINE CAN NOT BE DEFINED, THE SEWER CLEANOUT SHALL BE PLACED IN AN UNPAVED AREA AT A DISTANCE NO GREATER THAN 30 FEET FROM THE SEWER MAIN. 11. NOTE: DR-18 TO BE USED ON SEWER LINE CROSSING WHERE STORM DRAIN IS WITHIN 24 INCHES ABOVE GRAVITY ALSO JOINT TO BE CENTERED AT CROSSING 12. ALL MANHOLES TO HAVE MINIMUM 24" HINGED RING AND COVER EAST JORDAN OR APPROVED EQUIVALENT 13. SEWER PLUGS USED DURING THE CONSTRUCTION OR CONNECTION TO A SYSTEM SHALL HAVE THE CONTRACTOR'S NAME PERMANENTLY STAMPED. 14. THE MANHOLE LINER SHALL BE SPECTRA SHIELD OR APPROVED EQUIVALENT. 15. IN ACCORDANCE WITH THE DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) REQUIREMENTS, LEAKAGE TESTING SHALL BE PERFORMED ON ALL SEGMENTS OF THE SEWER SYSTEM. TESTING MAY INCLUDE APPROPRIATE WATER OR LOW PRESSURE AIR TESTING. TEST METHODS SHALL TAKE INTO CONSIDERATION THE RANGE IN GROUNDWATER ELEVATIONS DURING THE TEST AND ANTICIPATED DURING THE DESIGN LIFE OF THE SEWER. NO LEAKAGE ALLOWED IN SYSTEM. 16. ALL FORCE MAIN PIPING TO BE DR-18 GREEN OR BROWN. 17. CONTACT JOHN MANDRICK, COB UTILITY DIRECTOR AT (904-310-3420) FOR PRE-CONSTRUCTION AND COORDINATION MEETING PRIOR TO WORK COMMENCING.																																		

J			Scale: 1" = 10'	Gillette & Associates, Inc. 20 South 4th Street Fernandina Beach, FL 32034	 GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	VERNON AND ELM STREET HOMES	NASSAU HABITAT FOR HUMANITY	INDEX AND NOTES	Registered Professional	Sheet No.
I			Project Mgr: AG							IN-1
H			Designed by: AG/JC							<u>2</u> of <u>10</u>
G			Drawn by: EC							Issue Date
F			QA/QC: NG							DECEMBER 5, 2019
E				DO NOT SCALE THIS DRAWING – DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"						Project No.
D										19-XX-XX
C	EC	12/05/19	REVISED PER TRC COMMENTS							
B	EC	11/27/19	DRAINAGE REVISIONS							
A	EC	10/31/19	TRC SUBMITTAL #1							
No.	By	Date	Revision							



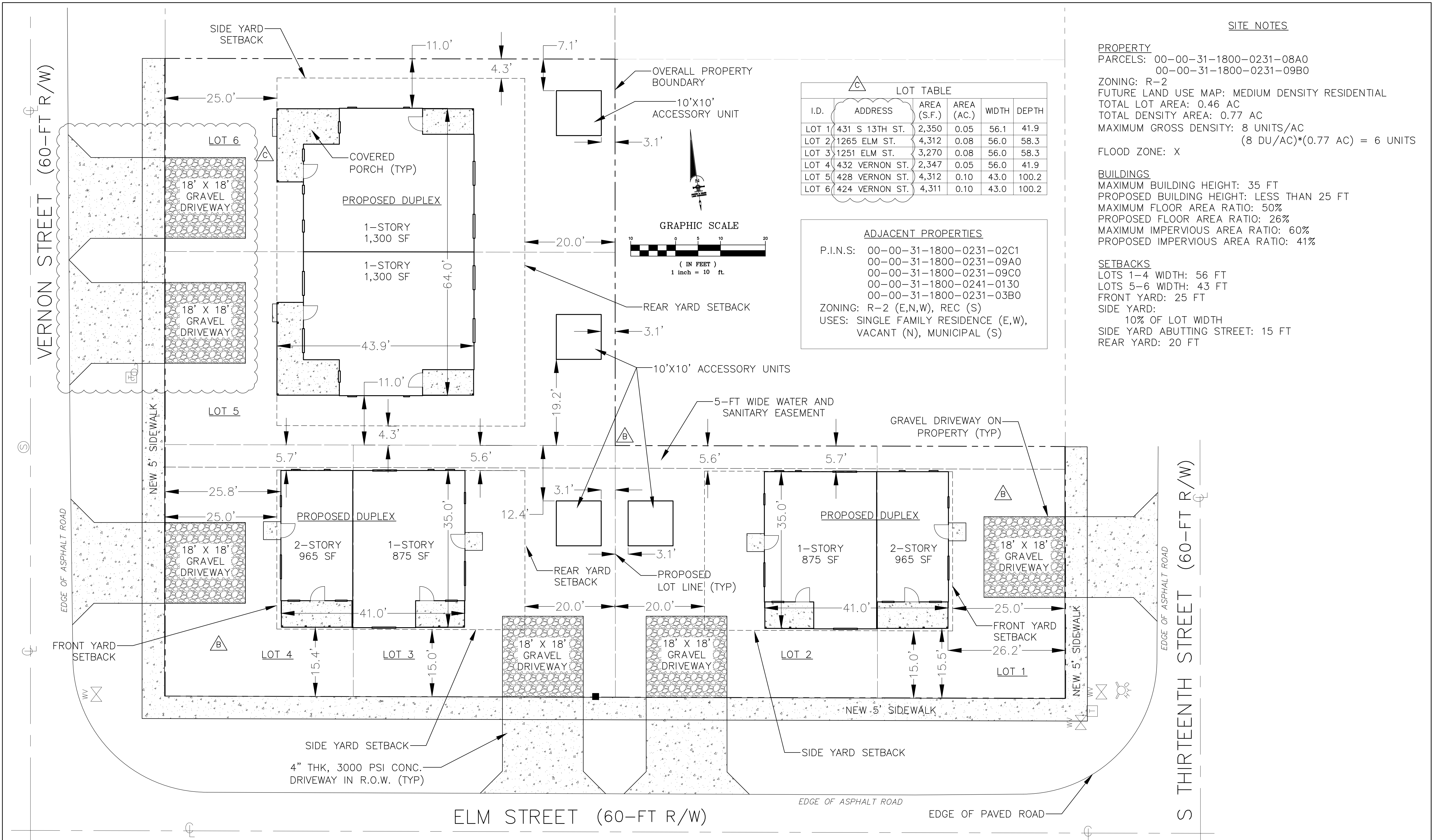
LEGEND

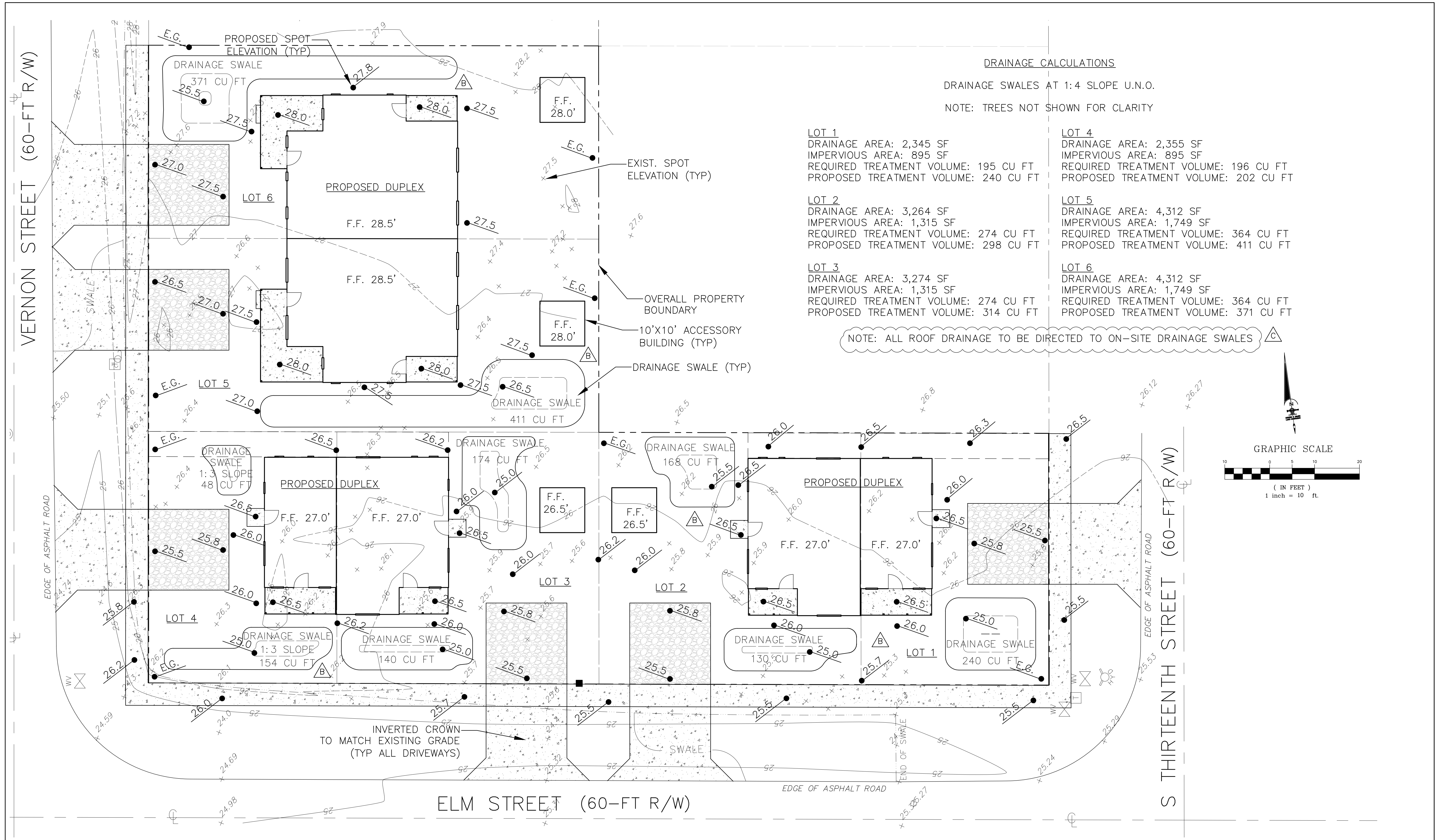
- CL = CENTERLINE
- FH = FIRE HYDRANT
- P.I.N. = PARCEL IDENTIFICATION NUMBER
- WV = WATER VALVE
- WP = WOOD POWER POLE
- O = OAK TREE
- MAG = MAGNOLIA TREE

SURVEY NOTES:

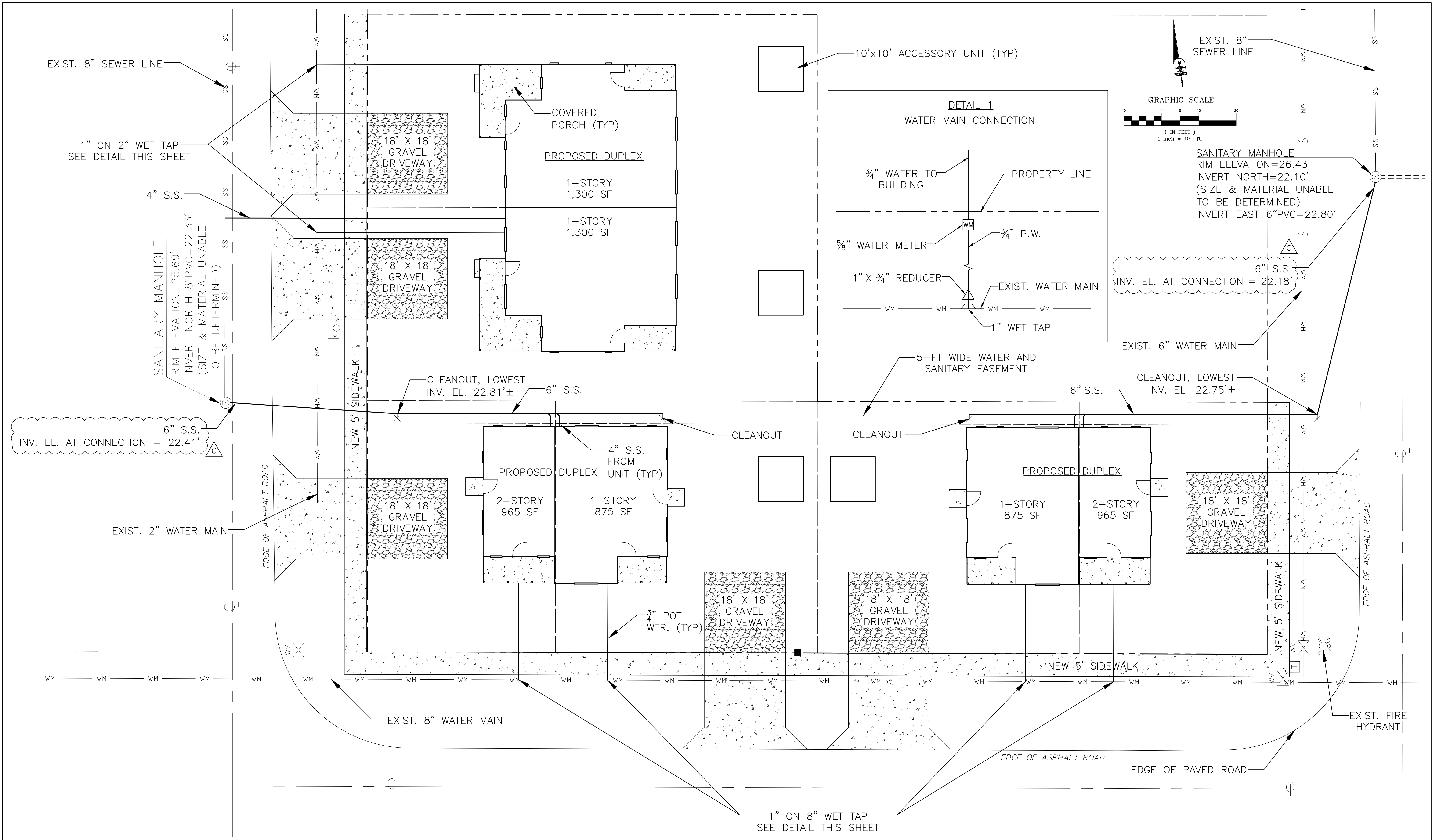
- The "Legal Description" hereon is in accord with with the description provided by the client.
- Underground improvements were not located or shown.
- Lands shown hereon were not abstracted by this office for easements, rights-of-way, ownership or other instruments of record.
- Bearings shown hereon are based on S00°00'00"E for the Easterly line of subject property. The bearing reference line is indicated as thus (BR).
- Unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper, this map/report is for informational purposes only and is not valid.
- The property shown hereon lies within flood zone "X" as per F.E.M.A. Flood Insurance Rate Map, Panel 12089C 0239G, Dated 08/02/2017. Flood Zone information above and shown on this survey is provided as a courtesy and is approximate at best. All data should be verified by Nassau County Building Department for accuracy. We assume no liability for its accuracy. Flood Zone information is not covered by the certification hereon and is not required to be shown per Chapter 5J-17, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.
- Site Benchmark is as shown hereon.
- Elevations shown hereon refer to North American Vertical Datum of 1988. (N.A.V.D. '88)

K				Scale: 1" = 20'	Gillette & Associates, Inc. 20 South 4th Street Fernandina Beach, FL 32034	G & A[®] GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	VERNON AND ELM STREET HOMES	NASSAU HABITAT FOR HUMANITY	PREDEVELOPMENT PLAN	Registered Professional	Sheet No.
J				Project Mgr: AG							PRE-1
I				Designed by: AG/JC							<u>3</u> of <u>10</u>
H				Drawn by: EC							Issue Date
G				QA/QC: NG	DO NOT SCALE THIS DRAWING – DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"					DECEMBER 5, 2019	
F										Project No.	
E										19–XX–XX	
D											
C	EC	12/05/19	REVISED PER TRC COMMENTS								
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A	EC	10/31/19	TRC SUBMITTAL #1								
No	By	Date	Revision								





				Scale: 1" = 10'		Gillette & Associates, Inc. 20 South 4th Street Fernandina Beach, FL 32034		G & A[®] GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819		VERNON AND ELM STREET HOMES		NASSAU HABITAT FOR HUMANITY		DRAINAGE PLAN		Sheet No. DR-1	
J				Project Mgr: AG		Certificate of Authorization No. 9332		DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"								5 of 10	
I				Designed by: AG/JC												Issue Date DECEMBER 5, 2019	
H				Drawn by: EC												Project No. 19-XX-XX	
G				QA/QC: NG												Registered Professional	
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Gillette & Associates, Inc. 20 South 4th Street Fernandina Beach, FL 32034
Certificate of Authorization No. 9332
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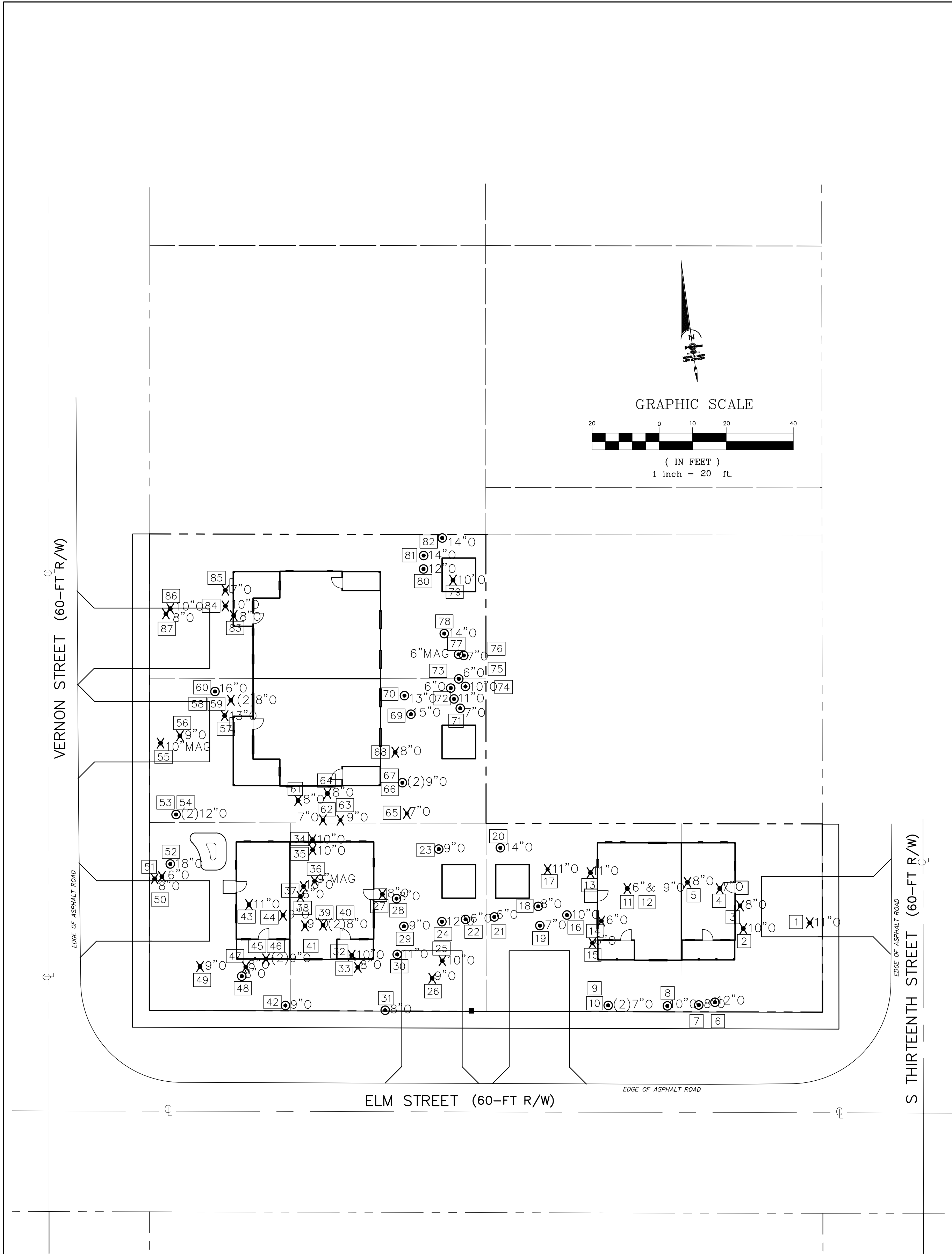
G & A
GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819

VERNON AND ELM STREET HOMES

NASSAU HABITAT FOR HUMANITY

UTILITY PLAN

Sheet No. UT-1
6 of 10
Issue Date DECEMBER 5, 2019
Project No. 19-XX-XX
Registered Professional



