



**AGENDA
COMMUNITY REDEVELOPMENT AGENCY MEETING
JANUARY 18, 2022
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. DISCUSSION - DIRECTION - ACTION ITEMS**
 - 3.1 AMELIA RIVER COMMUNITY REDEVELOPMENT AGENCY BACKGROUND**
 - 3.2 AMELIA RIVER COMMUNITY REDEVELOPMENT AGENCY BUDGET**
 - 3.3 AMELIA RIVER COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD (CRAAB) - *This item is placed on the agenda at the request of City staff.***
 - 3.4 AMELIA RIVER COMMUNITY REDEVELOPMENT AREA PROJECTS**
- 4. ADJOURNMENT**

ANY PERSON WISHING TO APPEAL ANY 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.

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:

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: The Community Redevelopment Area and Plan (CRA) were defined and approved by Resolution 2005-113, and the CRA Fund was established in Fiscal Year 2006-2007. The purpose of the CRA is to improve the City's historic waterfront area.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Caroline Best, City Clerk 1/11/2022

Monica G. Benischek

Date: October 28, 2021

Submitted By: Monica Benischek, Administrative Services Manager

COMMISSION ACTION:

City of Fernandina Beach, Florida

**Waterfront Area
Community Redevelopment Plan**

September 2004

Amended by City of Fernandina Beach Planning and Zoning Department May 2005

Prepared by:

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Orlando, Florida 32801

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Fernandina Beach, FL 32034

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1.0 INTRODUCTION

The City of Fernandina Beach retained Ivey Planning Group, Real Estate Research Consultants and Zev Cohen & Associates in February, 2004 to complete a Community Redevelopment Area Plan (herein referred to as the Plan) for an area approximately 34 acres. Located along the City's waterfront, the Community Redevelopment Area (CRA) is made up of 54 parcels including working waterfront businesses, vacant and underutilized parcels, the City's marina, and transitional commercial uses. Prepared in accordance with Florida Statutes, Chapter 163, the Plan is intended to address blighted conditions within the CRA in a manner consistent with the community's vision for redevelopment.

The City of Fernandina Beach has a rich history for which the waterfront area has played a significant role. Much of the City's "historic charm" evolved from the late 19th and early 20th Centuries, which saw a boom in the shipping industry and the area's popularity as a popular tourist destination for wealthy Americans from the northeast.

With the development of the railroad along the east coast of Florida, tourist traffic began to migrate to more southerly destinations in Florida leading to a decline in tourism for Fernandina Beach. The birth of the shrimping industry in the early 1900s, in addition to the lumber industry, helped sustain the City's economy over the past century. However, recent changes in the global economy and the environment have lead to a decline in the local seafood industry, leaving many waterfront properties in an underutilized and deteriorating state.

The City's marina facility was first constructed in the 1960s and later redeveloped in the mid 1980s. Siltation problems resulting from its design and position relative to river currents have caused significant issues in its operation. These problems have diminished the marina's ability to function at an optimal level. Additionally, the unsightly condition of the marina detracts from pedestrian enjoyment of the waterfront area.

This Plan is not the City's first effort to establish a vision for redevelopment in the area. Some of these previous planning efforts include:

- Waterfront Task Force Master Plan;
- Vision 2000; and,
- Fernandina Harbor Marina Redevelopment Feasibility Study ("ATM Study")

The Plan aims to marry the goals and objectives identified through the many hours spent by the City, the community and specialized consultants in preparing these documents. In addition, it reflects the results of the Finding of Necessity Study and a three-day community charrette.

The purpose of the Waterfront Area Community Redevelopment Plan is to identify objectives and strategies for addressing the conditions of blight in a manner appropriate to the community. The Plan is organized in the following sections:

- Existing conditions analysis;
- Community involvement summary;

- Redevelopment plan vision, objectives and strategies;
- Financing options; and,
- Implementation strategy.

The Plan is intended to provide not only a vision for waterfront redevelopment but also an implementation strategy that identifies potential funding sources.

2.0 EXISTING CONDITIONS ANALYSIS

Finding of Necessity Overview

The City of Fernandina Beach accepted the Finding of Necessity Study for the subject area by resolution May 10, 2005. Chapter 163 of the Florida Statutes outlines the requirements for determining conditions to justify the establishment of a Community Redevelopment Area (CRA).

"Blighted area" is defined as an area in which there are a substantial number of deteriorating structures, in which conditions, as indicated by government-maintained statistics or other studies, are leading to economic distress or endanger life or property, and in which two or more of the following factors are present:

- (a) Predominance of defective or inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
- (b) Aggregate assessed values of real property in the area for ad valorem tax purposes have failed to show any appreciable increase over the five years prior to the finding of such conditions;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Inadequate and outdated building density patterns;
- (g) Falling lease rates per square foot of office, commercial or industrial space compared to the remainder of the county or municipality;
- (h) Tax or special assessment delinquency exceeding the fair value of the land;
- (i) Residential and commercial vacancy rates higher in the area than in the remainder of the county or municipality;
- (j) Incidence of crime in the area higher than in the remainder of the county or municipality;
- (k) Fire and emergency medical service calls to the area proportionately higher than in the remainder of the county or municipality;
- (l) A greater number of violations of the Florida Building Codes in the area than the number of violations recorded in the remainder of the county or municipality;
- (m) Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or
- (n) Governmentally owned property with adverse environmental conditions caused by a public or private entity.

The study determined that four conditions defining a "blighted area" are present within the study area as detailed below.

Inadequate street layout, parking facilities

- The railroad divides the waterfront district from the Centre Street area, limiting access to the waterfront.
- Lack of pedestrian facilities along Front Street.
- Parking facilities at the south end of Front Street are unpaved.

Unsanitary or unsafe conditions

- Economically obsolete industrial buildings adjacent to Front Street.
- Industrial debris and deteriorating pier structures.
- Sense of safety for pedestrians arriving from cruise ships due to lack of pedestrian facilities along Front Street.
- Illegal dumping in vacant lots.

Deterioration of site or other improvements

- Deterioration of structures on industrial, commercial, and public properties.

Inadequate and outdated building density patterns

- Lack of buffers between industrial and residential uses.
- Lack of usability by pedestrians and bicyclists.
- Traffic flow for industrial uses.

Legal Description

LEGAL DESCRIPTION
CITY OF FERNANDINA BEACH
COMMUNITY REDEVELOPMENT AREA
NASSAU COUNTY, FLORIDA

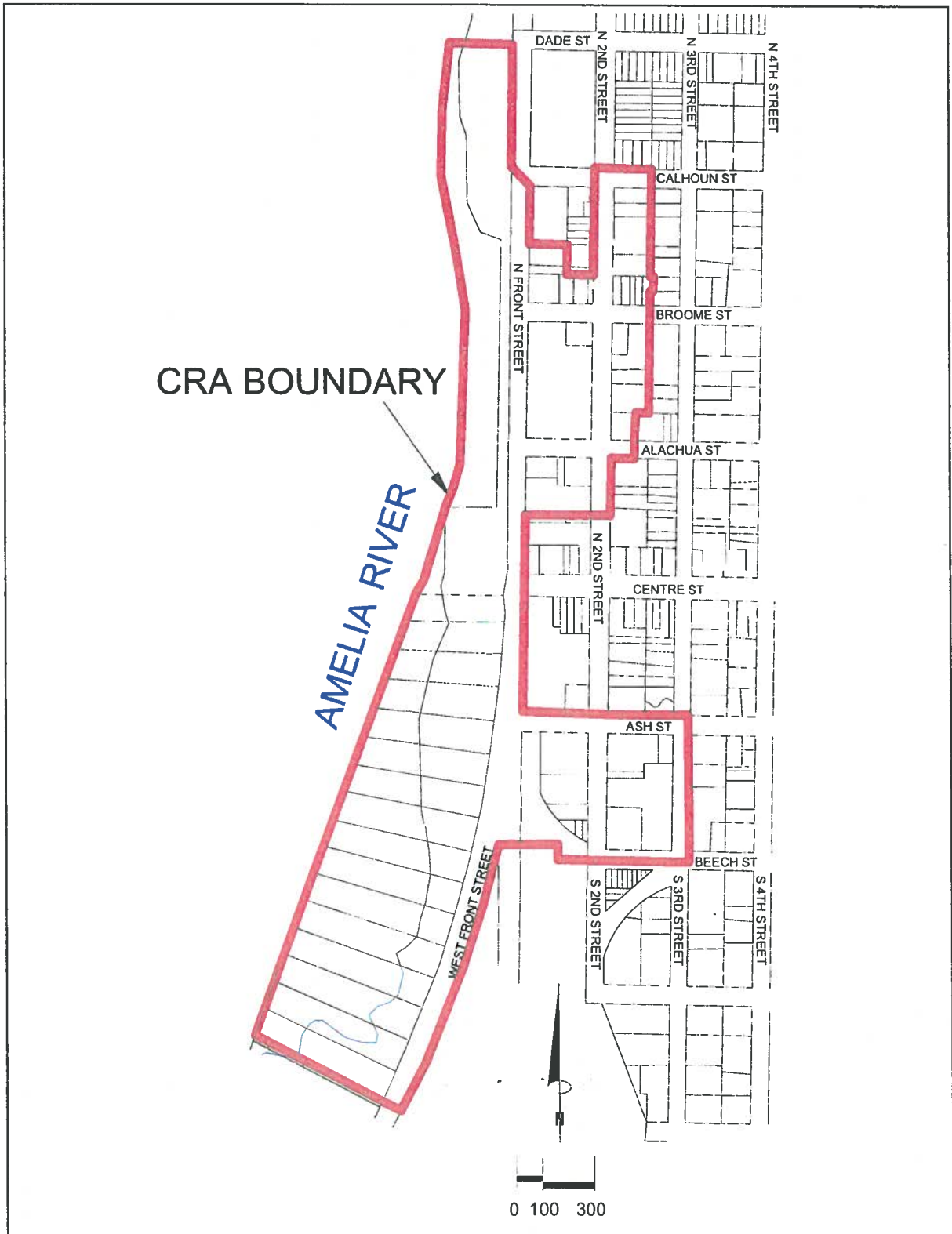
A PORTION OF THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWESTERLY CORNER OF BLOCK 4, CITY OF FERNANDINA BEACH, THENCE SOUTHERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF NORTH FRONT STREET (A 60.0' FOOT RIGHT-OF-WAY) TO THE NORTHWESTERLY CORNER OF LOT 8, BLOCK 3, CITY OF FERNANDINA BEACH; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID LOT 8 TO THE NORTHEASTERLY CORNER OF SAID LOT 8; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF LOTS 6, 7, & 8, BLOCK 3, ALSO BEING THE WESTERLY LINE OF LOTS 26, 27, AND 28, BLOCK 3, CITY OF FERNANDINA BEACH TO THE SOUTHWESTERLY CORNER OF SAID LOT 28; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 28 TO THE WESTERLY RIGHT-OF-WAY LINE OF NORTH SECOND STREET (A 60 FOOT RIGHT-OF-WAY); THENCE NORTHERLY ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID NORTH SECOND STREET TO INTERSECT THE NORTHERLY RIGHT-OF-WAY LINE OF CALHOUN STREET (A 60 FOOT RIGHT-OF-WAY) ALSO BEING THE SOUTHEASTERLY CORNER OF BLOCK 4, CITY OF FERNANDINA BEACH; THENCE EASTERLY ALONG THE NORTHERLY RIGHT-OF-WAY LINE OF SAID CALHOUN STREET TO INTERSECT THE NORTHERLY EXTENSION OF THE EASTERLY LINE OF LOT 14, BLOCK 8, CITY OF FERNANDINA BEACH BEING ALSO THE SOUTHEASTERLY CORNER OF LOT 31, BLOCK 7, CITY OF FERNANDINA BEACH; THENCE SOUTHERLY ALONG SAID NORTHERLY EXTENSION AND ALONG THE EASTERLY LINE OF LOTS 2, 3, 4, 5, 6, 7, 8,9, AND 14 BEING ALSO THE WESTERLY LINE OF LOTS 15, 19, 20, 21, 22, 23, 24, 25, AND 26 BLOCK 8; TO THE SOUTHWESTERLY CORNER OF LOT 26, BEING ALSO THE NORTHWESTERLY CORNER OF LOT 30, BLOCK 8; THENCE EASTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 26, BEING ALSO THE NORTHERLY LINE OF SAID 30, TO A POINT THAT LIES 7.0' FEET WESTERLY FROM THE NORTHEASTERLY CORNER OF SAID LOT 30; THENCE SOUTHERLY ALONG A LINE THAT LIES 7.0' WESTERLY OF THE EASTERLY LINE OF SAID LOT 30 TO INTERSECT THE SOUTHERLY LINE OF THE NORTHERLY ONE-HALF OF SAID LOT 30; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF THE NORTHERLY ONE-HALF OF SAID LOT 30 TO INTERSECT THE WESTERLY LINE OF SAID LOT 30 BEING ALSO THE EASTERLY LINE OF LOT 31 BLOCK 8, CITY OF FERNANDINA BEACH; THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ALONG THE SOUTHERLY EXTENSION OF SAID LINE TO INTERSECT THE NORTHERLY LINE OF BLOCK 9, CITY OF FERNANDINA BEACH, BEING ALSO THE NORTHEASTERLY CORNER OF LOT 14, BLOCK 9; CONTINUE SOUTHERLY ALONG THE EASTERLY LINE OF LOTS 2, 3, 4, 5, 6, 7, 8, 9, AND 14, BEING ALSO THE WESTERLY LINE OF LOTS 15, 19, 20, 21, 22, 23, 24, 25, AND 26 BLOCK 9, TO THE SOUTHEASTERLY CORNER OF SAID LOT 2, BEING ALSO THE NORTHEASTERLY CORNER OF LOT 31, BLOCK 9; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 2, BEING ALSO THE NORTHERLY LINE OF LOTS 31 AND 32, BLOCK 9, TO THE NORTHWESTERLY CORNER OF SAID LOT 32, BEING ALSO THE NORTHEASTERLY CORNER OF LOT 33, BLOCK 9; THENCE SOUTHERLY ALONG THE WESTERLY LINE SAID LOT 32 BEING ALSO THE EASTERLY LINE OF SAID LOT 33 AND ALONG THE SOUTHERLY EXTENSION OF SAID LINE TO INTERSECT THE SOUTHERLY RIGHT-OF-WAY LINE OF ALACHUA STREET (A 60 FOOT RIGHT-OF-WAY) ALSO BEING THE NORTHEASTERLY CORNER OF LOT 12, BLOCK 10, CITY OF

FERNANDINA BEACH; THENCE WESTERLY ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID ALACHUA STREET TO INTERSECT THE EASTERLY RIGHT-OF-WAY LINE OF NORTH SECOND STREET (A 60 FOOT RIGHT-OF-WAY) ALSO BEING THE NORTHWESTERLY CORNER OF BLOCK 10, CITY OF FERNANDINA BEACH; THENCE SOUTHERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH SECOND STREET TO INTERSECT THE EASTERLY EXTENSION OF THE NORTHERLY LINE OF LOT 27, BLOCK 1, CITY OF FERNANDINA BEACH; THENCE WESTERLY ALONG SAID EASTERLY EXTENSION AND ALONG THE NORTHERLY LINE OF LOT 27 TO THE NORTHWEST CORNER OF LOT 27, ALSO BEING THE NORTHEAST CORNER OF LOT 7 BLOCK 1, CITY OF FERNANDINA BEACH THENCE SOUTHERLY ALONG WEST LOT LINES OF LOTS 5, 6 & 7 BLOCK , CITY OF FERNANDINA BEACH TO THE SOUTHEAST CORNER OF LOT 5 BLOCK 1, CITY OF FERNANDINA BEACH, THENCE WESTERLY ALONG THE SOUTHERLY LOT LINE OF LOT 5, BLOCK 1, CITY OF FERNANDINA BEACH TO INTERSECT THE EASTERLY RIGHT-OF-WAY LINE OF NORTH FRONT STREET (A 60 FOOT RIGHT-OF-WAY); THENCE SOUTHERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID NORTH FRONT STREET AND ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SOUTH FRONT STREET (A 60 FOOT RIGHT-OF-WAY) TO INTERSECT THE NORTHERLY RIGHT-OF-WAY LINE OF ASH STREET (A 60 FOOT RIGHT-OF-WAY) ALSO BEING THE SOUTHWESTERLY CORNER OF BLOCK 268, CITY OF FERNANDINA BEACH; THENCE EASTERLY ALONG THE NORTHERLY RIGHT-OF-WAY WAY LINE OF SAID ASH STREET TO INTERSECT THE EASTERLY RIGHT-OF-WAY LINE OF SOUTH THIRD STREET (A 60 FOOT RIGHT-OF-WAY) ALSO BEING THE SOUTHWESTERLY CORNER OF BLOCK 13, CITY OF FERNANDINA BEACH; THENCE SOUTHERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID THIRD STREET TO INTERSECT THE SOUTHERLY RIGHT-OF-WAY LINE OF BEECH STREET (A 60 FOOT RIGHT-OF-WAY) ALSO BEING THE NORTHWESTERLY CORNER OF BLOCK 11, CITY OF FERNANDINA BEACH; THENCE WESTERLY ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SAID BEECH STREET TO INTERSECT THE EASTERLY RIGHT-OF-WAY LINE OF SAID C.S.X. RAILROAD; THENCE NORTHWESTERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID C.S.X. RAILROAD TO INTERSECT THE NORTHERLY RIGHT-OF-WAY LINE OF BEECH STREET (A 60 FOOT RIGHT-OF-WAY); THENCE WESTERLY ALONG THE WESTERLY EXTENSION OF THE NORTHERLY RIGHT-OF-WAY LINE OF SAID BEECH STREET TO INTERSECT THE EASTERLY RIGHT-OF-WAY LINE OF WEST FRONT STREET (A 80 FOOT RIGHT-OF-WAY); THENCE SOUTHERLY ALONG THE EASTERLY RIGHT-OF-WAY LINE OF SAID WEST FRONT STREET TO INTERSECT THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF LANDS DESCRIBED IN OFFICIAL RECORD BOOK 830, PAGE 1937, OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA; THENCE WESTERLY ALONG SAID EASTERLY EXTENSION AND ALONG THE SOUTHERLY LINE OF LAST SAID LANDS TO THE CITY LIMITS OF THE CITY OF FERNANDINA BEACH PER THE CITY OF FERNANDINA BEACH CHARTER; THENCE NORTHERLY ALONG SAID CITY LIMITS OF THE CITY OF FERNANDINA BEACH TO INTERSECT THE NORTHERLY LINE OF WATER LOT 8, CITY OF FERNANDINA BEACH; THENCE EASTERLY ALONG THE NORTHERLY LINE OF SAID WATER LOT 8 TO A POINT THAT LIES 50.0' FEET WESTERLY FROM THE NORTHEASTERLY CORNER OF SAID WATER LOT 8; THENCE SOUTHEASTERLY TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF NORTH FRONT STREET (A 60.0' FOOT RIGHT-OF-WAY) SAID POINT LIES 150.0' FEET SOUTHERLY FROM THE NORTHEASTERLY CORNER OF SAID WATER LOT 8; THENCE SOUTHERLY ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF NORTH FRONT STREET TO WHERE SAID RIGHT-OF-WAY IS INTERSECTED BY THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF BLOCK 4, CITY OF FERNANDINA BEACH; THENCE EASTERLY ALONG SAID WESTERLY EXTENSION TO THE SOUTHWESTERLY CORNER OF SAID BLOCK 4 AND THE POINT OF BEGINNING.

MICHAEL A. MANZIE, P.L.S.
FLORIDA REGISTRATION NO. 4069
JOB NO. 15799

Figure 1. CRA Boundary



Future Land Use

Future land use designations within the CRA include the following as identified on the City's Future Land Use Map:

- a) General Commercial (GC)
- b) Industrial (IN)
- c) Industrial Waterfront (IW)
- d) Public & Institutional (PI)

General Commercial (GC)

Lands within the CRA assigned the GC designation are generally located between 2nd and 3rd Streets and, Alachua and Broome Streets. The General Commercial land use category is designed to accommodate offices; commercial retail; personal services establishments; restaurants; transient accommodations; sales and services; repair shops; and other similar commercial uses. This designation is not intended for industrial-type uses. The intensity of development in the GC land use category is assigned a maximum floor area ratio of 0.50.

Industrial (IN)

Industrial designated lands within the CRA are generally located east of Front Street between Calhoun and Alachua Streets. The industrial land use category is intended to recognize existing industrial development, and ensure the availability of land for industrial purposes. Industrial uses include: manufacturing, assembling and distribution activities; warehousing and storage activities; general commercial activities; and other similar land uses. The intensity of industrial development shall not exceed a floor area ratio of 0.50.

Residential uses shall not be permitted within the industrial land use category. This provision shall not prohibit residences for night watchmen or custodians whose presence on industrial sites is necessary for security purposes. Such a use may be permitted as a conditional use. Industrial sites shall be buffered from residential neighborhoods.

Heavy metal fabrication, batch plants, salvage yards, chemical or petroleum manufacturing or refining, rubber or plastics manufacturing, or other uses generating potentially harmful environmental or nuisance impacts are prohibited.

Industrial Waterfront (IW)

The majority of waterfront properties within the CRA are designated as Industrial Waterfront. This land use category serves industrial activities that require waterfront locations to include: piers, docks, and wharves; ship terminals and facilities for construction and maintenance; bulk storage facilities, limited to materials delivered by ship. The intensity of development within this category is limited to a maximum floor area ratio of 0.75. Support services, which are an integral part of a port-related

activity, such as parking facilities, restaurants, or clinics are also permitted.

Public & Institutional (PI)

The City's Marina facility is assigned the Public and Institutional land use designation on the Future Land Use Map. This land use category is intended for publicly owned lands and structures and limits the intensity of development to a floor area ratio of 0.50.

Summary of Land Use Issues

Generally west of 3rd Street, the area transitions to a mix of industrial, office, residential and minor commercial uses. The "Industrial" designation allows industrial uses that may not necessarily be associated with the port. Such uses may not necessarily be the highest and best use for a redeveloping waterfront area. It is recommended that a new "transitional" land use category be established for this area that can include existing uses, waterfront-related employment uses, office, tourist-commercial, public/institutional, and residential uses. The City may also consider allowing residential uses on the lands designated General Commercial within the CRA.

With the decline of traditional industrial waterfront uses within the City, the "Industrial Waterfront" land use category has become a limitation on the redevelopment of property. It is recommended that a mixed use "Working Waterfront" land use category be developed for the area to allow additional commercial, limited residential, and recreation uses along the waterfront.

The Coastal High Hazard Area (CHHA) as defined in the Coastal Management Element of the Comprehensive Plan limits the density and intensity of development to that which is allowed under existing entitlements. Residential uses are limited within the CHHA to four units per acre. Any modification to the land uses along the waterfront shall therefore be limited to a floor area ratio of 0.75.

Pursuant to Chapter 163.360(2)(a) of the Florida Statutes, this plan has been developed in conformity with the goals, objectives and policies of City of Fernandina Comprehensive Plan as adopted June, 2004. Excerpts from the Comprehensive Plan that support redevelopment efforts are listed in Appendix A.

Zoning

The following zoning districts occur within the CRA boundary:

IW – Industrial Waterfront District

The IW district is intended to protect the port functions and is identified on lands west of Front Street. Permitted uses within this district include piers, docks, wharves; freight and passenger terminals; construction and maintenance of ships; ship supply facilities; bulk material storage; military installations; and, heliports. Additional uses are permitted only if directly related to port activities including: truck terminals; distribution centers;

offices; warehousing and storage; manufacturing and processing; service activities that are an integral part of port-related activity; and, marinas.