TREE PRESERVATION DATA					
TREE ID NO.	SIZE (DBH)	SAVED? (Y/N)	SPECIES	SAVED DBH	
1	11	N	OAK	—	
2	10	N	OAK	—	
3	8	N	OAK	—	
4	7	N	OAK	—	
5	8	N	OAK	—	
6	12	Y	OAK	12.0	
7	8	Y	OAK	8.0	
8	10	Y	OAK	10.0	
9	7	N	OAK	—	
10	7	N	OAK	—	
11	6	N	OAK	—	
12	9	N	OAK	—	
13	11	N	OAK	—	
14	6	N	OAK	—	
15	6	N	OAK	—	
16	10	Y	OAK	10.0	
17	11	N	OAK	—	
18	8	Y	OAK	8.0	
19	7	Y	OAK	7.0	
20	14	Y	OAK	14.0	
21	6	Y	OAK	6.0	
22	6	Y	OAK	6.0	
23	9	Y	OAK	9.0	
24	12	Y	OAK	12.0	
25	10	N	OAK	—	
26	9	N	OAK	—	
27	8	N	OAK	—	
28	8	N	OAK	—	
29	9	Y	OAK	9.0	
30	11	Y	OAK	11.0	
31	8	Y	OAK	8.0	
32	10	N	OAK	—	
33	8	N	OAK	—	
34	10	N	OAK	—	
35	10	N	OAK	—	
36	9	N	MAG	—	
37	10	N	OAK	—	
38	6	N	OAK	—	
39	8	N	OAK	—	
40	8	N	OAK	—	
41	9	N	OAK	—	
42	9	Y	OAK	10.0	
43	11	N	OAK	—	
44	9	N	OAK	—	
45	9	N	OAK	—	
46	9	N	OAK	—	
47	8	N	OAK	—	
48	8	N	OAK	—	
49	9	N	OAK	—	
50	8	N	OAK	—	
51	6	N	OAK	—	
52	18	Y	OAK	18.0	
LOTS A+B TOTAL	464			158.0	

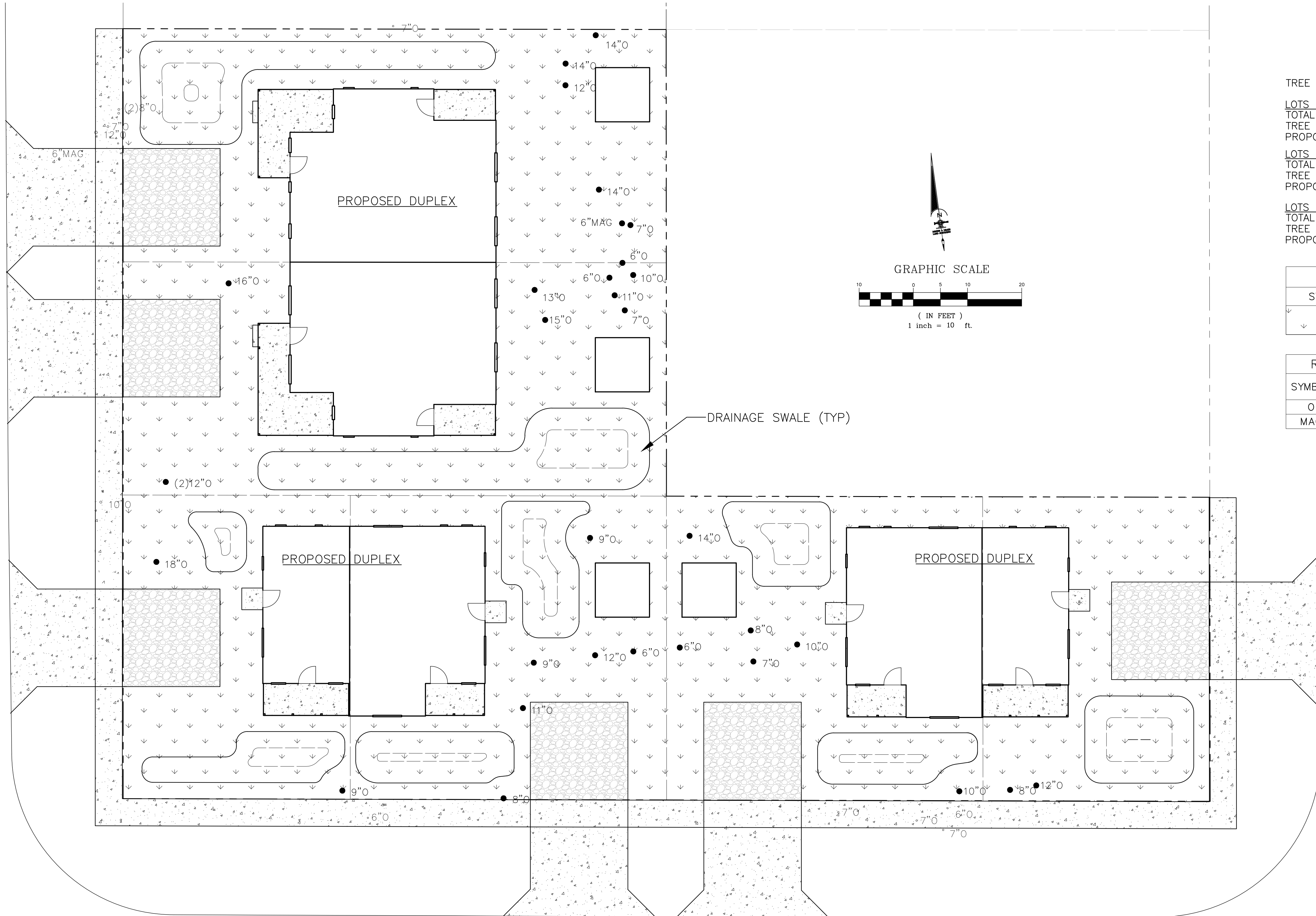
EXISTING TREE LEGEND		
SYMBOL	DESCRIPTION	QTY.
X	TREE TO BE REMOVED	54
O	TREE TO REMAIN	33
[1]	TREE ID NO.	—
O	OAK TREE	84
MAG	MAGNOLIA TREE	3

TREE PRESERVATION DATA CONT.				
TREE ID NO.	SIZE (DBH)	SAVED? (Y/N)	SPECIES	SAVED DBH
53	12	Y	OAK	12.0
54	12	Y	OAK	12.0
55	10	N	MAG	—
56	9	N	OAK	—
57	13	N	OAK	—
58	8	N	OAK	—
59	8	N	OAK	—
60	16	Y	OAK	16.0
61	8	N	OAK	—
62	7	N	OAK	—
63	9	N	OAK	—
64	8	N	OAK	—
65	7	N	OAK	—
66	9	N	OAK	—
67	9	N	OAK	—
68	8	N	OAK	—
69	15	Y	OAK	15.0
70	13	Y	OAK	13.0
71	11	Y	OAK	11.0
72	7	Y	OAK	7.0
73	6	Y	OAK	6.0
74	10	Y	OAK	10.0
75	6	Y	OAK	6.0
76	7	Y	OAK	7.0
77	6	Y	MAG	6.0
78	14	Y	OAK	14.0
79	10	N	OAK	—
80	12	Y	OAK	12.0
81	14	Y	OAK	14.0
82	14	Y	OAK	14.0
83	10	N	OAK	—
84	8	N	OAK	—
85	7	N	OAK	—
86	10	N	OAK	—
87	8	N	OAK	—
LOTS C+D TOTAL	341			175.0
COMBINED TOTAL	805			333.0

TOTAL LOT TREE PRESERVATION DATA	
PRE-DEVELOPMENT DBH	805
REQUIRED PRESERVATION (20%)	161
DBH SAVED	333

BUILDING FOOTPRINT TREE PRESERVATION DATA	
PRE-DEVELOPMENT DBH	213
REQUIRED REPLACEMENT (20%)	42.6
TOTAL LOT DBH SAVED	333
TOTAL LOT PRES. ALLOCATED DBH	161
PROVIDED FOOTPRINT REPLACEMENT FROM SAVED TREES	172

VERNON STREET (60-FT R/W)



ELM STREET (60-FT R/W)

S THIRTEENTH STREET (60-FT R/W)

RESIDENTIAL LANDSCAPE REQUIREMENTS

TREE REQUIREMENT: 1 SHADE TREE/2,500 SF

LOTS 1 AND 2

TOTAL LOT AREA: 5,621 SF

TREE REQUIREMENT: 5,621/2,500 = 3 SHADE TREES
PROPOSED TREES: 9 TREES TO REMAIN

LOTS 3 AND 4

TOTAL LOT AREA: 5,618 SF

TREE REQUIREMENT: 5,618/2,500 = 3 SHADE TREES
PROPOSED TREES: 8 TREES TO REMAIN

LOTS 5 AND 6

TOTAL LOT AREA: 8,623 SF

TREE REQUIREMENT: 8,623/2,500 = 4 SHADE TREES
PROPOSED TREES: 19 TREES TO REMAIN

NEW PLANT/MATERIAL SCHEDULE

SYMBOL	QUANTITY	SPECIES
↓ ↓ ↓	11,958 SF	EREMOCHLOA OPHIUROIDES
↓ ↓ ↓		CENTPEDE GRASS

REMAINING TREE LEGEND

SYMBOL	DESCRIPTION	QTY.
O	OAK TREE	31
MAG	MAGNOLIA TREE	1

K			
J			
I			
H			
G			
F			
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D			
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Drawn by: EC
QA/QC: NG

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Certificate of Authorization No. 9332
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G & A⁺

GILLETTE & ASSOCIATES, INC.
20 SOUTH 4TH STREET
FERNANDINA BEACH, FL 32034
PHONE: (904) 261-8819

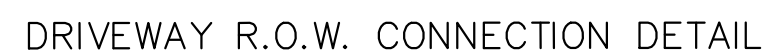
VERNON AND ELM STREET
HOMES

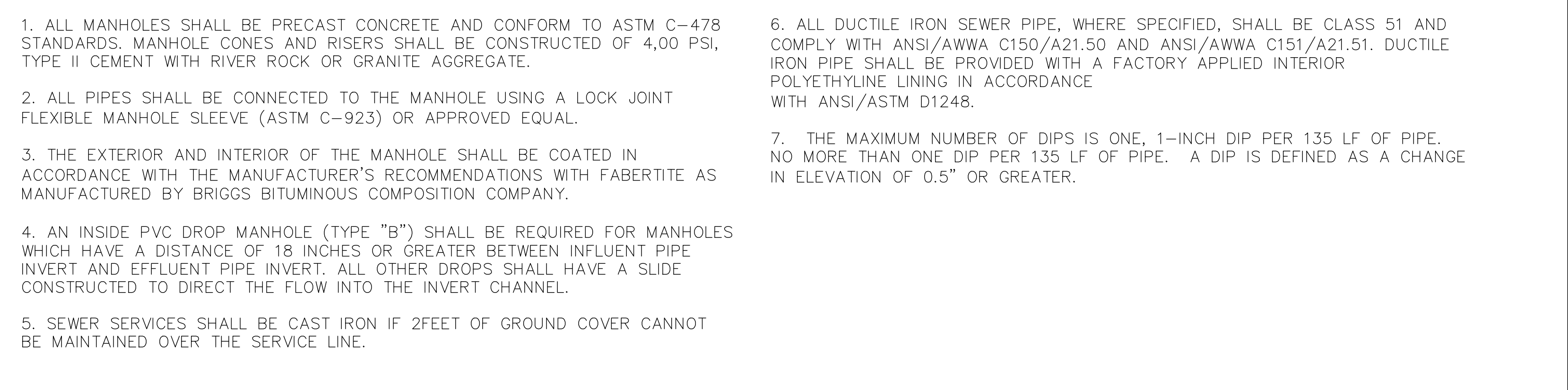
NASSAU
HABITAT FOR
HUMANITY

LANDSCAPE PLAN

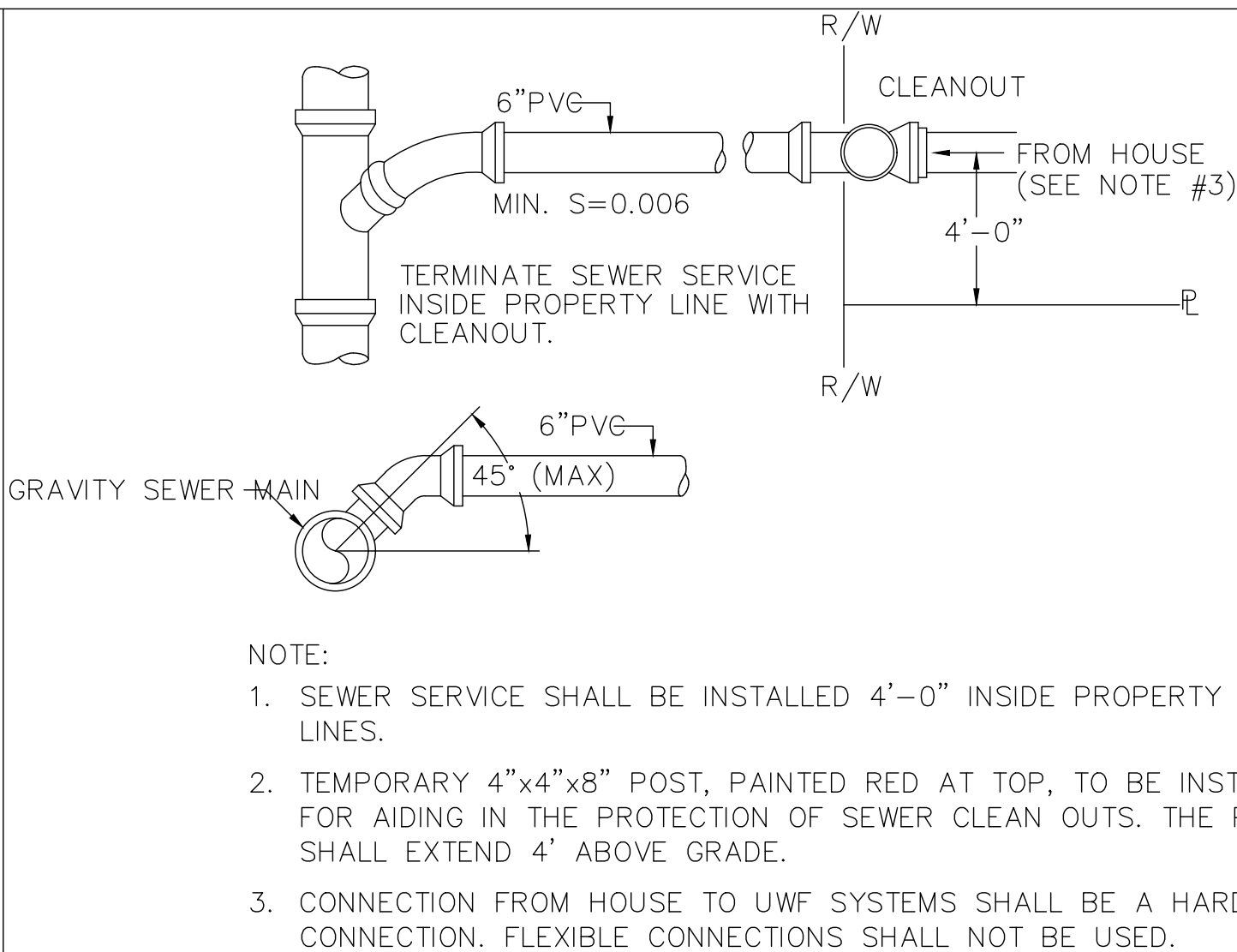
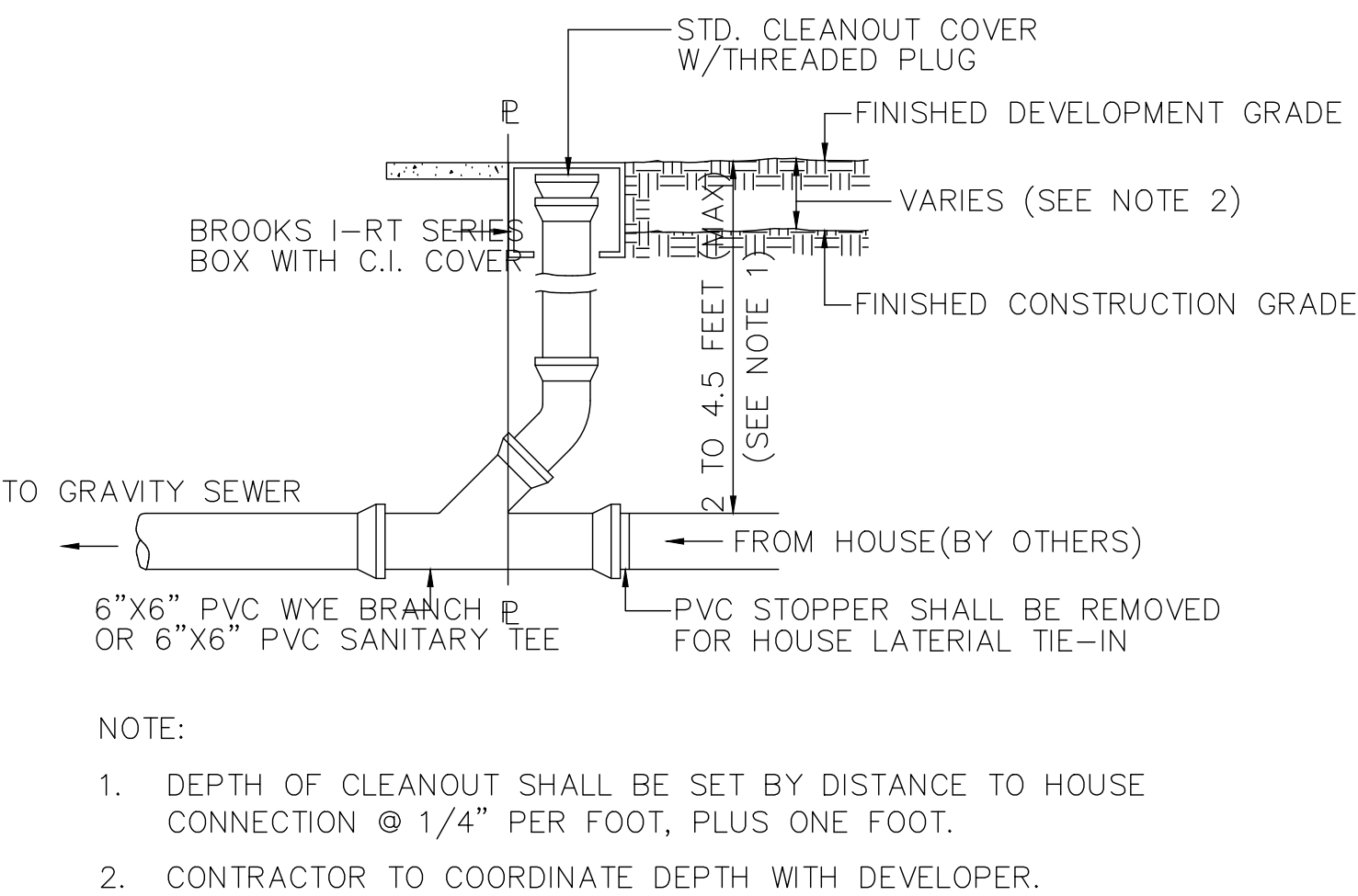
Registered Professional

Sheet No. LS-2
8 of 10
Issue Date DECEMBER 5, 2019
Project No. 19-XX-XX

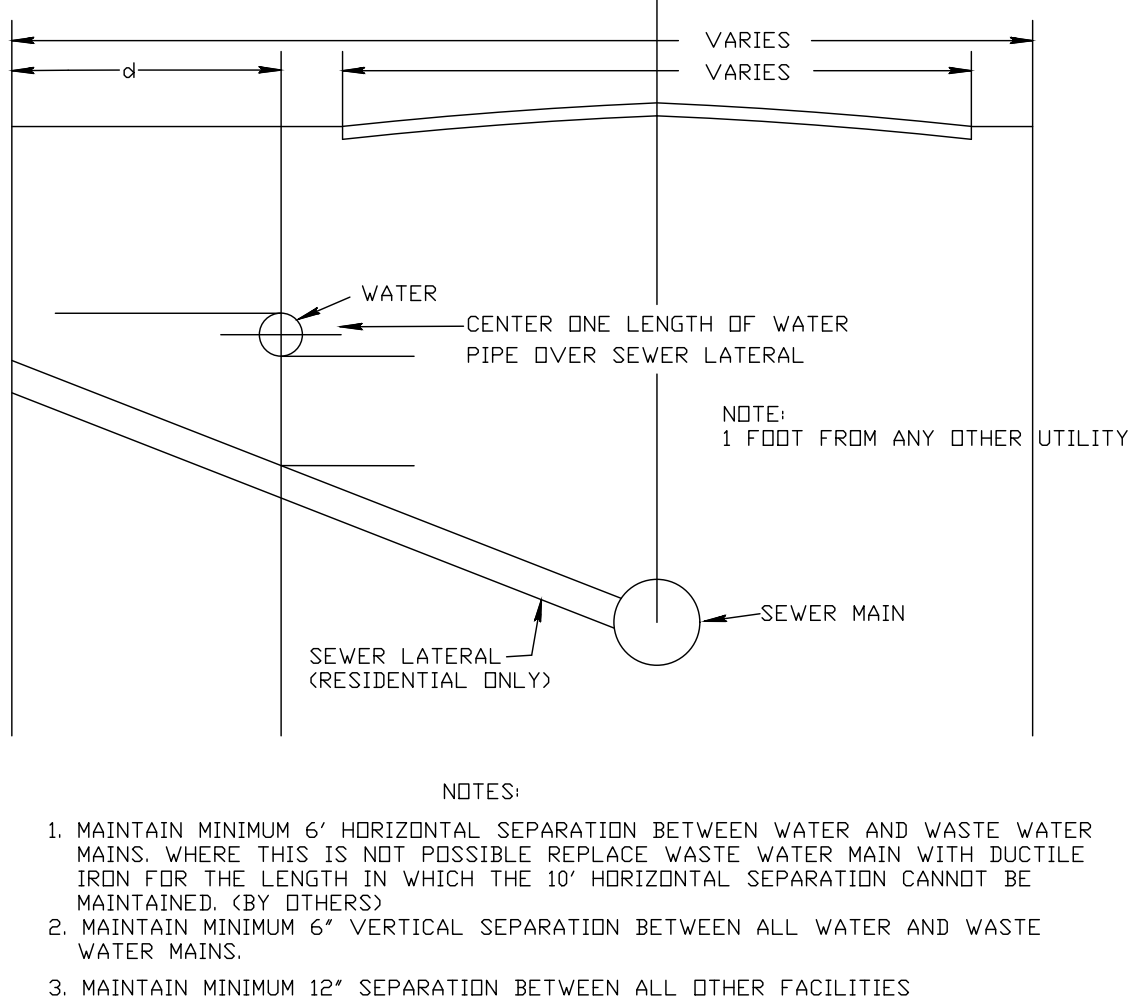
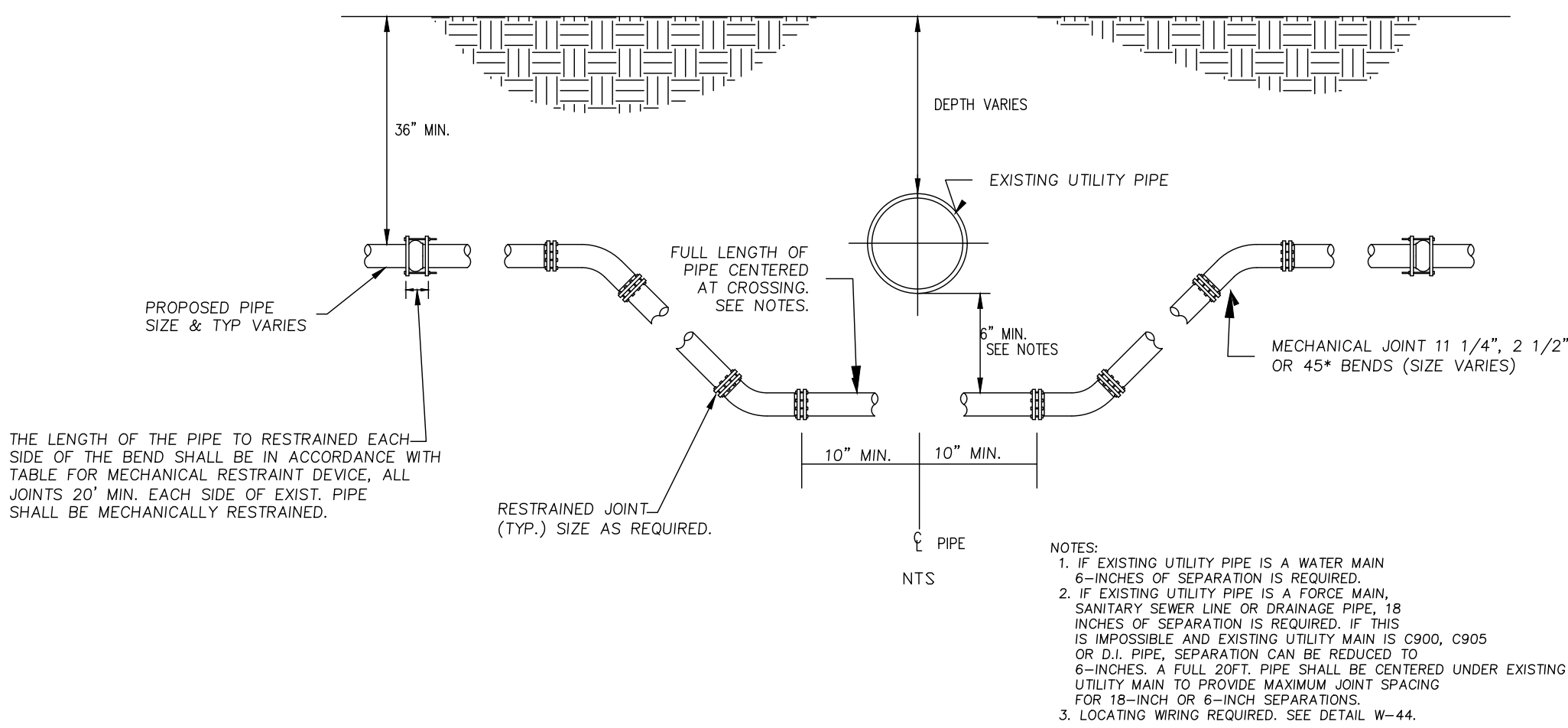
Registered Professional



GRAVITY SEWER NOTES



CLEANOUT



CONTRACTORS ARE REQUIRED TO PAINT NEW HYDRANTS SAFETY YELLOW AND MARK HYDRANTS. THE TOPS AND NOZZLE CAPS SHALL BE PAINTED WITH THE FOLLOWING CAPACITY INDICATOR COLOR SCHEME:

BLUE (SW4079)	1500GPM AND HIGHER
GREEN (SW4085)	1000-1499 GPM
ORANGE (SW4083)	500-999 GPM
RED (SW4081)	LESS THAN 500 GPM

IT IS REQUIRED THAT ALL NEW AND RELOCATED WATER MAINS BE PRESSURE TESTED AND LEAKAGE TESTED IN ACCORDANCE WITH AWWA STANDARD C600.

IT IS REQUIRED THAT ALL NEW AND RELOCATED WATER MAINS BE DISINFECTED IN ACCORDANCE WITH AWWA STANDARD C651 AND RULE 62-555.345, F.A.C..

ALL WATER MAINS WILL BE CONSTRUCTED WITH BLUE C900-DR25 PIPE
ALL WATER SERVICES WILL CONSTRUCTED WITH WHITE PVC SCHEDULE
80 PIPE. BLUE SPRAY PAINT WILL BE APPLIED TO THE TOP SURFACE.
JOINT RESTRAINTERS MAY BE USED IN PLACE OF THRUST BLOCKS ON C900, DR25 PIPE.
WITH APPROVAL OF THE CITY UTILITIES DEPARTMENT.

HORIZONTAL AND VERTICAL CLEARANCES

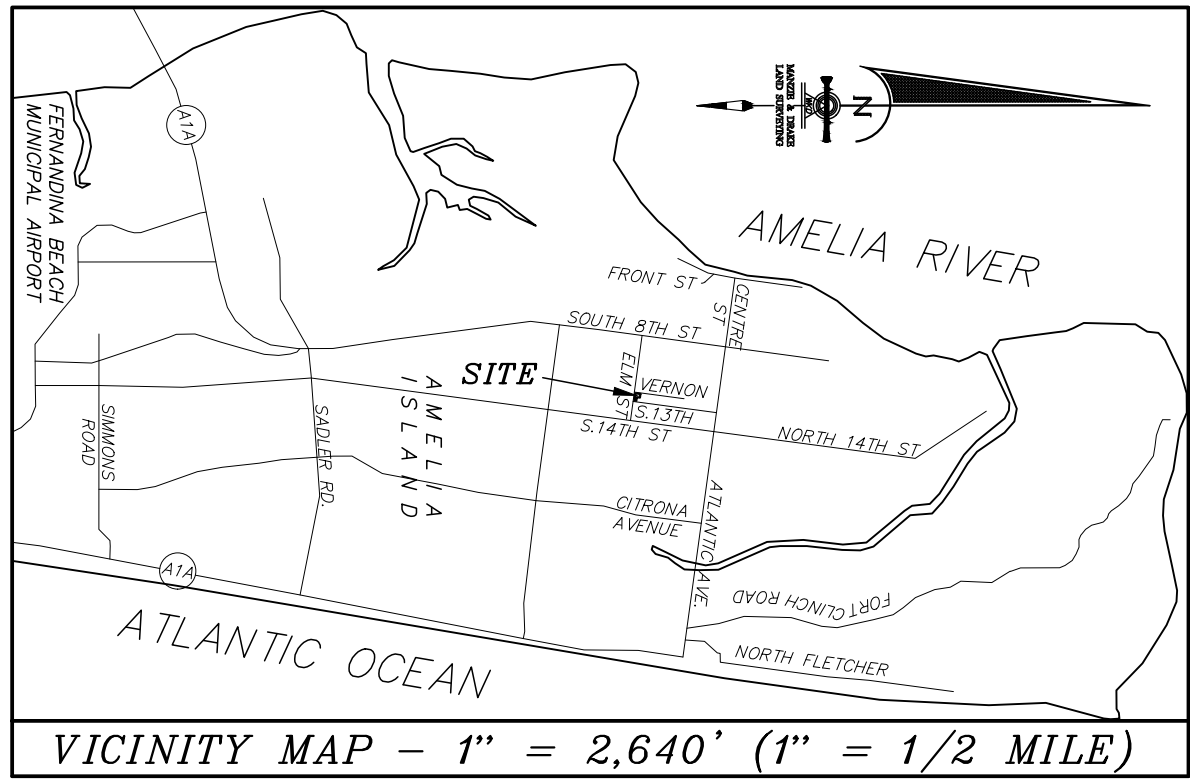
POTABLE WATER NOTES

J				Scale: 1" = 10'	Gillette & Associates, Inc. 20 South 4th Street Fernandina Beach, FL 32034	 GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	VERNON AND ELM STREET HOMES	NASSAU HABITAT FOR HUMANITY	WATER & SEWER DETAILS	Registered Professional	Sheet No. DT-2
H				Project Mgr: AG							Certificate of Authorization No. 9332
F				Designed by: AG/JC	DO NOT SCALE THIS DRAWING – DIMENSIONS AND NOTES TAKE PREFERENCE, DRAWING IS REDUCED IF LESS THAN 22" x 34"						Issue Date DECEMBER 5, 2019
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A	No	By	Date	Revision							

LEGAL DESCRIPTION (CAPTIONED LAND):

SUBLOT A AND D OF LOT 8 AND SUBLOT B OF LOT 9 IN BLOCK 231, THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901).

CONTAINING 0.456 ACRE, MORE OR LESS.



ZONING CERTIFICATION

I HEREBY CERTIFY THAT THIS PLAT HAS BEEN EXAMINED BY ME AND IS IN COMPLIANCE WITH THE ZONING RULES AND REGULATIONS OF THE CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA, CURRENTLY IN EFFECT.

THIS _____ DAY OF _____, 2020.

DIRECTOR OF PLANNING

CLERK'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS PLAT HAS BEEN EXAMINED AND THAT IT COMPLIES IN FORM WITH FLORIDA STATUTE 177.061 AND IS FILED FOR RECORD AND RECORDED IN PLAT BOOK _____ PAGE(S) _____ OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA, THIS _____ DAY OF _____, 2020, A.D.

CLERK OF THE CIRCUIT COURT

APPROVED FOR THE RECORD:

THIS IS TO CERTIFY THAT THIS PLAT HAS BEEN APPROVED BY THE CITY MANAGER OF THE CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA. WITNESS BY SIGNATURE THIS _____ DAY OF _____, A.D., 2020.

CITY MANAGER

MAYOR CERTIFICATE:

THIS PLAT HAS BEEN EXAMINED AND IS HEREBY ACCEPTED AND APPROVED BY THE CITY COMMISSION OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA, PURSUANT TO A RESOLUTION OF SAID COMMISSION ADOPTED THIS _____ DAY OF _____, A.D., 2020.

BY: _____ ATTEST: _____
MAYOR CITY CLERK

TAX COLLECTOR

TAX IDENTIFICATION NUMBERS - 00-00-31-1800-0231-08A0; 00-00-31-1800-0231-09B0

I, THE UNDERSIGNED DO HEREBY AFFIRM THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF, THERE ARE NO UNPAID REAL PROPERTY TAXES APPLICABLE TO THE LANDS SUBJECT TO THIS PLAT

SIGNED THIS _____ DAY OF _____, A.D. 2020.
TAX COLLECTOR
NASSAU COUNTY, FLORIDA

DIRECTOR OF EMERGENCY SERVICES CERTIFICATE

THIS IS TO CERTIFY THAT THE ABOVE PLAT HAS BEEN APPROVED BY THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF FERNANDINA BEACH, FLORIDA

THIS _____ DAY OF _____, A.D. 2020.

DIRECTOR OF EMERGENCY SERVICES

CERTIFICATE OF REVIEW BY CITY EMPLOYED/
CONTRACTED SURVEYOR/MAPPER

I HEREBY CERTIFY THAT I HAVE REVIEWED THIS PLAT FOR CONFORMITY TO CHAPTER 177, F.S., AND THAT I AM EMPLOYED BY OR UNDER CONTRACT TO THE APPROPRIATE LOCAL GOVERNING BODY AND ACTING HERETO AS AN AGENT THEREOF. THIS LIMITED CERTIFICATION AS TO FACIAL CONFORMITY WITH THE REQUIREMENTS OF CHAPTER 177 IS NOT INTENDED TO BE AND SHOULD NOT BE CONSTRUED AS A CERTIFICATION OF THE ACCURACY OR QUALITY OF THE SURVEYING/ MAPPING REFLECTED ON THIS PLAT.

NAME: _____ DATE: _____
FLORIDA CERTIFICATE NO. _____

SURVEYOR'S CERTIFICATE

THIS IS TO CERTIFY THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, PLATTED AND DESCRIBED IN THE CAPTION; THAT THE SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; THAT THE SURVEY DATA COMPLIES WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES; THAT THE SURVEY AND LEGAL DESCRIPTION ARE ACCURATE; THAT PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET ACCORDING TO CHAPTER 177.091 (7); AND THAT PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET ACCORDING TO THE CHAPTER 177.091 (8); ALL ACCORDING TO THE LAWS OF THE STATE OF FLORIDA AND NASSAU COUNTY.

SIGNED THIS _____ DAY OF _____, A.D. 2020.

MICHAEL A. MANZIE, P.L.S.
FLORIDA CERTIFICATE NO. 4069

MANZIE & DRAKE LAND SURVEYING
117 SOUTH 9TH STREET
FERNANDINA BEACH, FL 32034
CERTIFICATE OF AUTHORIZATION NUMBER "LB 7039"

6 ON ELM

A REPLAT OF SUBLOT A AND D OF LOT 8 AND SUBLOT B OF LOT 9 IN BLOCK 231, CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA.

SUBLOT A
LOT 9
BLOCK 231
S82°14'31"E 100.20'

LOT 6
4,310.95 SQUARE FEET (G&N)
0.10 ACRE (G&N)

LOT 5
4,312.09 SQUARE FEET (G&N)
0.10 ACRE (G&N)

S82°12'34"E 100.25'
41.91' 58.34' 58.34'

LOT 4
2,347.59 SQUARE FEET (G&N)
0.05 ACRE (G&N)

LOT 3
3,269.88 SQUARE FEET (G&N)
0.08 ACRE (G&N)

LOT 2
3,271.14 SQUARE FEET (G&N)
0.08 ACRE (G&N)

LOT 1
2,350.05 SQUARE FEET (G&N)
0.05 ACRE (G&N)

POINT OF BEGINNING
SOUTHWEST CORNER OF SUBLOT A OF LOT
8, BLOCK 231, CITY OF FERNANDINA BEACH
N=2,301,688.4050 / E=513,192.8589

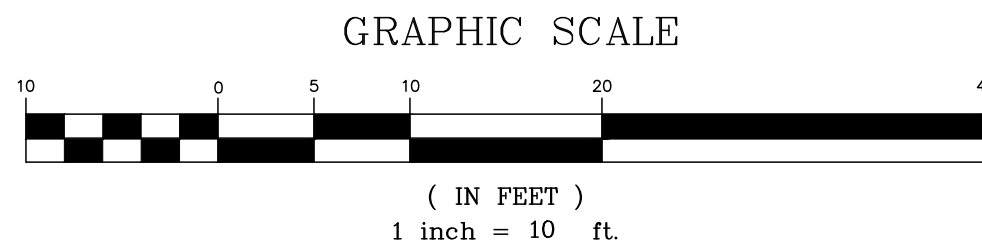
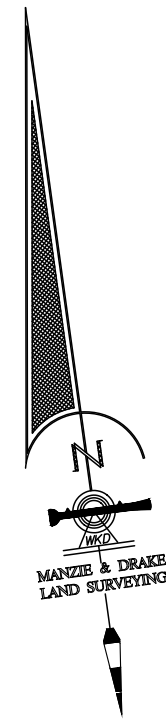
SURVEYOR'S NOTES

- 1.) ☐ DENOTES PERMANENT REFERENCE MONUMENT (P.R.M.) (5/8" IRON ROD & CAP) SET WITH IDENTIFICATION "PRM LB 7039".
- 2.) 43,560 SQ. FT. (N&G) DENOTES NET & GROSS LOT SQUARE FOOTAGE
- 3.) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM 1983/1990.
- 4.) THE PROPERTY SHOWN HEREON LIES WITHIN FLOOD ZONE "X" AS PER F.E.M.A. FLOOD INSURANCE RATE MAP, PANEL 12089C-0232-G, DATED 08/02/2012.
- 5.) THE CURRENT ZONING FOR THE LANDS SHOWN ON THIS PLAT AS OF THE DATE OF RECORDING IS R-2.

THE SETBACKS ARE AS FOLLOWS: MAXIMUM HEIGHT = 35- FEET / FRONT SETBACK = 25- FEET / REAR SETBACK = 20- FEET / SIDE SETBACK = 10% OF LOT WIDTH SIDE SETBACK (SIDE ABUTTING STREET) = 15- FEET. EACH SIDE YARD SETBACK SHALL BE INCREASED BY ONE- HALF (1/2) FOOT FOR EACH ONE (1) FOOT, OR FRACTION THEREOF, OF BUILDING HEIGHTS ABOVE TWENTY-FIVE (25) FEET. THERE MAY BE MORE RESTRICTIVE BUILDING RESTRICTIONS AND SET BACKS RECORDED AFTER THE RECORDING OF THIS PLAT UNDER SEPARATE DOCUMENTS IN THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA.

BOA 2019-11 VARIANCE APPROVED DECEMBER 18, 2019 GRANTED A VARIANCE TO ALLOW FOR THE INTERIOR LOTS 2 AND 3 TO BE ADDRESSED OFF OF ELM STREET. THE FRONT, SIDE AND REAR YARDS FOR INTERIOR LOT 2 SHALL BE CALCULATED BASED ON THE BUILDING FOOTPRINT FRONTING S. 13TH/ STREET AND INTERIOR LOT 3 SHALL BE CALCULATED BASED ON THE BUILDING FOOTPRINT FACING VERNON STREET.

- 6.) ALL LOT LINES INTERSECTING CURVES ARE NON-RADIAL UNLESS OTHERWISE NOTED
- 7.) LOTS SHOWN HEREON ARE INTENDED FOR RESIDENTIAL PURPOSES.
- 8.) "NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- 9.) ALL PLATTED UTILITY EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY.
- 10.) NO FURTHER SUBDIVISION OF LOTS IS ALLOWED UNLESS SUCH SUBDIVISION CONFORMS TO CITY OF FERNANDINA BEACH SUBDIVISION REGULATIONS AND BE APPROVED BY THE CITY OF FERNANDINA BEACH AND CITY COMMISSION.
- 11.) TOTAL NUMBER OF LOTS: (6).
- 12.) DRAINAGE SWALES AS DEPICTED ON THE ENGINEERING PLANS ARE FOR THE BENEFIT OF EACH LOT DEPICTED ON THE PLAT. THE AREA OF THE DRAINAGE SWALE LOCATED ON A LOT IS THE MAINTENANCE RESPONSIBILITY OF SAID LOT OWNER. THE DRAINAGE SWALE MAY NOT BE DISTURBED OR ALTERED. THE BUILDING OFFICIAL SHALL NOT PERMIT ANY ACTIVITY WITHIN THE AREA OF THE DRAINAGE SWALE.