No yard regulations apply in the IW district unless adjacent to a residential or commercial district, in which case a 30 foot setback applies. A 15-foot wide vegetative buffer is also required between residential or commercial districts and the IW district. The height limitation for the district is 35 feet.

IM – Industrial Manufacturing District

The intent of the IM district is to allow for manufacturing, processing, storage and warehousing, wholesaling and distribution. Permitted uses include mechanical garages, wholesale and manufacturing, storage of junk, shops for business service and light industrial uses.

The IM district does not have yard requirements except adjacent to residential or commercial uses (75 foot setback, 15 foot vegetative buffer).

C-2 – General Commercial District

The C-2 district allows for general commercial uses at intensity greater than neighborhood commercial. Permitted uses include retail, professional office, hotel and other commercial uses. Residential uses are not listed as a permitted use.

The maximum building height within the C-2 district is 45 feet. The maximum building floor area is 80,000 square feet. The C-2 district does not have associated setback or building coverage requirements.

C-3 - Central Business District

This category allows a mix of residential, financial, commercial, governmental, professional, cultural and related activities. The maximum building height is 45 feet and maximum building area is 80,000 square feet. No setback or building coverage requirements apply to this district.

Other Regulations Affecting Lands within the CRA

Section 126-425 of the City's Zoning Ordinance requires that all new development and redevelopment within the City which is adjacent to surface water bodies be required to provide a buffer zone of native vegetation at 50 feet from surface water bodies to prevent erosion, retard runoff and provide habitat. This setback is required for any development, except docks or piers that must obtain a special use permit.

Off-street parking is required by use with the exception of the C-3 category.

Summary of Zoning-Related Issues

It is recommended that new zoning categories be established for the lands west of Front Street and for transitional lands to allow for a greater mix of uses. Due to the limited area of many waterfront lots, the City may consider allowing parking to be accommodated in an off-site parking facility east of Front Street with the financial support of private developers.

Further, it is recommended that development and design standards be established for waterfront and transitional areas outside of the Historic

District to ensure quality development in character with the historic character of the area. Side yard setbacks for waterfront properties should also be considered to allow view corridors to the water.

The waterfront area within the CRA has been traditionally industrial and heavily manipulated with dock and wharf facilities and rip-rap shorelines. As a result, it is recommended that Section 126-425 requiring a 50-foot buffer along the shoreline be waived within the CRA.

Historic District Overlay

A portion of the Redevelopment Area falls within the Historic District boundaries. Specific development guidelines and restrictions are applied to this area for any redevelopment efforts. Proposed projects within the Historic District undergo an additional avenue of review through the Historic District Council (HDC) to ensure design is consistent with the City's historic character. It is the intent of this Plan to maintain and support the Historic District's role in guiding redevelopment within its boundaries in the CRA. The City may consider expanding the Historic District to include the entire CRA. In which case, the HDC would conduct "design review" for proposed development based on either the existing overlay district standards or any new design standards created for areas outside of the current historic district.

Public Infrastructure

A preliminary analysis of public infrastructure was conducted by Zev Cohen & Associates (ZCA) to determine the adequacy of the infrastructure to accommodate redevelopment within the CRA. This analysis included review of infrastructure maps provided by the City, interviews with City staff and field review of aboveground infrastructure.

It should be noted that difficulties arose in researching the condition of existing utilities as City staff indicated maps might be inaccurate. Further analysis of existing systems beyond the scope of this Plan may be necessary to understand the extent of any need for improvement to accommodate redevelopment in the area.

Water Distribution System

ZCA obtained available as-built plans and maps for the water distribution system. ZCA also met with the City's Utility Director to review and discuss the water distribution system in and around the CRA. Based on the review of the map and conversations with the City, it was noted that there is a variety of pipe materials throughout the water distribution system. These include galvanized steel, asbestos concrete, cast iron and PVC. The galvanized steel, asbestos concrete, and cast iron pipes are older pipes. The PVC pipe is typically the material used today and probably reflects the more recent installation. There are several streets where the pipes are undersized and likely limit both flow and pressure in the CRA.

There have been some improvements in recent years that have improved the overall water distribution system in the area. There is a 12" PVC pipe along Dade Street to serve the Port Authority. There is also an 8" PVC

pipe extending along Front Street. This allows the opportunity to eventually create a better looped water system within the CRA. Replacing the older and undersized water mains will improve the water pressure of the CRA for fire protection and water distribution. Based on an initial review the following improvements should be considered:

- Replace the 2" and 4" galvanized steel and cast iron pipes throughout the CRA;
- Construct a water main along Broome Street to 6th Street;
- Replace the 4" water main on Calhoun Street from Front Street to 3rd Street;
- Connect the 6" water on Ash Street to the 8" main Front Street;
- Replace the 6" water main in the Beech Street right-of-way between Front Street and 2nd Street; and,
- Replace water service connections when water main replacement or street construction is occurring.

These water distribution improvements could occur independently or as other infrastructure improvements (i.e. streetscaping, road improvements or new development requiring adequate fire flow) occurs.

Sanitary Sewer Collection System

As with the water distribution system, ZCA was provided with a map of the CRA's sanitary sewer system. Upon review of the map, the majority of the sewer pipe in the CRA is vetrified clay pipe, which indicates that the pipe has been in use for a number of years. Vetrified clay pipe is a material that was used in the 70's and earlier years for sanitary sewer collection. In all likelihood, the pipe has exceeded its useful lifecycle. The existing pipe should be inspected (video taped) to determine the condition of the mains and a maintenance timetable. This existing pipe should be retrofitted with a slip liner or replaced by PVC pipe that meets the City's current criteria.

There are also two liftstations located in the CRA. One is located on Alachua Street near Front Street and the other on Front Street, west of Cedar Street. The liftstation west of Cedar Street is currently inactive. The city has no current plans to use this lift station and any future use of this station would be based upon specific, future development proposals. Based on conversations with the City Utility Director, the liftstation located at Front and Alachua Streets is the master station that serves a large portion of the downtown area including the CRA. This liftstation pumps wastewater through a 4" forcemain along Alachua Street into the existing gravity system. As redevelopment occurs, and additional flows are put into the system, this liftstation and forcemain will need to be upgraded. The sanitary sewer lines and lift station upgrade could be done independently or concurrent with other area improvements.

Roadways

Most of the roadways in the CRA are in acceptable condition at the present time. There is one roadway and two segments of roadways identified as needing improvements.

Front Street has no pedestrian walkways and portions of the road are in need of structural repair. Improvements to the Front Street right-of-way are limited by the CSX easement that encompasses a significant portion of the right-of-way. A survey should be conducted to understand the extent of the right-of-way as it relates to existing pavement, the CSX easement and adjacent properties. The City will need to discuss options with CSX and adjacent property owners for expanding its facilities to include, at a minimum, a pedestrian route with street lighting. If possible, the railroad track should be reduced to a single track to allow wider vehicular and pedestrian corridors. However, this will require approval and coordination with CSX and others. The extent of improvements to the existing Front Street pavement depends on the design of the horizontal alignment. Some portions of Front Street may need to be reconstructed and some may be addressed by overlaying pavement. A detailed master plan of this area, inclusive of preliminary engineering analysis, would be desirable implementation strategy for this plan. Currently the pavement of Alachua Street ends just east of the CSX railroad track. It is recommended that Alachua Street is extended as a paved roadway across the railroad track to Front Street. This will improve both the pedestrian and vehicular circulation along the riverfront. It is also recommended that a pedestrian connection between Front Street and Broome Street be considered. Should the planning of Front Street identify the need to open Broome Street to vehicular traffic, consideration should be given to traffic calming elements and restrictions on truck traffic.

Additionally, most streets in the CRA do not have sidewalks and street lighting. It is recommended that sidewalks and street lighting are phased over the course of the CRA Plan implementation as funding becomes available.

Stormwater System

Currently, most of the stormwater in CRA is collected by inlets and piped to the Amelia River. The CRA has a positive outfall with the Amelia River limiting long-term "water ponding" problems. The existing stormwater system may be undersized in some areas creating temporary "water ponding" problems. The discharge from the stormwater system is a direct, untreated flow to the Amelia River. Any new development that occurs will be required to provide stormwater treatment. This will provide a gradual improvement in the quality of the stormwater discharge from the CRA. Beyond the scope of this Plan, the City may wish to consider a Master Drainage Plan for the downtown area that considers drainage issues and water quality treatment. The City should also consider installing inlets and pipe systems when paving or adding sidewalks to streets with existing swales. This will reduce the maintenance of these streets and improve drainage in the area.

The other aspect of stormwater in the CRA is the 100-year flood elevation, which is approximately elevation 11.0 feet according to the FEMA map. The FEMA map shows potential flooding to approximately 3rd Street. Any new buildings in the flood prone area would be required to be a minimum one-foot above the flood elevation, 11.0 feet, or buildings would be required to be flood-proofed. These new or proposed redeveloped sites will be reviewed on a parcel-by-parcel basis. ZCA did not have the benefit

of a topographic as-built survey of the CRA area with street elevations and finished floors. Therefore, the extent of the existing buildings that would potentially be susceptible to flooding during this 100-year event cannot be determined at this time. The City should be cognizant of this issue as it reviews development proposals within the CRA.

Electrical Distribution System

The electrical distribution system in the CRA area is primarily overhead. There are a couple of potential problems with overhead power service. One is the aesthetics of overhead power lines and poles. The other is the risk of more frequent power outages due to damage to overhead lines, particularly, in a coastal city with a higher likelihood of high winds and frequent storms. The cost to convert the electrical system from overhead to underground is relatively high. Based on conversations with the power company, there is three-phase power available within the CRA. In order to facilitate redevelopment on private property, the City should coordinate with Florida Public Utilities to encourage the burial of lines and to assure the overall electrical distribution system is upgraded and maintained to current standards.

Marina

The siltation problems with the existing Marina are well known within the City and the community. The marina and its function are a critical part of the CRA. The plan for modifications to the existing marina have been designed and permitted by Applied Technology & Management, Inc. (ATM). It appears this design would provide a functional and viable Marina for the City. Redevelopment revenues could be used, in part, to finance additional improvements to the Marina.

3.0 COMMUNITY INVOLVEMENT OVERVIEW

Community redevelopment initiatives are most successful with a high level of community input. A community involvement strategy was laid out upon initiating the CRA master plan assignment. A three-day charrette was held April 1st through April 3rd at the Hampton Inn & Suites adjacent to the CRA. The charrette was publicized by the following:

- a) Invitations to the event were extended to County representatives, the Chamber of Commerce, other local interest groups and government agencies, and property owners within the CRA boundary;
- b) An announcement was posted on the City's website;
- c) An announcement was posted at the City's Planning Department front counter;
- d) An announcement of the event was discussed at the March 2nd City Commission meeting;
- e) Newspaper advertisements in the News-Leader and the "Nassau Neighbors" section of the Florida Times Union; and,
- f) Channel 29 television notification.

The first day of the charrette was a kick-off evening event to allow the community to interact with the consultant team and City staff in order to provide initial input on issues, opportunities and ideas for the CRA's redevelopment. The community was given the opportunity to provide oral and written comments for the consultant team's reference. Over 60 attendees were present for the kick-off event.

Day Two of the charrette was planned as a daylong work session allowing the community to pass by throughout the day and observe or provide input to concept development of the master plan. Approximately 60 members of the community passed by throughout the day. The group discussed a redevelopment vision based on written comments from the previous evening and their own opinions. Attendees worked in small groups in the afternoon to develop master plan concepts. These were presented to the entire group at the end of the day. The consultant team reviewed the four plans to identify commonalities and developed a "consensus" plan for presentation on day three.

The third day involved a two-hour open house followed by a formal presentation of plan concepts. Over 30 members of the community attended this event. Again, the community was invited to provide verbal and/or written comments regarding the draft master plan.

Approximately 80 comment forms were returned over the three-day event. A summary of comments provided throughout the course of this study is included in Appendix B of this document. A copy of all comment forms and sign-in sheets is on file with the City's Planning Department. It is recommended that the Community Redevelopment Agency revisit these comments as specific projects come on line.

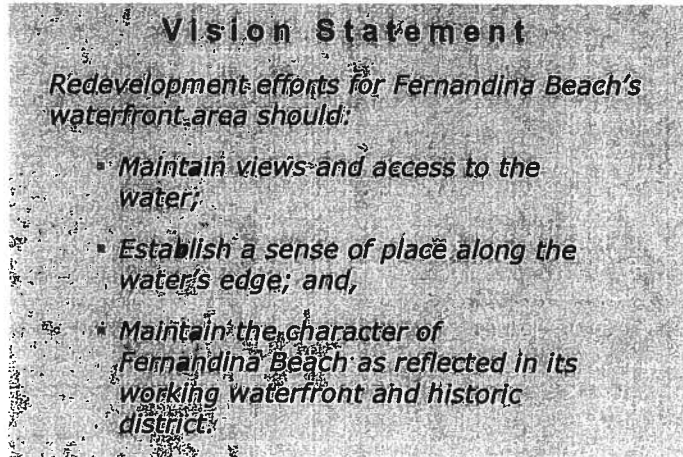
Additionally, the community was able to review the draft Plan and provide both written and verbal comments to the City. The Plan was revised to reflect a range of comments provided to staff by the City Commission, the Planning Advisory Board, the Historic District Council, the Amelia Island Museum of History and several other members of the community.

October 6, 2004 the City Commission approved a professional services agreement with Fleet and Associates for architectural services to draft a conceptual plan for the waterfront. To maximize public input, Fleet and Associates met one-on-one with property owners and concerned citizens on February 25, 2005. On March 7, 2005 Fleet and Associates provided a summary of the input received from the original charrettes, written submittals and the one-on-one meetings to the City Commission.

4.0 REDEVELOPMENT PLAN

Redevelopment Plan Vision Statement

The following vision statement was established during the Community Charrette process. In addition to the Finding of Necessity, this "vision" for the area was used to create the framework for the type redevelopment that is appropriate for the City of Fernandina Beach.



This vision statement also is consistent with the Waterfront Task Force and Vision 2000 reports.

Purpose of Redevelopment Initiatives

The objectives and strategies of the Plan have been compiled to address blighted conditions through initiatives that affect both private and public lands. This section summarizes the primary purpose of redevelopment goals and strategies by sub-areas within the CRA as identified in Figure 2.

Initiatives for Waterfront and Transitional Areas

Efforts to encourage redevelopment on private lands primarily focus on expanding opportunities for new development by allowing a broader mix of uses in waterfront and transitional areas; and, ensuring that the supporting infrastructure is adequate to accommodate it. It is critical that these strategies are prioritized to initiate the growth of tax increment revenues to the Agency – a primary or seed funding source for many of the redevelopment efforts identified in this Plan.

In terms of infrastructure improvements, both "visible" and underground infrastructure must be assessed to determine deficiencies that could impede the redevelopment of waterfront and transitional areas. A priority for "visible" infrastructure improvements is the redesign of Front Street to include street lighting, a pedestrian system and additional connections across the CSX railroad tracks at Alachua and Broome Streets. Due to limitations in the amount of right-of-way available, a series of options are

presented to open the City's dialogue with CSX and property owners to determine the most appropriate solution for Front Street. Although the reconstruction of Front Street may not be immediate, planning efforts should be initiated to determine the most viable design solution. As individual properties develop along Front Street, their plans should accommodate the redesign of Front Street. Other infrastructure considerations include conducting an assessment of water and sewer systems to determine what improvements are needed to support redevelopment, and the timing of these improvements.

The introduction of design standards for waterfront and transitional areas is proposed to control the appearance of development. Since the majority of redevelopment will occur in these areas of the CRA, it is important that such development is consistent with the character of the area. On the west side of Front Street, side yard setbacks should also be considered to allow views to the Amelia River.

Initiatives for Public Waterfront Lands

Improvements proposed for public lands within the CRA are intended to:

1. Act as a catalyst for change in the waterfront area. The City owns a significant and key piece of waterfront land at the foot of Centre Street, in the heart of the waterfront area. Functional and aesthetic improvements to the marina facility and adjacent uplands can spark interest in redevelopment of private lands in the CRA.
2. Take a leadership role in redevelopment efforts. Redevelopment of public lands provides visual evidence that the City believes in itself and stands behind its interest in redeveloping the waterfront area.
3. Create new activity and interest in the waterfront area. By expanding recreational opportunities in the waterfront area on City-owned lands, a larger number of residents and tourists will be attracted to the area. Enhancing the critical mass of users to the area can encourage new businesses and other redevelopment on private lands.

A priority initiative for public lands is the redesign of the marina facility. The ability to improve pedestrian facilities along the waterfront are limited by the marina redesign. That is, the construction of marina improvements should be completed first as some of the existing parking areas may be needed to stage construction efforts. There also is a critical timeline to begin construction on the next phase of the marina to avoid the expiry of approved permits. This Plan prioritizes the marina redesign as a critical step in improving public facilities in the CRA.

As funds become available, the City should redesign the upland areas along the public waterfront property to improve recreational amenities and allow for a public gathering space to host a variety of programmed events. The design and construction of the waterfront park facility may be phased over time as funding becomes available and parking issues are addressed east of Front Street. The marina, and waterfront park facilities and programs are aimed at attracting more residents and visitors to the waterfront.

Objectives & Strategies

The following series of objectives and strategies aim to address blighted conditions as identified in the Finding of Necessity Study in a manner consistent with the community's vision for the area. Strategies include a generalized timeframe to assist the City in prioritizing initiatives. The timeframes are established as a planning guide. Projects may be reprioritized as funding, partnerships or other opportunities become available. Timeframes are identified as follows:

- Immediate = initiate within the first 2 years of establishing the CRA
- Short-term = within the first 5 years of CRA establishment
- Mid-term = 5 to 15 years of CRA establishment
- Long-term = beyond the first 15 years of CRA establishment
- On-going = throughout the CRA's existence

Initiatives have been divided into two sections – the first addresses the waterfront and transitional areas including the City's waterfront property; the second section addresses the residential neighborhoods within the CRA.

Waterfront & Transitional Area Initiatives

Objective 1. City Marina Facilities

The City's marina facility was identified by many members of the community as both one of the City's most significant assets and one of its primary problems. Located at the foot of Center Street, redevelopment of the marina facility to alleviate siltation problems and associated deteriorating site conditions could offer a key opportunity for addressing blighted conditions and act as a catalyst for change in the Redevelopment Area.

Strategy 1.1: (timeframe – immediate to mid-term)

The City shall work toward the redesign of the City's marina facility to alleviate siltation problems to allow the marina to operate at an optimal level.

- a) The City should immediately consider proceeding with "Phase 3" of the marina's construction plans before the permit expiration in 2005. "Phase 3" includes revenue generating improvements in the northern portion of the facility.
- b) In the short to mid-term, the City should proceed with the remaining phases of the permitted plans for the marina. The City may need to review the Plans to ensure the design remains suitable for its needs.

Strategy 1.2: (timeframe – short-term)

The City shall consider public/private partnerships in the redesign of marina facilities to assist in funding initial improvements and continued maintenance of the marina facility.

- a) The City should coordinate with property owners to the north to obtain an easement over water rights that would allow for the northern extension of the marina facility. As an incentive for providing the easement, the City may offer incentives such as allowing a variance on parking requirements; allowing for a broader mix of uses than those currently permitted; or, providing additional support during permitting through the City and other agencies.
- b) The City should partner with the developer(s) of these parcels to assist in capital improvement and on-going maintenance costs if any additional bulkhead improvements are desired to compliment development of private facilities.

Objective 2. Promote a mix of uses

The existing Future Land Use and Zoning designations along the waterfront and adjacent areas limit the type of allowable uses to industrial uses. Such limitations may be a primary impediment to redevelopment in the CRA. Keeping in mind that maintaining the "working waterfront" is a primary objective of the community and this redevelopment effort, the City should take a proactive position in accommodating a broader mix of uses with design controls. However, any change in allowable land uses shall be consistent with the Coastal Management Element of the Comprehensive Plan, particularly the Coastal High Hazard Area requirements.

Strategy 2.1: (timeframe - immediate)

The CRA shall work with private property owners to prepare an amendment(s) to the Comprehensive Plan to establish a new land use district(s) for the waterfront and transitional areas.

Strategy 2.2: (timeframe - immediate)

The CRA shall work with private property owners to prepare an amendment to the Zoning Code to establish new zoning district(s) and performance standards for the waterfront and transitional areas.

Strategy 2.3: (timeframe – immediate)

The CRA shall work with private property owners and the Historic District Council to prepare development standards for the waterfront and transitional areas. The intent of the development standards shall be to maintain the character of the area. Development standards should address architectural style, height restrictions, building setbacks, view corridors to the water, building massing, signage, landscaping, and screening of unattractive site elements such as parking and dumpsters.

Strategy 2.4: (timeframe – as needed)

In order to recognize that the "working waterfront area" should prioritize commercial uses, the City should consider requiring through a developer's agreement that developers of residential product shall have purchasers sign a release recognizing the noise, odor, and visual reality of commercial waterfront uses.

Objective 3. Utilities

The existing conditions analysis conducted as part of this Plan identifies areas within the CRA where City utilities may be either outdated or inadequate for accommodating additional demands. Although not specifically quantified in the Finding of Necessity, these facilities could impede redevelopment efforts if specific improvements are not undertaken. The City shall evaluate and prioritize improvements to municipal utilities within the waterfront and transitional areas of the CRA.

Strategy 3.1: (timeframe – immediate to mid-term)

A more detailed analysis of the water and sewer system shall be conducted to determine the most critical areas in need of improvement. Waterlines that appear to require system upgrades due to inadequate line size include:

- Construct a water main along Broome Street to 6th Street (Note areas outside of the CRA will also benefit from this improvement. The City should consider a cost-sharing arrangement with other City funds if TIF funds are used to finance this project.);
- Replace the 4" water main on Calhoun Street from Front Street to 3rd Street;
- Connect the 6" water main on Ash Street to the 8" main Front Street; and,
- Replace the 6" water main in the Beech Street right-of-way between Front Street and 2nd Street.

However, fieldwork should be conducted to provide an input for computer water distribution model for the CRA. This will allow the City to determine deficiencies in existing water system. The correction for these deficiencies can be ranked and economically planned.

Strategy 3.2: (timeframe – immediate)

The existing gravity sewer lines should be video taped to determine the condition of the lines. This will allow the City to prioritize the replacement of lines. This also will allow the City to access the extent of retrofitting required (e.g. slip lining the pipe versus full pipe replacement).

Strategy 3.3: (timeframe – short-term)

The master lift station at Front Street and Alachua Street should be analyzed to determine the current capacity versus the current flow to the station. This will allow the City to determine when the lift station will need to be upgraded as additional development occurs in the CRA.

Strategy 3.4: (timeframe – immediate)

The CRA should appoint a CRA Infrastructure Technical Review Committee. The TRC shall make recommendations to the Community Redevelopment Agency regarding infrastructure priorities, and the design and construction of infrastructure. The technical review committee may include representation of a broad range of expertise including representatives from the City (roadway, water, wastewater, planning, parks and recreation,

emergency services), a stormwater engineer, Florida Public Utilities, and CSX.

Strategy 3.5: (timeframe – on-going, as needed)

Based upon the resulting priority list, the City should pursue redevelopment opportunities to upgrade or retrofit water and wastewater facilities.

Strategy 3.6: (timeframe – on-going)

The City should, whenever practical, incorporate a series of improvements in a consolidated project to avoid additional time and expense caused by piecemeal projects. For example, the City could plan street and sidewalk improvements with underground utility improvements and burial of power lines.