SUBLOT C
LOT 9
BLOCK 231

S82°12'34"E 100.25'
58.34' 41.91' 58.34'

ELM STREET
(60-FOOT RIGHT-OF-WAY)

ADOPTION AND DEDICATION

THIS IS TO CERTIFY THAT THE UNDERSIGNED, " _____ JOHN M. COTNER _____ " IS THE LAWFUL OWNER OF THE LAND DESCRIBED IN THE CAPTION HEREON WHICH SHALL HEREAFTER BE KNOWN AS " 6 ON ELM " AND THAT IT HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AND THAT THIS PLAT, MADE IN ACCORDANCE WITH SAID SURVEY IS HEREBY ADOPTED AS THE TRUE AND CORRECT PLAT OF SAID LAND.

IN WITNESS WHEREOF, OWNER HAS CAUSED THIS PLAT AND DEDICATION TO BE EXECUTED BY ITS DULY ELECTED OFFICERS ACTING BY AND WITH THE AUTHORITY OF THE BOARD OF DIRECTORS.

THE OWNER(S) HEREBY AND IRREVOCABLY AND WITHOUT RESERVATION DEDICATED TO FLORIDA POWER & LIGHT COMPANY (FPL), IT'S SUCCESSORS AND ASSIGNS, EASEMENTS OVER AND UPON, AND UNDER ALL ROAD RIGHTS OF WAY DESIGNATED HEREON, FOR ITS NON-EXCLUSIVE USE IN CONJUNCTION WITH THE INSTALLATION, MAINTENANCE, AND USE OF FPL UTILITIES, TOGETHER WITH THE RIGHTS OF FLORIDA POWER & LIGHT COMPANY (FPL), IT'S SUCCESSORS OR ASSIGNS, TO INGRESS AND EGRESS OVER AND UPON THOSE ROADWAYS FOR ITS NON-EXCLUSIVE USE IN CONJUNCTION WITH THE INSTALLATION, MAINTENANCE, AND USE OF ITS UTILITY SYSTEMS IN EASEMENTS ADJACENT TO THOSE ROAD RIGHTS OF WAY.

JOHN M. COTNER

OWNER INFORMATION

WITNESS _____

PRINT OR TYPE NAME

WITNESS _____

PRINT OR TYPE NAME

BY: _____
NAME: _____
TITLE: _____

STATE OF: _____ FLORIDA
COUNTY OF: _____ NASSAU

THIS IS TO CERTIFY THAT ON THIS DAY PERSONALLY APPEARED BEFORE ME, AN OFFICER DULY AUTHORIZED TO ADMINISTER OATHS AND TAKE ACKNOWLEDGEMENTS, _____ OF _____ TO ME WELL KNOWN AND KNOWN TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE FOREGOING ADOPTION AND DEDICATION AND WHO ACKNOWLEDGED BEFORE ME THAT THEY EXECUTED THE SAME FREELY AND VOLUNTARILY FOR THE USE AND PURPOSES THEREIN EXPRESSED.

WITNESS MY SIGNATURE AND OFFICIAL SEAL AT THE CITY OF _____ IN THE COUNTY OF _____ AND THE STATE OF _____

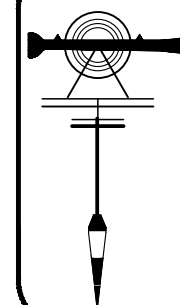
THIS _____ DAY OF _____, A.D., 2020.

NOTARY PUBLIC
STATE OF FLORIDA

MY COMMISSION EXPIRES : _____

LEGEND

P.L.S. = PROFESSIONAL LAND SURVEYOR
P.I.N. = PARCEL IDENTIFICATION NUMBER
L.B. = LICENSED BUSINESS
SQ. FT. = SQUARE FEET
N.A.V.D. = NORTH AMERICAN VERTICAL DATUM
U.E. = UTILITY EASEMENT
F.D.O.T. = FLORIDA DEPARTMENT OF TRANSPORTATION
I.E. = INGRESS & EGRESS
E.S.M. = EASEMENT



MANZIE & DRAKE LAND SURVEYING

117 South Ninth Street, Fernandina Beach, FL 32034

(904) 491-5700 www.ManzieAndDrake.com

Certificate of Authorization Number "LB 7039"

"OUR SIGHTS ARE ON THE FUTURE,
SET YOUR SITES ON US."





Certificate Number: SPR2019-08
Date Issued: 12/20/19
Expiration Date: 12/20/21

CITY OF FERNANDINA BEACH
CERTIFICATE OF SCHOOL CONCURRENCY

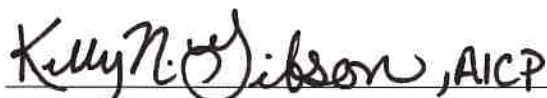
Applicant: Gillette & Associates, Inc.
Owner/Agent: John Cotner
Project Name: Habitat for Humanity Townhomes
Project Location: Vernon Street and 425 S. 13th Street
Parcel ID Number: 00-00-31-1800-0231-09B0 and 00-00-31-1800-0231-08A0
TRC Case Number: SPR 2019-08

Reservation Letter Received on December 20, 2019

Number of Dwelling Units: 3 NEW units/ 3 VESTED units (project totals 6 dwelling units)

This certificate of school concurrency is issued pursuant to the Amended Interlocal Agreement for Public School Facility Planning adopted by The City of Fernandina Beach on May 21, 2019. Section 9.9 of the Amended Interlocal Agreement requires issuance of a Certificate of Concurrency by the City of Fernandina Beach upon receipt of school capacity confirmation from the Nassau County School Board via a School Concurrency Reservation Letter.

This certificate guarantees a finding of school capacity for the above-referenced project for two (2) years following the issuance of this certificate. If the applicant obtains construction plan approval or a building permit for horizontal or vertical construction during the two (2) year period, the certificate shall remain in effect until the expiration of the construction plan or building permit to which it applies. Expiration, extension or modification of a Certificate of Concurrency shall require a new review for adequate school capacity to be performed by the School Board.

 Kelly N. Gibson, AICP

Planning & Conservation Department
Kelly N. Gibson, AICP, Director

12/20/19
Date



The Nassau County School District

1201 Atlantic Avenue
Fernandina Beach, Florida 32034

Kathy K. Burns, Ed.D.
Superintendent of Schools

(904) 491-9900
Fax (904) 277-9042
info@nassau.k12.fl.us

December 20, 2019

Ms. Kelly N. Gibson, AICP
Planning and Conservation Director
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

SUBJECT: RESERVATION NOTIFICATION

Dear Ms Gibson:

Pursuant to Section 9 of the Amended Interlocal Agreement for Public School Facility Planning, any developer submitting a development permit application with a residential component that is not exempt under Section 9.13 of the same agreement, is subject to school concurrency and must prepare and submit a School Impact Analysis to the local government, as applicable, for review by the School Board. The local government shall initiate the review by determining that the application is sufficient for processing. Upon determination of application sufficiency, the local government shall transmit the School Impact Analysis to the School Board representative for review.

Subsequent to the School Board review and notification to applicant, such concurrency reservation remains valid for a period of two years or until such time as the permitting documents remain valid. During this two year period, the applicant may obtain construction plan approval or a building permit, as applicable, for horizontal or vertical construction. Expiration, extension or modification of a residential development shall require a new review for adequate school capacity to be performed by the School Board.

In accordance with Section 9.9 of the Amended Interlocal Agreement for Public School Facility Planning, Reservation is hereby granted to:

Project Name: Nassau Habitat for Humanity

DRC Site Plan Number: _____

PIN: 00-00-31-1800-0008-0080 and 00-00-31-1800-0008-0050

Number of Dwelling Units in Development: 6

Our mission is to develop each student as an inspired life-long learner and problem-solver with the strength of character to serve as a productive member of society.

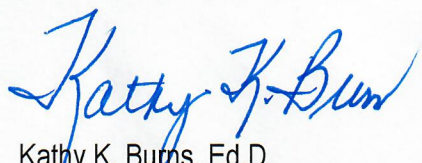
The Nassau County School District does not discriminate on the basis of race, color, national origin, gender, age, disability or marital status in its educational programs, services or activities, or in its hiring or employment practices.

Effective date of permitting documents: 12/12/2019

Expiration date of permitting documents: 12/12/2021

Reservation approval tracking number: _____

Sincerely,



Kathy K. Burns, Ed.D.
Superintendent of Schools

Our mission is to develop each student as an inspired life-long learner and problem-solver with the strength of character to serve as a productive member of society.

The Nassau County School District does not discriminate on the basis of race, color, national origin, gender, age, disability or marital status in its educational programs, services or activities, or in its hiring or employment practices.

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Resolution 2020-23
Sole Source Vendor Approval - Topgolf International, Inc. / Budget Amendment - Golf Course

ITEM TYPE: Resolution (w/ fiscal impact)

REQUESTED ACTION: Consider Resolution 2020-23

SYNOPSIS:

A report to the City Commission indicated that the City's Golf Course (and the Marina) require additional General Fund support or revenue enhancement to sustain future operations (and to address the mounting cumulative cash flow deficit). Toptracer technology and programming may provide an opportunity for additional revenue to support the Golf Course.

The City's Purchasing Policy requires that any budget amendment over \$7,500 and any purchases over \$20,000 obtain City Commission approval, including sole source efforts. With regard to this project, the use of the Purchasing Policy's sole source provisions are relevant due to proposed use of services and due to the proprietary technology (preventing competitive solicitation/selection or the use of internal resources).

City Staff seeks City Commission approval of the proposed Resolution to amend the City's budget, drawing \$495,000 from unrestricted reserves, to construct appropriate improvements and to implement Toptracer at the City Golf Course.

FISCAL IMPACT:

Funds were not budgeted in the Golf Course budget for this purchase. Staff recommends transferring \$495,000 from the Reserve account, 0018300 59990, to the Transfer to Golf account, 0018100 59410, From General Fund account, 410 38101, and Golf Improvements account, 410 56300.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission adopt proposed Resolution 2020-23.

Dale L. Martin, City Manager 1/27/2020

Pauline Testagrose, Comptroller 1/27/2020

Tammi E. Bach, City Attorney 1/28/2020

Submitted By: Nicole Bednar, Administrative Services Manager Date: January 13, 2020

COMMISSION ACTION: Adopt

RESOLUTION 2020-23

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, APPROVING TOPGOLF INTERNATIONAL, INC. AS A SOLE SOURCE VENDOR IN FISCAL YEAR 2019/2020; APPROVING AN AMENDMENT TO THE BUDGET IN FY 2019/2020; AUTHORIZING EXECUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City's Purchasing Policy requires that any budget amendment over \$7,500 and any purchases over \$20,000 obtain City Commission approval; and

WHEREAS, the City, in response to municipal auditor concerns, solicited a report to examine the fiscal sustainability of the City's Golf Course and Marina, resulting in a recommendation that additional General Fund support or enhanced revenues are necessary to eliminate cumulative cash flow deficits and provide for long-term sustainability; and

WHEREAS, proposed improvements to the City Golf Course driving range and the implementation of Toptracer technology and programming (developed and licensed by Topgolf International, Inc.) have been reviewed to determine the fiscal impact upon Golf Course operational revenues, with the projected likelihood that the proposed improvements (and additional General Fund support) will result in fiscal independence and the elimination of the cumulative cash flow deficit within seven years; and

WHEREAS the City's Golf Course Advisory Board, on January 8, 2020, unanimously recommended that the City Commission support the proposed golf course improvements and Toptracer implementation; and

WHEREAS, funds were not budgeted in the Golf Course budget; therefore, staff recommends transferring \$495,000 from the Reserve account, 0018300 59990, to the Transfer to Golf account, 0018100 59410, From General Fund account, 410 38101, and Golf Improvements account, 410 56300.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The City Commission hereby approves Topgolf International, Inc. as an annual sole source vendor (due to costs expected to exceed \$20,000 annually) for implementation of Toptracer technology and programming, beginning in FY 19/20.

SECTION 2. The City Commission hereby approves an amendment to the budget by transferring \$495,000 from the Reserve account, 0018300 59990, to the Transfer to Golf account, 0018100 59410, From General Fund account, 410 38101, and Golf Improvements account, 410 56300.

SECTION 3. The City Commission hereby approves increasing the Total City budget from \$173,535,484 to \$174,030,484.

SECTION 4. This Resolution shall become effective immediately upon passage.

ADOPTED this 4th day of February, 2020.

CITY OF FERNANDINA BEACH

John A. Miller
Mayor - Commissioner

ATTEST:

APPROVED AS TO FORM AND
LEGALITY:



Caroline Best
City Clerk

Tammi E. Bach
City Attorney

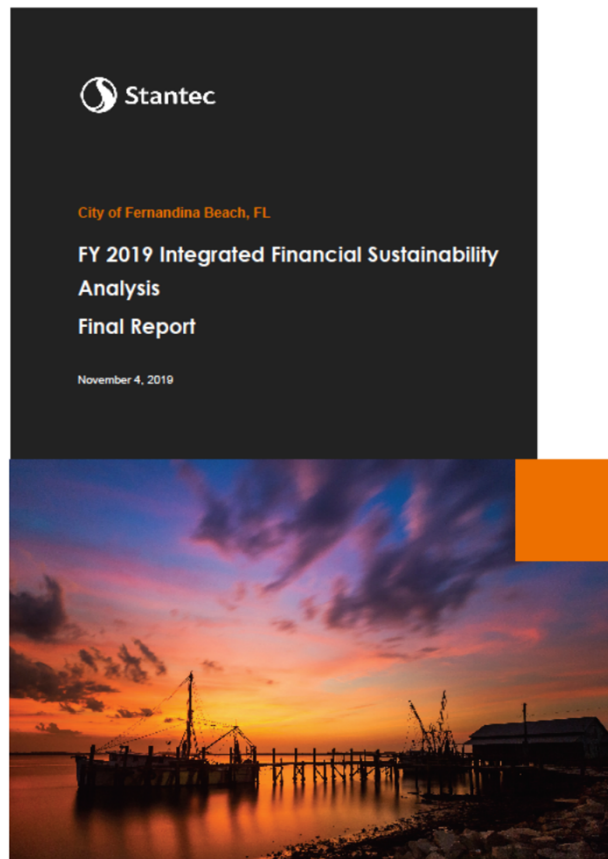
City Commission

**Impact of Top Tracer
at
Fernandina Beach Golf Course**

Mr. Dale L. Martin

City Manager

January 21, 2020



- The Golf Course Fund's and Marina Fund's cash flows are structurally unsustainable and will require significant increases in revenue amounts or annual cash support from the General Fund in order to fund ongoing operational costs, debt service, and capital requirements.
- The General Fund is projected to have sufficient cash flow surplus to support the Marina Fund and Golf Course Fund, if the City chooses to do so.

Stantec (November 4, 2019; p. 3)



Table 3 – Golf Course Fund Status Quo Forecast

	FY 2020 Budget	FY 2021	FY 2022 Projection	FY 2023	FY 2024
Cash Inflows					
Operating Revenues	\$ 1,436,000	\$ 1,484,000	\$ 1,535,000	\$ 1,588,000	\$ 1,644,000
General Fund Support	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000	\$ 220,000
Total Cash In	\$ 1,656,000	\$ 1,704,000	\$ 1,755,000	\$ 1,808,000	\$ 1,864,000
Cash Outflows					
Operating Expenses	\$ 1,448,000	\$ 1,499,000	\$ 1,531,000	\$ 1,562,000	\$ 1,593,000
Debt Service	\$ 183,000	\$ 183,000	\$ -	\$ -	\$ -
Capital Outlay	\$ 160,000	\$ 408,000	\$ 564,000	\$ 352,000	\$ 205,000
Total Cash Out	\$ 1,791,000	\$ 2,090,000	\$ 2,095,000	\$ 1,914,000	\$ 1,798,000
Net Cash Flow	\$ (135,000)	\$ (386,000)	\$ (340,000)	\$ (106,000)	\$ 66,000
Cumulative Cash Flow Deficit	\$ (1,264,000)	\$ (1,650,000)	\$ (1,990,000)	\$ (2,096,000)	\$ (2,030,000)



“Annual cash support from the General Fund”

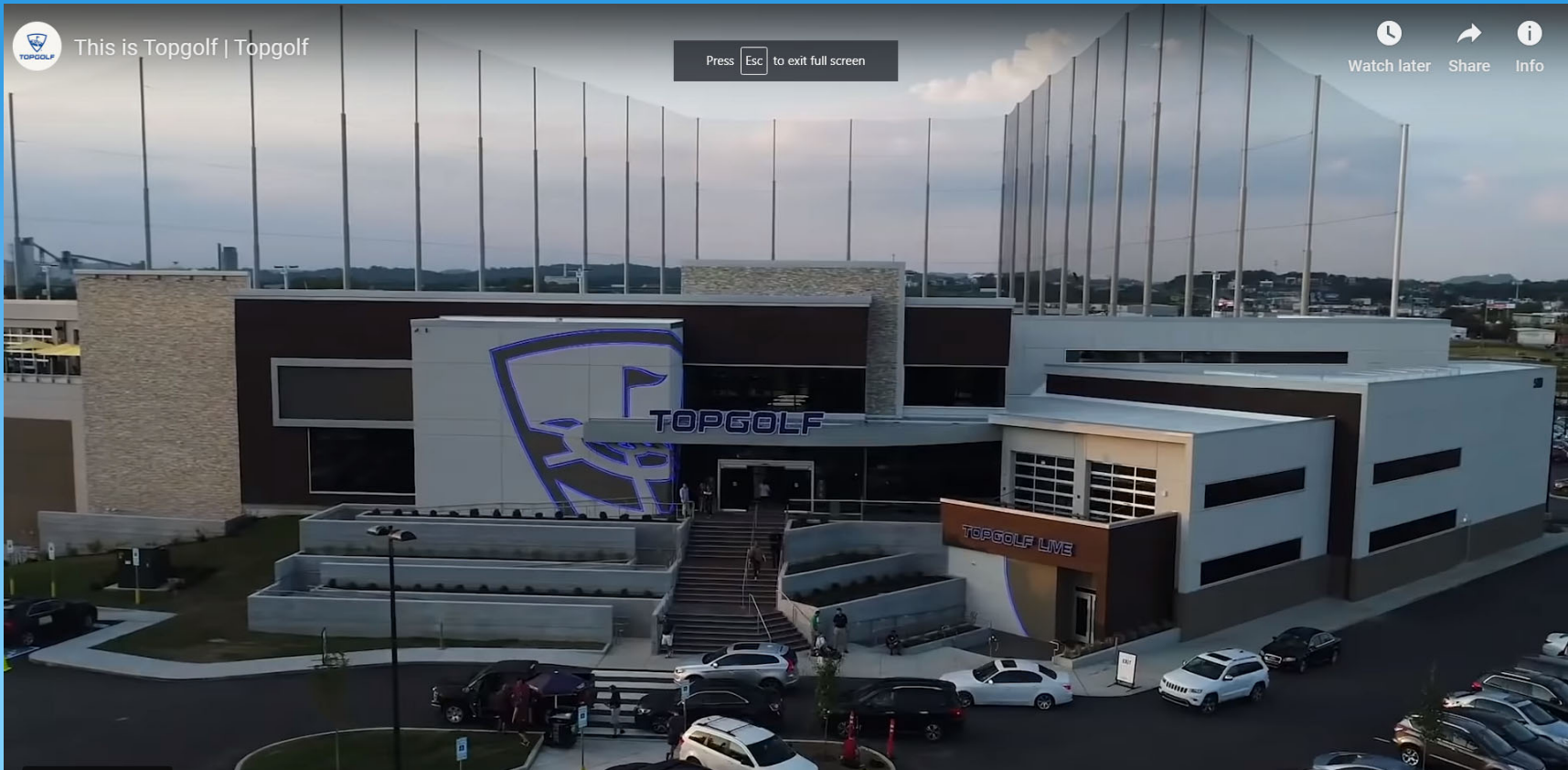


Table 4 – Golf Course Forecast with Additional General Fund Support

	FY 2020 Budget	FY 2021	FY 2022 Projection	FY 2023	FY 2024
Cash Inflows					
Operating Revenues	\$ 1,536,000	\$ 1,659,000	\$ 1,710,000	\$ 1,763,000	\$ 1,819,000
General Fund Support	\$ 800,000	\$ 800,000	\$ 400,000	\$ 200,000	\$ 130,000
Total Cash In	\$ 2,336,000	\$ 2,459,000	\$ 2,110,000	\$ 1,963,000	\$ 1,949,000
Cash Outflows					
Operating Expenses	\$ 1,448,000	\$ 1,499,000	\$ 1,531,000	\$ 1,562,000	\$ 1,593,000
Debt Service	\$ 183,000	\$ 183,000	\$ -	\$ -	\$ -
Capital Outlay	\$ 160,000	\$ 408,000	\$ 564,000	\$ 352,000	\$ 205,000
Total Cash Out	\$ 1,791,000	\$ 2,090,000	\$ 2,095,000	\$ 1,914,000	\$ 1,798,000
Net Cash Flow	\$ 545,000	\$ 369,000	\$ 15,000	\$ 49,000	\$ 151,000
Cumulative Cash Flow Deficit	\$ (584,000)	\$ (215,000)	\$ (200,000)	\$ (151,000)	\$ -



“Significant increases in revenue amounts”







Play like a pro.