Objective 4. Pedestrian and Vehicular Circulation

The Finding of Necessity identified the need for improved pedestrian and vehicular facilities between the waterfront and the Central Business District and residential areas. Community input through the charrette process also identified the need for improved circulation. The City shall support improved pedestrian and vehicular circulation through the following strategies:

Strategy 4.1: (timeframe - immediate)

As a key roadway facility for the waterfront area, an assessment of the Front Street corridor should be prioritized in order to ensure that right-of-way is planned to accommodate facility improvements. At a minimum, additional width is needed to accommodate a pedestrian corridor and street lighting. Wastewater collection and the burial of electrical distribution improvements should also be part of a Front Street reconstruction project.

In order to determine the spatial needs within the corridor, a survey of the existing right-of-way should be prepared. Using the survey as the framework to initiate the planning and design process, the City should consider the following alternatives in the redesign of Front Street:

- a) Elimination of one of the two railroad tracks. In this scenario, the additional right-of-way may be used for improved vehicular circulation, pedestrian facilities and on-street parking. Redevelopment opportunities along the east side of Front Street would be enhanced if the eastern track were eliminated. The actual design of this option could be determined once initial discussions with CSX determine its viability.
- b) Possible coordination with property owners west of Front Street to allow a sidewalk easement over their property combined with the possible coordination with property owners on the east side of Front Street to allow a frontage laneway adjacent to the rail tracks, where possible to allow buildings to “front” on Front Street.

With either of the above scenarios, the City shall coordinate with CSX and Front Street property owners to determine a design solution that can be accommodated within the economic and functional constraints of the area.

Strategy 4.2: (timeframe – short to long-term)

Once a design solution for Front Street is determined, the City shall design and construct improvements for this roadway. This project may be phased as funding becomes available or as development comes on-line.

Strategy 4.4: (timeframe – mid to long-term)

The City shall consider connecting Alachua Street to Front Street for vehicular and pedestrian traffic to enhance circulation in the area. This improvement should be planned to accommodate the design of Front Street.

Strategy 4.5: (timeframe – long-term)

The City shall consider creating a pedestrian crossing in the existing Broome Street right-of-way to Front Street. At some point in the future, full vehicular crossing may be considered if necessary to accommodate appropriate circulation with the redesign of Front Street. If a full access point is necessary, traffic calming measures and a limitation on truck traffic shall be considered for Broome Street.

Strategy 4.6: (timeframe – mid to long-term)

The City shall coordinate with property owners to develop sidewalks within the right-of-way as necessary.

Strategy 4.7: (timeframe – mid to long-term)

Concurrent to the installation of sidewalks, the City should consider pedestrian-scale street lighting in a style consistent with lighting fixtures for Centre Street.

Strategy 4.3: (timeframe – long-term)

The City shall consider design elements consistent with the Centre Street hardscape areas to create stronger pedestrian linkages between Centre Street and the waterfront.

Strategy 4.6: (timeframe – mid to long-term)

The City shall consider developing way-finding signage throughout the historic downtown area to include the waterfront. The City could partner with local groups such as the Chamber of Commerce to effectuate this program. (Note that CRA funds could only be used in the planning, design and installation of signage within the CRA, partnering or other funding sources would be required to plan and install signage beyond the CRA limits.)

Strategy 4.7: (timeframe – mid to long-term)

To alleviate conflicts with pedestrians and other vehicular traffic, the City should restrict street sweeping and refuse collection to early morning and late night hours within the CRA.

Objective 5. Public Access to the Water

The Amelia River was recognized as an essential component to the City's character and history in the charrette process and in previous planning exercises. The Finding of Necessity recognizes deficiencies along the waterfront in providing safe pedestrian facilities. Redevelopment efforts shall enhance pedestrian facilities along the waterfront.

Strategy 5.1: (timeframe – short to long-term)

The CRA shall work toward the redesign of publicly owned land along the waterfront to include enhanced park facilities that encourage pedestrian interaction with the waterfront area. Enhanced park facilities may include seating areas, picnic facilities, and pedestrian walkways, fishing piers, restrooms, public gathering facilities, a performance stage and educational facilities. If funding and the redesign of the marina allow, the City should consider master planning the facility in phases such that a first phase could be constructed in the short to mid-term to generate activity and excitement for waterfront revitalization.

Strategy 5.2: (timeframe – mid to long-term)

The CRA shall consider in its redesign of the marina facility and park, the inclusion of a "community icon" or focal feature at the foot of Centre Street.

Strategy 5.3: (timeframe – mid to long-term)

The CRA should plan and design a "riverwalk" system along the water, wherever practical, throughout the redevelopment area.

Strategy 5.4: (timeframe – on-going)

The CRA should coordinate with property owners to allow for right-of-way or easements over private property to accommodate the riverwalk system, wherever practical.

Strategy 5.5: (timeframe – on-going)

As an incentive for providing water views and/or a pedestrian connection on private lands, the CRA should work with landowners and appropriate government agencies to resolve riparian rights issues; and, to support a rip-rap bulkhead on private lands.

Objective 6. Protect view corridors to the River

A significant portion of the land along the waterfront is private property. As a means of maintaining connections to the waterfront, the CRA should make efforts to maintain view corridors, particularly at the foot of east/west streets.

Strategy 6.1: (timeframe – with design standards)

The CRA shall consider the provision of view corridors when establishing design standards for the area.

Strategy 6.2: (timeframe – on-going)

The CRA should work with private landowners to incorporate water-viewing areas in conjunction with redevelopment efforts, wherever practical.

Objective 7. Parking

The Finding of Necessity Study identifies unimproved parking areas as a contributing factor to blight within the study area. Parking facilities consume prime waterfront property on public lands. As part of efforts to redesign the marina and park areas, the City shall evaluate the reconfiguration of existing parking facilities and the relocation of parking to lands east of the railroad tracks.

Strategy 7.1: (timeframe – with park redesign)

The City shall allow for enhanced park facilities between the parking lot and the river.

Strategy 7.2: (timeframe – mid to long-term)

The City shall evaluate alternative locations for parking facilities to the east of Front Street. Primary consideration should be given to City-owned property and rights-of-way.

Strategy 7.3: (timeframe – with design standards)

The City shall incorporate screening and landscape standards for new off-street parking facilities within the CRA. Should structured parking be necessary at some point in the future, the architectural character and scale should be consistent with the Historic District.

Objective 8. Maintaining a “Working Waterfront”

Throughout the City’s history the waterfront area has been an essential component to the local economy. Through the charrette process, the community also recognized the working waterfront as a primary attribute of the City’s character. The CRA shall encourage the continuation of water-related commercial enterprise in the area.

Strategy 8.1: (timeframe – on-going)

The CRA shall maintain a GIS database of available properties that are appropriate for new businesses to locate in the Area.

Strategy 8.2: (timeframe – on-going)

The CRA shall consider public-private partnerships that could assist marine-related businesses to locate in the Area.

Strategy 8.3: (timeframe – long-term)

The CRA should work with State representatives to explore the option of designating a portion of the waterfront as an aquaculture “greenbelt” for the shrimp industry.

Objective 9. Protect and Celebrate the City's History & Natural Environment

The City has a rich history that is a key facet of civic pride. The waterfront area is a central component of the City's history in that it was the focal point for trade and industry. The City should make efforts to integrate historic and environmental education elements and preservation into redevelopment efforts where practical.

Strategy 9.1: (timeframe – as part of park and/or riverwalk design)

The CRA should incorporate historic and environmental education elements in its waterfront park and/or riverwalk design. The City should coordinate with the Amelia Island Museum of History and local environmental groups in the planning and design of these elements.

Strategy 9.2: (timeframe – as part of park and/or riverwalk design)

The use of indigenous species for landscape material, and environmentally sensitive development options should be evaluated in the design of the City's waterfront park.

Strategy 9.3: (timeframe – short-term and on-going)

The City shall consider expanding the Historic Overlay District to include the entire CRA. In order to adopt a historic district designation, a historic survey will need to be conducted. The Historic District Council's role within the CRA would include design review to ensure development proposals are consistent with proposed development standards for the CRA and the historic context of the area.

Strategy 9.4: (timeframe – long-term)

As part of the marina permits, a marine education facility is identified as an obligatory requirement. The City should incorporate this facility with marina and park improvements. The City may consider expanding the program of this facility to include educational displays as a tourist attraction/amenity.

Strategy 9.5: (timeframe – on-going)

The CRA should promote adaptive reuse of existing structures where practical to maintain the historic sense of the area.

Objective 10. Clean-up Efforts

The Finding of Necessity recognizes unsanitary conditions as a condition of blight within the Redevelopment Area. These conditions include the need for general clean-up of debris along rights-of-way and in private property. The CRA shall encourage basic clean-up efforts as a relatively inexpensive means of reducing a condition of blight within the CRA.

Strategy 10.1: (timeframe – on-going)

The CRA shall maintain close communication with the City's Code Enforcement officer and Board to encourage monitoring and enforcement within the Area in a timely manner.

Strategy 10.2: (timeframe – on-going)

The CRA shall promote clean-up and amnesty days.

Objective 11. Marketing and Programming

The waterfront area should be a place to be enjoyed by the entire community. Raising the profile of the area could encourage general maintenance and redevelopment of blighted properties. The CRA shall promote the waterfront area through marketing and programming that will increase general use of the area.

Strategy 11.1: (timeframe – on-going)

The CRA shall promote the waterfront area through sponsoring or coordinating with community groups to organize weekly, monthly, quarterly and annual events. Examples of these events could include an open-air market; holiday events; arts and cultural performances; art shows; and, sporting events.

Strategy 11.2: (timeframe – on-going)

The CRA should coordinate with tourism and economic development organizations to promote awareness of waterfront area.

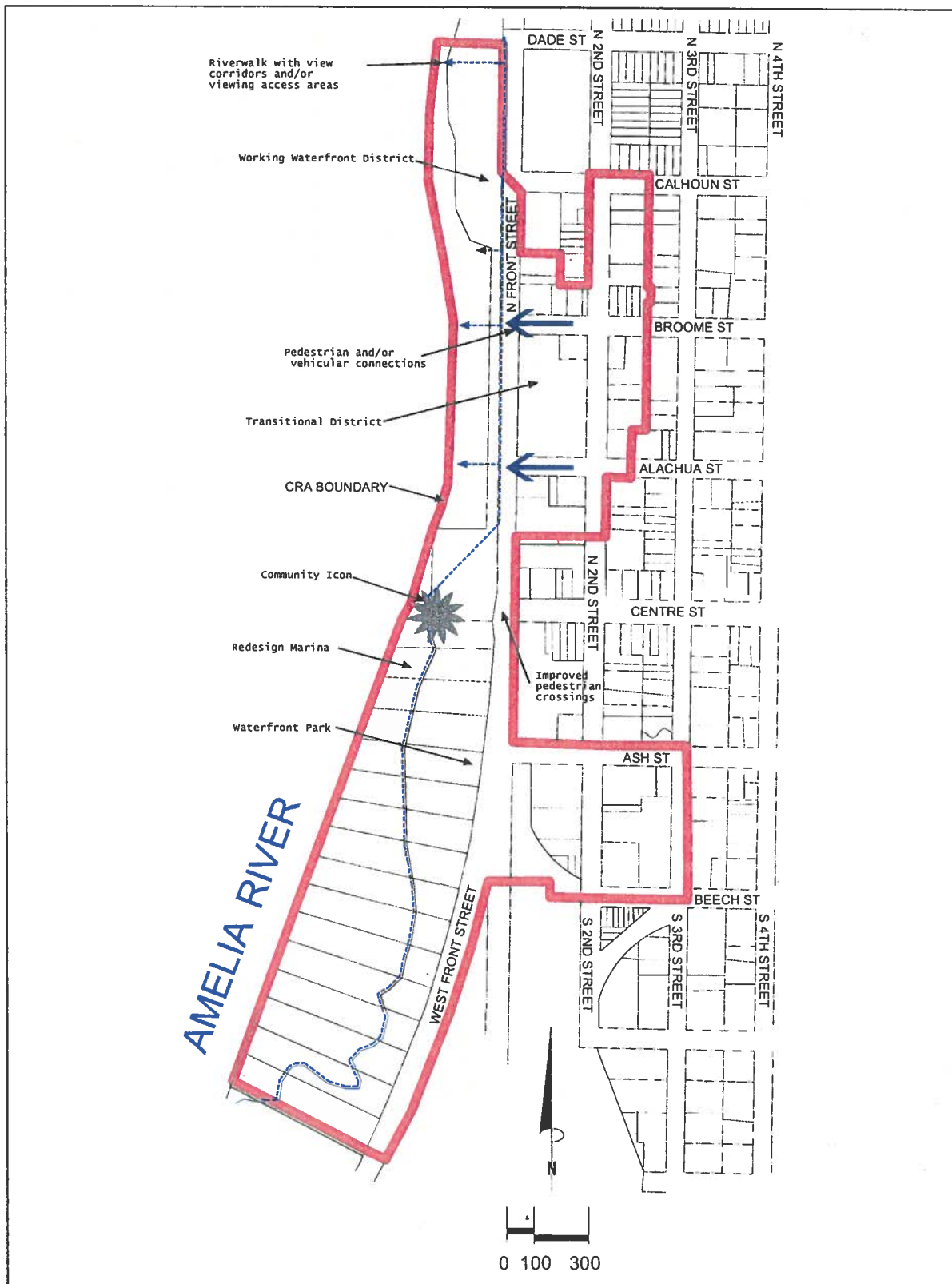
Strategy 11.3: (timeframe – on-going)

The CRA shall keep the community informed of redevelopment efforts by preparing a newsletter of CRA initiatives.

Strategy 11.4: (timeframe – mid to long-term)

In order to promote the area, the City should prepare a brochure for the CRA highlighting existing facilities, programmed events and other points of interest within the waterfront area.

Figure 2. Redevelopment Initiatives Diagram



5.0 GENERAL STRATEGY FOR FUNDING, FINANCING, MANAGEMENT AND PROMOTION PROGRAMS

The following programs and activities address the funding, financing, management and promotion of the CRA. The City and CRA will provide detailed funding, financing, and management strategies in the annual work program that will describe the timing and components of the activities or improvements to be supported.

Identification and Securing Equitable Funding and Financing Mechanisms

The CRA should identify and secure all feasible sources of funding and financing to support the redevelopment initiatives described in this Plan. Such mechanisms can include, but are not limited to, tax increment revenues, ad valorem revenue, non-ad valorem assessment revenue, taxable or non-taxable bonds, other public instruments, grants and public/private partnerships.

Programs that Encourage Public-Private Partnerships

The CRA shall develop programs and identify opportunities for public-private partnerships in the redevelopment of the CRA. The establishment and maintenance of partnerships will serve not only to leverage the tax increment and other revenue sources but also stimulate community interest and support. Partnerships may take several forms from financial partnering to technical support to the promotion of the area. Each partnership opportunity shall be evaluated on a case-by-case basis for its overall value and impacts.

Financial Analysis and Planning

Among the most powerful tools associated with Part III Section 163, Florida Statutes is the availability of tax increment to support a wide range of redevelopment initiatives. While tax increment is the single source of revenue enabled through the legislation, it is anticipated in most cases that a variety of revenue sources will be strategically assembled to meet the overall redevelopment objectives of this plan. When used in conjunction with these other means of funding or financing, tax increment, in effect, leverages the dollars that might otherwise be available.

This section of the plan provides some perspective on the tax increment that could accrue to the City of Fernandina Beach's benefit under assumed conditions. This money will become available to support or further the program framework generally described in this Plan. This section also describes the funding and financing arrangements that are the most prudent means to support redevelopment activities. The financial analysis necessarily requires greater detail, specific to the program or components contained in the annual work program. As the annual work program is

prepared, financial analysis and funding strategies will be prepared to reconcile to each activity.

Tax Increment Revenue Forecasts

Estimates of prospective tax increment revenue that might be generated in the CRA, assuming this redevelopment plan is implemented as anticipated, were completed by Real Estate Research Consultants, Inc. (RERC). The stream of prospective revenue is dependent on several factors, including the pace of development which occurs in the CRA, the content of that development, its assessed and taxable value, the millage levied against the taxable base and the rate of appreciation in the existing tax base and the level of public intervention. Together, these variables suggest a wide range of outcomes, all possible depending on the specific conditions imputed into the analysis. RERC illustrated these many possibilities by producing alternative estimates and projections that incorporate high, medium and low assumptions. The alternative sets reflect a range of parameters in which sound financial planning shall occur.

The analysis is based on Nassau County Property Appraiser tax roll data for 2003. The data indicates a taxable value for all properties within the CRA of approximately \$6,506,000. It is assumed, for the purposes of this Plan, that the base year will reflect this sum as the base year valuation. Given the probability of some variability in the data set, the actual base is likely to differ from this sum. Any differences, however, that might occur through inclusion or exclusion will be relatively immaterial in the context of total valuation.

Specific increases in the tax base area shown in terms of expected development and its value. This expected development is based exclusively on past patterns of activity within the area as well as the anticipated development within the Redevelopment Area, as expressed in interviews held between RERC and specific property owners. Beyond these specific projects, the analysis is largely trend-based and could be conservative.

RERC reviewed the improvements that have been developed within the CRA in the past twenty years to estimate some trends that might reasonably be incorporated in this mix of future development. A review of the tax roll data revealed that new development within the area has been fairly limited in the past ten years. Part of this anemic growth is the City's development moratorium initiated in August 2003, which was still in place at the time this report was written. The appreciation in taxable value has mainly originated from the increased taxable assessments of the commercial property within the area. Generally, the high scenario assumes that most, if not all, development that is now being discussed with City officials and their representatives will be built in the next five to six years, in part because of expectation about the area's newly envisioned set of public improvements. Further, in the high scenario, it is assumed that the CRA could achieve improvements and appreciation that are higher than the highest values associated with development since 1999. The medium scenario reflects a lower number of development projects in the redevelopment area in the long term (past 2010), compared to the high scenario. The low scenario represents the current pace of development activity, as reported in the last five years of development within the CRA.

Even with input from the property owners and City staff, any development occurring beyond 2010 shall be considered largely conjectural in all of the scenarios because the basis for such growth is speculative at this point. Given the nature of economic cycles and future uncertainties, the near term analysis shall be considered materially more reliable than the term extending past the year 2010. The Legislation allows this revenue stream to accrue to the benefit of the CRA for 30 years. At this point, it is uncertain what the future will hold beyond that shown in the short term. This analysis, while useful for planning, shall be repeated periodically to account for major changes, additions and deletions as they occur. In any case, the probability of achieving the pace of development identified herein is highly dependent on the City achieving its redevelopment goals. While the high scenario might be achieved, the low scenario is consistent with an absence of planned intervention.

The creation and use of mass appraisal data maintained by the Nassau County Property Appraiser is for ad valorem taxation purposes. Such database reflects a modern and professionally maintained public asset. The cooperation and assistance of the Nassau County Property Appraiser's office is appreciated. However, the use of such data for other purposes, such as economic forecasting, does present certain problems. Among the primary difficulties of the analysis is the manner in which Nassau County maintains its historical tax record information.

For perspective on the growth in the CRA's potential valuations, as mentioned earlier and as required by Part III Section 163, Florida Statutes, RERC reviewed tax roll data from the last 5 years, ending in 2003. That review revealed that taxable additions and appreciation to the Redevelopment Area ranged from \$300,000 to \$3,200,000 on an annual basis. These figures were used as a general guide to project reasonable growth figures for development and appreciation within the Redevelopment Area.

In most cases, development will occur on vacant parcels or where various buildings will be cleared from a site. While in a specific situation the ratables associated with these parcels could have the effect of a diminution, the impact will most likely be immaterial relative to the total assumed values of approximately \$6,506,000. Further, any additions reflected on the tax rolls are based on structural values only, not underlying land, though potentially understated, which is included in the base evaluation. The City's (5.6548) and the County's (6.2361) current operating millage rates (i.e. those for FY 2003-2004) are incorporated in the analysis and these are held constant over the planning horizon.

As for the structure of the revenues that might be accrued, only the taxable value(s) net of the base year taxable value is considered in calculating current or future tax increment revenue. The general procedures used to calculate available revenue are shown in the following equations.

- 1) Assessed values, including new construction, LESS exemptions or exclusions EQUAL current taxable values.
- 2) Current taxable value LESS established base year taxable values EQUAL net valuations subject to applicable jurisdictional millages.

- 3) Net valuations TIMES applicable millages EQUAL tax increment revenue. Pursuant to Section 163.387, Florida Statutes, the maximum revenue available to a community redevelopment trust fund will be 95% of the calculated tax increment.

These various calculations are reflected in Tables 1, 2 and 3 in Appendix C.

An examination of each of the three scenarios indicates the value of the Redevelopment Area tax base at the end of 30 years. It ranges from approximately \$61,000,000 to \$142,000,000 depending on the scenario and yields a net tax increment base of \$47,000,000 to \$128,000,000 (projected assessed annual value less base year value of \$14,482,000). In the year 2013, the area has the potential to generate about \$151,000 to \$553,000 in annual tax increment revenue, depending on the development scenario.

Again, all three scenarios assume development of a few projects in the relatively near-term future. The main difference among the scenarios is the rate at which taxable properties in the Redevelopment Area are added to the tax rolls, as well as the appreciation of taxable properties. The value of these additions and appreciation are primarily based on the pattern of growth and assessment that occurred within the Redevelopment Area from 1999 to 2003. The high scenario reflects the most aggressive year in terms of additions and appreciation in that time period, while the low scenario mirrors the lowest period of growth and appreciation within the Redevelopment Area.

Capital Improvement Plan and Operating Budget

This section presents the initial work plan based on redevelopment objectives and capital projects described within this Plan. The identified projects represent capital improvements necessary to realize the objectives contained in this Plan and are meant to be the type of projects to be undertaken within the CRA. As budgets, funding and financial formulas are refined and finalized the sequence for the implementation of the projects in the capital improvement initial work plan may change. The projects listed all those given a priority that reflects practical and logistical efforts required to achieve the desired results. Specific activities will be detailed in the annual work program prepared by the City of Fernandina Beach and CRA.

The recommended budgets for the capital improvement projects include design and construction costs as well as costs for additional studies, data manipulation or research needed to implement each project. The costs generally do not include the costs of land acquisition or right-of-way.

On-going or annual programs have also been identified under redevelopment initiatives in the Redevelopment Plan but are not referenced here since they are not capital projects. Additional projects that serve to implement the objectives contained in this Plan are anticipated. The work plan shall be formalized and reviewed annually as part of the City's and CRA's capital improvement process.

The Capital Work Plan projects and dollar amounts are primarily based on past studies performed for and by the City of Fernandina Beach and

estimates by the City's consultants. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only and are considered to be relatively conservative.

The budget for each project includes the costs of design, associated inventories, construction documents and implementation for each project. While representing and consistent with all analysis and discussions, these projects and their budgets are preliminary.

Candidate Projects – Opinion of Costs

The Plan identifies a number of candidate projects that can and should be implemented, as funds become available. It should be noted that detailed engineering analyses are necessary to design and construct specific projects. The Plan hereby provides a guide to the nature and order-of-magnitude cost of the various plan components described herein. These projections are probably opinion of cost, and will likely vary depending upon more detailed and specific proposals.

Type of Project	Potential funding sources	Estimated cost
Open Space		
Waterfront Master Plan	General funds	\$50,000
Marina Redevelopment City may want us to remove references to the marina	General funds; loans; FIND grant; BIG grant; marina revenues	\$5,000,000 (may be phased)
Waterfront Park	Open Space Bond; FRDAP grant; other recreation grants; FTC grants	\$155,000 per acre (this figure may be too low based on other waterfront parks researched – Beaufort, SC & St. Mary's, GA)
Riverwalk	Open Space Bond; FRDAP or other recreational/trails grants; public-private partnerships (right-of-way)	(See note below)
Infrastructure		
Electrical Lines (Bury overhead lines)	Special assessment; private partnerships	\$190 per lineal foot
Road resurfacing including upgrade to sidewalks, water and sewer lines, stormwater facilities	Impact fees; CDBG grants; FDEP loans and grants; utility fund	\$350.00 to \$500.00 per lineal foot
Lift station		\$60,000 per station
Street lighting		
▪ Standard concrete pole & fixture		\$800 per pole
▪ Upgraded pedestrian pole & lamp		\$5,000 per pole
Parking facilities		
Off-street surface parking lot	TIF funds; proceeds from land lease; public/private partnership	\$2,500 per space
Parking garage		\$10,000 per space
Transportation		
Sidewalks (5-feet in width)	General funds; TIF funds; CDBG grants	\$15 per lineal foot
CSX Crossings	TIF funds; TEA-21 grant	
Full crossing (two lane & pedestrian)		\$180,000 per crossing
Pedestrian only		\$100,000 per crossing
Pedestrian Crossing Enhancements	TIF funds; TEA-21 grant	\$100 per square yard

Note: Most of the riverwalk system will likely occur on right-of-way or within the waterfront park (incorporated in road and park estimates above). It is difficult to establish a budget for portions of the system on private land due to variables in engineering, permitting, construction materials, and design limitations. It is recommended that the CRA open discussions with property owners to begin the initial planning framework in order to establish a budget.

Funding Sources

To supplement and leverage the funds available through tax increment revenues, the following sources can provide financial support for the implementation of the Waterfront Area Community Redevelopment Plan. Their use and application is a function of specific project initiatives.

- The City, through loans and other means, is an appropriate source of funds for initial redevelopment planning support through its staff and consultants. These costs could be recovered from the CRA.
- Non-ad valorem assessments could be developed and imposed to fund the construction and maintenance of specific public improvements and essential services. Non-ad valorem assessments can facilitate the underlying credit for issuance of bonds or other financial instruments for anticipated capital improvement programs. A portion of the tax increment revenues can be earmarked to offset or buy down such special assessments.
- The Florida Department of Community Affairs sponsors a grant program providing financial assistance to local governments within Florida's coastal counties. Florida Coastal Management Program grants are funded by the National Oceanic and Atmospheric Administration and the US Department of Commerce for such projects as management of coastal development and redevelopment, protection and management of coastal resources and hazard mitigation.
- The Florida Department of Community Affairs can also provide technical and financial assistance through such programs as the Community Development Corporation Support and Assistance Program and Emergency Management Preparedness and Assistance Competitive Grant Program.
- The St. Johns River Water Management District may provide technical assistance in the design of stormwater improvements.
- The Florida Department of Environmental Protection has a number of sources that may be used in the acquisition and development of recreation and open space facilities.
- The Florida Department of Agriculture and Consumer Services' Florida Small Business Administration Tree Planting Program and the Urban and Community Forestry Matching Grant program offer financial support for tree planting and urban forestry programs.
- The Economic Development Administration of the U.S. Department of Commerce provides funding for public works projects that create

permanent jobs or construction jobs through the Grants and Loans for Public Works and Development Facilities Program through the Public Works Impact Projects Program.

- The Waterfront Florida Community through the DCA makes a total of \$75,000 in funds available to three communities that are designated to help with revitalization efforts in their traditional working waterfront areas.
- The Florida Inland Navigation District (FIND) offers grant funding for a variety of water-related projects including navigation channel dredging, waterway-related recreation facilities, environmental education, dredged material management and shoreline stabilization. The District is authorized to provide up to 75% of funds for public navigation projects and 50% funding assistance for other projects. The District allocates approximately \$1,000,000 annually for the program. Cash, in-kind services and other grant funds may be utilized as the local match.
- CDBG Commercial Revitalization Grants - Funding may be used for planning, design and construction of infrastructure that supports commercial revitalization or strategic planning initiatives for redevelopment and revitalization of commercial properties contained in targeted areas of low to moderate income.
- Historical Preservation Grants - Florida Department of State program funds those historic preservation projects in need of major restoration, rehabilitation or other development; for excavation of archaeological sites and major Florida history museum exhibits where costs exceed \$50,000.
- Florida Communities Trust (FCT) is a state land acquisition grant program housed at the Florida Department of Community Affairs. FCT provides funding to local governments for acquisition of community-based parks, open space and greenways that further outdoor recreation and natural resource protection needs identified in local government comprehensive plans. Matching and full grants for land acquisition projects are provided to communities through an annual competitive application cycle. Approximately \$66 million is available to eligible applicants each year and applicants are eligible for up to 6.6 million or 10 percent of this amount.
- Parks Recreation and Beautification Grants - The following grant programs may be used for design and construction of parks and streetscape improvements. All of these programs have funding limits, require a 50% local matching contribution and are obtained through competitive processes.
 - Florida Recreation Development Assistance Program (FRDAP) - This annual state recreation assistance program may be used for recreational land acquisition, park design and construction. Active park amenities are normally afforded a higher priority than passive parks. \$200,000 limit, projects may be phased over several years.

- Transportation Enhancement Act Grants (TEA-21) - This is an excellent source of funding for streetscape improvements. This program is particularly valuable for pedestrian and bicycle improvements. Annual Federal program administered through FDOT. No specific funding limitations. Projects are awarded on merit, need and political influences.
- Keep America Beautiful Grant (KAB) - Annual landscaping grant program administered through State Department of Agriculture. \$20,000 limit, projects may be phased. \$40,000 worth of trees planted in an urban area has a substantial physical impact.
- Small Business Administration Tree Planting Grant (SBA) - Annual tree planting grant geared toward supporting nursery operations and landscaping contractors with less than 100 employees. \$20,000 limit. Same impact as above.
- Boating Infrastructure Grant Program (BIG) - The funding for this program comes from the U.S. Dept. of the Interior and is administered by the Florida Fish & Wildlife Conservation Commission. This is a Federal Aid, 75% reimbursable, program aimed at providing docking facilities for transient vessels 26 feet or larger along navigable waterways. These facilities provide links to recreational, historic, cultural, natural, and scenic resources throughout the country. Monies are available for a multitude of items such as transient slips, safe harbors, floating and fixed piers, restrooms, pump-out stations, and navigational aids.
- The State Revolving Fund (SRF) Water Pollution Control Program provides low-interest loans for planning, designing, and constructing water pollution control facilities. Federal and State appropriations have funded the SRF. The FDEP solicits project information each year. Funds are made available for Preconstruction Loans and Construction Loans. The Loan Terms include a 20-year amortization and low-interest rates. Preconstruction loans are available to all communities and provide up-front disbursements for administrative services, project planning and project design. Projects eligible for SRF loans include new construction of and improvements to wastewater sewer systems, sewerage pump stations, sewage treatment facilities, reclaimed water reuse facilities, stormwater management facilities, and estuary protection facilities.
- Federal government - The CRA should investigate opportunities for funding from the federal government particularly related to transportation improvements and waterfront redevelopment.
- Land Sales/Leases - The acquisition of property and its preparation for development are powers available to the redevelopment agency under statutory provisions. Resale or leasing of such land to private developers can provide income within the Community Redevelopment Area.
- Private Contributions - Voluntary contributions by private companies, foundations and individuals are potential sources of income to the Community Redevelopment Agency. Although such contributions may

only account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

- Direct Borrowing from Commercial Lenders - The CRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular project(s) funding requirements, the CRA may utilize both short and long-term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the CRA will generally attempt to attain the lowest available interest rate.

Many of the sources listed also provide technical support such as expert advice, training or intern staffing for redevelopment initiatives. In addition to these public sources, the CRA shall investigate other state and federal redevelopment programs and funding opportunities involving the private sector to aid in implementing this Plan.

Application of Sources

Tax increment revenue by itself will be insufficient to fund or support the range of initiatives identified as project priorities in this Plan. The medium scenario suggests that some \$3,000,000 to \$6,000,000 in *debt* may be supported. The high scenario enhances debt capacity to \$5,000,000 to \$11,000,000. This section will be modified depending on City's direction on length of CRA. Conservatively, these figures are approximately one-quarter to one-half of the total tax increment forecasted for the Redevelopment Area. In addition, these figures are likely conservative because of the highly speculative nature of the analysis. The prospective revenues available point to the need to secure and to apply other sources of money(ies) if all program goals are to be achieved. The most likely scenario is a combination of increment and special assessments targeted to properties and structures most benefited by planned improvements. The use of funds unrelated to tax increment or assessments would be applied to projects or activities for which specific dollars may be available.

Some projects are more suited to the use of tax increment revenue than others. Generally, it is our opinion that these revenues be preserved for their ability to leverage other dollars, that they be applied to truly public facilities or services, that they be used for assemblages, and/or that they comprise a source of incentives for projects deemed most commensurate and supportive of the overall plan. Within these broad categories might be considered the acquisition of substandard or well located parcels that might fulfill some stated purpose, the financial support of parking or like facilities, and the direct support of as yet specified private projects if needed or desired.

We also recommend the use of benefit assessments that will be the source of funding for very specific improvements that benefit discrete activities, areas or properties. Among the improvements that can be funded through assessments are streetscape and parking. The assessment strategy will be married to tax increment to maximize impacts and results.

In general, it shall be noted that tax increment is not a viable source of funding for bond debt. Assessments, on the other hand, because they are assured and are secured by real property provide the needed revenue stream to place taxable and tax exempt debt.

Neighborhood Impact Assessment

The CRA is approximately 34 acres and currently contains a mix of general land uses such as tourist retail, light industrial, and civic/public. The actual waterfront area itself is located west of Front Street and is mainly made up of shrimping related facilities (north of Center Street) such as docks and packing plants, as well as the City owned marina and parking lots and privately owned vacant land (south of Center Street). The land uses on the east side of Front Street, north of Center Street include limited single-family residential, retail and light industrial.

Among other things, the purposes of redevelopment activities are to improve and enhance parking, transportation, pedestrian safety, river access, open space and recreation, urban design and infrastructure in the CRA. These activities will include new construction and improvements that are intended to be beneficial to area residents, property owners, businesses and visitors within the redevelopment area as well as within the region.

There is little anticipated effect on the school population, nor on community services or facilities not already mentioned in this Plan, to support the residential element within the CRA.

The displacement of permanent residents is not foreseen as an element of this Plan. However, if the relocation of permanent residents is required as a result of the development or redevelopment activities, the City of Fernandina Beach and CRA shall provide assistance to minimize hardship to those being displaced.

Existing neighboring residential properties may be temporarily impacted during the construction of any improvements. Impacts may include construction detours, noise and dust. Impacts are expected to be minimal while the benefits of redevelopment activities will be of long duration, adding greatly to the quality of life by providing a safe and attractive area that has adequate waterfront access, sidewalks, recreation, parking and other needed infrastructure improvements.

6.0 IMPLEMENTATION PLAN

The Redevelopment Trust Fund

Once the Fernandina Beach Redevelopment Plan has been adopted by resolution, the City of Fernandina Beach shall establish a Redevelopment Trust Fund through an appropriate ordinance. The trust fund will receive all tax increment money, grants, gifts or profits generated by redevelopment activities in the Fernandina Beach CRA.

Such ordinance is adopted after the City Commission has approved the Redevelopment Plan. The annual funding of the redevelopment trust fund will be equal to the incremental taxes collected in the Redevelopment Area by Nassau County and the City. The contributions will be determined annually in an amount equal to 95 percent of the difference between:

- 1) The amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of a community redevelopment area; and
- 2) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the City and County, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the community redevelopment area as shown upon the most recent assessment roll used in connection with the taxation of such property by the City and County prior to the effective date of the ordinance providing for the funding of the trust fund.

Redevelopment Powers

A Resolution of the City of Fernandina Beach created and established the Fernandina Beach Community Redevelopment Agency, pursuant to Section 163.356, Florida Statutes. The Community Redevelopment Agency is authorized to exercise all of the powers conferred by Section 163, Part III, Florida Statutes, which are necessary and convenient to carry out and effectuate the purposes of the Waterfront Area Community Redevelopment Plan.

Eminent Domain Powers

The CRA shall be prohibited from exercising any greater authority for eminent domain than could be exercised by the City.

Daily Administration

The City shall assign a staff member to act as project manager for the implementation of the Plan. The duties of this staff member may include:

1. Promote the CRA and redevelopment efforts to encourage additional redevelopment;

2. Coordinate with other City staff, consultants, land owners, and other groups or organizations in the implementation of Plan objectives.
3. Maintain a GIS database of the CRA with information such as vacant parcels; parcels for sale or lease; utilities; land use; and, CRA projects; and,
4. Grant writing/coordination, building public/private partnerships, and other fundraising efforts.

It is anticipated that funding for this position will come from the City's general funds. As the tax increment collections grow, the TIF may be a source of funding for the position. This staff position will work closely with other City staff in areas of specific expertise on a project-by-project basis.

Duration of the Plan

The redevelopment initiatives and work program described in the Waterfront Area Community Redevelopment Plan funded through tax increment revenues must occur within 30 years after the fiscal year in which this plan is approved or adopted, which is the time certain for completing all redevelopment financed by increment revenues.

Plan Modification

The Waterfront Area Community Redevelopment Plan may be modified in a manner consistent with Florida Statutes 163.361. If the City of Fernandina Beach Community Redevelopment Agency deems that the Waterfront Area Community Redevelopment Plan be amended, it shall make a recommendation to the City of Fernandina Beach. The agency recommendation to amend or modify a redevelopment plan may include a change in the boundaries of the redevelopment area to add land to or exclude land from the redevelopment area, or may include the development and implementation of community policing innovations. The City of Fernandina Beach shall hold a public hearing after giving proper public notice.

Severability

If any provision of the Waterfront Area Community Redevelopment Plan is held to be unconstitutional or otherwise legally infirm, such provisions shall not affect the remaining portions of the Plan.

Safeguards, Controls, Restrictions or Covenants

All redevelopment activities undertaken in the CRA must be consistent with this Plan, the City's Comprehensive Plan and applicable land development regulations; all redevelopment plans will undergo review by the City.

APPENDIX A. CONFORMITY WITH THE CITY'S COMPREHENSIVE PLAN

Pursuant to Chapter 163.360(2)(a) of the Florida Statutes, this plan has been developed in conformity with the City of Fernandina Comprehensive Plan as adopted in early 2004. The following excerpts from the Comprehensive Plan support the redevelopment efforts identified in this plan:

Future Land Use Element

GOAL 1.0. The goal of the City is to effectively manage growth and development by designating areas for anticipated future development that satisfies market demand in a cost-efficient and environmentally acceptable manner. The City will encourage and accommodate land uses which maintain the City as a viable community, enhance the City's economic base, and offer diverse opportunities for a wide variety of living, working, shopping, and leisure activities, with minimal adverse impact on the natural environment.

OBJECTIVE 1.01. GROWTH MANAGEMENT. The City shall implement growth management techniques to ensure that land use decisions are consistent with the FBCP, to provide land development regulations consistent with accepted planning principles and practices, to ensure that public services and facilities are provided when needed by development, to control instances of sprawl, and to encourage creativity in land use and design.

Policy 1.01.01. The City shall ensure that new development that is not contiguous to City services occurs in an orderly and economical manner. New development shall be staged for urbanization in a manner that minimizes additional public investments in City services.

Policy 1.01.03. The City shall ensure that the location, scale, timing, and design of development is coordinated with the availability of public facilities and services. The purpose of these regulations is to prevent the proliferation of urban sprawl and to achieve cost effective land development patterns.

Policy 1.01.13. The City shall ensure that the image, function, architecture, and ambiance of the historic downtown further the use and development of downtown as the ceremonial, civic, and cultural center of the City. Toward this end, the City shall preserve and enhance the identity, design, and vitality of the downtown, including the designated historic preservation district and the adjacent fringe area.

Policy 1.02.08. The City shall provide for the preservation of open space for scenic vistas, especially along Egans Creek, the Atlantic Ocean, and the Amelia River. Such enhancement shall include application of community appearance criteria which reinforce good planning principles.

OBJECTIVE 1.03. REDEVELOPMENT. The City shall reduce blight through redevelopment, renewal, and removal and replacement of blighted structures and uses.

Policy 1.03.01. The City shall encourage needed redevelopment and renewal through incentives such as the following:

- g) Density or intensity bonuses;
- h) Provision of alternative site design requirements in designated redevelopment areas;
- i) Provision of overlay districts;
- j) Provision of development guidelines in designated historic districts; and
- k) Expedited review processes.

Policy 1.03.02. The City shall seek funding to assist in the reduction and elimination of blight. Funding programs, such as the federal Community Development Block Grant, may be used for housing rehabilitation, demolition and replacement of substandard housing, infrastructure improvements, or commercial redevelopment.

Policy 1.03.04. The City shall coordinate with private sector interest groups concerned with enhancing the central business district in order to direct efforts to achieve a public and private partnership in improving the image and function of the central commercial core area, including waterfront corridors. Design strategies shall provide physical themes for development and redevelopment opportunities that are consistent with and reinforce the historic character of architecture, as well as its ambiance and urban design amenities.

OBJECTIVE 1.05. HISTORIC RESOURCES. The City shall preserve and protect designated historic resources, including historically significant housing.

Policy 1.05.01. The Historic District Council shall maintain an inventory of historic and archaeological resources within the City, including historic houses.

Policy 1.05.02. The City shall continue to protect and preserve significant archaeological sites, historic sites, and historic housing.

Policy 1.05.03. The City shall continue to provide assistance to the private sector to preserve the City's historic nature.

Policy 1.05.04. The City shall work closely with all government agencies and the Historic District Council to provide and exchange information necessary for the protection of all significant historic and archaeological resources.

Policy 1.05.05. The Historic District Council shall develop guidelines for the renovation and remodeling of structures in the historic district. Upon adoption of the guidelines by the City Commission, building permit applications for repairs, alterations, or additions to existing structures, or construction of new buildings in the historic district, shall be reviewed for compliance with the guidelines, and then referred to the Historic District Council for issuance of a certificate of appropriateness.

Policy 1.05.06. The Historic District Council and the Planning Advisory Board shall jointly develop guidelines for proposed land uses within the historical district.

Policy 1.05.07. The Department of State, Division of Historical Resources, Bureau of Historic Preservation shall make the determination of significant archaeological sites, historic sites, and historic structures. The Historic District Council shall make an individual determination of locally significant historic sites and structures.

Policy 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 of the historic Centre Street and surrounding area.

Policy 1.05.09. The City shall provide for protection and preservation of its historic resources by:

- g) Participating in the National Historic Register Program;
- h) Incorporating the standards of the federal National Flood Insurance Program; and
- i) Ensuring that surrounding infrastructure is maintained.

Traffic & Circulation Element

OBJECTIVE 2.05. BICYCLE AND PEDESTRIAN WAYS. The City shall encourage and promote the safe integration and utilization of bicycle and pedestrian movement on the roadway network, which includes roadways classified as minor arterials or collectors; within public lands, commercial development, residential areas, and parks and recreational lands; and other areas that allow public access.

Policy 2.05.01. The City shall ensure the safe movement of bicycles and pedestrians.

Coastal and Conservation Element

OBJECTIVE 5.03. HAZARD MITIGATION. The City shall protect the safety of residents and visitors through limitations on development within the Coastal High Hazard Area and through maintaining evacuation routes and standards for evacuation times.

5.03.09. The City shall coordinate coastal area population densities with hurricane evacuation plans. The City shall enforce land development regulations which ensure that land use decisions impacting population density within the category 1 evacuation area, as delineated in the Northeast Florida Regional Hurricane Evacuation Study, and the category 1 and 2 inundation zones are coordinated with the County's hurricane evacuation plan and applicable regional or State hurricane evacuation plans.

5.03.14. The City shall protect the coastal zone, through programs such as the following:

- a) Identifying areas needing redevelopment;
- b) Eliminating unsafe conditions and inappropriate uses;
- c) Identifying mechanisms for the relocation of structures significantly damaged in major hurricane events;
- d) Ensuring that land acquisition programs include provisions for the possible redirection of funds to acquire estuarine properties which should not be redeveloped following a major hurricane; and
- e) Discouraging the rebuilding and redevelopment of facilities that encourage growth in hazardous areas, except for necessary services for existing development.

OBJECTIVE 5.04. WATER-RELATED FACILITIES. The City shall protect shorelines and waterfront lands in order to ensure adequate and appropriate locations for water-dependent and water-related uses.

5.04.01. The City shall guide and direct the location of all future water-dependent and water-related uses according to the following criteria:

- a. Directing marinas to preferred locations, such as those adjacent to existing channels and passes, and in areas where little dredging and maintenance would be required;
- b. Directing the development of dry dock facilities to locations that are upland of marina sites;
- c. Requiring sewage pump-out facilities at all marinas and adequate fuel spill containment facilities at those marinas that sell petroleum products;
- d. Protecting shoreline and waterfront areas in order to provide locations for marine/estuarine related uses, such as commercial and recreational fishing, boating, and other water-dependent uses and activities; and
- e. Prohibiting the construction of causeways within estuaries and requiring bridges with pilings instead.

5.04.02. The City shall develop and implement standards for marinas and marine-related facilities that include setbacks, height limitations, parcel size, architectural guidelines, maintenance, containment of stormwater runoff, wastewater disposal, and washdown water for dry storage areas.

5.04.03. Existing marina facilities shall be allowed to continue operation provided these facilities meet the City's adopted operational standards.

OBJECTIVE 5.05. COASTAL PROTECTION. The City shall protect coastal native vegetation, wetlands, living marine resources, coastal barriers, and wildlife habitat, by restricting development that will cause an adverse impact to these natural resources.

5.05.01. The City shall maintain water quality at the designated standards for the appropriate water body classification.

5.05.02. The City will monitor and participate, when necessary, in permitting activities of other regulatory agencies for projects that may impact the quality of the coastal area and waterways.

5.05.03. The City shall restrict development that could adversely impact the quality of natural resources in the coastal area. When impacts are allowable to marine life, wildlife, water quality, and other natural resources, the impacts shall be mitigated according to the rules and regulations of the DEP and the SJRWMD.

5.05.04. The City shall continue to coordinate with all relevant regulatory agencies to ensure all new development or redevelopment activities, which have the potential to impact aquatic preserves, have been properly reviewed and permitted within the guidelines of the Ft. Clinch State Park and the Nassau/St. Johns River management plans set forth by the DEP.

5.05.05. The City will actively pursue the protection and enhancement of water quality and quantity for wildlife propagation, fishing, shellfishing, recreation, navigation, and other related activities, and shall restore class II waters to their original condition. Activities to accomplish this policy shall include the following:

c. Prohibit future development and activities that would degrade existing class II waters or impede the restoration of existing class III waters to class II waters.

5.05.06. Docks and piers shall not obstruct or materially alter natural water flow or restrict navigation.

5.05.07. The City shall identify, regulate, and mitigate adverse impacts to water resources.

OBJECTIVE 5.07. COASTAL HIGH-HAZARD AREAS. The City shall protect property, residents, and visitors within the coastal high hazard area. Protection shall be provided through appropriate designations on the Future Land Use Map to ensure that population is directed away from the coastal high hazard area, limitations on construction of infrastructure in the coastal high hazard area, and coordination with hazard mitigation and post-disaster plans.

5.07.01. All new permanent building construction shall meet the standards of the national flood insurance program and the City's floodplain protection regulations, including:

- a) Nonresidential construction within the coastal high hazard area shall meet storm and floodproofing standards exceeding those required for a 100-year storm; and
- b) If a structure located within the CHHA receives storm damage in excess of fifty (50) percent of its appraised value, all such damaged structures shall be required to meet all current laws and ordinances, including those enacted since construction of the subject structure.