Toptracer Range delivers the same ball-tracking technology that traces the shots of the games best players on TV. Driving ranges equipped with Toptracer Range technology offer a fun, engaging, tech-driven experience that appeals to seasoned players, range rivals, friends, family members, and even first-time golfers.



[TOPTRACER TV](#)

[TOPTRACER RANGE](#)

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A Real Game Changer

Toptracer Range redefines the driving range experience—from a functional training day to an exciting experience for everyone. The technology provides instant shot replays and statistical feedback on interactive game screens in your hitting bay, which allows players to make swing adjustments and immediately see the impact on their golf shot.

[LOCATIONS](#)





Game and Data Modes

Toptracer Range features games and modes suited for all ages and skill levels. Take on the world in a long-drive competition, play Closest to the Pin with your friends, dive into advanced analytics to fine-tune your swing, and virtually tee it up at some of the world's greatest courses. Your range experience will never be the same.

TOPTRACER RANGE GAMES



[TOPTRACER TV](#)

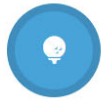
[TOPTRACER RANGE](#)

[RANGE LOCATIONS](#)

[ABOUT](#)

[CONTACT](#)

THE TOPTRACER RANGE DIFFERENCE



MORE HITS, MORE FUN

With Toptracer Range's game and data modes, players will stay longer, hit more golf balls, and have more fun than ever before.



CUTTING-EDGE TECHNOLOGY

Toptracer Range can cover any single or multi-level range configuration to provide instant shot data and entertaining virtual games.



SIMPLE INSTALLATION

We will deliver, install, test and calibrate each Toptracer Range system, which consists of sensors, software and displays.



INTERACTIVE GAME SCREENS

Players will not only love the gratification of seeing their shot on the game screen, but the simplicity of the system makes it easy for any player to benefit.







Florida Small Business Development Center (FSBDC)

Florida SBDC programs deliver up-to-date management advice, training and information to help business owners make sound decisions and to assist potential owners in getting started on the right foot. The FSBDC at the University of North Florida serves 18 counties with offices in Duval, Putnam, St. Johns, Clay, Nassau, Marion, Alachua and Suwannee Counties and is part of the Florida SBDC Network and the national Association of Small Business Development Centers.



Florida Small Business Development Center (FSBDC)

Ms. Jodi Henson

Ms. Jodi Henson is passionate about small business and helping others to succeed. Henson is the Nassau County business consultant with the Florida Small Business Development Center at the University of North Florida.

With an extensive career in business and marketing management in small and large business, Jodi knows what it takes for businesses to grow and succeed. And now she is using her expertise to help other Nassau County businesses thrive.



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IBISWorld



Founded in 1971 by noted businessman and futurist Phil Ruthven, IBISWorld provides meticulously researched business information and market research on thousands of industries worldwide. IBISWorld employs teams of dedicated expert analysts in the US, UK and Australia who scour economic, demographic and market data, while adding analytical insight that helps organizations of all types make better business decisions.

IBISWorld's suite of market intelligence reports will keep you abreast of thousands of industries around the globe. Our Industry Market Research provides you with a better understanding of predicted market conditions, paints a clearer picture of supply and source industries and allows you to easily monitor competitor activity in your industry. IBISWorld's succinct yet comprehensive reports will keep you informed.



Market Research Data Notes

In reference to Golf Courses and Country Clubs:

Over the five years to 2024, the Golf Courses and Country Clubs industry is expected to generate minimal but stable growth due to rising per capita disposable income and available consumer leisure levels.

Consumers aged from 18 to 49 years account for an estimated 50.2% of industry revenue in 2019. However, consumers in this segment are typically employed and thus have steady income streams, enabling them to freely spend on golf course and country club services. Participants within this age group also play golf as a business activity, with many employers holding golf-centered company events.

(Source: IBISWorld, Golf Courses and Country Clubs in the U.S., February 2019)



Market Research Data Notes

In reference to Driving Ranges:

The Golf Driving Range and Family Fun Centers industry displays traits characteristic of an industry in the growing stage of its life cycle. Over the 10 years to 2024, industry value added (IVA), which measures an industry's contribution to the overall economy, is anticipated to grow at an annualized rate of 3.9. Comparatively, the US GDP is projected to increase at an annualized rate of 2.0% over the 10 years to 2024, indicating that the industry is forecast to grow at a faster pace than the overall economy.

Over the 10 years to 2024, industry growth will likely occur as recreational sports, and related activities, are particularly popular among the retiring baby boomers. While the industry will benefit from rising per capita disposable income, more consumers will also value low-cost forms of entertainment, including driving ranges, which consumers can access with low time increments.



Market Research Data Notes

In 2019, meal and beverage sales are expected to account for 6.5% of total revenue. This product segment includes on-site sales of food and both alcoholic and nonalcoholic beverages. Over the five years to 2019 there has been a growing focus on selling food and beverages for the industry. In particular, some golf driving ranges and family fun centers have appealed to older demographics, such as parents with young children, with a large selection of menu options.

More individuals will be working more hours and consumers will find it increasingly difficult to participate in sports and recreational activities, therefore reducing demand. However, some industry-relevant business segments are designed to attract time-strapped consumers. For example, golf driving ranges are more time-efficient compared with competitor industries such as golf courses.

(Source: IBISWorld, Golf Driving Ranges and Family Fun Centers, August 2019)



Current Capital Expenditures

Equipment	Club Benefit	Justification	Cost	Priority	2020	2021	2022	2023	Total
Used Toro 648 Aerifier	Purchasing a new piece of equipment	Replacement	\$25,000	A	\$25,000				\$25,000
Used Toro 5510 Fairway Unit	Routine Replacement	Replacement	\$30,000	A	\$30,000				\$30,000
Used Toro 3150 Greens Master	Routine Replacement	Replacement	\$45,000	A	\$20,000			\$25,000	\$45,000
Used Progressive TD65-2B Rough Unit	Routine Replacement	Replacement	\$25,000	B		\$25,000			\$25,000
Used Ventrac	Routine Replacement	Replacement	\$15,000	B		\$15,000			\$15,000
Used Toro 5510 Fairway Unit	Routine Replacement	Replacement	\$40,000	C				\$40,000	\$40,000
New Sod Cutter	Routine Replacement	Replacement	\$5,000	C				\$5,000	\$5,000
Golf Cart Fleet	Routine Replacement	Replacement	\$200,000	C			\$200,000		\$200,000
Clubhouse Exterior	Repainting the exterior of the clubhouse	Repair	\$30,000	A	\$30,000				\$30,000
Cart Path Repair	Removing broken cart paths, regrading and leveling with coquina	Product Enhancement	\$75,000	A	\$25,000	\$25,000	\$25,000		\$75,000
Tee Box Renovation	Strip, level and resod selected tee boxes	Product Enhancement	\$40,000	A	\$10,000	\$30,000			\$40,000
					\$140,000	\$95,000	\$225,000	\$70,000	\$530,000



Top Tracer Capital Expenditures

<u>Clubhouse</u>	<u>Club Benefit</u>	<u>Justification</u>	<u>Cost</u>	<u>Priority</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
Clubhouse Bathroom Remodel	Repaint, replace fixtures in both bathrooms.	Replacement	\$15,000	B	\$15,000				\$15,000
Banquet Room Renovation	Remodel the banquet hall: paint, install laminate flooring, lighting, audio/visual	Product Enhancement	\$75,000	A		\$75,000			\$75,000
Banquet Room Ceiling	Repair or remove trey ceilings.	Repair	\$40,000	C		\$40,000			\$40,000
F&B/Bar Remodel	Renovate bar/grill and seating area: new bar, tables, chairs, high tops, televisions, lighting, and "tap station."	Product Enhancement	\$100,000	A		\$100,000			\$100,000
					\$15,000	\$215,000			\$230,000



Top Tracer Capital Expenditures

<u>Golf Course</u>	<u>Club Benefit</u>	<u>Justification</u>	<u>Cost</u>	<u>Priority</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Total</u>
North Green Renovation		Product Enhancement	\$ 150,000	B	\$150,000				\$150,000
West Green Renovation		Product Enhancement	\$150,000	C		\$150,000			\$150,000
South Green Renovation		Product Enhancement	\$150,000	C			\$150,000		\$150,000
Driving Range (Top Tracer Renovation)	Installing TT range and renovating the practice facility	Product Enhancement	\$300,000	A	\$300,000				\$300,000
Driving Range (Drainage)		Product Enhancement	\$30,000	A	\$30,000				\$30,000
Tree Trimming	Help with shade issues around tee boxes and certain fairways	Product Enhancement	\$45,000	A		\$15,000	\$15,000	\$15,000	\$45,000
Additional proposed improvements					\$480,000	\$165,000	\$165,000	\$15,000	\$ 825,000
Total Proposed Capital Expenditures					\$635,000	\$475,000	\$390,000	\$85,000	\$1,585,000



FY 2020 Pro Forma

	BCG Budget 2019-2020	2H 2020 Incremental Forecast w/Top Tracer	12 Month View of Top Tracer In Operation
Revenues:			
Golf Course/Range Revenues	\$920,128	\$920,128	\$920,128
Food & Beverage	\$369,570	\$369,570	\$369,570
Misc. (pro shop, clinics, etc.)	\$100,244	\$100,244	\$100,244
Incremental Top Tracer		\$108,450	\$216,900
Incremental Food & Beverage		<u>\$37,500</u>	<u>\$75,000</u>
Total Revenue	\$1,389,942	\$1,535,892	\$1,681,842
Expenses:			
COGS (food/supplies/pro shop)	\$150,881	\$150,881	\$150,881
Labor	\$643,379	\$643,379	\$643,379
Golf Operations	\$657,618	\$657,618	\$657,618
Incremental Food/Bev Costs		\$31,341	\$43,881
Incremental Labor		\$23,676	\$47,887
Incremental Course Operations		\$12,500	\$25,010
Incremental Other Operating		\$16,425	\$31,425
Total Expense	\$1,451,878	\$1,535,820	\$1,600,081
Profit/Loss	(\$61,936)	\$72	\$81,761



Projections

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
<i>Operating revenues</i>	1,536,000	1,682,000	1,766,100	1,854,405	1,947,125	2,044,482	2,146,706
<i>General Fund Support</i>	220,000	220,000	220,000	220,000	220,000	220,000	220,000
<i>Cash In</i>	1,756,000	1,902,000	1,986,100	2,074,405	2,167,125	2,264,482	2,366,706
<i>Operating Expenses</i>	1,536,000	1,600,000	1,648,000	1,697,440	1,748,363	1,800,814	1,854,839
<i>Debt Service</i>	183,000	183,000					
<i>Capital Outlay</i>	635,000	475,000	390,000	85,000			
<i>Cash Out</i>	2,354,000	2,258,000	2,038,000	1,782,440	1,748,363	1,800,814	1,854,839
<i>Net Cash Flow</i>	-598,000	-356,000	-51,900	291,965	418,762	463,667	511,867
<i>Cumulative Debt</i>	-1,747,000	-2,103,000	-2,154,900	-1,862,935	-1,444,173	-980,506	-468,638



Projections

	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>
<i>Operating revenues</i>	1,536,000	1,682,000	1,766,100	1,854,405	1,947,125	2,044,482	2,146,706
<i>General Fund Support</i>	220,000	500,000	500,000	500,000			
<i>Cash In</i>	1,756,000	2,182,000	2,266,100	2,354,405	1,947,125	2,044,482	2,146,706
<i>Operating Expenses</i>	1,536,000	1,600,000	1,648,000	1,697,440	1,748,363	1,800,814	1,854,839
<i>Debt Service</i>	183,000	183,000					
<i>Capital Outlay</i>	635,000	475,000	390,000	85,000			
<i>Cash Out</i>	2,354,000	2,258,000	2,038,000	1,782,440	1,748,363	1,800,814	1,854,839
<i>Net Cash Flow</i>	-598,000	-76,000	228,100	571,965	198,762	243,667	291,867
<i>Cumulative Debt</i>	-1,747,000	-1,823,000	-1,594,900	-1,022,935	-824,173	-580,506	-288,638



Questions

Answers to Submitted Questions from Genece Minshew

1) What is your planned and addressable market? What demographics?

The addressable market includes:

- Residents – Nassau, Duval, Camden counties
- Day Visitors – includes some outlying counties in northern Florida and South Georgia
- Tourists – visiting Amelia Island for vacation and overnight stays

Specifically broken down:

- Local golfers – participants in the sport that want to improve their game skills
- Local non-golfers – playing for entertainment
- Local non-golfers - attending as a spectator for leisure activity
- Tourists - participants in the sport that want to improve their game skills
- Tourist non-golfers – playing for entertainment
- Tourists non-golfers – attending as a spectator for leisure activity
- Businesses/Organizations – corporate team-building events
- Island Convention attendees

Demographics are men and women from ages 5 – 95, families, single adults, and organized groups. Customers are not necessarily golfers, but they enjoy outdoors. Top Tracer can be used by children and adults.

2) What are the planned daily or hourly fees?

There will be options for customers to purchase golf club memberships, as these exist today. Fees are based on hourly rentals of a Top Tracer bay.

	<u>Peak Hours</u>	<u>Non Peak Hours</u>
Non Members	\$40 per bay per hour	\$40 per bay per hour
Members	\$40 per bay per hour	\$20 per bay per hour

3) What info did you use to get to the revenue figures?

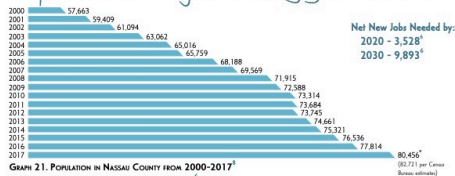
A review was done of the forecasted revenue by Billy Casper Golf, experts in golf management. Market research was pulled on the Golf Courses and Country Clubs (study published February 2019) as well as the Golf Driving Ranges and Family Fun Centers (study published August 2019).



Review of Nassau County Trends and Predictions was reviewed. For example:

PREDICTIONS & TRENDS

Population Projections & Job Needs



Growth 21. Population in Nassau County from 2000-2017*

Florida Scorecard Population Projection Range:

2030: 97,600 - 110,600*

	Low	Medium	High
2020	79,800	85,700	91,400
2025	83,300	93,800	103,300
2030	86,100	100,900	115,200
2035	87,800	107,000	126,400
2040	88,500	112,300	136,900
2045	88,500	117,200	147,600

*80,456 persons is the population estimate from the University of Florida's Bureau of Economic and Business Research (BEBR) produces Florida's official state and local population estimates and projections. The US Census Bureau population estimate for 2017 is 82,721 persons. If using US Census Bureau estimates Nassau experienced an astronomical 6.3% increase in population from 2016 to 2017. If we use the percent growth from 2016 to 2017 and simply extrapolate out using both BEBR's and the Census Bureau's population estimates as the baseline, Nassau could reach 100,000 persons as early as 2024 and 2021 respectively. The above projections do not specifically take into account "game changers" of regional significance within the local environment, i.e. 3,000-6,000 jobs coming online at the Crawford Diamond or Wildlight Commerce Center in a five year time-frame.

	2017	2018	2019	2020	2021	2022	2023	2024
BEBR Baseline Est.	80,456	83,352	86,353	89,462	92,682	96,019	99,476	103,057
Census Baseline Est.	82,721	87,932	93,472	99,361	105,621	112,275	119,348	126,867

<http://www.nassaucountyfl.com/DocumentCenter/View/15444/2018-Growth-Trends-Report-Final-Draft-4-18-18>

Review of other trends of North Florida golf courses was reviewed for future plans on investment into the courses. Source: floridasfirstcoastgolf.org

A detailed review of Billy Casper Golf's forecast for the FB Golf Club and understanding of the assumptions used in their 2020 forecast.

4. What info did you use to get to the revenue figures?

Assumptions on the Top Tracer Incremental Revenues:

- Capacity of the Top Tracer units = 5460 hours per year (350 days per year, 9:00am – 9:00pm).
- Revenue opportunity = \$1,600,000 at maximum capacity
- Assumed capacity for first year = 13%, approximately 14 hours per week over 50 weeks at \$40/hour

5. What are the incremental food and beverage incomes?

Assumptions on the Incremental Food and Beverage Revenues:

- \$14 revenue for each hour of bays rented (at 13% capacity)

6. How will this revenue grow over the business case? And what information did you use to come up with that growth rate?

Billy Casper Golf projects an annual 3% growth rate year-over-year.

Stantec projects an annual growth rate of 5%

IBISWorld projects a 3 – 6% annual growth rate

I did not do a 5 year projection. I reviewed the immediate financial impact from a P/L perspective for a 12 month interval in the first year of installation.

7) How will you sustain revenue projections?

- Consistent marketing efforts in line with the business' budget
- Projected community growth and tourism
- Annual maintenance and upkeep with little expense

8) What are the underlying costs associated with the case?

- Top Tracer bays are \$2800/bay, for a total cost of \$28,000 installed
- Food & Beverage expense (additional equipment) \$31,341
- Incremental Course Operations - \$ 12,500 for golf balls and clubs
- Incremental Other Costs – annual Top Tracer rental fees

9) What about the improvements needed to the basic driving range infrastructure?

The only improvements needed on the driving range is to mitigate the drainage issue, which is estimated to cost \$30,000.

Toptracer driving ranges U.S. - 83



ALABAMA

- 📍 Flopshots, Millbrook

ARIZONA

- 📍 Valley Golf Center, Avondale

CALIFORNIA

- 📍 The Ultimate Drive, Bakersfield
- 📍 Del Mar Golf Center, Del Mar
- 📍 Mariners Point Golf Center, Foster City
- 📍 Glen Oaks Golf & Learning Center, Glendora
- 📍 Mission Hills, Hayward
- 📍 Griffith Park Driving Range, Los Angeles
- 📍 Rancho Park Golf Course, Los Angeles
- 📍 Dairy Creek Golf Course, San Luis Obispo
- 📍 McInnis Park, San Rafael

CONNECTICUT

- 📍 Prospect Golf, Prospect
- 📍 Sports Center of Connecticut, Shelton
- 📍 Chris Cote's Golf Shop, Southington

FLORIDA

- 📍 20th Hole Golf Range, Hudson
- 📍 Blue Sky Golf Club, Jacksonville
- 📍 Tee It Up Driving Range, Oviedo

MASSACHUSETTS

- 📍 McGolf Driving Range, Dedham
- 📍 Western Mass Family Golf Center, Hadley
- 📍 Southers Marsh, Plymouth
- 📍 Harmon Golf, Rockland

MICHIGAN

- 📍 Forest Akers, Lansing
- 📍 Oasis Golf Center, Plymouth
- 📍 Oakland University Golf & Learning Center, Rochester

MINNESOTA

- 📍 Braemar Golf Dome, Edina

MISSOURI

- 📍 The TeeHouse Complex, Cape Girardeau
- 📍 Golf Headquarters, O'Fallon
- 📍 Backwoods Golf, Republic
- 📍 The First Tee Driving Range, St. Louis

NEBRASKA

- 📍 Miracle Hill Golf and Tennis, Omaha

NEW JERSEY

- 📍 River Vale Country Club, River Vale
- 📍 Town & Country Links, Woodstown

TENNESSEE

- 📍 Vantage Point Golf Center, Cordova
- 📍 Fairways & Greens Golf Center, Knoxville
- 📍 Golf and Games Family Park, Memphis

TEXAS

- 📍 Mulligans Golf Center, Angleton
- 📍 Golf Center of Arlington, Arlington
- 📍 Avery Ranch Golf Club, Austin
- 📍 Falconhead Golf Club, Austin
- 📍 5 Under Golf Center, Beaumont
- 📍 Brookhaven Country Club, Farmers Branch
- 📍 Rough Creek, Glen Rose
- 📍 Alpine Target Golf Center, Longview
- 📍 40RE! Golf, Lubbock
- 📍 Rancho Viejo Resort & Country Club, Rancho Viejo
- 📍 Teravista Golf Club, Round Rock

UTAH

- 📍 Golf the Round, Salt Lake City
- 📍 Eagle Lake Golf Course, South Roy

VIRGINIA

- 📍 Washington Golf and Country Club, Arlington
- 📍 Virginia Golf Center, Clifton
- 📍 1757 Golf Club, Dulles

Toptracer driving ranges U.S. - 83

GEORGIA

- [Wedges & Woods, Augusta](#)
- [Paragon Golf Center, Duluth](#)
- [Stonebridge Golf Course, Rome](#)

HAWAII

- [Bayview Golf Course, Kaneohe](#)

IOWA

- [Spirit Hollow Golf Course, Burlington](#)

ILLINOIS

- [Mistwood Golf Dome, Bolingbrook](#)
- [PrairieView Golf Club, Byron](#)
- [Green Valley Golf Range, Hanover Park](#)
- [Cog Hill Golf & Country Club, Lemont](#)
- [Keller's Crossing at Stone Creek, Makanda](#)

KENTUCKY

- [The Stephens Golf Center, Burlington](#)

LOUISIANA

- [St. Rose Driving Range, St. Rose](#)

NEW YORK

- [Northway Golf Center, Clifton Park](#)
- [Southampton Golf Range, Southampton](#)
- [NOVOGOLF, Tappan](#)
- [Game On Golf Center, White Plains](#)
- [The Dome, Williamsville](#)

OHIO

- [Southwest Golf Ranch, Lebanon](#)
- [Stonebrook Driving Range, Middleburg Heights](#)

PENNSYLVANIA

- [The Golf Zone, Honey Brook](#)
- [Cool Springs, Pittsburgh](#)
- [Mad Golfer Golf Club, Southampton](#)

WASHINGTON

- [Columbia Super Range, Everett](#)
- [Interbay Golf Centre, Seattle](#)
- [Jefferson Park Golf Course, Seattle](#)
- [Puetz Golf, Seattle](#)
- [Meadow Park Golf Course, Tacoma](#)
- [Airport Golf Center, Tumwater](#)
- [Woodinville Sports Club, Woodinville](#)

WISCONSIN

- [Erin Hills, Erin](#)
- [Vitense Golfland, Madison](#)
- [Gastrau's Golf Center, Oak Creek](#)

Welcome to Jefferson Park Golf Course



City of Seattle owned
Jefferson Park has 28
TopTracer bays

Come practice with Toptracer on 28 stalls at Jefferson Park! All ages and abilities can enjoy virtual golf on the world's best courses, interactive games and stat tracking options.