5.07.02. Proposed development shall be evaluated for impacts on traffic circulation, evacuation routes, critical locations, on-site hurricane shelter provisions, and proximity to off-site shelter facilities.

5.07.03. The City shall not allow public expenditures for infrastructure improvements that subsidize increases in development in the CHHA. An increase in development means a change in land use to a more intense category or a redevelopment activity that increases density or intensity. Improvements to a facility that are necessary to address a deficiency, necessary to serve the existing population, and constructed in a manner that minimizes impacts from storm events may be allowable.

5.07.04. The City, through the land development regulations, shall prohibit any additional medium- or high-density residential development in the CHHA.

5.07.05. The City shall maintain a list of infrastructure facilities located in the CHHA that could be relocated, mitigated or replaced should State funding become available for such activities. It is the City's intent to relocate, replace, or mitigate impacts to listed infrastructure facilities as funds become available.

5.07.06. The City shall continue to allow development within the CHHA; however, the City shall direct population concentrations, including nonresidential development, away from the areas designated as the category 1 and 2 inundation zones as depicted on the most recent SLOSH map. Development and/or redevelopment in the CHHA shall not increase the net development capacity within the CHHA currently allowed by the Comprehensive Plan.

5.08.07. The City shall limit the density of dwelling units within FEMA designated 100-year floodplains to the low-density land use classification (zero (0) to four (4) dwelling units per acre) so that existing flood storage is maintained and allowable densities do not create potential flood hazards, or degrade the natural functions of the floodplain.

5.09.03. The City's land development regulations shall include special requirements for preservation and conservation areas. Such special requirements shall limit development that will destroy or harm the natural functions of the river, lakes, floodplains, harbors, and beaches and shores.

APPENDIX B. COMMUNITY COMMENTS

Summary of Comments Provided April 1st & 2nd, 2004

(Note that the following is a brief summary of community comments. A copy of all comment forms and sign-sign sheets is on file with the City's Planning Department.)

Area's Primary Assets	# of Similar Comments
▪ Waterfront	25
▪ marina	7
▪ architectural integrity	
▪ shrimpers	12
▪ Center Street	3
▪ Small town feel	1
▪ history	3
▪ open space for public use	
▪ natural beauty of area	
Area's Most Significant Problems	
▪ marina (silting)	15
▪ possibility of losing access/views by private development	3
▪ lack of development in accordance with Historic District	
▪ potential damage CRA could have on waterfront,	
▪ shrimpers, arch. integrity	
▪ developers spoiling character	
▪ those opposed to this redevelopment initiative	
▪ current lack of use	
▪ run-down buildings/site conditions	1
▪ not pedestrian friendly	1
▪ Marina (too small)	1
▪ Unplanned development	
▪ lack of vision	
▪ lack of public areas	
▪ gravel parking lots	
▪ all is a problem	
New Public Facilities	
▪ outdoor amphitheater	10
▪ trolley	
▪ park	14
▪ riverwalk/walkways	20
▪ public gathering space	9
▪ farmer's market/open air market	9

- landscape around tracks
- remove one set of tracks 1
- setbacks for buildings to maintain views
- improved docking facilities 5
- build on area's history
- additional parking
- removal of run-down bldgs
- seafood market for local shrimpers 1
- something for children
- restrooms 1
- Open RR crossing at Alachua & Broome
- Open parking areas on nearby City property
- Fishing Pier 1
- space for shrimp boats
- improvements to Front Street 1
- public-friendly
- improvements to utilities

Acceptable Uses on Private Lands

- Residential (limit height/quality) 8
- retail/restaurants 8
- professional
- shrimp boats and existing uses 2
- maintain island look
- mix of uses 5
- single family residential
- private marinas 1
- none
- houseboats
- appropriate to downtown 1
- setbacks to allow public access along water
- Uses allowed by current zoning 1
- Working waterfront 1
- recreation

Uses NOT desirable

- manufacturing/industrial 3
- development that will exclude public access to water 2
- high-rise apartments/condos 14
- bad parking
- hotels 1
- large retailers
- don't pave everything
- restaurants

- cruise ships
- inadequate parking
- neighborhood commercial
- private docks/marinas

Residential Improvements

- real estate pressure will solve 1
- restoration of historic bldgs 1
- SF & townhouse (waterfront & residential side)
- sidewalks 4
- private homes
- refurbish/rebuild homes as necessary 5
- grant assistance
- lighting 2
- clean up vacant lots 4
- improve streets 3
- buffer between IW/Commercial
- underground utilities 1

Other Comments

- keep small town ambience
- potential for too much retail/restaurants if more is added 1
- privatize
- concern about charrette during working hours
- maintain water access/views 2
- architectural/landscape controls 2
- overall tone consistent with historic district
- involve historic district leaders in process
- why does it take City so long to use its assets
- do want to see too commercialized
- ample parking, designed appropriately
- tell us Waterfront Advisory Committee results
- dredge marina
- need 1st class marina as gateway to Intracoastal
- Don't consider area to be blighted
- limit public facilities to marina property, encourage private development on rest
- Work with property owners re: sovereign lands
- Concern that residential will lead to end of working waterfront 1
- Challenge of planning around RR tracks
- Beaufort, SC and St. Mary's good examples
- Reflect history of the area

Summary of comments from Saturday, April 3rd, 2003

17 forms returned, 30 individuals signed in

Do you generally like the redevelopment concepts?

- Yes -12
- Yes, with reservations - 5
- No - none

Are there any specific concepts that, in your opinion, should be added, subtracted or otherwise modified?

- Indigenous plants
- Restoration of the marsh grasses in the mud silt area/ paths through vs. deck over
- Why was the CSX railyard not included in the CRA? What can be done with this?
- Concern about structures over 4 stories; I am for residential on waterfront with historic parameters; moving parking off and across street is a good idea; filling in silted area is good & making public spaces there; walkway should be on the west side of Front St. with possible intermediate access to water; would encourage pedestrian access at Broome only, no cars, maybe open Alachua for street. Apply mixed uses to IW district, but keep and encourage industry the ones we have. We are a working community not just a tourist place.
- I would be wary of the combination of private residences allowing public access to a riverwalk or boat docks: This is not for the "greater good" of the use of this area.
- Parking garage located at SW corner of 2nd and Ash Sts. (old police station and adjacent property). Metered parking to pay off revenue bond.
- Need a step-by-step plan of what's next.
- I would like to see lots of fountains, walkways, benches, and picnic tables in a parklike setting.
- A walk over the railroad tracks to handle pedestrian traffic.
- Try to keep the boardwalk along or "out in" the water so that valuable upland property can be utilized optimally. Also, try to make the boardwalk a catalyst for development - try to make CRA the agent for locating, permitting and paying for the boardwalk as "infrastructure: paid for with tax-increment dollars.
- Assure that proper zoning changes are included in the master plan so that development can move forward in a timely basis.

Density issues also need to be addresses to include the entire surveyed area and not just the uplands.

- Allow mixed use: residential/commercial in the area designated as "shrimp district."
- Enlarge planned green space.
- Start with park area on city owned property – moving the parking lot north of Bretts to the old police station property. Keeping a little of the southern parking closest to office from Atlantic Seafood, thus freeing up more of the lot south of Brett's for park.
- Shrimp docks bring a tourist attraction. Just one shrimp dock with one boat, as a tourist.

Other comments or ideas

- More public education
- Hopefully something will be done with all these ideas – not just let this sit like the 2000 project did
- Keep us informed via your website
- Thanks.
- Redesign or removal of 1 RR line = has CXR been "informed"
- Please look at Beaufort, South Carolina for ideas. They are shrimping industry town also and have already got the boardwalk, amphitheater, restaurants, etc. in place. It's beautiful.
- Try to be specific on new overlay zoning criteria so that implementation can be expedited
- Keep in mind Historic District Council on the project
- Sunken amphitheater not to block river view.
- Gambling boat – unfortunately the existing area will be tied up due to contract with the city re: dockage and parking for 120+ cars. Since this area (south of Atlantic Seafood) is tied up, utilize this area for the marina issues – such as parking cars/trucks after they launch their boats.
- Watch for signage requirements and try boulevard lights for street lights.

APPENDIX C. TAX INCREMENT FINANCING TABLES

Waterfront Principles
Submitted by: Mayor Lednovich

Building on Commissioner Ross' original

December 30, 2021

Principles for Waterfront Development

1. Flood protection for downtown
2. Create riverwalk connecting City owned properties
3. Establish a pedestrian and vehicular corridor with sidewalks, lighting, parking and landscaping along Front Street
4. No net loss of current parking west of the railroad tracks
5. Reestablish the two-way vehicular - pedestrian railroad crossing at Alachua Street
6. No residential development west of the railroad tracks
7. Support the boat and river business/recreation culture
8. Plant trees and provide shade structures to maximize year-round use
9. Maintain, update infrastructure & landscaping as warranted
10. Maximize public spaces and minimize commercial development
11. Building west of the railroad tracks should minimally obstruct river views and preserve view corridors
12. Solve the siltation problem at the Marina
13. Bury the overhead utilities on Front Street
14. Establish a pedestrian crossing at Broome Street to connect the Broome Street parking lot with Front Street

Additional CRA Principles • Establish a pedestrian- vehicular corridor with parking, sidewalks, lighting and landscaping on Second Street from Center Street to Dade Street

• Construct a water main along Broome Street to 6th Street; Replace the 4-inch water main on Calhoun Street from Front to 3rd Street; Connect the 6 inch main on Ash Street to 8 inch main on Front Street

Amelia River Waterfront CRA* THEN-2005

* From City Website



Quick Facts:

- City Commission is the "CRA Agency"
- CRA Area totals 39.5 acres

59 Total Properties

*14 Publicly owned = 19.7 Acres

*45 Private ownership = 19.8 Acres

In 2005, City established the Amelia River Waterfront Community Redevelopment Area (CRA). The purpose of the CRA is to identify objectives and strategies for addressing the conditions of blight in a manner appropriate to the community.

A Finding of Necessity (FON) was accepted by the City in 2004 citing the following conditions were present in the area:

Inadequate street layout, parking facilities

- The railroad divides the waterfront district from the Centre Street area, limiting access to the waterfront.
- Lack of pedestrian facilities along Front Street.
- Parking facilities at the south end of Front Street are unpaved.

Unsanitary or unsafe conditions

- Economically obsolete industrial buildings adjacent to Front Street.
- Industrial debris and deteriorating pier structures.
- Sense of safety for pedestrians arriving from cruise ships due to lack of pedestrian facilities along Front Street.
- Illegal dumping in vacant lots.

Deterioration of site or other improvements

- Deterioration of structures on industrial, commercial, and public properties.

Inadequate and outdated building density patterns

- Lack of buffers between industrial and residential uses.
- Lack of usability by pedestrians and bicyclists.
- Traffic flow for industrial uses.

Amelia River Waterfront CRA Plan Summary:

- Act as a catalyst for change by creating functional and aesthetic improvements to spark redevelopment
- Take a leadership role in efforts --> “visual evidence” that the City believes in itself
- Generate activity and renewed interest --> expand recreational opportunities + improve pedestrian access

Amelia River Waterfront CRA* NOW-2021

- City Commission remains the “CRA Agency”
- CRA Area still totals 39.5 acres

Many of the 59 properties have been subdivided and one sold to the City – currently 93 properties

*15 Publicly owned = 20.41 Acres

*78 Private ownership = 19.09 Acres

Using the Nassau County Property Appraiser Map and the CRA overlay it appears there are 78 privately owned parcels in the CRA and 15 publicly owned [City of Fernandina Beach (13), OHPA (1), State of Florida (1)]. Further analysis reveals:

West of the Railroad – “The Waterfront”

West of the Railroad tracks there are 9 privately owned parcels and 10 publicly owned. Of the 9 privately owned lots one is marsh and not developable. Two are developed with a Marine fuel station and a seafood packing house. One is used for docking shrimping boats (Cook property). The combined buildable uplands on the remaining 6 parcels is less than one acre.

The remaining land is owned by the City, OHPA and the State of Florida. On the City owned property currently there is approximately 1.3 acres of open space [not occupied by buildings, parking and utilities] and the Brett's and Atlantic seafood leaseholds.

East of the Railroad

East of the railroad tracks north of Broome St. there are 12 properties. All privately owned. Nine are developed or being developed. The undeveloped lots consist of two lots that are 25 x 100ft and one industrially zoned parcel [.63 acers] that the port operator wants to build a warehouse on.

East of the railroad tracks between Alachua St. and Broome St. there are 9 parcels. One parcel is owned by the City [parking lot]. Of the 8 remaining parcels, 6 of the parcels are owned by two entities – both entities are experienced developers. The two remaining properties are developed or about to be developed.

East of the railroad tracks between Center St. and Alachua St. there are 5 parcels. One is a City lift station. The remaining properties are either developed or in the process of being developed.

East of the railroad tracks between Ash St. and Beach St. and east of South 2nd Street there are 24 parcels. One owned by the City [City Hall], one commercial, and 22 townhomes – development is either complete or being completed.

East of the railroad tracks between Ash St. and Beach St. and west of South 2nd St. there are 9 parcels. The City owns 2 [used for a park and parking], 2 are residential, 3 are commercially developed and one is vacant.

Purpose of the CRA*

*From Final CRA Submittal 2005

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. This emphasis on mixed use development is aimed at creating a lively urban street life and to avoid total privatization of waterfront properties into “dockominiums”.

The Finding of Necessity Study, which was prepared by the Center for Building Better Communities at the University of Florida (May 2005), determined that four out of fourteen conditions that define a “blighted area” exist within the study area.

These conditions, selected from the Finding of Necessity, are outlined below:

1. Inadequate street layout, parking facilities (fig. 1.5)

- The railroad divides the waterfront district from the Centre Street area, limiting access to the waterfront (fig. 1.6).
- Lack of pedestrian facilities along Front Street (fig. 1.7).
- Parking facilities at the south end of Front Street are unpaved (fig. 1.8).

2. Unsanitary or unsafe conditions (fig. 1.9)

- Economically obsolete industrial buildings adjacent to Front Street. • Industrial debris and deteriorating pier structures (fig. 1.10).
- Sense of safety for pedestrians arriving from ships due to lack of pedestrian facilities along Front Street (fig. 1.11).

3. Deterioration of site or other improvements (fig. 1.12)

- Deterioration of structures on industrial, commercial, and public properties (fig. 1.13)

4. Inadequate and outdated building density patterns (fig. 1.14)

- Lack of buffers between industrial and residential uses (fig. 1.15).
- Lack of usability by pedestrians and bicyclists (fig. 1.16).
- Traffic flow for industrial uses (fig. 1.17)

27 December 2021

Principles for Waterfront Development

- 1. Flood protection for downtown**
- 2. Create riverwalk connecting City owned properties**
- 3. Establish a pedestrian and vehicular corridor with sidewalks, lighting, parking and landscaping along Front Street**
- 4. Minimize net loss of current parking west of the railroad tracks**
- 5. Reestablish the two-way vehicular - pedestrian railroad crossing at Alachua Street**
- 6. No residential development west of the railroad tracks**
- 7. Plant trees and provide shade structures to maximize year round use**
- 8. Maximize public spaces and minimize commercial development**
- 9. Building west of the railroad tracks should minimally obstruct river views and preserve view corridors**
- 10. Manage siltation at the Marina**

- 11. Underground the overhead utilities on Front Street**
- 12. Establish a pedestrian crossing at Broom Street to connect the Broome Street parking lot with Front Street**

Additional CRA Principles

- Establish a pedestrian- vehicular corridor with parking, sidewalks, lighting and landscaping on Second Street from Center Street to Dade Street**
- Construct a water main along Broome Street to 6th Street; Replace the 4 inch water main on Calhoun Street from Front to 3rd Street; Connect the 6 inch main on Ash Street to 8 inch main on Front Street**

WHAT DEVELOPERS AND LAND OWNERS WANT IN THE CRA

26 December 2021

What Land owners and developers want in the CRA – personal observations based on multiple discussions with developers and property owners, responding to multiple e-mails and attending hundreds of public meetings over the last 5 years I have come to the following conclusions.

chip ross

Developers [land owners for their project, want the City to provide infrastructure:

- flood protection,
- stormwater,
- sidewalks,
- street lighting,
- street landscaping,
- street and public parking,
- sewer and water hookups,
- electrical hook ups,
- underground utilities – at little or no cost to them.

Some would also want less regulation including increasing density of residential development and increased height of buildings.

Developers [land owners] for their development, also want the City to:

- waive impact fees,
- reduce or eliminate permitting costs,
- decrease permitting times,
- provide clarity in what is required in the permitting process,
- provide trash pickup,
- keep the streets clean,
- maintain the public landscaping, and
- provide superior Police and Fire/EMS services.

Finally, they want their property taxes to be reduced.

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: Incremental ad-valorem tax-receipts will provide the basis of funding in the future. The CRA Fund presently has \$55,624. Staff anticipates Fiscal Year 2020-2021 tax revenue of approximately \$79,863.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Monica Benischeck, Administrative Services Manager 1/7/2022
Dale Martin, City Manager 1/11/2022

Date: October 28, 2021

Submitted By: Monica Benischeck, Administrative Services Manager

COMMISSION ACTION:

Community Redevelopment Area Fund

The Community Redevelopment Area and Plan (CRA) were defined and approved by Resolution in June 2005, and the CRA Fund was established in Fiscal Year 2006-2007. The purpose of the CRA is to improve the City's historic waterfront area. Incremental ad-valorem tax receipts will provide the basis of funding in the future. Funds remaining from the Fiscal Year 2007-2008 transfer from the General Fund were returned to the General Fund in Fiscal Year 2012-2013. Tax revenue of approximately \$116,677 is anticipated in the 2021-2022 fiscal year.

180 COMMUNITY REDEVELOPMENT AREA FUND

	ACTUAL 2019	ACTUAL 2020	BUDGET 2020	BUDGET 2021	BUDGET 2022	INCREASE / DECREASE
OPERATING REVENUE						
180 31110 PROPERTY TAXES	8,652	11,452	11,453	35,204	48,762	38.5%
180 31117 PROPERTY TAXES-COUNTY	-	13,386	13,386	44,659	67,915	52.1%
TOTAL	8,652	24,838	24,839	79,863	116,677	46.1%
OTHER REVENUES						
180 36110 INTEREST	41	211	-	500	500	0.0%
180 36991 PARKING REVENUE	-	-	1,000	1,000	-	-100.0%
180 38410 LOAN PROCEEDS	-	-	-	-	1,000,000	0.0%
TOTAL	41	211	1,000	1,500	1,000,500	66600.0%
CASH BALANCE FORWARD						
180 38910 CASH BALANCE FORWARD	13,313	22,006	29,785	48,095	126,615	163.3%
TOTAL	13,313	22,006	29,785	48,095	126,615	163.3%
TOTAL REVENUE AND CASH BALANCES	22,006	47,055	55,624	129,458	1,243,792	860.8%
OPERATING EXPENSES						
180 53100 PROFESSIONAL SERVICES	-	-	-	-	-	0.0%
180 54000 TRAINING/TRAVEL	-	-	-	-	-	0.0%
180 54700 PRINTING	-	-	-	-	-	0.0%
TOTAL	-	-	-	-	-	0.0%
CAPITAL OUTLAY						
180 56300 IMPROVEMENTS	-	-	-	-	1,000,000	0.0%
180 56400 EQUIPMENT	-	-	-	-	-	0.0%
180 56401 NON CAP EQUIP	-	-	-	-	-	0.0%
TOTAL	-	-	-	-	1,000,000	0.0%
DEBT SERVICE						
180 57100 PRINCIPAL	-	-	-	-	52,000	0.0%
180 57200 INTEREST	-	-	-	-	35,000	0.0%
180 57300 FINANCING COSTS	-	-	-	-	50,000	0.0%
TOTAL	-	-	-	-	137,000	0.0%
TRANSFERS OUT						
180 59100 TRANSFER TO GENERAL FUND	-	-	-	-	-	0.0%
TOTAL	-	-	-	-	-	0.0%
180 59990 RESERVE	22,006	47,055	55,624	129,458	106,792	-17.5%
TOTAL EXPENDITURES AND RESERVES	22,006	47,055	55,624	129,458	1,243,792	860.8%

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Amelia River Community Redevelopment Agency Advisory Board (CRAAB)

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: Staff seeks Commission direction related to reconstituting the CRAAB or creating a CRAAB Council under the umbrella of Fernandina Beach Main Street.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Caroline Best, City Clerk	1/11/2022
Monica Benischeck, Administrative Services Manager	1/11/2022
Dale Martin, City Manager	1/11/2022

Date: December 22, 2021

Submitted By: Katie Newton, Legal Assistant

COMMISSION ACTION:

RESOLUTION 2012-118

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, ESTABLISHING A COMMUNITY REDEVELOPMENT AGENCY (CRA) ADVISORY BOARD; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Resolution 2004-71 declared the City Commission to be the Community Redevelopment Agency pursuant to Florida Statutes Section 163.357; and

WHEREAS, the City's Community Redevelopment Agency is interested in receiving recommendations and advice from property owners, businesses, real estate and design professionals and citizens regarding the Amelia River Waterfront Community Redevelopment Area (CRA);

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

Section 1. **CREATION.** The Amelia River Waterfront Community Redevelopment Agency (CRA) Advisory Board is hereby created.

Section 2. **PURPOSE.** The Amelia River Waterfront CRA Advisory Board is charged with the task of advising the Community Redevelopment Agency on issues including implementation of the CRA Plan by providing recommendations and assistance in identifying and prioritizing projects to be undertaken as consistent with the CRA Plan. The focus of this group is economic development of properties in the City's established CRA and the adjoining Central Business District with specific consideration on attracting and retaining businesses.

Section 3. **MEMBERSHIP.** The Amelia River Waterfront CRA Advisory Board shall consist of seven (7) members. Members shall either reside within the City of Fernandina Beach or shall be engaged in business within the City of Fernandina Beach. The composition and representative membership of the Board shall be as follows:

*3- Legal Professional or Financial Professional or Marketing/ Advertising/ Branding Professional or Economic Development Professional or General Contractor or Developer or Project Manager or Real Estate Professional or Architect or Engineer or Landscape Professional or Former City Commissioner

2- City Residents or Property Owners or Business Owners

1- Business Owner or Property Owner (or their agent) within the Amelia River Waterfront CRA

1- Resident of the Amelia River Waterfront CRA or within one-mile radius

7 Total Voting Members

*Retired Professionals/ Individuals are acceptable

Section 4. **TERM OF MEMBERSHIP.** Members appointed to the Amelia River Waterfront CRA Advisory Board shall serve for terms of three (3) years and may be re-appointed. Terms for members first appointed shall be staggered so that two members shall serve for two (2) years and the remaining for three (3) years. Vacancies shall be filled for the unexpired term of any member whose term becomes vacant.

Section 5. **QUORUM.** A quorum shall consist of four (4) members.

Section 6. **MEETINGS.** The Amelia River Waterfront CRA Advisory Board shall hold an organizational meeting within thirty (30 days) of the effective date of this resolution. At the organizational meeting, a Chairperson shall be elected to serve for a period of one (1) year and a new Chairperson shall be elected each subsequent year. At the organizational meeting, the Board shall

establish a meeting schedule which shall be held, at least, monthly.

Section 7. ATTENDANCE. Any member, who misses three (3) consecutive Amelia River Waterfront CRA Advisory Board meetings, unless otherwise excused by the Chairperson, shall automatically be removed from membership.