Toptracer Rates:

First Two Hours of Business: FREE

9am - 4pm: \$15 per hour (includes an hour of Toptracer and a Large Bucket of Balls)

4pm - Close: \$20 per hour (includes an hour of Toptracer and a Large Bucket of Balls)

Valid for up to 4 people per stall

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Ordinance 2020-05
FY 2019/2020 Amended Pay and Classification Plan

ITEM TYPE: Ordinance (w/o fiscal impact)

REQUESTED ACTION: Consider Ordinance 2020-05 at First Reading.

SYNOPSIS: This Ordinance amends the Pay and Classification Plan per Section 62-247 of the City's Code of Ordinances which states, "The classification plan shall be that as established by the city commission each year by ordinance and may be amended by the City Commission from time to time in its discretion, by Ordinance, as it may deem necessary to ensure that the plan reflects the current job classification of all positions in the city service."

The recommended added job titles are: Sr. Permit Specialist, Sr. Building Inspector, CRS Admin/Office Manager, Police Services Manager, and Parks Maintenance Tech I, II, and III, Streets Maintenance Tech I, II, and III. The changes to the Maintenance position titles are to allow for better career paths within these departments.

The recommended deleted job titles are: Aquatics Supervisor, Parks Irrigation Tech, and Streets Maintenance Tech. There is also a recommended pay grade change to the Deputy Building Official position.

FISCAL IMPACT: There is no fiscal impact in the current budget year. The promotion will be budgeted in the year that it occurs for the appropriate amount.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission approve proposed Ordinance 2020-05 at First Reading.

Robin Marley, Human Resources Director	1/6/2020
Dale L. Martin, City Manager	1/22/2020
Pauline Testagrose, Comptroller	1/23/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: December 19, 2019

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION: Approve

ORDINANCE 2020-05

AN ORDINANCE OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING THE PAY AND CLASSIFICATION PLAN FOR FISCAL YEAR 2019/2020, PURSUANT TO SECTION 120 OF THE CITY CHARTER AND SECTION 62-247 OF THE CODE OF ORDINANCES OF THE CITY; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 120 of the City Charter states, “The city commission shall fix, by ordinance, the salary or compensation of the city attorney, the department heads, the city manager and the city commission. The city manager shall fix the number and compensation of all other officers and employees. The salaries so fixed shall be uniform for like service in each grade of the city service, as the same shall be graded or classified by the city manager and approved by the city commission.”; and

WHEREAS, Section 62-247 of the City’s Code of Ordinances states, “The classification plan shall be that as established by the city commission each year by ordinance and may be amended by the city commission from time to time in its discretion, by ordinance, as it may deem necessary to ensure that the plan reflects the current job classification of all positions in the city service.”; and

WHEREAS, the City recognizes that the compensation plan is intended to provide all employees with an equitable and competitive pay, relative to pay received by other employees performing similar work in other areas of the City’s organization and also relative to rates received by other employees in the labor market from which City employees are recruited; and

WHEREAS, it is in the best interest of the City to amend the Classified Service Titles and Pay Grades to reflect the current organizational needs and responsibilities of the City.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA:

SECTION 1. CLASSIFIED SERVICE TITLES AND PAY GRADES. The Classified Service Titles and Pay Grades are shown below.

Exempt Classifications	Pay Grade
Accountant	135
Accounting Supervisor	138
Administrative Coordinator	131
Administrative Services Manager	137
Airport Director	143
Airport Operations Manager	134
Aquatics Manager	131
Aquatics Supervisor	131
Associate Medical Director	143
Exempt Classifications (continued)	Pay Grade

Building Official	141 <u>143</u>
Building Director	145
Code Enforcement Director	137
Community Rating System (CRS) Administrator/ <u>Office Manager</u>	135
Comptroller	147
Deputy Building Official	139 <u>142</u>
Deputy City Clerk	132
Deputy City Manager	147
Deputy Fire Chief	142
Deputy Police Chief	144
Digital Communications Specialist	136
Drafter	126
Facilities Maintenance Superintendent	138
Fire Chief	144
Fleet, Facilities, and Sanitation Director	143
Grants Administrator	137
Human Resources Generalist	131
Human Resources Director	143
Information Technology Director	143
Junior Accountant	132
Legal Assistant	132
Maintenance Director	143
Network Administrator	139
Office Manager	132
Paralegal	137
Parks Maintenance Superintendent	138
Parks & Recreation Assistant Director	138
Parks & Recreation Director	143
Parks & Recreation Manager	136
Planner I	134
Planner II	136
Planning and Conservation Director	143
Police Captain	143
Police Chief	146
<u>Police Services Manager</u>	<u>136</u>
Project Manager	143
Public Information Officer	131

Recreation Programs Supervisor	131
Senior Human Resources Generalist	133
Senior Planner	138
Stormwater Director	143
Systems Administrator	136
Urban Forestry Inspector/Arborist	135
Utilities Director	146
Utility Billing Supervisor	135
Utility Operations Superintendent	138
Non-Exempt Classifications	Pay Grade
Accounting Clerk	128
Administrative Specialist	128
Airport Operations Specialist	131
Building Inspector I	135
Building Inspector II	136
Building Inspector III	137
Chief Plant Operator	133
Childcare Professional	120
Code Compliance Officer	131
Communications Officer Supervisor	129
Customer Service Specialist	126
Deputy Wastewater Superintendent	136
Electrician	131
Electrician/HVAC Technician	131
Engineer I	132
Evidence & Property Custodian	130
Facilities Maintenance Tech	127
Fire Inspector	134
Fire/Rescue Captain	138
Fire/Rescue Engineer	133
Fire/Rescue Lieutenant	136
Firefighter /EMT	131
Firefighter/Paramedic	131
Foreman	131
Heavy Equipment Operator	128
Help Desk Specialist	130
Non-Exempt Classifications (continued)	Pay Grade

Information Technology Technician	132
Intern I	118
Intern II	125
Irrigation/Maintenance Tech	126
Lead Operator	133
Maintenance Assistant	122
Maintenance Tech	127
Maintenance Worker	123
Master Mechanic	130
Master Mechanic Senior	133
Mechanic	127
Meter Reader	126
Ocean-Rescue Lifeguard I	124
Ocean-Rescue Lifeguard II	125
Ocean-Rescue Lifeguard III	126
Ocean-Rescue Supervisor	131
Office Assistant	123
Parks Irrigation Technician	126
<u>Parks Maintenance Tech I</u>	<u>125</u>
<u>Parks Maintenance Tech II</u>	<u>126</u>
<u>Parks Maintenance Tech III</u>	<u>127</u>
Permit Specialist	128
Planning Technician	130
Plans Examiner	136
Plant Operator	130
Police Detective	22
Police Officer	22
Police Reserve Officer	122
Police Sergeant	26
Police Service Aide	125
Pool Lifeguard	118
Purchasing Agent	132
Records Coordinator	129
Recreation Aide	118
Recreation Coordinator	124
Recreation Leader	124
Sign Technician	127

<u>Sr. Building Inspector</u>	<u>138</u>
Sr. Childcare Professional	122
Sr. Electrician/HVAC Technician	133
<u>Sr. Permit Specialist</u>	<u>130</u>
Sr. Lifeguard	119
Sr. Maintenance Worker	125
Sr. Plans Examiner	138
Sr. Police Reserve Officer	130
Sr. Water Safety Instructor/Lifeguard	121
Staff Assistant	126
Stormwater Operator I	126
Stormwater Operator II	127
Street Maintenance Tech	126
<u>Street Maintenance Tech I</u>	<u>125</u>
<u>Street Maintenance Tech II</u>	<u>126</u>
<u>Street Maintenance Tech III</u>	<u>127</u>
Utility Billing Specialist	128
Warehouse Tech	128
Water Collector	124
Water Fitness Instructor	126
Water Locator	123
Water Quality Supervisor	136
Water Safety Instructor	119
Water Tech I	126
Water Tech II	128
Wastewater Plant Operator Trainee	126
Wastewater Systems Tech I	126
Wastewater Systems Tech II	128
Youth Program Supervisor	128

SECTION 2. CONSOLIDATED PAY PLAN. The Classified Service Pay Schedule for Department Directors and General Employees (Appendix “A”), Fire Employees (Appendix “B”), and the Police Officer Pay Schedule (Appendix “C”) are hereby adopted for Fiscal Year 2019/2020.

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause, phrase of this Ordinance, or the particular application thereof, shall be held invalid by any court, administrative agency or other body with appropriate jurisdiction, the remaining sections, subsections, sentences, clauses and phrases under application shall not be affected thereby.

SECTION 4. EFFECTIVE DATE. This Ordinance shall be effective on _____, after its second reading, public hearing and final enactment.

ENACTED by the City Commission this 3rd day of March, 2020.

CITY OF FERNANDINA BEACH

JOHN A. MILLER
Mayor – Commissioner

ATTEST:

APPROVED AS TO FORM AND LEGALITY:



CAROLINE BEST
City Clerk

TAMMI E. BACH
City Attorney

Date of First Reading: February 4, 2020
Date of Second Reading and Public Hearing:
Date of Final Passage:

Appendix "A"						
Classified Service Pay Scale						
General Employees						
Effective October 1, 2019						
Grade	Minimum	Hourly min	Midpoint	Hourly Mid	Maximum	Hourly Max
118	\$17,835	8.57	\$22,962	11.04	\$28,090	13.50
119	\$18,729	9.00	\$24,113	11.59	\$29,498	14.18
120	\$19,644	9.44	\$25,292	12.16	\$30,939	14.87
121	\$20,644	9.93	\$26,579	12.78	\$32,514	15.63
122	\$21,644	10.41	\$27,867	13.40	\$34,090	16.39
123	\$22,251	10.70	\$29,042	13.96	\$35,833	17.23
124	\$23,900	11.49	\$30,771	14.79	\$37,643	18.10
125	\$25,071	12.05	\$32,279	15.52	\$39,486	18.98
126	\$26,384	12.68	\$33,941	16.32	\$41,498	19.95
127	\$27,667	13.30	\$35,622	17.13	\$43,576	20.95
128	\$29,029	13.96	\$37,375	17.97	\$45,721	21.98
129	\$30,498	14.66	\$39,266	18.88	\$48,034	23.09
130	\$31,988	15.38	\$41,185	19.80	\$50,381	24.22
131	\$33,594	16.15	\$43,252	20.79	\$52,911	25.44
132	\$35,271	16.96	\$45,411	21.83	\$55,551	26.71
133	\$37,039	17.81	\$47,687	22.93	\$58,336	28.05
134	\$38,894	18.70	\$50,076	24.08	\$61,258	29.45
135	\$40,840	19.63	\$52,582	25.28	\$64,323	30.92
136	\$42,875	20.61	\$55,202	26.54	\$67,529	32.47
137	\$45,018	21.64	\$57,961	27.87	\$70,903	34.09
138	\$47,266	22.72	\$60,855	29.26	\$74,444	35.79
139	\$49,623	23.86	\$63,890	30.72	\$78,157	37.58
140	\$52,100	25.05	\$67,079	32.25	\$82,058	39.45
141	\$54,715	26.31	\$70,445	33.87	\$86,176	41.43
142	\$57,458	27.62	\$73,977	35.57	\$90,496	43.51
143	\$60,332	29.01	\$77,677	37.34	\$95,023	45.68
144	\$63,360	30.46	\$81,575	39.22	\$99,791	47.98
145	\$66,500	31.97	\$85,750	41.23	\$105,000	50.48
146	\$69,825	33.57	\$89,885	43.21	\$109,946	52.86
147	\$73,316	35.25	\$111,648	53.68	\$149,975	72.10

Appendix "B"							
CLASSIFIED SERVICE PAY SCALE							
FIRE DEPARTMENT*							
Effective October 1, 2019							
Title	Grade	Min Annual	Hourly Min	Midpoint	Hourly Mid	Max Annual	Hourly Max
Firefighter/EMT and FF/Paramedic	131	\$33,594	\$11.54	\$43,253	\$14.85	\$52,911	\$18.17
Fire/Rescue Engineer	133	\$37,039	\$12.72	\$47,688	\$16.38	\$58,336	\$20.03
Fire/Rescue Lieutenant	136	\$42,875	\$14.72	\$55,202	\$18.96	\$67,529	\$23.19
Fire/Rescue Captain	138	\$47,266	\$16.23	\$60,855	\$20.90	\$74,444	\$25.56
*Firefighters are non-exempt (hourly) employees. Approximation of annual compensation is determined on the basis of normally scheduled hours worked (2912 annually) times the hourly rate.							

Appendix "C"							
CLASSIFIED SERVICE PAY SCALE							
POLICE DEPARTMENT*							
Effective October 1, 2019							
Title	Grade	Min Annual	Hourly Min	Midpoint	Hourly Mid	Max Annual	Hourly Max
Police Officers and Police Detectives	22	\$38,504	\$17.63	\$46,705	\$21.39	\$54,906	\$25.14
Police Sergeants	26	\$51,804	\$23.72	\$61,938	\$28.36	\$72,072	\$33.00
*Police Officers are non-exempt (hourly) employees. Approximation of annual compensation is determined on the basis of normally scheduled hours worked (2184 annually) times the hourly rate.							

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Ordinance 2020-06
Code Amendment - General Employees' Pension Plan

ITEM TYPE: Ordinances (w/ fiscal impact)

REQUESTED ACTION: Consider Ordinance 2020-06 at First Reading.

SYNOPSIS: Prior to 2010, an employee entering the Deferred Retirement Option Plan (DROP) who was eligible for a leave pay-out would receive those monies at the time of entering the DROP, and the 6.5% employee contribution would be taken from the leave pay-out monies at that time.

Around 2010, in a post-recession period, a long-term employee with a large leave balance went on the DROP unexpectedly and the leave pay-out was a large hit to that year's budget. The City Manager at the time issued a directive that payouts would no longer be allowed at the time the employee went on the DROP but instead would be paid at the end of the DROP period when the employee left the City. Subsequent City Managers have allowed the employee to choose whether to receive their leave pay-out funds at the time they entered the DROP or at the end of the DROP period.

Unfortunately, several employees who chose to be paid out at the end of their DROP period did not actually pay the 6.5% employee contribution on the pay-out monies. It was caused by conflicting language in the Summary Plan Description (SPD) and the Plan Document. The Plan Document states that the City will take the 6.5% contribution from the employee's first DROP payment from the custodian, yet the Summary Plan Description states that no contributions will be taken from the employee's pay after entering the DROP.

Though these documents are in conflict, the Plan Document does prevail. Board Attorney Pedro Herrera recommended that the plan be amended to state that pension contributions be deducted from leave payouts via payroll at the time of DROP entry to ensure consistency. The Board of Trustees of the General Employees' Pension Plan approved this recommendation at its November 14, 2019, meeting.

FISCAL IMPACT: The eligible accrued leave payout amount will not change, but the timing of the payout will change. The payout will now occur at the employees entry into the DROP plan instead of at the end of the five year DROP plan.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission approve proposed Ordinance 2020-06 at First Reading.

Teresa Bryan, HR Generalist	1/13/2020
Dale L. Martin, City Manager	1/22/2020
Pauline Testagrose, Comptroller	1/23/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: January 13, 2020

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION: Approve

ORDINANCE 2020-06

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING CHAPTER 62, PERSONNEL, ARTICLE III, GENERAL EMPLOYEES' PENSION PLAN, OF THE CODE OF ORDINANCES OF THE CITY OF FERNANDINA BEACH; AMENDING SECTION 62-96, DEFERRED RETIREMENT OPTION PLAN, TO ADD LEAVE PAYOUT PROVISIONS; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HERewith AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the existing practice for administration of the Pension Plan's Deferred Retirement Option Plan should be amended to improve efficiency and accuracy; and

WHEREAS, an amendment to the City's code of ordinances is necessary to permit such new obligations and conditions; and

WHEREAS, the Board of Trustees of the General Employees' Pension Plan has considered and approved such proposed amendments and has recommended these amendments to the City Commission for adoption; and

WHEREAS, pursuant to state law, the City Commission has received and reviewed an actuarial impact statement accounting for amendments to the Pension Plan as set forth herein.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA:

SECTION 1: That Chapter 62, Personnel, Article III, General Employees' Pension Plan, of the City of Fernandina Beach Code of Ordinances, is hereby amended by amending Section 62-96, Deferred retirement option plan, subsection (b), *Participation*, subparagraph 5, and subsection (f), *General Provisions*, subparagraph (1), as follows:

Sec. 62-96. - Deferred retirement option plan.

(b) Participation.

* * * * *

(5) Effect of DROP participation on the system.

- a. A member's credited service and his accrued benefit under the system shall be determined on the date his election to participate in the DROP first becomes effective. For purposes of determining the accrued benefit, the member's salary for the purposes of calculating his average final compensation shall include an amount equal to any lump sum payments which would have been paid to the member and included as salary as defined herein, had the member retired under early or normal retirement and not elected DROP participation. ~~Member contributions attributable to any lump sums used in the benefit calculation and not actually received by the member shall be deducted from the first payments to the member's DROP account.~~ All eligible leave payouts shall be calculated and included as part of a member's final average compensation for benefit calculation purposes with corresponding employee contributions being deducted accordingly via payroll from the employee's last paycheck prior to first entering DROP. The member shall not accrue any additional credited service or any additional benefits under the system (except for any additional benefits provided under any cost-of-living adjustment for retirees in the system) while he is a participant in the DROP. After a member commences participation, he shall not be permitted

to again contribute to the system nor shall he be eligible for disability nor shall his estate or beneficiary be eligible for pre-retirement death benefits, except as provided for in section 62-99, reemployment after retirement.

- b. No amounts shall be paid to a member from the system while the member is a participant in the DROP. Unless otherwise specified in the system, if a member's participation in the DROP is terminated other than by terminating his employment as a general employee, no amounts shall be paid to him from the system until he terminates his employment as a general employee. Unless otherwise specified in the system, amounts transferred from the system to the member's DROP account shall be paid directly to the member only on the termination of his employment as a general employee.

* * * * *

(f) General provisions.

- (1) The DROP is not a separate retirement plan. Instead, it is a program under which a member who is eligible for normal retirement under the system may elect to accrue future retirement benefits in the manner provided in this section 62-96 for the remainder of his employment, rather than in the normal manner provided under the plan. Upon termination of employment, a member is entitled to a lump sum distribution of his or her DROP account balance or may elect a rollover. The DROP account distribution is in addition to the member's monthly benefit.

* * * * *

SECTION 2: All Ordinances or parts of Ordinances in conflict herewith be and the same are hereby repealed.

SECTION 3: If any section, subsection, sentence, clause, phrase of this ordinance, or the particular application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby.

SECTION 4: That this Ordinance shall become effective upon adoption.

ENACTED this 3rd day of March, 2020.

CITY OF FERNANDINA BEACH

John A. Miller
Commissioner – Mayor

ATTEST:

APPROVED AS TO FORM & LEGALITY:



Caroline Best
City Clerk

Tammi E. Bach
City Attorney

Date of First Reading:	<u>February 4, 2020</u>
Date of Publication:	_____
Date of Second Reading and Public Reading:	_____
Date of Enaction:	_____

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Ordinance 2020-07
Code Amendment - Firefighters' and Police Officers' Pension Plan

ITEM TYPE: Ordinances (w/ fiscal impact)

REQUESTED ACTION: Consider Ordinance 2020-07 at First Reading.

SYNOPSIS: Prior to 2010, an employee entering the Deferred Retirement Option Plan (DROP) who was eligible for a leave pay-out would receive those monies at the time of entering the DROP, and the 7.7% employee contribution would be taken from the leave pay-out monies at that time.

Around 2010, in a post-recession period, a long-term employee with a large leave balance went on the DROP unexpectedly and the leave pay-out was a large hit to that year's budget. The City Manager at the time issued a directive that payouts would no longer be allowed at the time the employee went on the DROP, but instead would be paid at the end of the DROP period when the employee left the City. Subsequent City Managers have allowed the employee to choose whether to receive their leave pay-out funds at the time they entered the DROP or at the end of the DROP period.

Unfortunately, three employees who chose to be paid out at the end of their DROP period did not actually pay the 7.7% employee contribution on the pay-out monies. It was caused by conflicting language in the Summary Plan Description (SPD) and the Plan Document. The Plan Document states that the City will take the 7.7% contribution from the employee's first DROP payment from the custodian, yet the Summary Plan Description states that no contributions will be taken from the employee's pay after entering the DROP.

Though these documents are in conflict the Plan Document does prevail. Board Attorney Pedro Herrera recommended that the plan be amended to state that pension contributions be deducted from leave payouts via payroll at the time of DROP entry to ensure consistency. The Board of Trustees of the Police Officers' and Firefighters' Pension approved this recommendation at its November 14, 2019, Regular Meeting.

This Ordinance also includes language to bring the plan into compliance with Chapter 2019-21, Laws of Florida (the Firefighter Cancer Bill), which became effective on July 1, 2019, and updates the statutory minimum for non-duty disability benefits. The Board of Trustees of the Police Officers' and Firefighters' Pension also approved these changes at its November 14, 2019, Regular Meeting.

FISCAL IMPACT: The eligible accrued leave payout amount will not change, but the timing of the payout will change. The payout will now occur at the employees entry into the DROP plan instead of at the end of the five year DROP plan.

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission approve proposed Ordinance 2020-07 at First Reading.

Teresa Bryan, HR Generalist	1/13/2020
Dale L. Martin, City Manager	1/22/2020
Pauline Testagrose, Comptroller	1/23/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: January 13, 2020

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION: Approve

ORDINANCE 2020-07

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING CHAPTER 62, PERSONNEL, ARTICLE IV, FIREFIGHTERS' AND POLICE OFFICERS' PENSION PLAN, OF THE CODE OF ORDINANCES OF THE CITY OF FERNANDINA BEACH; AMENDING SECTION 62-117, PRE-RETIREMENT DEATH; AMENDING SECTION 62-118, DISABILITY; AMENDING SECTION 62-138, DEFERRED RETIREMENT OPTION PLAN (DROP); PROVIDING FOR COMPLIANCE WITH CHAPTER 2019-21, LAWS OF FLORIDA; PROVIDING FOR STATUTORY MINIMUM BENEFIT FOR NOT IN LINE OF DUTY DISABILITY BENEFITS; PROVIDING FOR DROP LEAVE PAYOUT PROVISIONS; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HERewith; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the 2019 Florida Legislature enacted Chapter 2019-21, Laws of Florida, which mandates certain amendments to the City Firefighters' and Police Officers' Pension Plan; and

WHEREAS, a scrivener's error inadvertently eliminated a statutory minimum afforded by F.S. 175 and 185 which requires amendment; and

WHEREAS, an amendment to the Plan is necessary to permit such new obligations and conditions; and

WHEREAS, the Board of Trustees of the Firefighters' and Police Officers' Pension Plan has considered and approved proposed amendments to the plan and has recommended these amendments to the City Commission for adoption; and

WHEREAS, the City Commission has received and reviewed an actuarial impact statement from the Pension Plan's actuary relating to the amendments set forth herein.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA:

SECTION 1. That Chapter 62, Personnel, Article IV, Firefighters' and Police Officers' Pension Plan, of the City of Fernandina Beach Code of Ordinances, is hereby amended by amending Section 62-117, Pre-retirement death, by adding a subsection (d), *Firefighter Cancer Presumption*, to read as follows:

Sec. 62-117. Pre-retirement death.

* * * * *

(d). *Firefighter Cancer Presumption.* As provided and subject to the limitations in section 112.1816, Florida Statutes, effective July 1, 2019, a firefighter (as defined in section 112.1816(1), Florida Statutes) member shall be considered to have died in the line of duty if he or she dies as a result of cancer (as defined in section 112.1816(1), Florida Statutes) or circumstances that arise out of the treatment of such cancer (as defined in section 112.1816(1), Florida Statutes).

SECTION 2. That Chapter 62, Personnel, Article IV, Firefighters' and Police Officers' Pension Plan, of the City of Fernandina Beach Code of Ordinances, is hereby amended by amending Section 62-118, Disability, by amending subsection (b), *In-line of duty presumptions*, by adding a subparagraph (3), *Firefighter Cancer Presumption*, amending subsection (c), *Disability Not In Line of Duty* and amending subsection (d), *Conditions disqualifying disability benefits*, to read as follows:
Sec. 62-118. - Disability.

* * * * *

(b) *In line of duty presumptions.*

* * * * *

(3) *Firefighter Cancer Presumption.* As provided and subject to the limitations in section 112.1816, Florida Statutes, effective July 1, 2019 a firefighter (as defined in section 112.1816(1), Florida Statutes) member shall be considered to have died in the line of duty if he or she dies as a result of cancer (as defined in section 112.1816(1), Florida Statutes) or circumstances that arise out of the treatment of cancer (as defined in section 112.1816(1), Florida Statutes).

(c) *Disability benefits not in line of duty.* Any member with ten years or more credited service who shall become totally and permanently disabled to the extent that he is unable, by reason of a medically determinable physical or mental impairment, to render useful and efficient service as a police officer or firefighter, which disability is not directly caused by the performance of his duties as a police officer or firefighter shall, upon establishing the same to the satisfaction of the board, be entitled to a monthly pension equal to 3.25 percent of his average final compensation multiplied by the total years of credited service, but in no event shall the minimum amount paid to the member be less than 25 percent of the average final compensation of the member. Terminated persons, either vested or non-vested, are not eligible for disability benefits. Notwithstanding the previous sentence, if a member is terminated by the city for medical reasons, the terminated person may apply for a disability benefit if the application is filed with the board within 30 days from the date of termination. If a timely application is received, it shall be processed and the terminated person shall be eligible to receive a disability benefit if the board otherwise determines that he is totally and permanently disabled as provided for above.

(d) *Conditions disqualifying disability benefits.* Each member who is claiming disability benefits shall establish, to the satisfaction of the board, that such disability was not occasioned primarily by:

- (1) Excessive or habitual use of any drugs, intoxicants or narcotics.
- (2) Injury or disease sustained while willfully and illegally participating in fights, riots or civil insurrections or while committing a crime.
- (34) Injury or disease sustained while serving in any branch of the armed forces.
- (45) Injury or disease sustained after his employment as a police officer or firefighter with the city shall have terminated.
- (56) For police officer members, injury or disease sustained by the member while working for anyone other than the city and arising out of such employment.

* * * * *

SECTION 3. That Chapter 62, Personnel, Article IV, Firefighters' and Police Officers' Pension Plan, of the City of Fernandina Beach Code of Ordinances, is hereby amended by amending Section 62-138, Deferred retirement option plan, by amending subsection (b)(5), *Effect of DROP Participation on the system*, to read as follows:

Sec. 62-138. - Deferred retirement option plan.

* * * * *

(b) Participation.

* * * * *

- (5) Effect of DROP participation on the system.
 - a. A member's credited service and his accrued benefit under the system shall be determined on the date his election to participate in the DROP first becomes effective. For purposes of determining the accrued benefit, the member's salary for the purposes of calculating his average final compensation shall include an amount equal to any lump sum payments which would have been paid to the member and included as salary as defined herein, had the member retired under normal retirement and not elected DROP participation. ~~Member contributions attributable to any lump sums used in the benefit calculation and not actually received by the member shall be deducted from the first payments to the member's DROP account.~~ All eligible leave payouts and lump sums payable to members shall be calculated and included as part of a member's final average compensation for benefit calculation purposes with corresponding employee contributions being deducted via payroll accordingly from the employee's last paycheck prior to first entering DROP. The member shall not accrue any

additional credited service or any additional benefits under the system (except for any supplemental benefit payable to DROP participants or any additional benefits provided under any cost-of-living adjustment for retirees in the system) while he is a participant in the DROP. After a member commences participation, he shall not be permitted to again contribute to the system nor shall he be eligible for disability or pre-retirement death benefits, except as provided for in section 62-139, Reemployment after retirement.

* * * * *

SECTION 4. All Ordinances or parts of Ordinances in conflict herewith be and the same are hereby repealed.

SECTION 5. If any section, subsection, sentence, clause, phrase of this ordinance, or the particular application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby.

SECTION 6. That this Ordinance shall be effective upon passage; however, the provisions of this Ordinance that are specified to take effect as of a date certain shall take effect as of the date specified herein.

ENACTED this 3rd day of March, 2020.

CITY OF FERNANDINA BEACH, FLORIDA

John A. Miller
Commissioner – Mayor

ATTEST:

APPROVED AS TO FORM AND LEGALITY:



Caroline Best
City Clerk

Tammi E. Bach
City Attorney

Date of First Reading:

February 4, 2020

Date of Publication:

Date of Second Reading and Public Reading:

Date of Adoption:

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Ordinance 2020-08
Code Amendment - Central Business District Right-of-Way Encroachment

ITEM TYPE: Ordinance (w/o fiscal impact)

REQUESTED ACTION: Consider Ordinance 2020-08 at First Reading.

SYNOPSIS: Items placed on sidewalks and rights-of-way in the Central Business District have not had to receive prior approval by HDC or City staff. However, there have been times when items are placed in the right-of-way or on sidewalks that are distasteful or an obstruction to pedestrian traffic. Therefore, it is in the best interest of the City to have a provision in the City Code providing for a review process for placing items on sidewalks and in the rights-of-way in the Central Business District.

FISCAL IMPACT: None

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission approve proposed Ordinance 2020-08 at First Reading.

Tammi E. Bach, City Attorney 1/17/2020

Salvatore Cumella, Senior Planner 1/17/2020

Dale L. Martin, City Manager 1/22/2020

Date: December 12, 2019

Submitted By: Katie Newton, Legal Assistant

COMMISSION ACTION: Approve

ORDINANCE 2020-08

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING CHAPTER 70, STREETS, SIDEWALKS AND OTHER PUBLIC PLACES, OF THE CODE OF ORDINANCES; BY AMENDING SECTION 70-2 ENCROACHMENTS IN THE PUBLIC RIGHT-OF-WAY, TO REGULATE ENCROACHMENTS PERMITTED IN CENTRAL BUSINESS DISTRICT; REPEALING ALL ORDINANCES IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Fernandina Beach believes it is in the best interest of citizens and visitors to regulate the types and number of encroachments in the rights-of-way of the Central Business District.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. It is hereby proposed that Section 70-2 of the Code of Ordinances, City of Fernandina Beach Florida, is hereby amended to read as follows:

Sec. 70-2. - Encroachments in the public right-of-way.

(a) *Encroachments in the public right-of-way prohibited without permit.*

(1) No person or corporation ~~shall~~ will place, affix, or cause to be placed or affixed any encroachment in the right-of-way without first obtaining permit. ~~therefore.~~ Any encroachment not specifically authorized by the city commission or placed without a permit ~~shall be~~ is subject to immediate removal by the city in the interests of the public health, safety and welfare.

(2) No sales or display of goods for sale ~~shall be~~ are permitted in the public right-of-way.

(b) *Definitions.*

(1) *Encroachment* means any object which intrudes into the public right-of-way on either a temporary or permanent basis but does not include news racks.

(2) *Public right-of-way* means any public street, highway, sidewalk, parkway or alley.

(c) *Permits for use of right-of-way—Duration; renewal.*

(1) A permit allowing the encroachment on public right-of-way ~~shall be~~ is required prior to any installation. Permits may be granted on any annual basis and may be renewed if the encroachment does not unreasonably restrict the public use of the right-of-way and the encroachment is necessary to accomplish the objective for which it is requested in a reasonable manner. The permit fee ~~shall~~ will be set by ~~resolution~~ ordinance of the city commission.

(d) *Application requirements.*

(1) All applications for encroachment into public right-of-way must describe the space to be used and the length of time desired. A map or diagram of the space ~~shall be~~ is required, which ~~shall~~ must also show the width of the sidewalk, location of other encroachments, such as trees, fire hydrants, and the location of handicapped ramps. The requested encroachment ~~shall~~ must also be adequately described, and adequate information provided as to size, characteristics, installation and safety of the encroachment to the public.

(2) Prior to the issuance of a permit, an insurance certificate ~~shall be~~ is required, with the city named as an additional insured. The applicant ~~shall~~ must also indemnify the city from any and all accidents, or other harm which may be caused in any manner by the encroachment in the public right-of-way. The certificate of insurance ~~shall~~ must be for general liability coverage in the amount of \$500,000.00 minimum.

(3) The amount of space to be used, the location thereof within the right-of-way and the controls thereof ~~shall be~~ are within the discretion of the city, based upon time, place and manner. Once all required application materials have been received, a permit may be issued within five business days.

(4) The application may be subject to the review and approval of the historic district council.

(5) All applications for encroachments into public beach accesses including encroachments into any of the public property or right-of-way adjacent to a public beach access, shall be reviewed by the city commission and approved on a case-by-case basis.

(e) *Revocation; removal of encroachment.* The city ~~shall have~~ has the right and privilege ~~of~~ to revoke ~~ing~~ any permit for encroachment into the right-of-way. The person to whom such permit was issued ~~shall~~ must remove the encroachment from such right-of-way and restore the same to its former condition within a reasonable time after having been notified in writing by the city.

(f) *Public protection.* Whenever any of the public right-of-way are used as provided by the terms of this section, the person so using them ~~shall~~ must place and keep the encroachment thereon in the permitted location, and ~~shall~~ must assure that the installation and or placement of the encroachment is safe for all members of the public.

(g) *Public safety and special events.* Nothing contained in this section ~~shall~~ will be construed to prevent the erection of temporary barriers in the interest of public safety or the placement of temporary items or structures on closed streets or sidewalks during the special events.

(h) *Encroachments in the Central Business District.* Subject to relevant provisions of the Land Development Code such as 8.01.03 regarding signs in the historic districts, the City may permit limited types of encroachments in the rights-of-way of the Central Business District. Only the following types of encroachments are permitted in the Central Business District by permit and with review and approval by City historic preservation planning staff and/or Historic District Council:

- 1) Tables and chairs (bistro style), no plastic, vinyl or PVC material;
- 2) Sandwich board signs;
- 3) Planters and flowerpots; and
- 4) Statues.

SECTION 2. All ordinances or parts of ordinances and all resolutions in conflict herewith be and the same are hereby repealed.

SECTION 3. SEVERABILITY. If any provision or portion of the Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of the Ordinance shall remain in full force and effect.

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect immediately upon its final adoption.

ENACTED this 3rd day of March, 2020.

ATTEST:

CITY OF FERNANDINA BEACH

Caroline Best
City Clerk

John A. Miller
Commissioner-Mayor

APPROVED AS TO FORM & LEGALITY:



Tammi E. Bach
City Attorney

CITY COMMISSION AGENDA ITEM

City of Fernandina Beach



SUBJECT: Ordinance 2020-01
Land Development Code Amendment - Standards for Building Heights and Variances

ITEM TYPE: Ordinance (w/o fiscal impact)

REQUESTED ACTION: Consider Ordinance 2020-01 at Second Reading.

SYNOPSIS: The proposed language addresses changes to the calculation to building height within the City of Fernandina Beach and addresses calculation of height within special flood hazard areas.

In the summer of 2018, the City Commission directed staff to provide amendments to disallow certain variances. This application addresses the direction provided. The Planning Advisory Board issued a recommendation of approval for the requested changes at its Regular Meeting on December 11, 2019.

Staff recommends approval of the requested changes with the understanding that these modifications serve to address floodplain protection, safety measures and to address community standards for development within the City.

This Ordinance was approved at First Reading by the City Commission at its Regular Meeting on January 7, 2020.

FISCAL IMPACT: None

CITY ATTORNEY COMMENTS: No additional comments.

CITY MANAGER RECOMMENDATION(S): I recommend that the City Commission enact proposed Ordinance 2020-01 at Second Reading.

Kelly Gibson, AICP, Planning Director	1/17/2020
Nicole Bednar, Administrative Services Manager	1/22/2020
Dale L. Martin, City Manager	1/22/2020
Tammi E. Bach, City Attorney	1/24/2020

Date: January 10, 2020

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION: Enact

ORDINANCE 2020-01

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT CODE (LDC) BY AMENDING SECTIONS 4.02.03 (CALCULATION OF BUILDING HEIGHTS AND MECHANICAL EQUIPMENT SCREENING); AND 10.02.01 (DIS-ALLOWANCE OF CERTAIN VARIANCE REQUESTS); PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Fernandina Beach has applied for an LDC text amendment to change the City's calculation of building height, adding specific language for calculation of building height for properties within a special flood hazard area, requiring screening of mechanical equipment, and disallowing the approval of certain variances; and

WHEREAS, the City Commission adopted a unified Land Development Code (LDC) on September 5, 2006, which became effective on October 1, 2006; and

WHEREAS, the City's adopted 2030 Comprehensive Plan directs changes to the Land Development Code for consistency with State Laws and current planning methods for growth and economic development; and

WHEREAS, the Planning Advisory Board (PAB), acting as the City's Local Planning Agency, considered the application at its Regular Meeting on Wednesday, December 11, 2019, and issued a recommendation of approval; and

WHEREAS, notice of public hearing on such Land Development Code amendments was published in the News Leader, a newspaper of general circulation in Fernandina Beach, Nassau County, Florida, on March 29, 2019 and November 29, 2019.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH AS FOLLOWS:

SECTION 1. PURPOSE AND INTENT. The City Commission finds that the amendments, attached hereto as Exhibit "A," amending LDC Sections 4.02.03 (A)(7), 4.02.03 (C)(1), and 10.02.01(D) should be enacted.

SECTION 2. SEVERABILITY. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by any Court of competent jurisdiction, the holding shall in no way affect the validity of the remaining portions of this Ordinance.

SECTION 3. This Ordinance shall become effective immediately upon enactment.

ENACTED this 4th day of February, 2020.

CITY OF FERNANDINA BEACH

JOHN A. MILLER
Mayor - Commissioner

ATTEST:

APPROVED AS TO FORM AND LEGALITY:



CAROLINE BEST
City Clerk

TAMMI E. BACH
City Attorney

**ORDINANCE 2020-
EXHIBIT “A”**

Section 4.02.03 Standards for Buildings and Building Placement

(A) (7) Mechanical equipment may be located within the side or rear yard setback, but not closer than five feet from the property line and screened by landscaping or opaque fencing.

C. Standards for building height:

1. Building height shall be measured from the approved finished average natural grade, to the highest point on the structure unless the property is located within a flood hazard area as provided herein. Properties located within a flood hazard area shall measure building height to the highest point on the structure from:
 - a. The higher of the base flood elevation or approved finished grade for buildings and structures in a special flood hazard area and 0.2 percent annual chance of flood hazard areas.
 - b. The approved finished grade for buildings and structures in coastal high hazard areas (Zone V) and Coastal A zones.

10.02.01 Generally (Variances)

D. Limitations on the grant of a variance

1. A variance shall not be granted which authorizes a use that is not permissible in the zoning district in which the property subject to the variance is located.
2. A variance shall not be granted which authorizes any use or standard that is prohibited by the City’s Comprehensive Plan.
3. No nonconforming use of adjacent lands, structures, or buildings in the same zoning district, and no permitted use of land, structures, or buildings in other zoning districts, shall be considered grounds for the authorization of a variance.
4. A variance shall not change the requirements for concurrency.
5. A variance shall not be granted to permit the use of a single media peonia for the construction of a dwelling unit.
6. A variance shall not be granted if the evidence submitted by an applicant is solely a demonstration of financial hardship or economic considerations.
7. A variance shall not be granted for procedure or process components of this Land Development Code.
8. A variance shall not be granted to deviate from LDC section 4.02.02 to combine two (2) or more lots which would result in a lot width greater than 100 feet for lots or parcels that abut Ocean Avenue, North Fletcher Avenue, or South Fletcher Avenue except as may be provided in LDC Section 10.02.01 (C) above.
9. A variance shall not be granted which authorizes the filling of wetlands prohibited by LDC Section 3.03.03(A) and Comprehensive Plan Policy 5.08.04.
10. No variance shall be granted to exceed the maximum building height of 35 feet for a building on any lot within 800 feet of the mean high-water line of the Atlantic Ocean under LDC Section 4.02.03(D), Table 4.02.03(E), specifically Note 1.
11. A variance shall not be granted for any residential or residential mixed-use structure to exceed the maximum building height requirements contained in Table 4.02.03(E).
12. A variance shall not be granted to exceed the minimum side yard setbacks listed in Table 4.02.03 (E) for any building within 800 feet of the mean high-water mark of the Atlantic Ocean.