Section 8. SUNSHINE LAW. Meetings of the Amelia River Waterfront CRA Advisory Board are "public meetings" as defined by Florida Statutes Section 286.011 and are open to the public and are otherwise subject to Florida's "Sunshine Law". Reasonable notice of the time and place of all meetings shall be given consistent with Florida Law and Fernandina Beach City policy.

Section 9. PROCEDURAL RULES. The City of Fernandina Beach City Commission Rule of Procedure shall be followed in conducting meetings of the Amelia River Waterfront CRA Advisory Board.

Section 10. STAFFING. The City Manager shall appoint a City employee to serve as the staff member for the Amelia River Waterfront CRA Advisory Board.

Section 11. AMENDMENT. This Resolution, and all provisions herein, may be amended at the discretion of the CRA Agency by an affirmative vote of a majority of members present at a regularly scheduled meeting.

Section 12. EFFECTIVE DATE. This Resolution shall take effect immediately upon passage.

ADOPTED this 7th day of August, 2012.

CITY OF FERNANDINA BEACH



ARLENE R. FILKOFF
Commissioner - Mayor

ATTEST:


MARY MERCER

City Clerk

APPROVED AS TO FORM:



TAMMI E. BACH
City Attorney



CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

SUBJECT: Resolution 2012-118
Establishing the Amelia River Waterfront CRA Advisory Board

DEPARTMENT: Community Development Department- Planning

ATTACHMENTS: ___ Ordinance X Resolution
___ Support Documents ___ Other

RECOMMENDED ACTION: APPROVE RESOLUTION 2012-118

SUMMARY: The CRA Agency took action to recommend establishing a CRA Advisory Board at its July 17, 2012 quarterly meeting. This resolution provides the mechanism with which an advisory board can be established.

RATIONALE: To create an advisory board capable of providing recommendations and assistance to the CRA Agency in identifying and prioritizing projects to be undertaken as consistent with the CRA Plan. The focus of this group will be on the economic development of properties in the City's established CRA and the adjoining Central Business District with specific consideration on attracting and retaining businesses.

FISCAL IMPACT: None.

CITY ATTORNEY COMMENTS: No additional comments

DEPARTMENT HEAD Submitted: Kelly N. Gibson/Marshall McCrary Date: 7/18/2012

Requested Agenda Regular Meeting Date: 8/7/2012

FINANCE DEPARTMENT Approved as to Budget Requirements Date:

CITY ATTORNEY Approved as to Form TEB Date: 7/26/12

CITY MANAGER Approved Agenda Item For 08-07-12 Date: 7/30/12

COMMISSION ACTION: Approved As Recommended ___ Disapproved
___ Approved With Modification ___ Postponed to Time Certain
___ Other ___ Tabled

Approved at the City Commission Meeting
Held on 8-7-12
Voted: 5-0 Initial: [Signature]

cc: Kelly Gibson
sent
8/22/12
mm

CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

SUBJECT: CRA Advisory Board Appointments

DEPARTMENT: City Clerk

ATTACHMENTS: Ordinance Resolution
 Support Documents Other

RECOMMENDED ACTION: Consideration of approval of board appointments to the Community Redevelopment Agency (CRA) in accordance with the CRA recommendation to establish a CRA Advisory Board at its July 17, 2012 quarterly meeting, and Resolution #2012-118 which established a CRA Advisory Board on August 7, 2012.

SUMMARY: The Community Redevelopment Agency (CRA) Advisory Board shall consist of seven (7) members. Members shall either reside within the City of Fernandina Beach or shall be engaged in business within the City of Fernandina Beach. The composition and representative membership of the Board shall be as follows:

- *3 – Legal Professional or Financial Professional or Marketing/Advertising/Branding Professional or Economic Development Professional or General Contractor or Developer or Project Manager or Real Estate Professional or Architect or Engineer or Landscape Professional or Former City Commissioner
*(*Retired Professionals/Individuals are acceptable)*
- 2 – City Residents or Property Owners or Business Owners
- 1 – Business Owner or Property Owner (or their agent) within the Amelia River Waterfront CRA
- 1 – Resident of the Amelia River Waterfront CRA or within one-mile radius

CRA Advisory Board Members shall serve for terms of three (3) years; however, terms for members first appointed shall be staggered so that two members shall serve for two (2) years and the remaining for three (3) years. The following citizens have submitted their board application/resume for consideration for appointment members to the CRA Advisory Board:

- **Lou Goldman (Real Estate Professional/General Contractor/Property Owner Downtown & CRA area/City resident CRA area)**
- **Tony Herndon (City Resident/Business Owner)**
- **Marla McDaniel (City Resident CRA area/Property Owner)**
- **Mike Zaffaroni (City Resident/Landscape Professional)**
- **Cindy Jackson (Downtown/CRA area Business Owner)**
- **Debra Stephenson (Retired Professional/ City Resident)**
- **Andrew Curtin (Retired Professional/ City Resident)**
- **Asa Gillette (Practicing Engineer/ City Resident/ Downtown Business Owner)**

The above applicants listed are City residents and/or engaged in business within the City of Fernandina Beach.

RATIONALE: To fulfill requirements of Resolution #2012-118

FISCAL IMPACT: None.

CITY ATTORNEY COMMENTS: N/A

DEPARTMENT HEAD	Submitted: Mary L. Mercer, City Clerk <i>(initials)</i>	Date: 8/8/2012
	Requested Agenda Regular Meeting	Date: 8/21/2012
FINANCE DEPARTMENT	Approved as to Budget Requirements N/A	Date:
CITY ATTORNEY	Approved as to Form N/A	Date:
CITY MANAGER	Approved Agenda Item For 8-24-12 <i>je</i>	Date: 8-9-12

COMMISSION ACTION:	<input checked="" type="checkbox"/> Approved As Recommended	<input type="checkbox"/> Disapproved
	<input type="checkbox"/> Approved With Modification	<input type="checkbox"/> Postponed to Time Certain
	<input type="checkbox"/> Other	<input type="checkbox"/> Tabled

The City Commission voted to appoint the following members to the CRA Advisory Board for three (3) year terms:
Loy Goldman, Mike Zaffaroni, Debra Stephenson, Andrew Curtin, and Lisa Gillette.
For two (2) year terms:
Tony Herndon and Marla McDaniel.
Ms. Cindy Jackson withdrew her application at this time.

SECTIONS IN CONFLICT; SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.
Synopsis: Approving a Franchise Agreement with Advanced Disposal Services Stateline, LLC for a period of six (6) years.

APPROVED: 5-0 with the latest changes to the Agreement as outlined by City Attorney Bach.

9. BOARD APPOINTMENTS

9.1 AUDIT COMMITTEE- 4 Appointments. Moved to the next City Commission meeting.

ACTION TAKEN: It was the consensus of the Commission to place this item on the next City Commission agenda and include all applicants resumes including the previous Audit Committee members and the Commission would consider all applicants and choose a committee of 4 plus appoint 1 City Commissioner for a total of five (5) on the Audit Committee.

9.2 BOARD OF ADJUSTMENT – 2 Appointments

ACTION TAKEN: The City Commission voted 5-0 to reappoint Pat Gass and Wyndham Riotte for a three year term expiring June 2015.

9/3 PLANNING ADVISORY BOARD – 1 Appointment. .

ACTION TAKEN: The City Commission voted 5-0 to appoint Charles W. Rogers as Alternate #2 for a three year term expiring June 2015.

10. DISCUSSION – DIRECTION – ACTION ITEMS

10.1 COMMUNITY REDEVELOPMENT AREA (CRA) UPDATE.

ACTION TAKEN: It was the consensus of the Commission for: (1) the City Commission to remain the CRA Agency; (2) The CRA Agency continue meeting quarterly; (3) the CRA Agency to create an Advisory Board; (4) for the CRA Agency to re-set the base year; and (5) for the CRA Agency to keep the boundaries the same as they currently are.

11. CITY MANAGER REPORTS – City Manager Joe Gerrity announced his attendance at two meetings, one being the Safety Committee and the other regarding Workers' Compensation Insurance. Being the percentage rate of the insurance is calculated by the percentage of accidents incurred; Mr. Gerrity reported the City's insurance rate is higher than had been in the past noting a higher Worker's Compensation bill. City Manager Joe Gerrity expressed his desire to have the safety sign reinstated showing the public the running total of accident free days worked with the hopes that the visual will increase safety awareness.

12. CITY ATTORNEY REPORTS – No reports at this time.

13. CITY CLERK REPORTS – No reports at this time.

14. MAYOR/COMMISSIONER COMMENTS –

Commissioner Pelican: Expressed her thanks to all those who contributed toward the fireworks display and invited everyone to a firework fund raiser to be held Wednesday, June 20, 2012 at the Crab Trap from 5-7 pm.

Commissioner Poynter: Addressed the public regarding this budget period and difficult decision making of the Commission that no action is directed to any one individual or group and the budget has many moving parts necessary to keep the City running efficiently. He stated that no action or decision

The 2012 Florida Statutes

Title XI
COUNTY ORGANIZATION AND
INTERGOVERNMENTAL RELATIONS

Chapter 163
INTERGOVERNMENTAL
PROGRAMS

View Entire
Chapter

163.357

(1)(a) As an alternative to the appointment of not fewer than five or more than seven members of the agency, the governing body may, at the time of the adoption of a resolution under s. 163.355, or at any time thereafter by adoption of a resolution, declare itself to be an agency, in which case all the rights, powers, duties, privileges, and immunities vested by this part in an agency will be vested in the governing body of the county or municipality, subject to all responsibilities and liabilities imposed or incurred.

(b) The members of the governing body shall be the members of the agency, but such members constitute the head of a legal entity, separate, distinct, and independent from the governing body of the county or municipality. If the governing body declares itself to be an agency which already exists, the new agency is subject to all of the responsibilities and liabilities imposed or incurred by the existing agency.

(c) A governing body which consists of five members may appoint two additional persons to act as members of the community redevelopment agency. The terms of office of the additional members shall be for 4 years, except that the first person appointed shall initially serve a term of 2 years. Persons appointed under this section are subject to all provisions of this part relating to appointed members of a community redevelopment agency.

(d) As provided in an interlocal agreement between the governing body that created the agency and one or more taxing authorities, one or more members of the board of commissioners of the agency may be representatives of a taxing authority, including members of that taxing authority's governing body, whose membership on the board of commissioners of the agency would be considered an additional duty of office as a member of the taxing authority governing body.

(2) Nothing in this part prevents the governing body from conferring the rights, powers, privileges, duties, and immunities of a community redevelopment agency upon any entity in existence on July 1, 1977, which has been authorized by law to function as a downtown development board or authority or as any other body the purpose of which is to prevent and eliminate slums and blight through community redevelopment plans. Any entity in existence on July 1, 1977, which has been vested with the rights, powers, privileges, duties, and immunities of a community redevelopment agency is subject to all provisions and responsibilities imposed by this part, notwithstanding any provisions to the contrary in any law or amendment thereto which established the entity. Nothing in this act shall be construed to impair or diminish any powers of any redevelopment agency or other entity as referred to herein in existence on the effective date of this act or to repeal, modify, or amend any law establishing such entity, except as specifically set forth herein.

History.—s. 2, ch. 77-391; s. 75, ch. 79-400; s. 2, ch. 83-231; s. 5, ch. 84-356; s. 3, ch. 2006-307.

Mr. Dale L. Martin

From: Jack Knocke <jack@iotadvisorgroup.com>
Sent: Friday, July 23, 2021 9:54 AM
To: Commissioners; Mr. Dale L. Martin
Subject: CRA Vision for FB - Fantastic Analysis to support Jumpstarting our CRA
Attachments: CRA Article #1- What When How .pdf; CRA Article #2 - Financing and Funding.pdf; CRA Article #3 - Case Studies Successful CRAs.pdf; CRA Article #4 - Suggestions for FB CRA.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Common Sense Fernandina Beach and City Leadership,

There is a small group of citizens who have worked diligently to research best case scenarios in Florida where local communities managed their waterfront development leveraging Community Redevelopment Areas (CRAs) to be a benefit to the community and stay true to the culture of that community.

Mike McClane, a local resident and member of the Community Riverfront Initiative (CRI), led this effort with many hours of research, reflection, discussions and writing. He also got a lot of support from his CRI team and city staff. Our city leadership should be grateful that citizens who feel so strongly about our community that they selflessly dedicate themselves to a project simply to support the best outcome for the citizens of our community.

The CRI's focus recently was to do a deep dive into CRAs in Florida to understand how they work with the goal of identifying ways to make our own CRA as effective as possible. (Sorry for the acronyms) Mike and the team authored 4 opinion articles that the New Leader published over the last several weeks. (4th Article is in today's News Leader) Thanks to the News Leader for getting this important message out! Articles attached.

While I attached each article, I also wanted to give you a brief overview to frame the story. Lets start with the [Fernandina Beach CRA website](#) as a baseline. This defines our local CRA founded in 2005 (16 years ago) as almost 40 acres on the riverfront – half public and half private. The purpose of the CRA is stated as **“to identify objectives and strategies for addressing the conditions of blight in a manner appropriate to the community.”** The board of the CRA is comprised of the city commissioners. The advisory board was commissioned in 2012 but is inactive.

The city CRA web site also outlines the specific reasons why the CRA was established. Here are a few. **Lack of pedestrian facilities, lack of usability by pedestrians, industrial debris, deterioration of structures.**

Here is a picture of our waterfront today.



The city's CRA plan notes objectives as:

- **Act as a catalyst for change by creating functional and aesthetic improvements to spark redevelopment**
- **Take a leadership role in efforts --> "visual evidence" that the City believes in itself**
- **Generate activity and renewed interest --> expand recreational opportunities + improve pedestrian access**

In Article #4, the CRI group recommended the following:

- Fund a professional market analysis in this budget cycle from the CRA budget – there is money (separate from city general fund)
- Create incentives to encourage new development leveraging Public-Private Partnerships
- Become a member of the Florida Redevelopment Association for information & guidance
- Reactivate the CRA Advisory Board
- Meet statutory requirements for reporting CRA activities
- Appoint two citizens to the CRA board (to supplement or replace Commission members)

The CRI is in discussions to organize a road trip to some of the top CRA communities in North Florida. Stay tuned for more details.

I recommend that you read the attached articles if you have not already. This is great information. Please share it with staff, residents and friends.

Jack

Jack Kuoche

Common Sense Fernandina Beach

Community Redevelopment Areas; What, When, and How

A mail ballot with several amendments to the Fernandina Beach City Charter was completed last month. All but one proposed amendment received “Yes” votes. They were pretty straight forward. Amendment 14 was the only amendment not adopted. It read “Should the Fernandina Beach City Charter be amended to delete prohibitions on community redevelopment areas (CRA’s) that limit the number to no more than 2 CRA’s in the City and that no CRA can be created with properties valued collectively at more than 2% of the total assessed value of all property in the City?” In hindsight, I wonder how many of us knew what a CRA is and its benefit to us? This may have been the one amendment that could have a better explanation and potentially a different outcome.

Community Redevelopment Areas (CRAs) have been a valuable tool for local governments since 1976. There are currently 223 active CRAs in Florida. Now just what is a CRA? What do they do? How are they authorized? Who oversees them? What is involved in their operation? How are they funded?

Under Florida law (Chapter 163, Part III), local governments are able to designate areas as Community Redevelopment Areas when certain conditions exist. Examples that can support the creation of a Community Redevelopment Area include, but are not limited to: the presence of substandard or inadequate structures, a shortage of affordable housing, health and safety, inadequate infrastructure, insufficient roadways, and inadequate parking. To document that the required conditions exist, the local government must survey the proposed redevelopment area and prepare a Finding of Necessity. If the Finding of Necessity determines that any of these conditions exist, the local government may create a Community Redevelopment Area to

provide the tools needed to foster and support redevelopment of the targeted area.

A Community Redevelopment Agency administers all the activities and programs offered within a Community Redevelopment Area. A five- to seven-member CRA “Board” created by the local government (city or county) directs the agency. The Board may be comprised of local government officials and or other individuals appointed by the local government. Local governments may establish multiple CRA districts, but generally there is only one CRA Board. Each district must maintain separate trust funds and expend those funds only in that district.

The Community Redevelopment Agency is responsible for developing and implementing the Community Redevelopment Plan. The plan will include the overall goals for redevelopment and identify the types of projects planned for the area.

Examples of traditional projects may include streetscapes and roadway improvements, building renovations, new building construction, flood control initiatives, water and sewer improvements, parking lots and garages, neighborhood parks, sidewalks and street tree plantings. The plan can also include redevelopment incentives such as grants and loans for such things as façade improvements, sprinkler system upgrades, signs, and structural improvements. The redevelopment plan is a living document that can be updated to meet the changing needs within the Community Redevelopment Area; however, the boundaries of the area cannot be changed without starting the process from the beginning.

Since all the monies used in financing CRA activities are locally generated, CRAs are not overseen by the state, but redevelopment plans must be consistent with local government comprehensive plans.

Community Redevelopment Area Funding – 2nd Article in a Series

Community Redevelopment Agency Boards are specifically focused on all activities within the Community Redevelopment Area. CRA Boards do not establish policy for the city or county – they develop and administer a plan to implement that policy. The CRA Board acts officially as a body distinct and separate from the governing body, even when it is the same group of people. The CRA Board has certain powers that the city or county by itself may not have, such as establish tax increment financing, and leverage local public funds with private dollars to make redevelopment happen.

The real beauty of a Community Redevelopment Area is the ability to leverage “Tax Increment Financing”. It is used to leverage public funds to promote private sector activity in the targeted area. Public Private Partnerships (P3) is a tool often used. The PPP Knowledge Lab defines a P3 as "a long-term contract between a private party and a government entity, for providing a public asset or service, in which the private party bears significant risk and management responsibility, and remuneration is linked to performance".

The dollar value of all real property in the Community Redevelopment Area is determined as of a fixed date, also known as the “frozen value.” Taxing authorities, which contribute to the tax increment, continue to receive property tax revenues based on the frozen value. These frozen value revenues are available for general government purposes. However, any tax revenues from increases in real property value, referred to as “increment,” are deposited into the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area.

Note that property tax revenue collected by the School Board and any special district are not affected under the tax increment financing

process. Florida taxing entities write a check to the CRA trust fund, after monies are received from the tax collector.

The tax increment revenues can be used immediately, saved for a particular project, or can be bonded to maximize the funds available. Any funds received from a tax increment financing area must be used for specific redevelopment purposes within the targeted area, and not for general government purposes.

Here's how it works at a high level. It starts with a public meeting following by adopting the "Finding of Necessity" which formally describes conditions with the targeted area and establishes its boundary. The next step is the development and adoption of the Community Redevelopment Plan. The Plan addresses the unique needs of the targeted area and includes the overall goals for redevelopment in the area, as well as identifying specific projects. Lastly, the Redevelopment Trust Fund is established. The Trust Fund enables the CRA Board to direct the increase in real property tax revenues back into the targeted area.

Research shows that many Florida municipalities have leveraged Community Redevelopment Areas to revitalize their cities or counties which increased revenue. Public Private Partnerships shift risk to the private sector through private investment. The private sector is better equipped for management responsibilities and incentivized to do so, thereby benefiting the taxpayer.

A Community Redevelopment Success Story

The previous articles defined Community Redevelopment Areas (CRA), their purpose, management, funding, and economic benefit. This article highlights the success of the Palmetto Florida CRA. Comparison information of Palmetto and Fernandina Beach is from the city's websites, 2019 Census Data and local news outlets.

Fernandina Beach and Palmetto have similarities. Palmetto is a waterfront community located on the Gulf Coast of Florida near major cities. Both cities have deep water ports. Their population numbers are essentially the same. Palmetto's average age is younger by 10 years. Fernandina Beach household income is higher by \$20 thousand. Median home value in Fernandina is \$344 thousand versus Palmetto \$157 thousand. Fernandina Beach assessed property value \$2.3 billion versus Palmetto \$978 million.

The Palmetto CRA was founded in 1985 to relieve the slum and blight in 29.76% of the city where approximately 38.11% of the population lives. The City Commission is the CRA Board with a mission to emphasize public safety, infrastructure, commerce, accountability, property maintenance and image. Funding is primarily by Tax Increment Financing (TIF). The CRA Board currently meets at least once a month. The CRA Advisory Committee meets less frequently once or twice a year. There are 5 staff who provide for daily activities.

In 2006, the CRA obtained a loan for \$4.4 million to fund capital improvement projects and retire \$1.5 million of debt issued in 2004. The current balance is \$1.3 million as of September 30, 2020. The loan is secured by pledging TIF funds and is included in the City's outstanding debt.

The CRA promotes a variety of growth and economic development programs, including downtown commercial core incentives for improvements to business properties with additional hiring incentives to complete the enhancements. In addition to developer incentives, storefront grants are available for commercial businesses, and the residential rehabilitation program that was started in 2010 continues to offer assistance to qualifying properties. The CRA created a Tax Incremental Financing (TIF) rebate incentive to encourage development for larger projects.

Since 2011, about half of the roughly 30 developers who have applied for financial assistance through the city's CRA have qualified. The Commission is examining the financial incentives offered to commercial developers to entice new businesses and investment. Incentives include Heavy Commercial/Industrial, Downtown Commercial Core, General Commercial, and Commercial Façade Enhancement redevelopment incentives.

Two financial incentives program offered by the CRA encouraged redevelopment of a long-closed Winn-Dixie. It Works!, a weight loss and dietary supplement business, invested \$7 million to renovate a vacant riverfront complex and in June 2014 established its headquarters with 86 employees in downtown Palmetto.

Palmetto was selected to partner with the University of South Florida's (USF) Community Sustainability Partnership Program in August 2016. Graduate students and professors engage residents assessing various city needs such as the linear park and multi-modal trails (improving transportation system), historic preservation, and water-sensitive urban design. Students and faculty with correlating expertise help the city complete sustainable priorities. The city and the CRA pay for the program. Students gain experience in their fields and bring a fresh, outside perspective. The city benefits with unique improvements focused on sustainability. These are true millennials with very bright and young minds. Change has not easy for some people, but this is the perfect time to bring in these young minds, when things are tipping between the new and old ways.

The CRA completed a \$4 million Riverside Multimodal Project in February 2017. The CRA was assisted by the Sarasota-Manatee Metropolitan Planning Organization, Florida Department of Transportation and Southwest Florida Water Management District.

The expanded riverfront park flanking the main road into downtown includes landscaping, wide brick and paver pathways for pedestrians and bicyclists, old-fashioned streetlights, and 1,000 feet of new seawalls. The project connects with other amenities in the area, such as the rebuilt city-owned boat ramp and adjoining fishing pier.

The CRA purchased two parcels to make way for a two-story mixed-use project with 6 commercial spaces on the ground floor and 18 housing units on the second floor in 2017. Affordable housing will comprise 20% based upon grant funds.

In June 2017, the city commission considered a proposed new parking ordinance allowing developers to purchase excess parking spaces off site of new projects. The CRA conducted a parking study assessing current parking status and needs based on future redevelopment goals. The study compared city parking ordinances to other cities and determined the city's current and future parking problems were "self-inflicted". Palmetto's parking requirements for commercial businesses are up to 188% higher than other cities. The commission accepted the recommendation to overhaul its ordinances and adopt the off-site parking proposal.

A significant capital improvement for the next several years includes a multi-modal redevelopment. The project will include pedestrian walkways, larger sidewalks, enhanced parking and streetscapes. The city plans to rent out for weddings, receptions, and other events a 2500 square foot building with optimal viewing of the river and a deck.

The CRA is providing the funding for this project and the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organization (MPO) are matching CRA contributions in the form of a grant. The total cost will approach \$6-\$10 million over five years.

Palmetto Base Year CRA taxable value was \$93 million. Assessed CRA property values in 2021 are projected to be \$463 million. CRA Trust Fund revenues are projected to increase from FY2020 Projected \$4.2 million to FY2021 Adopted Budget \$7.4 million. TIF funding from the city and county is projected to increase by 6% from FY2020 to FY2021 totaling \$4.4 million. The

Palmetto CRA is a great example of how a small city can invest through public private partnerships to create business opportunity, improve public infrastructure, and enhance community image.

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Fernandina Beach Community Redevelopment Area (CRA)

This is the fourth Community Riverfront Initiative article in a series. The previous articles defined Community Redevelopment Areas (CRA), their purpose, management, funding, economic benefit, and highlighted the success of the Palmetto Florida CRA. While Fernandina Beach and Palmetto share a similar size, and population, Palmetto is, economically, a somewhat poorer town. Yet, they have used their CRA in a very economically positive manner.

Since its inception in 2005 and initial funding in 2006, the Fernandina Beach Community Redevelopment Area (CRA) has languished in inactivity. The Fernandina Beach City Commission (FBCC) acts as the Community Redevelopment Agency (Agency). From 2006 to 2019 - a period of thirteen years- the CRA fund grew to \$20,000. No annual reports exist, the terms of office for all but one of the Agency appointed CRA Advisory Board (Board) members have expired, and the last documented Community Redevelopment Agency meeting was January 7, 2020. At that meeting, it was “the consensus of the FBCC to meet as the CRA twice a year and pursue CRA plan updates at a later date”.

The Growth along our riverfront is going to happen. It can be either a hodge-podge of various independent efforts or it can be coordinated and guided, as it should be, by the Community Redevelopment Agency and its Advisory Board. The riverfront development has great potential to enhance the quality of life, historic aesthetic, and economic vitality of downtown Fernandina Beach.

Here are six simple ways the Fernandina Beach Community Redevelopment Agency can step up to the plate and initiate responsive and responsible action.

1. Fund and implement a professional market analyses, focused on the Community Redevelopment Area and downtown Fernandina Beach. The “Finding of Necessity” was completed in 2005. This document provided market conditions which lead to the establishment of the CRA. A market analysis is truly needed as much has changed. The city has experienced a real estate market and economic downturn. City and county demographics have changed along with tremendous growth. We are recovering from the Covid pandemic. A market analysis is the springboard to understanding the potential and valid successful, sensible development within the CRA. A market analysis would also benefit Main Street, the Chamber of Commerce, the Historic Preservation Board, CRA property owners and potential developers. A portion of the funds already in the CRA Tax Incremental Finance (TIF) Fund could underwrite the cost of the market analyses.
2. Create incentives to encourage new development leveraging Public-Private Partnerships.
3. Become a member of the Florida Redevelopment Association www.redevelopment.net. This group provides a wealth of information and resources pertaining to Florida’s 220

CRA's including case studies, examples of market analyses, best practices, networking, training, technical assistance and showcasing award-winning projects.

4. Re-activate the CRA Advisory Board as a working group to research similar developments, examine existing infrastructure, identify opportunities for development, establish project budgets, and reporting regularly to the Agency.
5. Meet the statutory requirements for reporting the activities of the CRA including audits, financial reports, budgets, and annual reports to the public.
6. Consider appointment of two citizens at large with real estate or development expertise to the Community Redevelopment Agency.

The Community Riverfront Initiative has written about the successful CRA activities in Palmetto, Florida. There are other well-documented examples of similar scaled waterfront development in Sebastian, Key West, and Palatka. Only recently have private developers breathed some life into the Fernandina Beach CRA by building new townhomes on South 3rd Street and North 2nd Street. These privately funded projects will finally result in increased operating revenue for our CRA.

Research shows that many Florida municipalities have leveraged Community Redevelopment Areas to revitalize their cities or counties which increased revenue. Public Private Partnerships shift risk to the private sector through private investment. The private sector is better equipped for management responsibilities and incentivized to do so, thereby benefiting the taxpayer.

The riverfront will be developed sooner or later. The "later" is now.

Mr. Dale L. Martin

From: Jack Knocke <jack@iotadvisorgroup.com>
Sent: Wednesday, October 13, 2021 4:21 PM
To: Commissioners
Cc: Mr. Dale L. Martin; Kelly N. Gibson
Subject: CRA Meeting Tuesday October 12
Attachments: CRA Vision for FB - Fantastic Analysis to support Jumpstarting our CRA

Follow Up Flag: Follow up
Flag Status: Flagged

Fernandina Beach City Commissioners,

As you know, there is a CRA meeting scheduled for Tuesday, October 12th next week. These meetings in the past have been true to the public agenda that is online – not much happens. **This email and our question are NOT to create angst. We are seeking to help for a positive outcome.**

The community is ready for the CRA to step up. Since you ARE the CRA Board, we also need your help.

The attached email includes articles that thoughtful citizens researched and wrote to provide background and suggestions for actions moving forward regarding the CRA covering the waterfront and a block or two east.

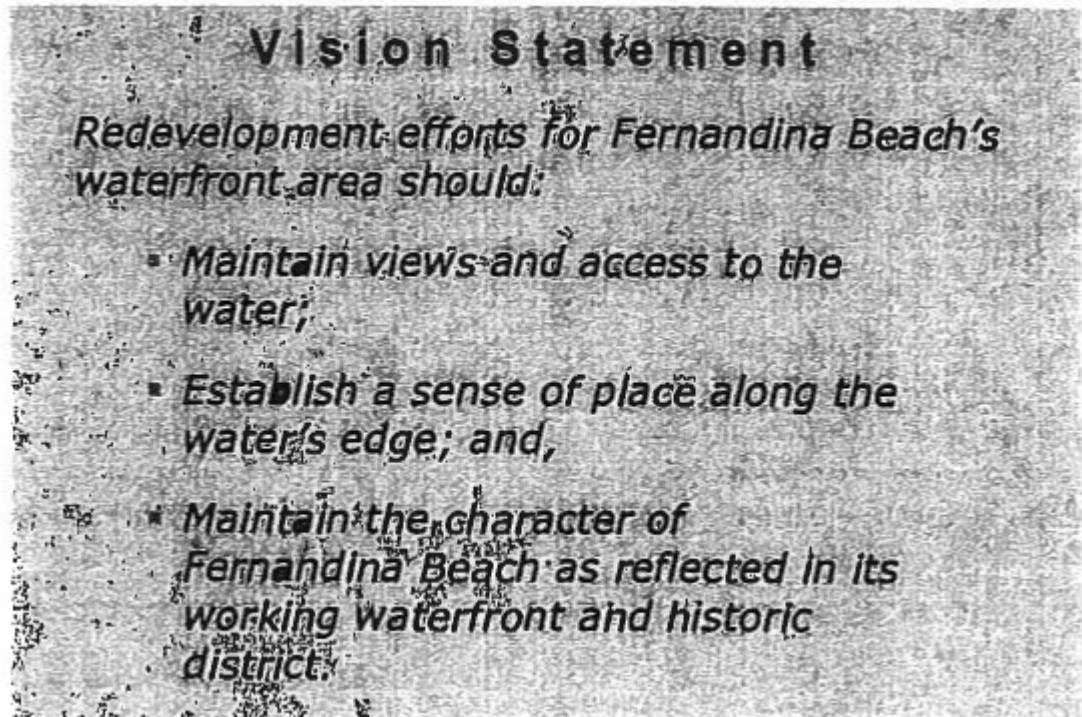
Below are questions that **Common Sense Fernandina Beach** would like to ASK & ANSWER during the CRA meeting. If we can speak, we will ask them. Either way, here they are. Some sections were pasted from the Waterfront Area Community Development Plan.

- Have you read the “Waterfront Area Community Development Plan” written in 2004? It is part of today’s agenda.
- Based on the 2004 plan provided for this meeting, has the city met our obligations to act on behalf of the citizens?
- Have the conditions at the time of the establishment of the CRA changed since then?
 - Roads, depressed real estate, unsafe conditions, deterioration of the site..
 - Why is this? Because of city rules, discouragement of development?
 - What can we do to address this?
- Has the Future land use been addressed to encourage the right development?
 - Do you want this to remain industrial waterfront? Do we want container businesses on our waterfront?
 - Would it be more effective to zone as multi use to encourage appropriate development?
redeveloping waterfront area. It is recommended that a new “transitional’ land use category be established for this area that can include existing uses, waterfront-related employment uses, office, tourist-commercial, public/institutional, and residential uses. The City may also consider allowing residential uses on the lands designated General Commercial within the CRA.
 - Has infrastructure in CRA been addressed? Water, sewer, roads, stormwater systems, electrical distribution, marina silting?
 - Has the city or CRA ever met with CRA property owners or citizens to determine what they would seek in order to appropriately develop CRA properties including waterfront properties? Would the city like a cohesive, attractive, seamless working waterfront?

Objective 2. Promote a mix of uses

The existing Future Land Use and Zoning designations along the waterfront and adjacent areas limit the type of allowable uses to industrial uses. Such limitations may be a primary impediment to redevelopment in the CRA. Keeping in mind that maintaining the "working waterfront" is a primary objective of the community and this redevelopment effort, the City should take a proactive position in accommodating a broader mix of uses with design controls. However, any change in allowable land uses shall be consistent with the Coastal Management Element of the Comprehensive Plan, particularly the Coastal High Hazard Area requirements.

- Have any of these visions been realized?



- Do you understand the purpose of this redevelopment plan?

The objectives and strategies of the Plan have been compiled to address blighted conditions through initiatives that affect both private and public lands. This section summarizes the primary purpose of redevelopment goals and strategies by sub-areas within the CRA as identified in Figure 2.

Initiatives for Waterfront and Transitional Areas

Efforts to encourage redevelopment on private lands primarily focus on expanding opportunities for new development by allowing a broader mix of uses in waterfront and transitional areas; and, ensuring that the supporting infrastructure is adequate to accommodate it. It is critical that these strategies are prioritized to initiate the growth of tax increment revenues to the Agency – a primary or seed funding source for many of the redevelopment efforts identified in this Plan.

- Has the city worked with property owners to the north to extend marina northward and encourage associated upland development in that area?

- a) The City should coordinate with property owners to the north to obtain an easement over water rights that would allow for the northern extension of the marina facility. As an incentive for providing the easement, the City may offer incentives such as allowing a variance of parking requirements; allowing for a broader mix of uses than those currently permitted; or, providing additional support during permitting through the City and other agencies.
- b) The City should partner with the developer(s) of these parcels to assist in capital improvement and on-going maintenance costs if an additional bulkhead improvements are desired to complement development of private facilities.

▪
▪
Strategy 2.2: (timeframe - immediate)

The CRA shall work with private property owners to prepare an amendment to the Zoning Code to establish new zoning district(s) and performance standards for the waterfront and transitional areas.

- Why is the city boardwalk limited in design to just city property?

Strategy 5.3: (timeframe - mid to long-term)

The CRA should plan and design a "riverwalk" system along the water wherever practical, throughout the redevelopment area.

- Why has the city never taken any action to relocate parking to east of the railroad track as recommended in the plan?

The Finding of Necessity Study identifies unimproved parking areas a contributing factor to blight within the study area. Parking facilities consume prime waterfront property on public lands. As part of efforts to redesign the marina and park areas, the City shall evaluate reconfiguration of existing parking facilities and the relocation of parking lands east of the railroad tracks.

- Besides seeking a non-competitive bid lease extension to an existing business, what has the city done to encourage Public Private Partnerships along the waterfront and in the CRA?

Programs that Encourage Public-Private Partnerships

The CRA shall develop programs and identify opportunities for public-private partnerships in the redevelopment of the CRA. The establishment and maintenance of partnerships will serve not only to leverage the increment and other revenue sources but also stimulate community interest and support. Partnerships may take several forms from financial partnering to technical support to the promotion of the area. Each partnership opportunity shall be evaluated on a case-by-case basis for overall value and impacts.

- Is the FBCC interested in seating a qualified CRA Advisory Board to advise on best ways to support economic development within the CRA?

CRA Advisory Board

▪
The Community Redevelopment Area Advisory Board is charged with the task of advising the Community Redevelopment Agency on issues including implementation of the CRA Plan by providing recommendations and assistance in identifying and prioritizing projects to be undertaken as consistent with the CRA Plan. The focus of this group is economic development of properties in the City's established CRA and the adjoining Central Business District with specific consideration on attracting and retaining businesses.

We all look forward to an engaging discussion and action plans.

Jack

Jack Kuoche

Common Sense Fernandina Beach

CC: Common Sense Fernandina Beach team

Mr. Dale L. Martin

From: Jack Knocke <jack@iotadvisorgroup.com>
Sent: Thursday, December 30, 2021 10:41 AM
To: Mr. Dale L. Martin; Commissioners
Cc: Tammi E. Bach; Caroline Best
Subject: RE: CRA Advisory Board
Attachments: CRA Meeting Tuesday October 12

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender, were expecting this email, and know the content is safe.

Dale and Commissioners,

In response to your request, I have attached the emails that I shared prior to the CRA meeting in October. The articles and recommendations speak for themselves. They came from the FBWDCA/CRI group. The message is the same now as it was then.

It seems to me that it is hard to argue that we need to reenergize the CRA in order to deliver the benefits to the community that it was established to deliver. An advisory board could help you as the CRA Executive Board to meet the objectives of the plan.

I have personally put my name in the hat for the CRAAB as I feel very passionate that our CRA can do great things for the community with advice from a diverse citizen led advisory board.

Jack

Jack Knocke
Direct: 470-295-4365

From: Mr. Dale L. Martin <dmartin@fbfl.org>
Sent: Wednesday, December 22, 2021 3:27 PM
To: Jack Knocke <jack@iotadvisorgroup.com>; Commissioners <Commissioners@CITYOFFERNANDINABEACH.onmicrosoft.com>
Cc: Tammi E. Bach <tbach@fbfl.org>; Caroline Best <cbest@fbfl.org>
Subject: RE: CRA Advisory Board

Good afternoon, Mr. Knocke:

The Community Redevelopment Agency Executive Board has scheduled its quarterly meeting at 5:00 PM, January 18, 2022, in the City Commission Chambers. On behalf of the Community Redevelopment Agency Executive Board, I invite you to share with the Executive Board the efforts, recommendations, and ideas to which you refer in your message below.

If you wish to offer any supporting documents as part of your presentation, please provide those documents to the City Clerk no later than Monday, January 10, so those documents can be included with the agenda when published on Tuesday, January 11.

If you have any questions, please contact me.

Mr. Dale L. Martin
City Manager
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3101 | dmartin@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: Jack Knocke <jack@iotadvisorgroup.com>
Sent: Wednesday, December 22, 2021 11:26 AM
To: Commissioners <Commissioners@CITYOFFERNANDINABEACH.onmicrosoft.com>
Cc: Mr. Dale L. Martin <dmartin@fbfl.org>; Tammi E. Bach <tbach@fbfl.org>
Subject: CRA Advisory Board

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender, were expecting this email, and know the content is safe.

CRA Executive Board members,

It is no wonder why citizens are frustrated with local and national government. We have a group of citizens who have been working their butts off to help the city with the waterfront by doing research, investing their own money, gathering information, speaking to many groups around town, coordinating with waterfront/CRA property owners, publishing articles in the paper and THEN going to the city with recommendations regarding the CRA and the CRAAB. Only to be snubbed.

This is exactly what many folks told our group when we started – that the city would CRAAP all over any ideas once we brought them to the city. I had no ideas that the city would not even let the ideas be heard from a citizen advisory board – would not even seat a board without much debate.

You, the CRA Executive Board, listened, VOTED to reestablish the CRAAB, solicited applicants and THEN acting as the FBCC in a (2-3 minority vote) allowed Ross to kill the project with Mainstreet BS, questions about what expertise the CRAAB members would have and other lame arguments. Why would you NOT want input from citizens? What CRA expertise do you have on the FBCC – NONE. Not trying to be offensive, but that's the truth. You could use help with ideas, research, benchmarking, public involvement, and expertise from a diverse board (as defined in the charter).

I am dumbfounded by the discussion that I saw yesterday in the FBCC chamber. You voted to kick the can when you should have voted to seat CRAAB members.

Jack

Jack Knocke
Common Sense Fernandina Beach

From: Jack Knocke <jack@iotadvisorgroup.com>
Sent: Monday, December 20, 2021 12:57 PM

To: Commissioners <commissioners@cityoffernandinabeach.onmicrosoft.com>

Cc: Dale Martin (dmartin@fbfl.org) <dmartin@fbfl.org>; Tammi E. Bach <tbach@fbfl.org>

Subject: CRA Advisory Board held hostage ?

Commissioners,

I am confused by Dale Martin's note today (Dec 20, 2021)(Below). *The City Commissioners have not determined how to proceed with the re-establishment of the Community Redevelopment Agency Advisory Board. Further discussions regarding that board are scheduled for the City Commission Workshop tomorrow evening.*

My understanding is that the CRA Board made it very clear on October 19th. Clear direction was provided to city staff at that time. The CRAAB board makeup is clearly defined in city statutes.

10.19.21 CRA Meeting - The CRA Board reached consensus on reconstituting the CRA Advisory Board. Decried by Mayor. Ordered to City Clerk to take action. Mayor suggested that the CRA meet again in January (Jan 4).

We are two months out from the CRA Board meeting, Advisory Board appointments have been published on the city website yet were excluded from newspaper advertisements. (See below) The City Commission had the opportunity to place David Cook on the CRAAB on November 16th, yet they chose not to name anyone. They concurred that he is a good candidate. **These overt actions by the City Commission have caused other VERY QUALIFIED nominees to step back and NOT GET INVOLVED to avoid getting into the middle of a political hot potato.**

The Mayor was right in his statements on October 19th that not much has been accomplished by the CRA. That appears now to possibly be by design. What appeared to be clear direction by the CRA Board on October 19th appears to have been undermined by the City Commission or Staff since then. What is going on? *(Be sure to read everything below)*

Jack

Jack Knocke

Common Sense Fernandina Beach

CC: *Common Sense Fernandina Beach*
FB News Leader

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: City staff will provide a summary of current Community Redevelopment Area projects. Additional information, provided by Commissioner Ross, is attached.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Dale Martin, City Manager 1/11/2022

Caroline Best, City Clerk 1/11/2022

Date: January 11, 2022

Submitted By: Dale Martin, City Manager

COMMISSION ACTION:

Simmons/O'Steen Property

Seawall and River Walk

January 18, 2022

2004

FINAL CRA SUBMITTAL

Unsanitary or unsafe conditions



(fig. 1.9) View south along Front Street between Alachua and Centre.

2004



(fig. 1.5) View towards northwest across Front Street between Centre and Alachua.



11/12/2016



11/12/2016



2021



2021

to



 Edit & Create 



2021





2021 City Commission Goals (Resolution 2021-20)

Category	Goal Statements	Completed by	Completed on
City Assets	Inventory and document major City facility assets (expected life, annual costs)	3/30/2021	3/30/2021
City Assets	Solicit construction bids for proposed fire station at Airport	8/1/2021	7/7/2021
City Debt	Determine Golf Course operator	2/10/2021	2/2/2021
City Debt	Adopt plan to address outstanding Marina debt	5/31/2021	PENDING
City Debt	Adopt plan to address outstanding Golf Course debt, propose capital expenditures	7/27/2021	PENDING
Conservation	Review/revise ordinances to provide for enhanced tree protection and mitigation	8/1/2021	8/3/2021
Conservation	Determine whether to acquire Crane Island park land	8/1/2021	NO ACTION
Conservation	Improve Community Rating System Score from Class 6 to Class 3	1/27/2024	
Waterfront	Adopt Phase 1 concept plan for the waterfront park (vicinity Parking Lots C and D)	2/16/2021	2/16/2021
Waterfront	Construct Phase 1 (Segment 2) of Amelia River resiliency plan	11/30/2021	
Waterfront	Present draft concept for future phase (Segments 6 and 7) of Amelia River resiliency plan	TBD	

Category	Previous Relevant Goal Statements	Completed by	Completed on
Conservation	Increase tree canopy by 5% within five years (2019)	2/1/2024	REVISED?
Conservation	Construct dune system (to 100-year storm protection levels) within ten years (2019)	2/1/2029	
Waterfront	Complete a resilient, safe waterfront: marina, park, rail crossings, private development	1/1/2024	

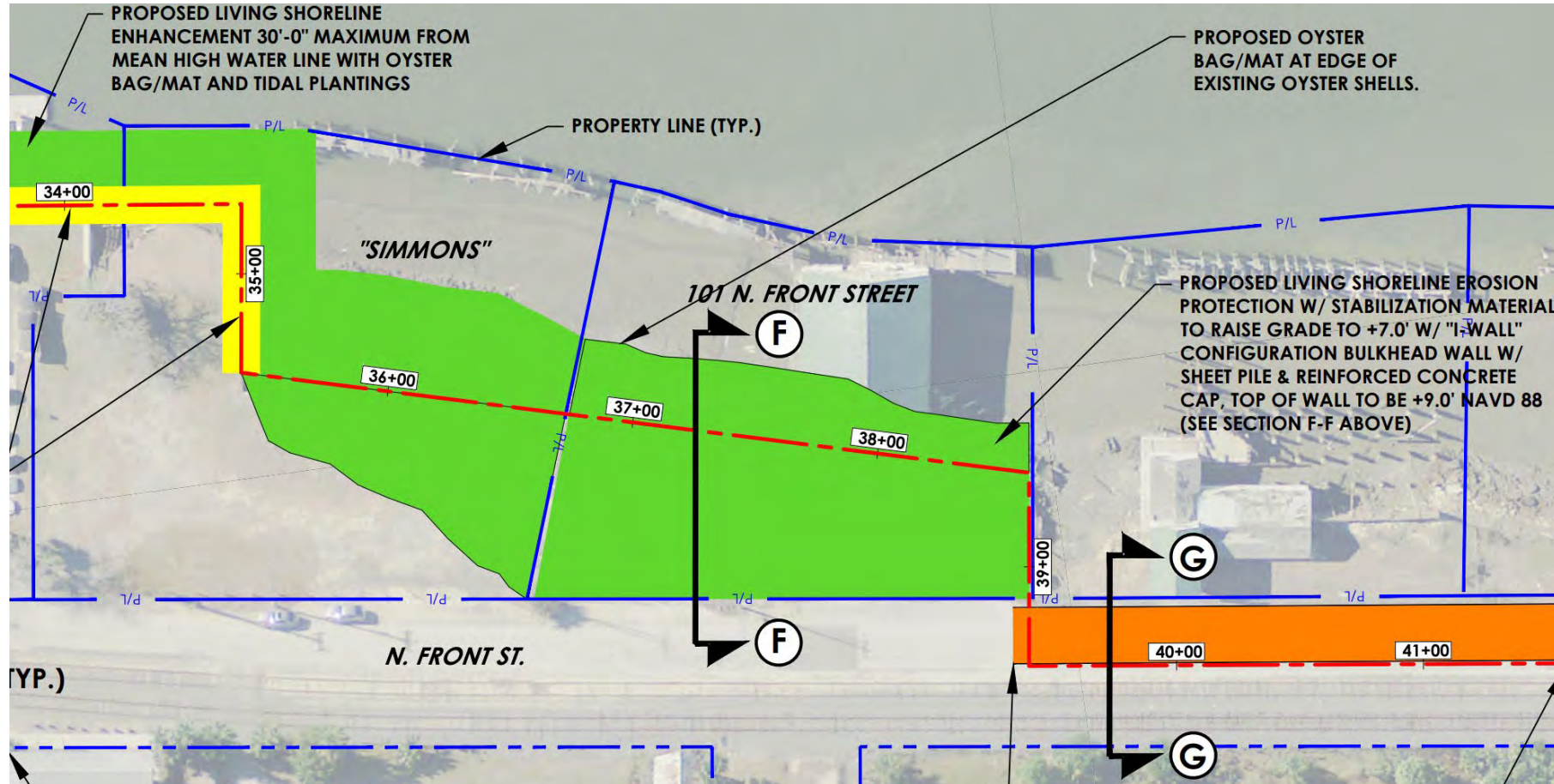
2021 City Commission Goals

Waterfront - Present draft concept for future phase (Segments 6 and 7) of Amelia River resiliency plan TBD

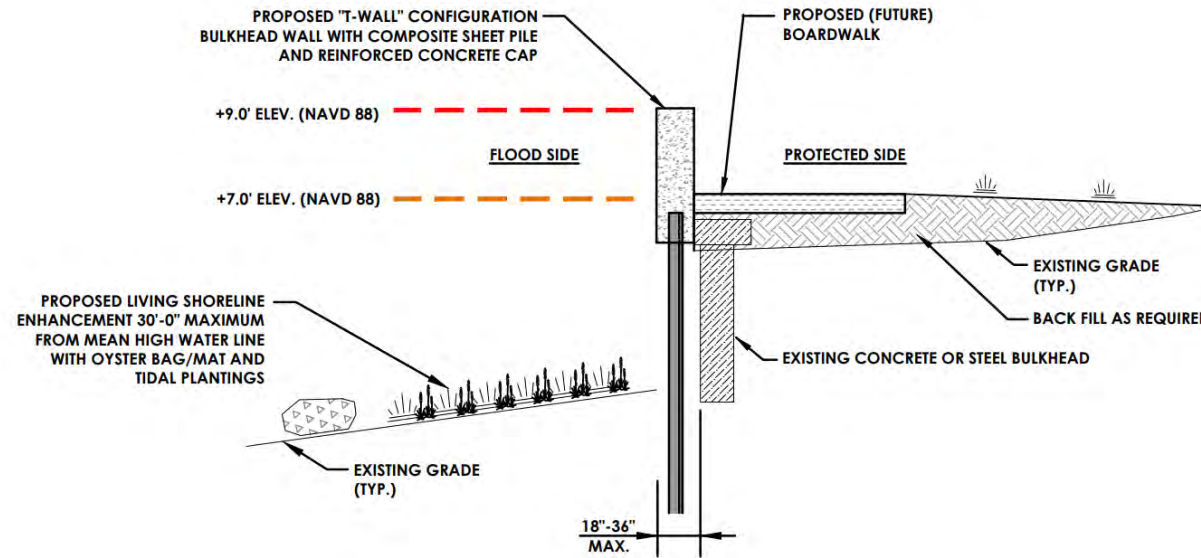
Segments



Segment 7



Need twelve feet [12'] for wall and walkway



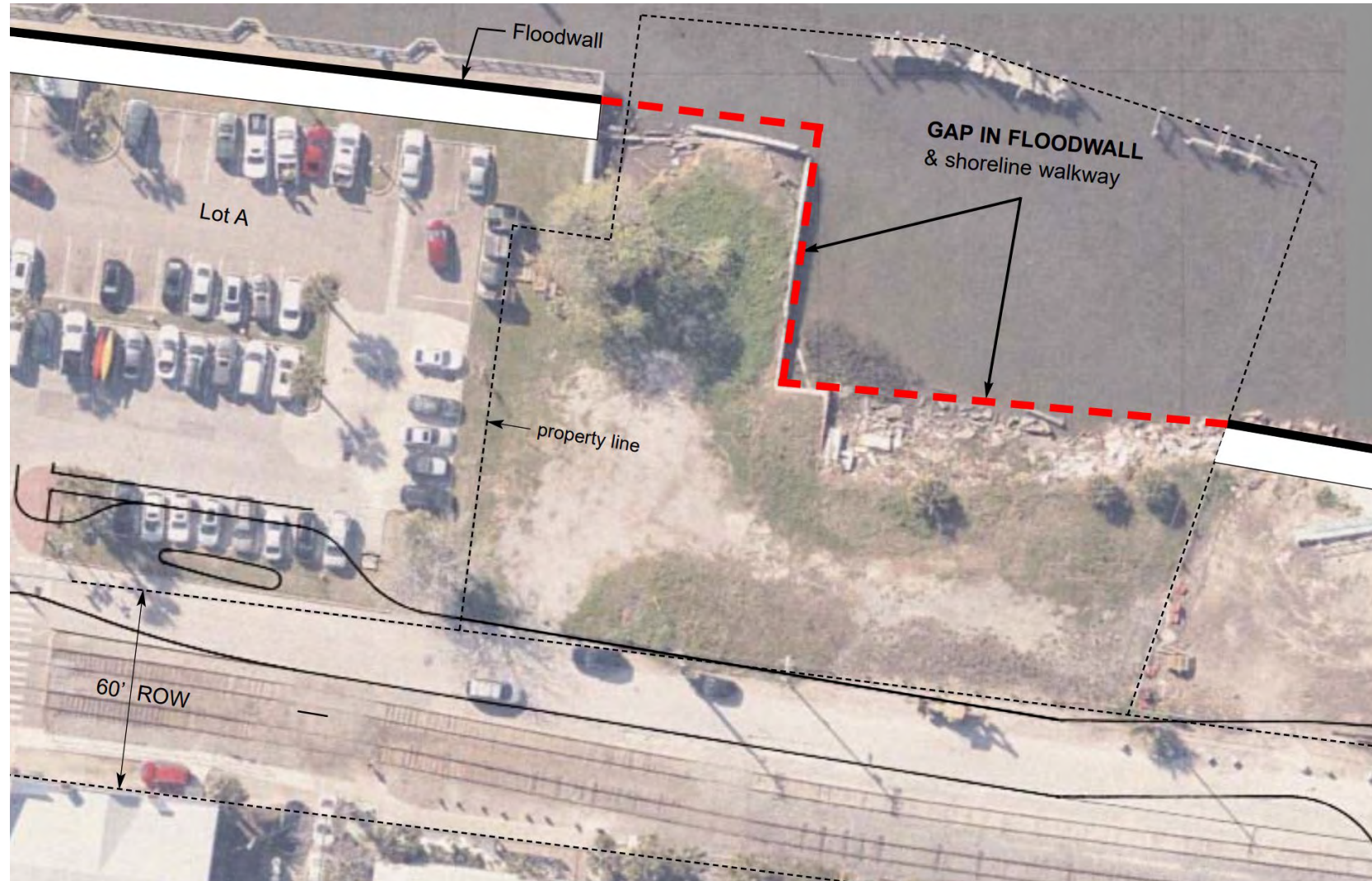
**TYPICAL SECTION E-E:
BULKHEAD**

N.T.S.

Steps to Proceed with Segment 7 Simmons/O'Steen Property – 101 Front St.

- 1. Determine and secure location of flood protection
- 2. Obtain survey of uplands and water
- 3. Geotechnical evaluation
- 4. Design and obtain permits
- 5. Bid with funding source [Grants prefer shovel ready projects]
- 6. Build

Approx 3,264 square feet for seawall and river walk



Direct City Manager to approach and negotiate with subject property owner to:

Acquire an easement with subject property owner to build and maintain seawall and riverwalk

Recorded and in Perpetuity

City to pay for seawall and riverwalk

City to maintain seawall and riverwalk @ City expense

Public access to riverwalk

City assumes and insures any liability connected with easement area

Will not restrict property owner's current riparian rights

or

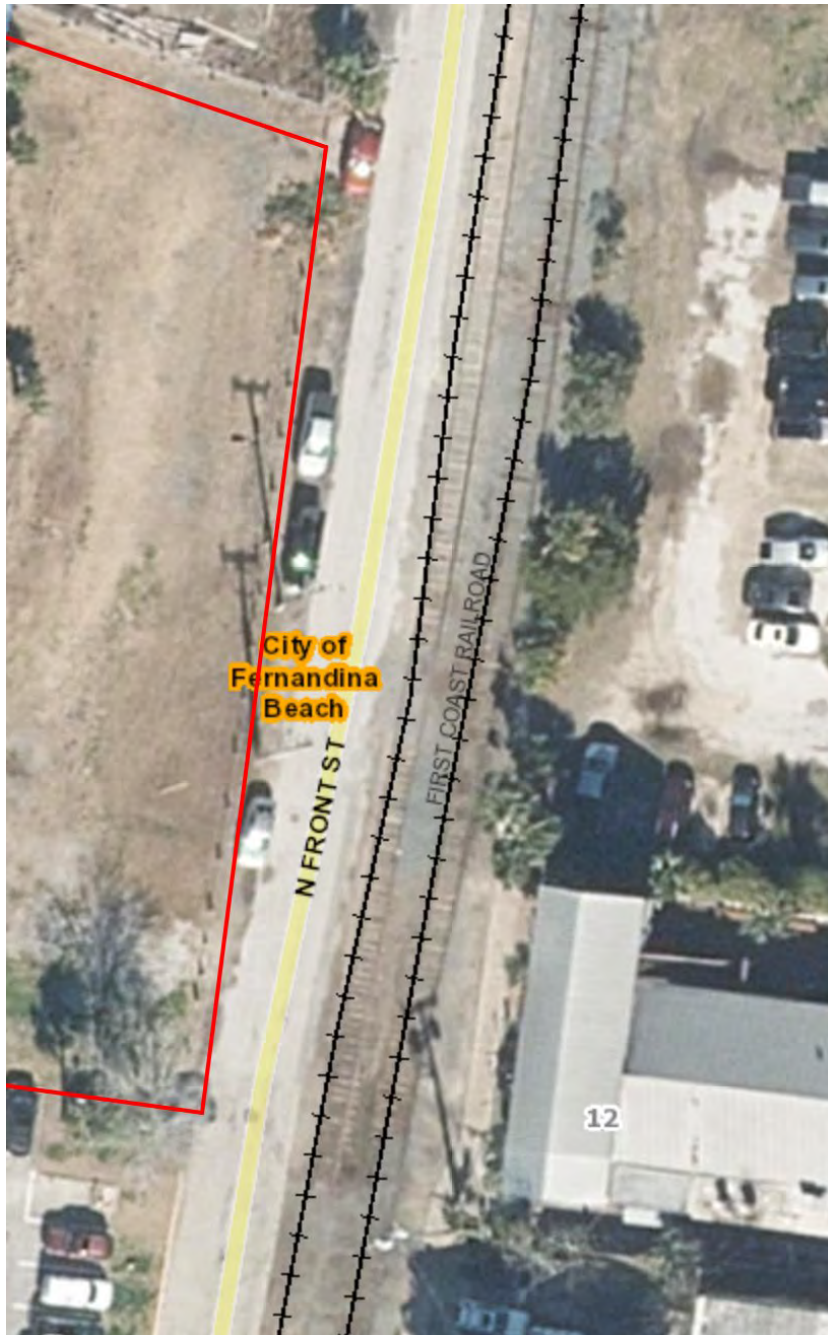
Purchase the portion of subject property required to build and maintain a seawall and riverwalk

- approximately 3264 square feet required
- Diskin appraisal dated 8 May 2021 - \$60 / square foot
- Approximate cost using Diskin appraisal - \$195,840

Simmons /O'Steen Property

North Front Street

January 18, 2022



2005

FINAL CRA SUBMITTAL

Inadequate street layout, parking facilities



(Fig. 1.5) View towards northwest corner Front Street between Centre and Mosby

2016



03/30/2016

2016



2016



2018



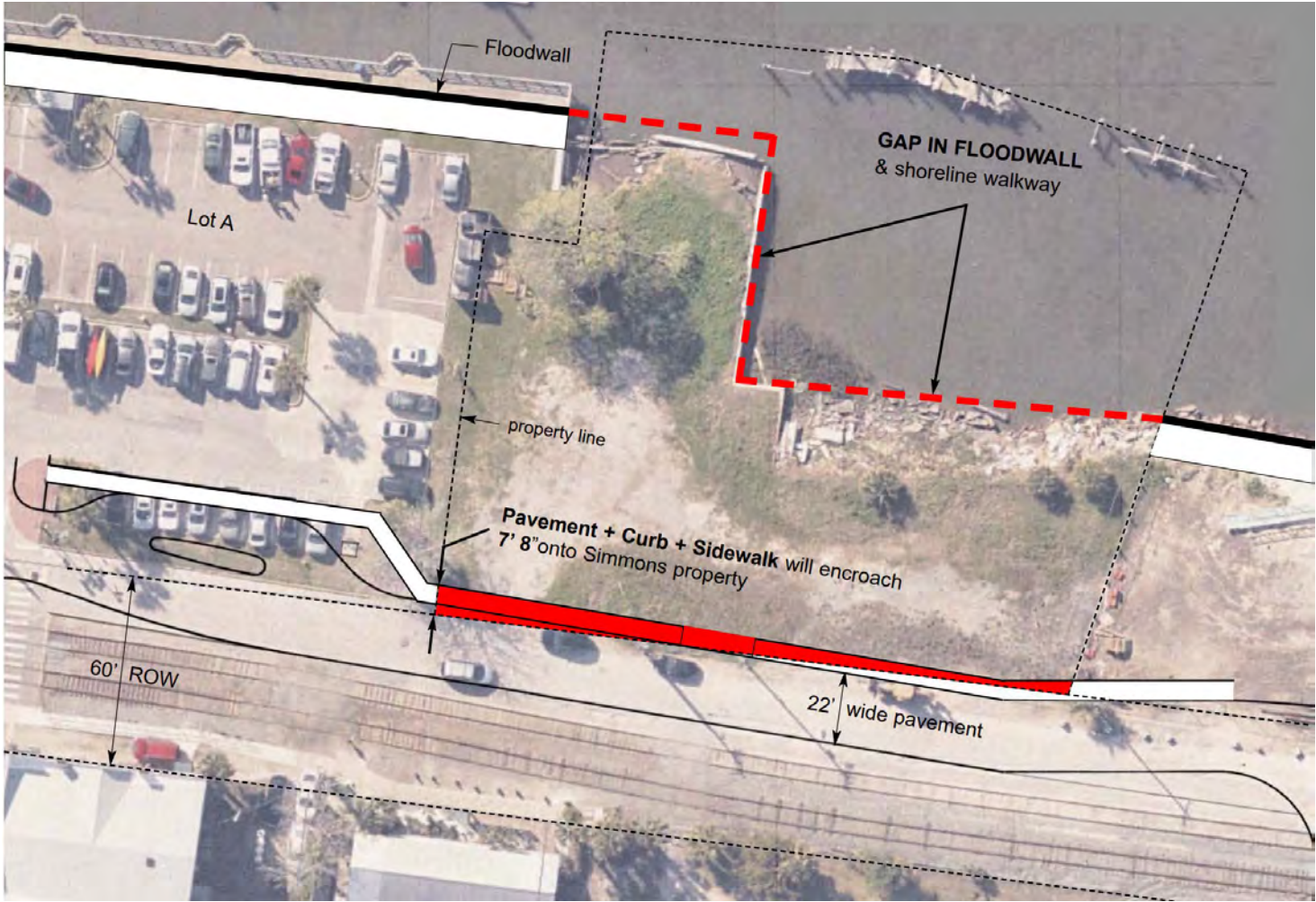
2018



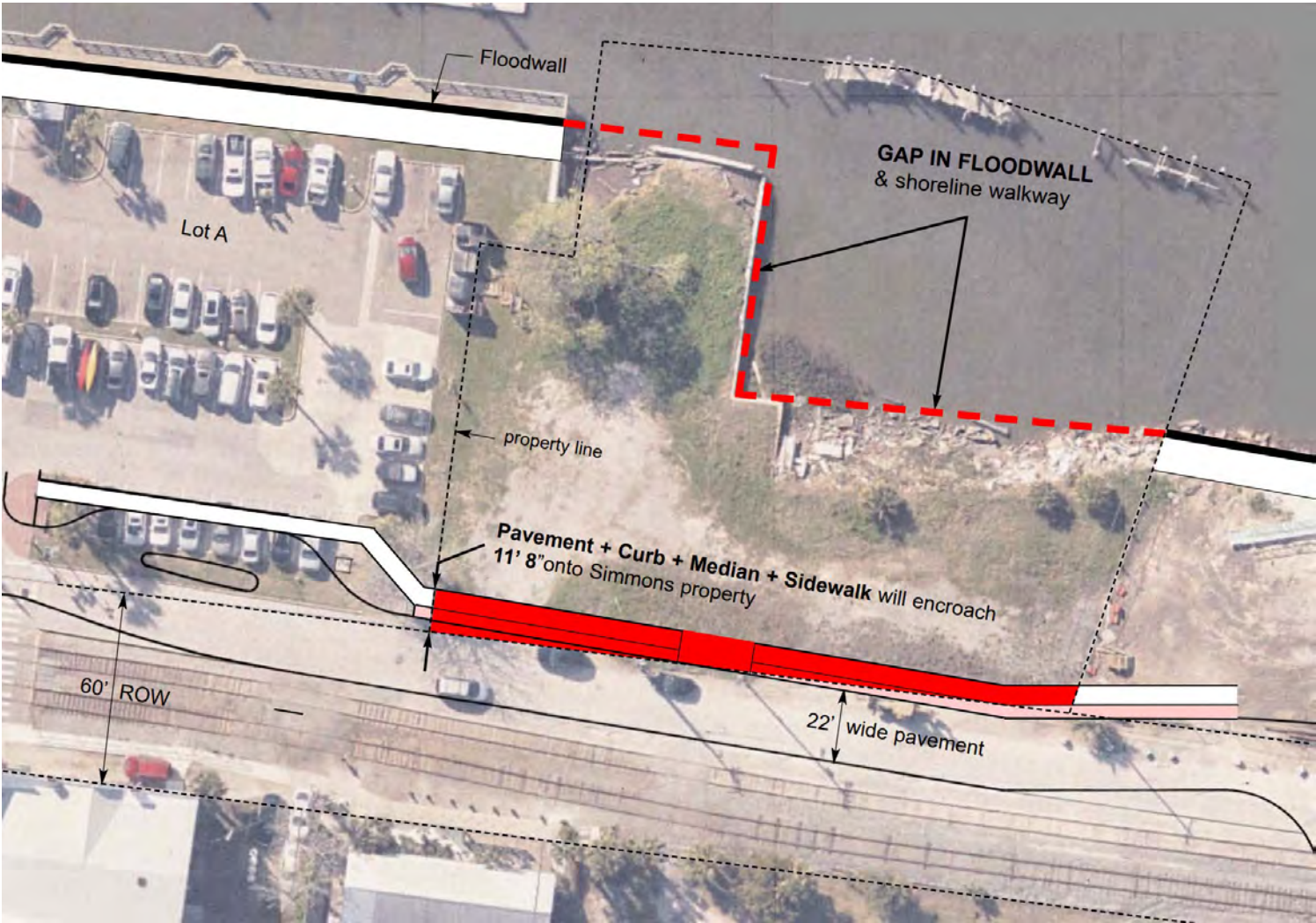
Current Situation



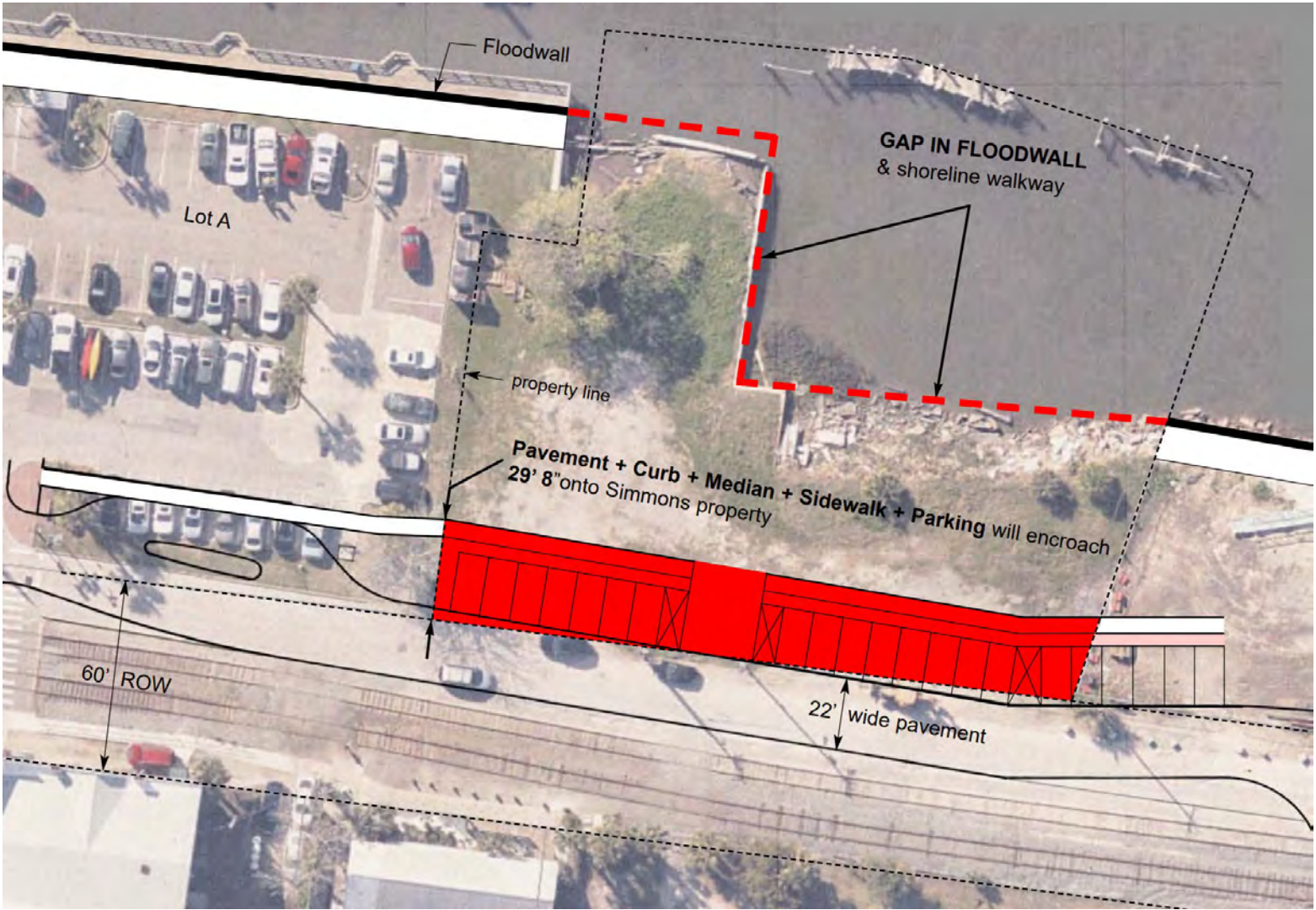
Road-Curb-Sidewalk



Road-Curb-Median-Sidewalk



Road-Curb-Sidewalk-Parking



Road-Curb-Sidewalk-Parking



Direct the City Manager to negotiate with subject property owner to:

Acquire an easement with subject property owner to build and maintain sidewalk and /or sidewalk an parking

- Recorded and in Perpetuity
 - City to pay for design and construction
 - City to maintain @ City expense
 - Public access
 - City assumes and insures any liability connected with easement area
 - Will give subject property owner 22 foot access into property
- OR**

Purchase Street Encroachments:

- | | | |
|--|---------------|------------|
| • Street + Curb: | 92 sq. ft. | \$5,520* |
| • Street + Curb + Sidewalk: | 947 sq.ft. | \$56,820* |
| • Street + Curb + Median + Sidewalk: | 1664 sq. ft. | \$99,840* |
| • Street + Curb + Median + Sidewalk + Parking (one row): | 5,526 sq. ft. | \$371,560* |

*Cost to buy @ \$60 square foot