NOTICE OF PUBLIC HEARING
CITY COMMISSION
CITY OF FERNANDINA BEACH

NOTICE IS HEREBY GIVEN that a Public Hearing is scheduled for **Tuesday, February 4, 2020, at 6:00 PM** in the City Commission Chambers, 204 Ash Street Fernandina Beach, Florida to consider the following application:

ORDINANCE 2020-01

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING THE LAND DEVELOPMENT CODE (LDC) BY AMENDING SECTIONS 4.02.03 (CALCULATION OF BUILDING HEIGHTS AND MECHANICAL EQUIPMENT SCREENING); AND 10.02.01 (DIS-ALLOWANCE OF CERTAIN VARIANCE REQUESTS); PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Interested parties may appear at said hearing and be heard as to the advisability of any action, which may be considered. Any persons with disabilities requiring accommodations in order to participate in this program or activity should contact 310-3115, TTY/TDD 711 or through the Florida Relay Service at 1-800-955-8771 at least 24 hours in advance to request such accommodation.

IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE BOARD/COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING, S/HE WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

For information, please contact the Staff of the City Clerk's Office, 204 Ash Street, between the hours of 8:00 AM – 5:00 PM, Monday through Friday, (904) 310-3115.

Note:

Please run as a DISPLAY in the January 22, 2020 edition of the News Leader.

Please send proof of publication to:

City Clerk's Office

City Hall, 204 Ash Street

Fernandina Beach, FL 32034

904-310-3115

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Board Appointment
Marina Advisory Board

ITEM TYPE: Board Appointment

REQUESTED ACTION: Approve appointment.

SYNOPSIS: In accordance with Resolution 2018-98: the Marina Advisory Board (MAB) will consist of seven members and one non-voting member appointed by the City Commission; four of the voting members must be permanent slip holders/renters in the Fernandina Harbor Marina; and all voting members must reside within the City limits, but the non-voting member does not have to reside within City limits.

The City Clerk's Office is in receipt of an Advisory Board/Committee Member application from Mr. Michael Doran to fill the unexpired three-year term vacated by MAB member Ms. Cathy Chapman, ending September 30, 2021.

Mr. Doran resides within the City limits in accordance with City Charter Section 69.

FISCAL IMPACT: None

CITY ATTORNEY COMMENTS: N/A

CITY MANAGER RECOMMENDATION(S): No recommendation.

Caroline Best, City Clerk	1/10/2020
Nicole Bednar, Administrative Services Manager	1/22/2020
Dale L. Martin, City Manager	1/22/2020

Submitted By: Kim Briley, Deputy City Clerk Date: January 09, 2020

COMMISSION ACTION: Approve

RESOLUTION 2018-98

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, ESTABLISHING THE MARINA ADVISORY BOARD; PROVIDING FOR GOALS, MISSION, ORGANIZATION, CONDUCT OF BUSINESS AND STAFF SUPPORT; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Marina is of vital importance to the City of Fernandina Beach as a landmark; and

WHEREAS, the City of Fernandina Beach is responsible for management of Marina operations;
and

WHEREAS, the City Commission has established advisory boards for other enterprise funds, such as the Fernandina Beach Municipal Airport and Fernandina Beach Golf Course; and

WHEREAS, in June 2018, the City Commission decided to consider a Marina Advisory Board as a way to generate feedback from community members; and

WHEREAS, the City Commission wishes to establish the Marina Advisory Board and set forth its roles and responsibilities as an ad hoc advisory board to the City Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The City Commission hereby creates the Marina Advisory Board ("MAB"), which is officially designated as an ad hoc advisory board to the City Commission, and is responsible for adhering to the following:

- a) The MAB will consist of seven members and one non-voting member appointed by the City Commission; four of the voting members must be permanent slip holders/renters in the Fernandina Harbor Marina.
- b) All voting members must reside within the City limits, but the non-voting member does not have to reside within City limits; and a voting member who moves outside of the City must be removed immediately.
- c) Each member of the MAB serves at the pleasure of the City Commission.
- d) The term of office for inaugural board members will be staggered: two voting members will be appointed for one-year terms (expiring September 30, 2019); two voting and the one non-voting member will be appointed to two-year terms (expiring September 30, 2020) and three voting members will be appointed to three-year terms (expiring September 30, 2021).
- e) Thereafter, all terms will be for three years, with expiring terms concluding on September 30 and new terms beginning on October 1.
- f) Members will attend all regular and additional meetings. Regular meetings will be conducted monthly. Additional meetings may be called with the consent of four voting members. All meetings will convene at City Hall.
- g) Any member who has been absent for three regular meetings in one fiscal year (October-September) is subject to removal by the City Commission.
- h) The MAB will have the following officers: a Chairperson and a Vice-Chairperson to conduct each meeting and a Recording Secretary to record the proceedings of each

meeting in accordance with applicable State statutes and City policies. The non-voting member may not serve as a MAB officer.

- i) The Chairperson and Vice-Chairperson will serve one-year terms (commencing October 1) and are appointed annually by the voting members of the MAB.
- j) For the purpose of transacting business at any meeting, a majority of voting MAB members will constitute a quorum.
- k) The MAB meetings are open to the public and MAB members (including the non-voting member) are subject to the Florida Sunshine Law and Public Records Act.
- l) All meetings will be conducted in accordance with parliamentary procedures as set forth and explained in the latest revised edition of Robert's Rules of Order, which will serve as a guide for the rules of procedure of the meetings.
- m) Minutes of its proceedings, indicating the attendance of each member and decision of each member, shall be kept, signed by the Chairperson and filed with the City Clerk.
- n) Members shall serve without compensation.
- o) A majority of MAB members may request information from the Marina Manager at a public meeting, which is necessary in order to carry out specific roles and responsibilities.
- p) The MAB shall provide advice and make recommendations to the City Commission as follows:
 - 1. Make recommendations regarding a comprehensive plan for the physical development and betterment of the Marina.
 - 2. Make recommendations on the operation of the Marina and for the improvement of the operations.
 - 3. Make recommendations regarding policies, such as Marina Rules and Regulations and the Marina Code of Conduct.
 - 4. Perform additional functions as requested by the City Commission to advise and assist in the continued operation and betterment of the Marina.
- q) The City Commission and City Manager shall provide requested information to the MAB within a reasonable amount of time.

SECTION 2. This Resolution shall become effective immediately upon its final passage.

ADOPTED this 17th day of July, 2018.

ATTEST:



Caroline Best
City Clerk

CITY OF FERNANDINA BEACH



John A. Miller
Mayor – Commissioner

APPROVED AS TO FORM & LEGALITY:



Tammi E. Bach
City Attorney

Kim Briley

From: noreply@civicplus.com
Sent: Tuesday, December 3, 2019 12:27 PM
To: Caroline Best; Kim Briley
Subject: Online Form Submittal: Advisory Board/Committee Application

Advisory Board/Committee Application

This application is intended to provide information that will enable the City Commission to select the most qualified Board/Committee members. Please complete all applicable sections and return the form along with your current résumé to the City Clerk's Office.

City of Fernandina Beach
City Clerk's Office
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3115

Name	Michael Doran
Home Mailing Street Address	2783 Ocean Oaks Dr N
City	Fernandina Beach
Zip Code	32034
Primary Phone	2023907877
Secondary Phone	<i>Field not completed.</i>

Please note that board materials are distributed electronically.

Email to receive board materials	michael.doran@gdit.com
Employer	GDIT
Position Title	Operations Manager
Business Address	1543 Main St
City	Atlantic Beach
Zip	32233

Marina Advisory Board

Select the advisory board/committee you are applying for:

Additional board that you are applying for: None

Why are you interested in serving on this Board? Please explain. I believe that the Marina is a very important part of the identity of Fernandina Beach and that it has untapped potential. I have heard that there is a vacancy on the Marina Advisory Board and I would like to provide my time and talent to help realize that potential.

Eligibility

Are you a resident of the City? Yes

Length of time: 2.5 years

Do you hold a public office? No

Office name: Field not completed.

Are you employed by the City? No

Position: Field not completed.

Are you currently serving on a Board? No

Board Name: Field not completed.

Potential Conflict of Interest:

Have you ever been engaged in the management/ownership of any business enterprise that has a financial interest with the City of Fernandina Beach? No

If yes, please provide details: Field not completed.

Major Affiliations:

List community, professional, or other applicable policy-making Boards on which you have served.

Legislative Director, Nassau County Chapter of the Military Officers Association of America (MOAA) (2017-present); Chairman of the Nassau County Veterans Council (recently elected); President, Greater Washington Chapter of the Surface Navy Association (SNA) (2015-2017)

Note the length of service and office held (if any):

Qualifications:

Please list any specific qualifications, education or experience that would directly relate to the Board for which you are being recommended:

Field not completed.

Organization or Commissioner sponsoring nomination (if applicable):

Field not completed.

Educational Background: (Check all that apply)

MS/A

Other:

Field not completed.

Major areas of study:

BA History; MA National Security Affairs

Florida's Public Records Law, Chapter 119, Florida Statutes, states:

"It is the policy of this state that all state, county, and municipal records shall at all times be open for a personal inspection by any person." Your application when filed will become a public record and subject to the above statute. In addition, any appointed member of a board of any political subdivision (except members of solely advisory bodies) and all members of bodies exercising planning or zoning, are required to file a financial disclosure form (Form1) within 30 days after appointment and annually thereafter, for the duration of the appointment as required by Chapter 112, Florida Statutes

I understand that if I am appointed to one of the City's boards, I will be required to file a financial disclosure form - Form 1, as described above, and I am willing to comply with this requirement.

I understand that any false, incomplete or misleading information given by me on the application is sufficient cause for rejection of this application. I understand and agree that any such false, incomplete or misleading information discovered on this application at any time after appointment to a Board may result in my removal.

I also understand that all board appointments are for voluntary, uncompensated services. Additionally, if appointed, I am able to attend meetings and otherwise fulfill the duties of the office.

Applications are submitted to the City Commission when vacancies occur and are effective for two years from date of completion.

Do you understand the duties and responsibilities of the Board/Committee that you are applying for?	Yes
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By submitting this form, I declare the foregoing facts to be true, correct, and complete.

Date	12/3/2019
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Applicant's Signature	Michael Doran
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Kim Briley

From: Caroline Best,
Sent: Wednesday, January 8, 2020 2:34 PM
To: Joe Springer
Cc: Kim Briley
Subject: FW: Marina Advisory Board Vacancy

Thank you, Joe.

Ms. Briley, please move forward with creating a CC RM agenda item.

Caroline Best,, CMC
City Clerk
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3119 | cbest@fbfl.org
www.fbfl.us



If this email is related to the Board, Committee or Commission that you serve on, please DO NOT REPLY TO ALL.

Disclaimer: According to Florida Public Records Law, email correspondence to and from the City of Fernandina Beach, including email addresses and other personal information, is public record and must be made available to the public and media upon request, unless otherwise exempted by the Public Records Law. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Joe Springer <jspringer@fbfl.org>
Sent: Wednesday, January 8, 2020 2:07 PM
To: Caroline Best, <cbest@fbfl.org>
Subject: RE: Marina Advisory Board Vacancy

December 23, 2019
Joe

Joe Springer
Marina Manager
Westrec
3 North Front Street
Fernandina Beach, FL 32034
(904) 310-3303 | jspringer@fbfl.org
www.fbfl.us



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From: Caroline Best, <cbest@fbfl.org>
Sent: Wednesday, January 8, 2020 1:34 PM

To: Joe Springer <jspringer@fbfl.org>
Cc: Kim Briley <kelliott@fbfl.org>
Subject: FW: Marina Advisory Board Vacancy

Hi Joe,

Shuffling this back to the top of the pile.

Thank you in advance for promptly replying.

Caroline Best,, CMC
City Clerk
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3119 | cbest@fbfl.org
www.fbfl.us



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From: Caroline Best
Sent: Monday, January 6, 2020 10:26 AM
To: kbriley@fbfl.org
Subject: FW: Marina Advisory Board Vacancy

Good morning, Joe: thank you for letting the Clerk's Office know the MAB selected Mr. Doran to serve. What is the meeting date which this decision was made?

From: Joe Springer <jspringer@fbfl.org>
Sent: Friday, December 27, 2019 10:10 AM
To: Caroline Best <cbest@fbfl.org>
Cc: Kevin McCarthy <kevin@ameliarivercruises.com>
Subject: Marina Advisory Board Vacancy

Good Morning,

The members of the Marina Advisory Board reviewed the applications submitted to the city for the vacancy on the board.

After discussion, the Board voted unanimously and selected Mr. Michael Doran as it's recommendation to the City Commission.

If additional information is needed, please let me know.

Joe

Joe Springer
Marina Manager
Fernandina Harbor Marina
3 S. Front Street
Fernandina Beach, FL 32034
Desk (904) 310-3303
Cell (904) 753-0203

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Marina Advisory Board

Position	Term	Name & Address	Phone
1	09-04-2018	Terry Lacoss 96015 Monterey Street, Fernandina Beach, FL 32034 ameliaangler@net-magic.net	(904) 753-3776
2	09-04-2018	Joe Blanchard 593 Amelia Circle, Fernandina Beach, FL 32034 jblan2@bellsouth.net	904-753-1007
4	09-04-2018	Coleman Langshaw 308 South 15th Street, Fernandina Beach, FL 32034 cclangshaw@gmail.com	904-556-1575
5	09-04-2018	Allen Mills 1425 Broome Street, Fernandina Beach, FL 32034 captallen@accharters.net	904-261-9481
6	09-04-2018	Kevin McCarthy 1 North Front Street, Fernandina Beach, FL 32034 kevmccar@comcast.net	904-556-3223
7	09-04-2018	Ronald Scott Stewart 2485 High Rigger Road, Fernandina Beach, FL 32034 rssfish@bellsouth.net	904-335-1162
8	09-04-2018	Paul Lore 2794 Long Boat Drive, Fernandina Beach, FL 32034 paulalore@comcast.net	(734) 657-6295

Marina Advisory Board

Term Length: 24 Months

Max Terms: 1 Term(s)

Number of Members: 8

Meeting Schedule: Fourth Monday of each month

Meeting Time: 6:00 PM

Meeting Location: City Commission Chambers

Meeting Address: 204 Ash Street

Type: Advisory Board

Description:

Council Liaison:

Chip Ross
(410) 394-0220
rross@fbfl.org

Staff Liaison:

Joe Springer
jspringer@fbfl.org

Position Number	Name	Appt Date	No. of Terms Served	Term Expiration Date
1	Terry Lacoss	09/04/2018	1	09/30/2020
2	Joe Blanchard	09/04/2018	1	09/30/2022
4	Coleman Langshaw	09/04/2018	1	09/30/2021
5	Allen Mills	09/04/2018	1	09/30/2020
6	Kevin McCarthy	09/04/2018	1	09/30/2021
7	Ronald Scott Stewart	09/04/2018	1	09/30/2022
8	Paul Lore	09/04/2018	1	09/30/2020

Kim Briley

From: noreply@civicplus.com
Sent: Wednesday, December 4, 2019 9:31 AM
To: Caroline Best; Kim Briley
Subject: Online Form Submittal: Advisory Board/Committee Application

Advisory Board/Committee Application

This application is intended to provide information that will enable the City Commission to select the most qualified Board/Committee members. Please complete all applicable sections and return the form along with your current résumé to the City Clerk's Office.

City of Fernandina Beach
City Clerk's Office
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3115

Name	GERALD DECKER
------	---------------

Home Mailing Street Address	559 PATRIOTS WAY
-----------------------------	------------------

City	FERNANDINA BEACH
------	------------------

Zip Code	32034
----------	-------

Primary Phone	9046543720
---------------	------------

Secondary Phone	<i>Field not completed.</i>
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Please note that board materials are distributed electronically.

Email to receive board materials	jdecker1145@gmail.com
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Employer	retired
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Position Title	<i>Field not completed.</i>
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Business Address	<i>Field not completed.</i>
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City	<i>Field not completed.</i>
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Zip	<i>Field not completed.</i>
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Marina Advisory Board

Select the advisory board/committee you are applying for:

Additional board that you are applying for: None

Why are you interested in serving on this Board? Please explain. As a city resident and taxpayer, concerned about long-term viability of the city-owned marina. Would like to help find financially and politically viable solutions that will relieve taxpayers of continued subsidies, while providing an attractive river-front destination for all.

Eligibility

Are you a resident of the City? Yes

Length of time: 13 yrs next March

Do you hold a public office? No

Office name: Field not completed.

Are you employed by the City? No

Position: Field not completed.

Are you currently serving on a Board? No

Board Name: Field not completed.

Potential Conflict of Interest:

Have you ever been engaged in the management/ownership of any business enterprise that has a financial interest with the City of Fernandina Beach? No

If yes, please provide details: Field not completed.

Major Affiliations:

To this point, a private citizen.

List community,
professional, or other
applicable policy-making
Boards on which you have
served.

Note the length of service
and office held (if any):

Qualifications:

Please list any specific
qualifications, education or
experience that would
directly relate to the Board
for which you are being
recommended:

As a long-term resident, I understand the issues associated
with the marina complex. Am a retired technologist executive,
and former owner of a local B&B.

Organization or
Commissioner sponsoring
nomination (if applicable):

Invited by Mr Ross

Educational Background:
(Check all that apply)

Ph.D.

Other:

Field not completed.

Major areas of study:

engineering, mathematics, IT

Florida's Public Records Law, Chapter 119, Florida Statutes, states:

"It is the policy of this state that all state, county, and municipal records shall at all times be open for a personal inspection by any person." Your application when filed will become a public record and subject to the above statute. In addition, any appointed member of a board of any political subdivision (except members of solely advisory bodies) and all members of bodies exercising planning or zoning, are required to file a financial disclosure form (Form 1) within 30 days after appointment and annually thereafter, for the duration of the appointment as required by Chapter 112, Florida Statutes

I understand that if I am appointed to one of the City's boards, I will be required to file a financial disclosure form - Form 1, as described above, and I am willing to comply with this requirement.

I understand that any false, incomplete or misleading information given by me on the application is sufficient cause for rejection of this application. I understand and agree that any such false, incomplete or misleading information discovered on this application at any time after appointment to a Board may result in my removal.

I also understand that all board appointments are for voluntary, uncompensated services. Additionally, if appointed, I am able to attend meetings and otherwise fulfill the duties of the office.

Applications are submitted to the City Commission when vacancies occur and are effective for two years from date of completion.

Do you understand the duties and responsibilities of the Board/Committee that you are applying for?	Yes
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By submitting this form, I declare the foregoing facts to be true, correct, and complete.

Date	12/4/2019
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Applicant's Signature	GERALD DECKER
-----------------------	---------------

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CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Discussion
Land Conservation

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: This item is placed on the agenda at the request of Commissioner Lednovich.

FISCAL IMPACT: To be determined based upon Commission direction.

CITY ATTORNEY COMMENTS: N/A

CITY MANAGER RECOMMENDATION(S): N/A

Dale L. Martin, City Manager 1/24/2020

Date: October 25, 2019

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION:

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Discussion
Waterfront Park Development

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: This item is placed on the agenda at the request of Commissioner Lednovich.

FISCAL IMPACT: N/A

CITY ATTORNEY COMMENTS: N/A

CITY MANAGER RECOMMENDATION(S): N/A

Dale L. Martin, City Manager 1/24/2020

Date: October 25, 2019

Submitted By: Nicole Bednar, Administrative Services Manager

COMMISSION ACTION:

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Discussion
 Beaches

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: A comprehensive detailed review of the Comprehensive Plan Beach and Dune Preservation Objective 5.03 and associated Policies correlated to current Beach and Dune actions as supported by the United States Army Corps of Engineers (USACOE) Engineer Design report and other best management practices.

Additional information will be provided relative to Objective 5.01 Public Beach Access along with an update of the current beach Renourishment project.

This item is placed on the agenda at the request of Vice Mayor Kreger.

FISCAL IMPACT: N/A

CITY ATTORNEY COMMENTS: N/A

CITY MANAGER RECOMMENDATION(S): N/A

Dale L. Martin, City Manager 1/24/2020

Submitted By: _____ Date: December 04, 2019
 Nicole Bednar, Administrative Services Manager

COMMISSION ACTION:
