



AGENDA
COMMUNITY REDEVELOPMENT AGENCY
ADVISORY BOARD MEETING
FEBRUARY 14, 2022
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. ORGANIZATION

- 4.1 **SELECT CHAIRPERSON** - *In accordance with Resolution 2012-118 Section 6: the Community Redevelopment Agency Advisory Board, at its organizational meeting, shall elect a Chairperson from among its members, the term of which shall be one year.*

5. TERMS OF MEMBERSHIP

- 5.1 **TERM OF MEMBERSHIP** - *In accordance with Resolution 2012-118 Section 4. 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.*

6. PRESENTATION

- 6.1 **CRA INTRODUCTION** - *Staff will present an introduction and background on the Amelia Waterfront CRA.*

7. DISCUSSION - DIRECTION - ACTION ITEMS

- 7.1 **CRA REPORT FY 20-21** - *Staff will present the draft CRA Report for the previous fiscal year.*

8. 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: New Business

REQUESTED ACTION:

SYNOPSIS: In accordance with the enabling resolution, the members of the CRAAB are required to select a Chairperson. The primary responsibility of the Chairperson is to preside over the CRAAB meetings. The term of office of the Chairperson is typically one year (expiring December 31).

CITY ATTORNEY COMMENTS:

Dale Martin, City Manager 2/7/2022

Date: January 27, 2022

Submitted By: Caroline Best, City Clerk

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 ☒ 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

FINANCE DEPARTMENT Requested Agenda Regular Meeting Date: 8/7/2012

CITY ATTORNEY Approved as to Budget Requirements Date:

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

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

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

Approved at the City Commission
Regular Meeting
Held on 8-7-12
Voted: 5-0 Initial: MM

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: The enabling resolution for the CRAAB indicated that member terms be staggered, likely in an effort to promote continuity and stability on the board. Two members should be designated to hold office for two years (term expiring December 31, 2023) and the remaining members to hold office for three years (term expiring December 31, 2024).

The initial designation of terms will rely upon self-selection for the two two-year terms, which will then be presented to the CRA for acceptance. Should self-selection not be successful, the CRA will be requested to formally designate the necessary terms of office for members of the CRAAB.

FISCAL IMPACT: N/A

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Dale Martin, City Manager 2/7/2022

Date: January 27, 2022

Submitted By: Caroline Best, City Clerk

COMMISSION ACTION:

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: City staff will offer a brief overview of the Community Redevelopment Area. Several documents related to the formation of the City of Fernandina Beach Amelia River Waterfront Community Redevelopment Area are included. Additional information describing tax increment financing and development/design standards will also be provided.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Caroline Best, City Clerk 2/7/2022

Dale Martin, City Manager 1/1/1900

Date: January 27, 2022

Submitted By: Caroline Best, City Clerk

COMMISSION ACTION:

RESOLUTION NO. 2004-105

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; APPROVING A COMMUNITY REDEVELOPMENT PLAN; AUTHORIZING AND DIRECTING THE AGENCY TO IMPLEMENT THE PLAN; PROVIDING AN EFFECTIVE DATE.

WHEREAS, on April 20, 2004, the City Commission adopted the Amended and Restated Resolution No. 2004-70, which found the existence of one or more blighted areas in the corporate limits of the City of Fernandina Beach, such area referred to hereinafter as the "Area"; and

WHEREAS, *immediately thereafter* the City Commission adopted Resolution No. 2004-71, which declared the City Commission as the Community Redevelopment Agency (the "Agency") and authorized and directed the Agency to undertake community redevelopment pursuant to Part III, Chapter 163, Florida Statutes (2003) (the "Redevelopment Act"); and

WHEREAS, in accordance with the Redevelopment Act, a plan for the redevelopment of the Area has been prepared and reviewed in accordance with Redevelopment Act; and

WHEREAS, the Agency has considered the proposed redevelopment plan and has recommended to the City Commission that the proposed plan be approved; and

WHEREAS, the City Commission has held a public hearing after notice to the public and to each taxing authority as provided in the Redevelopment Act concerning the proposed redevelopment plan;

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

Section 1. Findings. The City Commission does hereby find, after the public hearing concerning the proposed redevelopment plan (the "Plan") a copy of which is attached hereto as Exhibit "A", that the Plan:

(a) Conforms to the comprehensive plan for the municipality under the Local Government Comprehensive Planning and Land Development Regulation Act.

(b) Is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the Area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.

(c) Provides for the development of affordable housing in the Area, or states the reasons for not addressing the development of affordable housing in the Area.

Section 2. Additional Findings. The City Commission does hereby find that with respect to the Plan:

(a) A feasible method exists in the Plan for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

(b) The Plan conforms to the general plan of the municipality as a whole;

(c) The Plan gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the Area;

(d) The Plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the Area by private enterprise.

Section 3. Modifications to the Plan: The City Commission made the following modifications to the Plan at the regular city commission meeting of June 15, 2004:

- (a) Remove all residential properties from the Plan.
- (b) Reduce the acres of land from approximately (74) seventy-four to (61) sixty-one acres.
- (c) Remove all verbiage regarding eminent domain and relocation of residents.
- (d) Reduce the duration of the plan from (40) forty-years to (20) twenty-years.
- (e) Tax increment funds can be used only on public property.
- (f) Exclude the city marina from the Tax Increment Fund.

Section 4. Funding the Modifications to the Plan: The City Commission hereby authorized the city manager to spent up to \$5,000 to implement the modifications to the Plan as noted in Section 3.

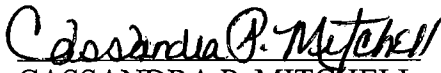
Section 5. Plan Implementation. The Agency is hereby authorized and directed to proceed with the implementation of the Plan.

Section 6. Effective Date. This resolution shall take effect immediately upon its approval.

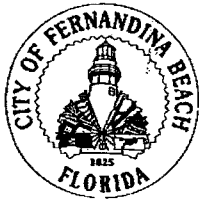
ADOPTED this 15th day of June, 2004, with a quorum present and voting.

ATTEST

CITY OF FERNANDINA BEACH


CASSANDRA P. MITCHELL
City Clerk


GREG ROLAND
Commissioner-Mayor



CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

SUBJECT: Resolution No. 2004-105 Adoption of CRA Plan

DEPARTMENT: City Attorney

ATTACHMENTS: ☐ Ordinance ☒ Resolution
☐ Support Documents ☐ Other

SUMMARY: The attached resolution adopts the CRA Plan as recommended by the Community Redevelopment Agency. The Plan has been amended to include changes as recommended by the Community Redevelopment Agency and the Planning Advisory Board. This resolution was advertised in the June 4, 2004 edition of the News Leader, and notices and copies of the plan were sent to the taxing authorities via registered mail on May 28, 2004.

RECOMMENDED ACTION: Approve Resolution No. 2004-105

DEPARTMENT HEAD Submitted By: Debra A. Braga *[Signature]* Date: 06/04/2004
Requested Agenda Date: 06/15/2004

FINANCE DEPARTMENT Budgeted ☐ Yes ☐ No ☒ N/A Date
CITY ATTORNEY Approved for Form and Correctness *[Signature]* Date: 6/4/04
CITY MANAGER Approved Agenda Item for *[Signature]* Date: 6/15/04

COMMISSION ACTION: ☐ Approved As Recommended ☐ Disapproved
☐ Approved With Modification ☐ Tabled To Time Certain
☐ Other

DISTRIBUTION: ☐ CA ☐ CC ☐ CM ☐ CDD ☐ FIN ☐ FD ☐ GC ☐ HR ☐ MD ☐ PD ☐ PRD ☐ PWD ☐ UT

Form: CCAI;5.23.02

511 Ash Street/P.O. Box 766 (904) 261-3696
Fernandina Beach, Nassau County, Florida 32034



BOUNDARY MAP WITH PARCELS

CITY OF FERNANDINA BEACH
BY: CASSANDRA P. MITCHELL
ITS: CITY CLERK

Robert R. Siegel

Angeline B. Mudd
Angeline B. Mudd, Notary Public

ad Personally Known



ANGELINE B. MUDD
MY COMMISSION # DD 267348
EXPIRES: January 4, 2008

Fernandina Beach City Commission
Regular Meeting Agenda
June 15, 2004

Ex "A"

City of Fernandina Beach

**Waterfront Area
Community Redevelopment Plan**

DRAFT May, 2004

Prepared by:

Ivey Planning Group, LLC

1101 North Lake Destiny Road, Suite 275
Maitland, Florida 32751

Real Estate Research Consultants, Inc.

518 South Magnolia Avenue
Orlando, Florida 32801

Zev Cohen & Associates, Inc.

401 Centre Street, Suite 307
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 70 acres. Located along the City's waterfront, the Community Redevelopment Area (CRA) is made up of 131 parcels including working waterfront businesses, vacant and underutilized parcels, the City's marina, transitional commercial uses and adjacent residential neighborhoods. 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 by resolution on March 17, 2004, the Finding of Necessity Study for the subject area. Chapter 163 of the Florida Statutes outline 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.
- Lack of sidewalks and street lighting in residential areas.
- Illegal dumping in vacant lots.

Deterioration of site or other improvements

- Deterioration of structures on industrial, commercial, residential 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

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 intersect of the Northerly right-of-way line of Dade Street (a 60 foot right-of-way) and the Easterly Right-of-Way line of North Sixth Street (a 60 foot right-of-way) also being the Southwesterly corner of Block 63, City Of Fernandina Beach; thence Southerly along the Easterly right-of-way line of North Sixth Street to intersect the Easterly extension of the Southerly line of Lot 13, Block 33, City of Fernandina Beach; thence Westerly along said Easterly extension and along the Southerly line of said Lot 13, Block 33 to the Northeasterly corner of Lot 15, Block 33; thence Southerly along the Easterly line of said Lot 15 and along the Southerly extension of said easterly line to the southerly right-of-way line of Calhoun Street (a 60 foot right-of-way); thence westerly along the southerly right-

of-way line of said Calhoun Street to intersect the easterly right-of-way line of North Third Street (a 60 foot right-of-way) also being the northwesterly corner of Block 16, City of Fernandina Beach; thence southerly along the easterly right-of-way line of said North Third Street to intersect the southerly right-of-way line of Alachua Street (a 60 foot right-of-way) also being the northwesterly corner of Block 14, 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 Lots 27 and 7, 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 southwest corner of Block 268, City of Fernandina Beach; thence easterly along the northerly right-of-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 southwest corner of Block 13, City of Fernandina Beach; thence southerly along the easterly right-of-way line of said Third Street to intersect the northerly right-of-way line of Beech Street (a 60 foot right-of-way) also being the southwest corner of Block 12, City of Fernandina Beach; thence easterly along the northerly right-of-way line of said Beech Street to intersect the easterly right-of-way line of South Fourth Street (a 60 foot right-of-way) also being the southwest corner of Block 25, City of Fernandina Beach; thence southerly along the easterly right-of-way line of said South Fourth Street to intersect the southerly right-of-way line of Elm Street (a 60 foot right-of-way) also being the northwesterly corner of Block 280, City of Fernandina Beach; thence westerly along the southerly right-of-way line of said Elm Street to intersect the westerly right-of-way line of South Third Street (a 60 foot right-of-way) also being the northeast corner of Block 282, City of Fernandina Beach; thence northerly along the westerly right-of-way line of said South Third Street to intersect the southerly right-of-way line of Date Street (a 60 foot right-of-way) also being the northeast corner of Block 278, City of Fernandina Beach; thence westerly along the southerly right-of-way line of said Date Street to intersect the easterly right-of-way line of the C.S.X. Railroad (a variable width right-of-way); thence northwesterly along the easterly right-of-way line of said C.S.X. Railroad to the northwesterly corner of Block 275, City of Fernandina Beach; thence northwesterly continuing along said C.S.X. right-of-way to the southeast corner of Block 272, City of Fernandina Beach; thence northerly along the westerly right-of-way line of South Second Street (a 60 foot right-of-way) to intersect the southerly right-of-way line of Beech Street (a 60 foot right-of-way) also being the northeast corner of Block 272, 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 and its easterly extension to intersect the easterly right-of-way line of North Front Street (a 60 foot right-of-way); thence southerly along said easterly right-of-way line of North Front Street 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 southwest 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 westerly right-of-way line of North Third Street (a 60 foot right-of-way) also being the southeasterly corner of Block 7, City of Fernandina Beach; thence northerly along the westerly right-of-way line of said North Third Street to intersect the westerly extension of the northerly line of Lot 9, Block 17, City of Fernandina Beach; thence easterly along said westerly extension and along the northerly line of said Lot 9 and the northerly line of Lot 19, Block 17, City of Fernandina Beach, also being the southerly line of Lots 10, 11, 12, 13, 14 and 15, Block 17, City of Fernandina Beach, to the southeasterly corner of said Lot 15; thence northerly along the easterly line of said Lot 15, Block 17 and along the northerly extension of said easterly line to intersect the northerly right-of-way line of Dade Street (a 60 foot right-of-way); thence easterly along the northerly right-of-way line of said Dade Street to the Point of Beginning.

Figure 1. CRA Boundary



Boundary and aerial provided courtesy of the Nassau County GIS Department.

Future Land Use

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

- a) Medium Density Residential (MDR)
- b) Office & Residential Mixed Use (ORMU)
- c) General Commercial (GC)
- d) Industrial (IN)
- e) Industrial Waterfront (IW)
- f) Public & Institutional (PI)

Medium Density Residential (MDR)

Medium density residential uses are assigned to lands in the north and south ends of the CRA. The intent of this district is to develop, redevelop, and/or maintain stable medium density permanent residential neighborhoods. This designation allows up to 8 units per acre of single and multi-family residential units. The medium density residential designation is intended to prevent commercial uses, including hotels, motels, bed and breakfast units, resort rentals, or other forms of transient accommodations.

Office & Residential Mixed Use (ORMU)

This designation is assigned to only two parcels east of 3rd Street, between Dade and Calhoun Streets. This land use category is designed to accommodate medical, business, and professional offices; personal service establishments with limited inventory of goods; neighborhood commercial uses; and customary accessory uses, which are subordinate and incidental to the principal office or limited commercial use. Single-family and multi-family residential units are also allowed in this land category. The maximum density for residential development within the ORMU land use category is ten (10) units per acre. The intensity of non-residential development in the ORMU land use category shall not exceed a floor area ratio of 0.50.

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

The medium density residential designation is supportive of the current development patterns of the existing residential areas. This land use category appears to be appropriate for the future development of vacant parcels and the redevelopment of existing parcels in MDR districts within the CRA.

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 functions port 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).

CPO – Commercial Professional Office District

The CPO district is intended to accommodate business and professional offices developed in a manner conducive to low density residential. Limitations within the district include: retail sales; large vehicles; and, manufacturing.

The CPO district includes a series of performance standards including:

- Minimum lot width: 60 feet
- Minimum lot area: 6,000 square feet
- Maximum building coverage: 50 percent
- Minimum front yard setback: 25 feet
- Minimum side and rear yard setback: 10 feet
- Maximum height: 35 feet

C-2 – General Commercial District

The C-2 district allows for general commercial uses at an 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.

R2 – Medium Density Residential District

The R-2 district is intended to accommodate medium density single-family and two-family residential uses. Townhouse units, accessory buildings, playgrounds and home occupations are also permitted in the R-2 district.

The following performance standards are associated with the R-2 district:

- Maximum building height: 35 feet
- Minimum lot width: 50 feet (single family); 60 feet (duplex); 30 feet (townhouse)
- Minimum lot area: 5,000 square feet (single family); 3,000 square feet (duplex or townhouse)
- Minimum front yard: 25 feet
- Minimum side yard: 10 percent of lot width (single family and duplex); 0 feet on adjoining side and 6 feet on the exterior side (townhouse) for structures up to 20 feet in height;

setback increase by one foot for each one foot of height above 20 feet

Minimum rear yard: 20 feet

- Corner lot, side yard: 15 feet
- Maximum building coverage: 50 percent
- Maximum density: 8 units per acre

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 which 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 above-ground infrastructure.

It should be noted that difficulties arose in researching the condition of existing utilities as City staff indicated maps may 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 our 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. On the south end of the CRA there is an 8" PVC on Third 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 which 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. 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 are two roadways 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 is limited by the CSX easement which 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.

Sixth Street is a dirt road with no sidewalks. We recommend that Sixth Street be paved and constructed with sidewalks and street lighting.

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. We feel that 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, we cannot at this time determine the extent of the existing buildings that would potentially be susceptible to flooding during this 100-year event. The City should be cognizant of this issue as it reviews development proposal 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 where you have more 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 with 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.

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 day-long 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.

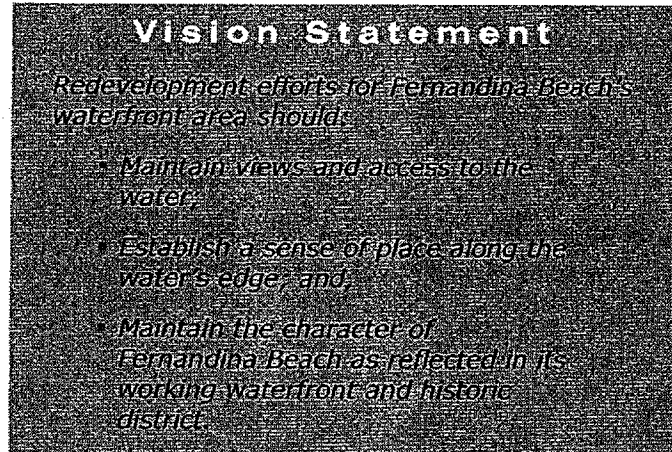
Approximately 80 comment forms were returned over the three-day event. A summary of comments provided throughout the course of this study is included in Appendix B of this document. A copy of all comment forms and sign-in sheets is on file with the City's Planning Department. It is recommended that the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

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 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 in that 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.

Initiatives for Residential Neighborhoods

The residential neighborhoods included within the CRA are characterized as stable single family areas. Due to the age and pattern of development within the residential areas, amenities such as sidewalks and pedestrian lighting are missing or underrepresented in these areas. Further, the development of the local street system in these areas predates many of the current engineering design requirements and current standards for storm water management.

Within the residential areas, the intent of the Plan is to systematically upgrade, as needed, the local street network, storm water and utilities infrastructure and supporting pedestrian facilities. This broad initiative will take some time to complete, and, as with other long range planning initiatives, will be dependent on the availability of funds. On-going organized clean-up efforts and improved Code enforcement will also enhance the residential areas within the CRA.

Key efforts within residential areas include:

1. Roadway improvements for North 6th Street;
2. Community clean-up efforts for rights-of-way and vacant lots;
3. Roadway and infrastructure improvements including sidewalks and street lighting throughout the area, as needed; and,
4. A vegetative buffer between the CSX rail tracks and South 3rd Street in the south end of the CRA.

As residential areas evolve, the availability of affordable housing within the CRA and the downtown area as a whole may decline. The Plan includes an objective and strategies to maintain opportunities for affordable housing within the CRA.

Concerns were raised during the development of this Plan that the City may use its powers of eminent domain to acquire private residences for the purposes of private redevelopment. To alleviate this concern, the City Commission has elected to limit its powers of eminent domain to those currently allowed by law (prior to the establishment of the CRA), and provide that the higher public purpose standard be followed for any eminent domain action filed by the Community Redevelopment Agency

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 prior to permit expiry 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 in Waterfront & Transitional Areas

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 a 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 in Waterfront and Transitional Areas

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 was 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, 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.

Residential Neighborhood Initiatives

Objective 12. Infrastructure Improvements

The residential neighborhoods included within the CRA are characterized as stable single family areas. Within the residential areas, the City shall systematically upgrade, as needed, the local street network, storm water and utilities infrastructure and supporting pedestrian facilities in a manner that supports the character and scale of these neighborhoods.

Strategy 12.1: (timeframe – mid-term)

The City shall install pavement, sidewalks and street lighting for North Sixth Street within the CRA in order to encourage infill residential development and discourage illegal dumping in this area.

Strategy 12.2: (timeframe – mid to long-term)

As funding becomes available, the City shall coordinate with property owners to develop sidewalks and street lighting within the right-of-way consistent with residential Historic District facilities.

Strategy 12.3: (timeframe – long-term)

The City should consider the systematic upgrade 2" and 4" waterlines throughout the residential neighborhoods within the CRA. However, fieldwork should be conducted to provide an input for computer water distribution model for the CRA. This will allow the City to determine prioritize deficiencies in existing water system.

Strategy 12.4: (timeframe – long-term)

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 12.5: (timeframe – long-term)

Wherever practical, utilities improvements should be coordinated with roadway and sidewalk improvements.

Strategy 12.6: (timeframe – mid to long-term)

The City should install a vegetative buffer between the CSX rail yard and the adjacent residential neighborhood along South 3rd Street.

Objective 13. Affordable Housing

The City should encourage the continued integration of affordable housing within the CRA in a manner consistent with the character of existing residential neighborhoods.

Strategy 13.1: (on-going)

The City shall coordinate with the County, Nassau County Community Development Corporation, Habitat for Humanity, Builders Care, other non-profit agencies, and local developers and finance agencies (e.g. BRASH committee) to encourage the development and/or maintenance of affordable housing units within the CRA.

Strategy 13.2: (on-going)

The City shall promote local, state and federal programs that support housing maintenance and home ownership among very low, low, and moderate income households within the CRA.

Strategy 13.3: (on-going)

The City encourage the use density bonuses as a method of providing affordable housing within the CRA (outside of the Coastal High Hazard Area).

Objective 14. Clean-up Efforts

Similar to the waterfront and transitional areas, the CRA shall encourage basic clean-up efforts as a relatively inexpensive means of reducing a condition of blight within the residential neighborhoods in the CRA.

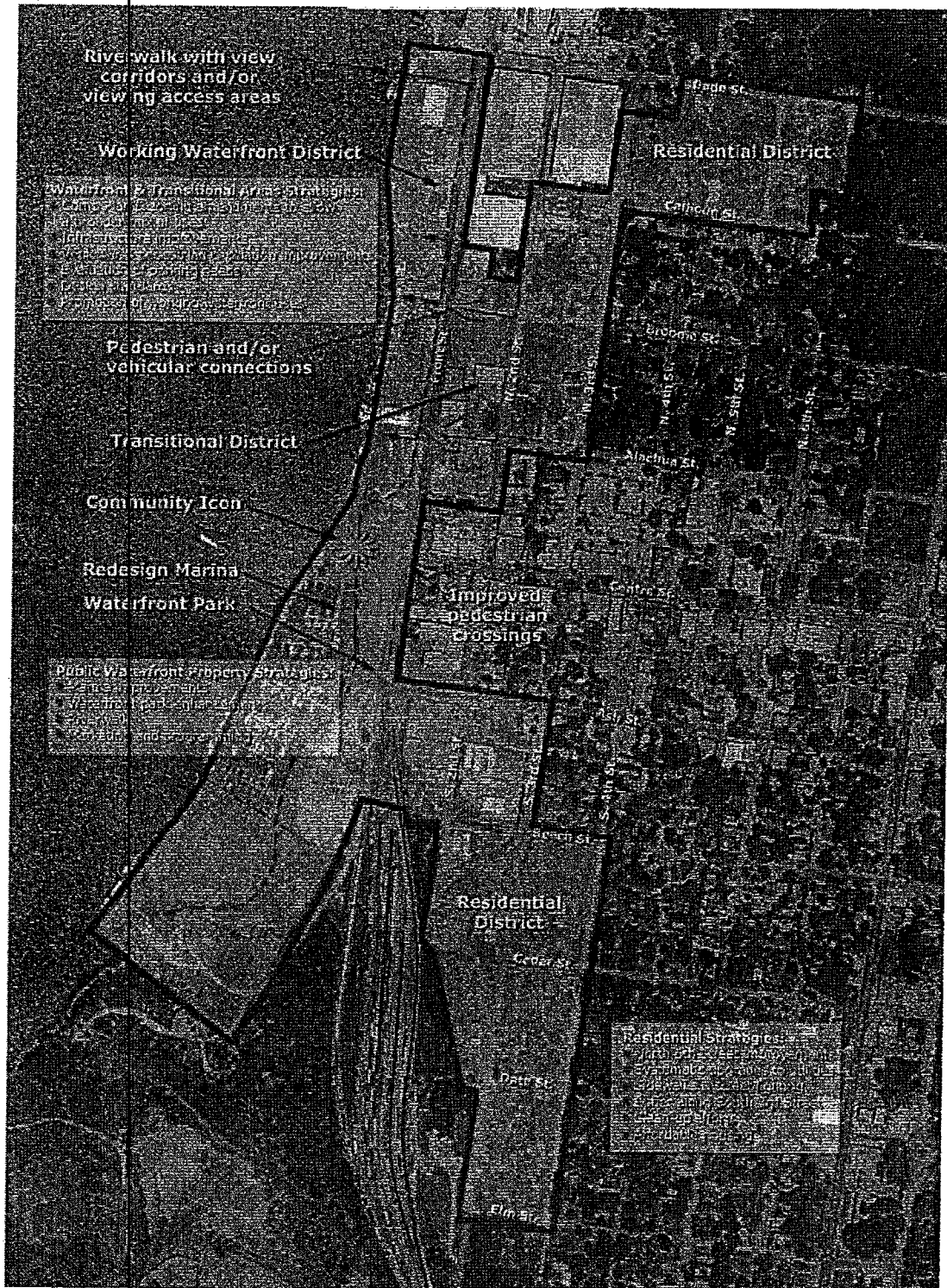
Strategy 14.1:

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

Strategy 14.2:

The CRA shall promote clean-up and amnesty days for residential neighborhoods in the CRA.

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. Detailed funding, financing, and management strategies will be provided in the annual work program that will describe the timing and components of the activities or improvements to be supported by the City and CRA.

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 the City's economic advisor, 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 \$14,482,000. 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. Over the next several years, an analysis that extends the tax increment evaluation to a full 40-year period will be more valid. 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 \$14,482,000. 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.

Type of Project	Potential funding sources	Estimated cost
Open Space		
Marina Redevelopment	General funds; loans; FIND grant; BIG grant; marina revenues	\$4,000,000 (may be phased)
Waterfront Park	Open Space Bond; FRDAP grant; other recreation grants; FTC grants	\$155,000 per acre
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.

Community Development Block Grants (CDBG) - The CDBG monies may be committed to demolition of substandard housing units, housing rehab assistance, and home ownership assistance within targeted areas within the Community Redevelopment Area. Fund expenditures are for the benefit of low and moderate-income residents.

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.
- Community Contribution Tax Credit program through the Office of Tourism, Trade, and Economic Development (OTTED) encourages private sector donations to community redevelopment projects in enterprise zones and to low-income housing projects, which are not required to be in enterprise zones. A tax credit of 50% of the donation is allowed up to \$200,000 per year.
- 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. 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 74 acres and currently contains a mix of general land uses such as tourist retail, light industrial, civic/public, and single-family residential. 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 single-family residential, retail and light industrial. The residential component within the Redevelopment Area is located primarily east of 2nd Street.

An estimated 53 parcels of the total 131 parcels in the Redevelopment Area are ostensibly used for residential purposes. Of these about 46 are reported as single-family units. About 32 single-family units currently claim the homestead exemption. According to the tax roll data, all of the residential properties were constructed prior to 1980. However, a visual inspection of the Redevelopment Area revealed that there was one single-family residential unit that was constructed within the past year.

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.

We do not foresee any effect on the school population or the need for additional community services or facilities, not already mentioned elsewhere in this Plan, to support the residential element within the CRA.

The displacement of permanent residents is not foreseen; 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 will provide assistance to minimize hardship to those being displaced. Relocation is further discussed in the Implementation Plan section.

Existing 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

The City of Fernandina Beach Resolution Number _____ 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. The Community Redevelopment Agency will appoint an advisory board to assist the Agency in evaluating redevelopment initiatives and carrying out redevelopment activities in the Fernandina Beach CRA.

→ 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.

Relocation Procedures

The intent of the Waterfront Area Community Redevelopment Plan centers on the revitalization of the waterfront and surrounding area, enhancing the safety within the area and providing public access to the waterfront. The redevelopment envisions substantial capital improvements relating to the right-of-way, utilities, marina improvements, recreational facilities and parking. Although there is a significant permanent residential use within the Redevelopment Area, the displacement of permanent residents is not foreseen. However, if the relocation of permanent residents is required as a result of the development or redevelopment activities, the City and CRA will provide assistance to minimize hardship to those being displaced. The City shall assist any person who is required to move from any real property as a direct result of the City's acquisition of such real property for public purposes, by locating other sites and housing facilities available to them as replacement dwellings. When planning the location of land acquisition for public purposes the City shall assess the degree of displacement that may occur. The City of Fernandina Beach shall not be responsible for relocating City residents who are displaced as the result of county, state, or federal programs or actions.

The CRA shall follow the relocation policies and procedures established by the Federal Department of Housing and Urban Development when Federal dollars are involved.

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 40 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.

Issues concerning restrictions on any property acquired for redevelopment purposes and then returned to use by the private sector will be addressed on a case-by-case basis to ensure that all activities necessary to perpetuate the redevelopment initiative are advanced in a manner consistent with this Plan and any amendment thereto. Such restrictions or controls would be expected to be in the form of covenants running with any land sold or leased for private use.

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 _____, 2004. The following excerpts from the Comprehensive Plan support 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 which 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 which 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 1.01.08. Stable residential areas and projected future residential areas, as delineated on the FLUM, shall be protected from encroachment by incompatible development. This policy does not preclude necessary community facilities from locating within residential areas when such activities satisfy the criteria established in the FBCP and the City's land development regulations.

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:

- l) Participating in the National Historic Register Program;
- m) Incorporating the standards of the federal National Flood Insurance Program; and
- n) 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.

Housing Element

GOAL 3.0. Provide and maintain an adequate inventory of decent, safe, and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the city's present and future residents.

OBJECTIVE 3.01. HOUSING DEMAND. The City shall ensure that adequate sites for the various housing types, including affordable housing,

are available within the City to meet the established demand, or until complete build-out of developable properties.

3.01.05. The City shall continue to provide land use designations on the FLUM and zoning districts on the official zoning map to ensure that appropriate locations are available for single-family, duplex, and multi-family housing units within the City.

3.03.03. The City shall encourage the establishment of neighborhood groups to coordinate with the City on neighborhood improvement projects, such as code enforcement, removal of blighting influences, and concentrating capital and/or operating budget improvements in such neighborhoods.

3.03.06. Rehabilitation should be concentrated in areas with a large percentage of historic or substandard housing.

3.04.04 The City shall ensure the provision of adequate infrastructure in order to support the provision of safe, sanitary, and affordable housing to very low, low, and moderate income households.

3.04.06. The City is committed to fair, open, and affordable housing and shall approve sites for very low, low, and moderate income housing units which are consistent with the FBCP. The City shall ensure that affordable housing development proposals meet the following criteria:

Sites are able to meet adopted level of service standards;

Sites have access to employment centers, including shopping centers which accommodate stores offering household goods and services needed on a frequent and recurring basis;

Sites are located on a paved street; and

Sites have adequate access to public parks, recreation areas, open space systems, and schools.

OBJECTIVE 3.06. RELOCATION. Uniform and equitable treatment for residents and houses displaced by State and local government programs will be provided consistent with section 421.55. *Florida Statutes*.

Policies

3.06.01. The City will assure that reasonably located, standard housing at affordable costs is available to persons displaced through actions of the City.

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 which 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 which 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 which 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 which 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 which may impact the quality of the coastal area and waterways.

5.05.03. The City shall restrict development which 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 which 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 which 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 which increases density or intensity. Improvements to a facility which 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 which 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 (siltng)	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

Table 1

Development Anticipated in Study Area Over Planning Horizon, By Year Completed

Year	Estimated Taxable Value of Additions Completed During Year, By Scenario		
	High Scenario	Medium Scenario	Low Scenario
July, 2004 - July, 2005	\$0	\$0	\$0
July, 2005 - July, 2006	\$4,200,000	\$2,800,000	\$1,400,000
July, 2006 - July, 2007	\$9,800,000	\$2,800,000	\$1,400,000
July, 2007 - July, 2008	\$10,500,000	\$2,800,000	\$1,400,000
July, 2008 - July, 2009	\$5,125,000	\$3,475,000	\$1,400,000
July, 2009 - July, 2010	\$7,000,000	\$2,800,000	\$1,400,000
July, 2010 - July, 2011	\$2,000,000	\$1,000,000	\$500,000
July, 2011 - July, 2012	\$2,000,000	\$1,000,000	\$500,000
July, 2012 - July, 2013	\$2,000,000	\$1,000,000	\$500,000
July, 2013 - July, 2014	\$2,000,000	\$1,000,000	\$500,000
July, 2014 - July, 2015	\$2,000,000	\$1,000,000	\$500,000
July, 2015 - July, 2016	\$2,000,000	\$1,000,000	\$500,000
July, 2016 - July, 2017	\$2,000,000	\$1,000,000	\$500,000
July, 2017 - July, 2018	\$2,000,000	\$1,000,000	\$500,000
July, 2018 - July, 2019	\$2,000,000	\$1,000,000	\$500,000
July, 2019 - July, 2020	\$2,000,000	\$1,000,000	\$500,000
July, 2020 - July, 2021	\$2,000,000	\$1,000,000	\$500,000
July, 2021 - July, 2022	\$2,000,000	\$1,000,000	\$500,000
July, 2022 - July, 2023	\$2,000,000	\$1,000,000	\$500,000
July, 2023 - July, 2024	\$2,000,000	\$1,000,000	\$500,000
July, 2024 - July, 2025	\$2,000,000	\$1,000,000	\$500,000
July, 2025 - July, 2026	\$2,000,000	\$1,000,000	\$500,000
July, 2026 - July, 2027	\$2,000,000	\$1,000,000	\$500,000
July, 2027 - July, 2028	\$2,000,000	\$1,000,000	\$500,000
July, 2028 - July, 2029	\$2,000,000	\$1,000,000	\$500,000
July, 2029 - July, 2030	\$2,000,000	\$1,000,000	\$500,000
July, 2030 - July, 2031	\$2,000,000	\$1,000,000	\$500,000
July, 2031 - July, 2032	\$2,000,000	\$1,000,000	\$500,000
July, 2032 - July, 2033	\$2,000,000	\$1,000,000	\$500,000
July, 2033 - July, 2034	\$2,000,000	\$1,000,000	\$500,000

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

Table 2A

Estimated Taxable Value of Development Anticipated in Study Area Over Planning Horizon, Low Scenario

Year	Estimated Taxable Value of Study Area for Tax Purposes	Base Year Appreciation	Taxable Value of Additions Generated and Completed During Tax Year
July, 2004	\$14,482,603		\$0
July, 2005	\$14,917,081	\$14,917,081	\$0
July, 2006	\$15,364,594	\$15,364,594	\$1,400,000
July, 2007	\$17,267,531	\$15,825,531	\$1,400,000
July, 2008	\$19,227,557	\$16,300,297	\$1,400,000
July, 2009	\$21,246,384	\$16,789,308	\$1,400,000
July, 2010	\$23,325,776	\$17,292,985	\$500,000
July, 2011	\$25,467,549	\$17,811,775	\$500,000
July, 2012	\$26,746,575	\$18,346,128	\$500,000
July, 2013	\$28,063,972	\$18,896,512	\$500,000
July, 2014	\$29,420,892	\$19,463,407	\$500,000
July, 2015	\$30,818,518	\$20,047,310	\$500,000
July, 2016	\$32,258,074	\$20,648,729	\$500,000
July, 2017	\$33,740,816	\$21,268,191	\$500,000
July, 2018	\$35,268,041	\$21,906,238	\$500,000
July, 2019	\$36,841,082	\$22,563,424	\$500,000
July, 2020	\$38,461,314	\$23,240,328	\$500,000
July, 2021	\$40,130,154	\$23,937,536	\$500,000
July, 2022	\$41,849,058	\$24,655,662	\$500,000
July, 2023	\$43,619,530	\$25,395,332	\$500,000
July, 2024	\$45,443,116	\$26,157,192	\$500,000
July, 2025	\$47,321,410	\$26,941,908	\$500,000
July, 2026	\$49,256,052	\$27,750,165	\$500,000
July, 2027	\$51,248,733	\$28,582,670	\$500,000
July, 2028	\$53,301,195	\$29,440,150	\$500,000
July, 2029	\$55,415,231	\$30,323,355	\$500,000
July, 2030	\$57,592,688	\$31,233,055	\$500,000
July, 2031	\$59,835,469	\$32,170,047	\$500,000
July, 2032	\$62,145,533	\$33,135,148	\$500,000
July, 2033	\$64,524,899	\$34,129,203	\$500,000

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

24-028/TIF Tables 30 yr Value Abbrev

Table 2B

Estimated Taxable Value of Development Anticipated in Study Area Over Planning Horizon, Medium Scenario

Year	Estimated Taxable Value of Study Area for Tax Purposes	Base Year Appreciation	Taxable Value of Additions Certified and Completed During Base Year
July, 2004	\$14,462,603		\$0
July, 2005	\$14,917,081	\$14,917,081	\$0
July, 2006	\$18,248,594	\$15,364,594	\$2,800,000
July, 2007	\$21,680,051	\$15,825,531	\$2,800,000
July, 2008	\$25,214,453	\$16,300,297	\$2,800,000
July, 2009	\$29,550,136	\$16,789,306	\$3,475,000
July, 2010	\$33,320,641	\$17,292,985	\$2,800,000
July, 2011	\$35,350,260	\$17,811,775	\$1,000,000
July, 2012	\$37,440,768	\$18,346,128	\$1,000,000
July, 2013	\$39,593,991	\$18,896,512	\$1,000,000
July, 2014	\$41,811,810	\$19,463,407	\$1,000,000
July, 2015	\$44,096,165	\$20,047,310	\$1,000,000
July, 2016	\$46,449,050	\$20,648,729	\$1,000,000
July, 2017	\$48,872,521	\$21,268,191	\$1,000,000
July, 2018	\$51,368,697	\$21,906,236	\$1,000,000
July, 2019	\$53,939,758	\$22,563,424	\$1,000,000
July, 2020	\$56,587,950	\$23,240,326	\$1,000,000
July, 2021	\$59,315,589	\$23,937,536	\$1,000,000
July, 2022	\$62,125,056	\$24,655,662	\$1,000,000
July, 2023	\$65,018,808	\$25,395,332	\$1,000,000
July, 2024	\$67,999,372	\$26,157,192	\$1,000,000
July, 2025	\$71,069,354	\$26,941,908	\$1,000,000
July, 2026	\$74,231,434	\$27,750,165	\$1,000,000
July, 2027	\$77,488,377	\$28,582,670	\$1,000,000
July, 2028	\$80,843,029	\$29,440,150	\$1,000,000
July, 2029	\$84,298,319	\$30,323,355	\$1,000,000
July, 2030	\$87,957,269	\$31,233,055	\$1,000,000
July, 2031	\$91,522,987	\$32,170,047	\$1,000,000
July, 2032	\$95,298,677	\$33,135,148	\$1,000,000
July, 2033	\$99,187,637	\$34,129,203	\$1,000,000

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

Estimated Taxable Value of Development Anticipated in Study Area Over Planning Horizon, High Scenario

Year	Estimated Taxable Value of Study Area for Tax Purposes	Base Year Appreciation	Taxable Value of Additions Certified for the Study Area and Completed During Tax Year
July, 2004	\$14,482,603		\$0
July, 2005	\$14,917,081	\$14,917,081	\$0
July, 2006	\$15,364,594	\$15,364,594	\$4,200,000
July, 2007	\$20,151,531	\$15,825,531	\$9,800,000
July, 2008	\$30,850,077	\$16,300,297	\$10,500,000
July, 2009	\$42,590,580	\$16,789,308	\$5,125,000
July, 2010	\$49,147,047	\$17,292,985	\$7,000,000
July, 2011	\$57,831,458	\$17,811,775	\$2,000,000
July, 2012	\$61,628,402	\$18,346,128	\$2,000,000
July, 2013	\$65,535,194	\$18,896,512	\$2,000,000
July, 2014	\$69,561,250	\$19,463,407	\$2,000,000
July, 2015	\$73,708,088	\$20,047,310	\$2,000,000
July, 2016	\$77,979,330	\$20,648,729	\$2,000,000
July, 2017	\$82,378,710	\$21,268,191	\$2,000,000
July, 2018	\$86,910,071	\$21,906,236	\$2,000,000
July, 2019	\$91,577,373	\$22,563,424	\$2,000,000
July, 2020	\$96,384,695	\$23,240,326	\$2,000,000
July, 2021	\$101,336,236	\$23,937,536	\$2,000,000
July, 2022	\$106,436,323	\$24,655,662	\$2,000,000
July, 2023	\$111,689,412	\$25,395,332	\$2,000,000
July, 2024	\$117,100,095	\$26,157,192	\$2,000,000
July, 2025	\$122,673,097	\$26,941,908	\$2,000,000
July, 2026	\$128,413,290	\$27,750,165	\$2,000,000
July, 2027	\$134,325,689	\$28,582,670	\$2,000,000
July, 2028	\$140,415,460	\$29,440,150	\$2,000,000
July, 2029	\$146,687,924	\$30,323,355	\$2,000,000
July, 2030	\$153,148,561	\$31,233,055	\$2,000,000
July, 2031	\$159,803,018	\$32,170,047	\$2,000,000
July, 2032	\$166,657,109	\$33,135,148	\$2,000,000
July, 2033	\$173,716,822	\$34,129,203	\$2,000,000

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

24-026/TIF Tables 30 yr Value Abbrev

Table 3A

Estimated Tax Collections Anticipated in Study Area Over Planning Horizon, Low Scenario

Year	Estimated Taxable Value of Study Area for Tax Purposes	Less: Base Year	Subject to Tax Increment Calculations/ Millage	County	City	Estimated Tax Increment Collections
July, 2004	\$14,482,603					
July, 2005	\$14,947,984	\$14,482,603	\$465,381	\$2,709	\$2,457	\$4,908
July, 2006	\$15,384,594	\$14,482,603	\$881,991	\$5,500	\$4,987	\$9,983
July, 2007	\$17,267,531	\$14,482,603	\$2,784,928	\$17,367	\$15,748	\$31,460
July, 2008	\$19,227,557	\$14,482,603	\$4,744,954	\$29,590	\$26,832	\$53,601
July, 2009	\$21,248,384	\$14,482,603	\$6,763,781	\$42,180	\$38,248	\$76,406
July, 2010	\$23,325,776	\$14,482,603	\$8,843,173	\$55,147	\$50,006	\$99,896
July, 2011	\$25,467,549	\$14,482,603	\$10,984,946	\$68,503	\$62,118	\$124,090
July, 2012	\$26,746,575	\$14,482,603	\$12,263,972	\$76,479	\$69,350	\$138,538
July, 2013	\$28,083,972	\$14,482,603	\$13,581,369	\$84,695	\$76,800	\$153,420
July, 2014	\$29,420,892	\$14,482,603	\$14,938,289	\$93,157	\$84,473	\$168,748
July, 2015	\$30,818,518	\$14,482,603	\$16,335,915	\$101,872	\$92,376	\$184,536
July, 2016	\$32,258,074	\$14,482,603	\$17,775,471	\$110,850	\$100,517	\$200,798
July, 2017	\$33,740,816	\$14,482,603	\$19,258,213	\$120,096	\$108,901	\$217,548
July, 2018	\$35,268,041	\$14,482,603	\$20,785,438	\$129,620	\$117,537	\$234,800
July, 2019	\$36,841,082	\$14,482,603	\$22,358,479	\$139,430	\$126,433	\$252,569
July, 2020	\$38,461,314	\$14,482,603	\$23,978,711	\$149,534	\$135,595	\$270,872
July, 2021	\$40,130,154	\$14,482,603	\$25,647,551	\$159,941	\$145,032	\$289,724
July, 2022	\$41,849,058	\$14,482,603	\$27,366,455	\$170,660	\$154,752	\$308,141
July, 2023	\$43,619,530	\$14,482,603	\$29,136,927	\$181,701	\$164,763	\$329,141
July, 2024	\$45,443,116	\$14,482,603	\$30,960,513	\$193,073	\$175,076	\$349,741
July, 2025	\$47,321,410	\$14,482,603	\$32,838,807	\$204,786	\$185,697	\$370,959
July, 2026	\$49,256,052	\$14,482,603	\$34,773,449	\$216,851	\$196,637	\$392,813
July, 2027	\$51,248,733	\$14,482,603	\$36,766,130	\$229,277	\$207,905	\$415,323
July, 2028	\$53,301,195	\$14,482,603	\$38,818,592	\$242,077	\$219,511	\$438,509
July, 2029	\$55,415,231	\$14,482,603	\$40,932,628	\$255,260	\$231,466	\$462,389
July, 2030	\$57,592,688	\$14,482,603	\$43,110,085	\$268,839	\$243,779	\$486,987
July, 2031	\$59,835,469	\$14,482,603	\$45,352,866	\$282,825	\$256,461	\$512,322
July, 2032	\$62,145,533	\$14,482,603	\$47,662,930	\$297,231	\$269,524	\$538,417
July, 2033	\$64,524,899	\$14,482,603	\$50,042,296	\$312,069	\$282,979	\$565,296
Total				\$4,241,317	\$3,845,961	\$7,682,915
Annual Average				\$141,377	\$128,199	\$256,097

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

24-02671F Tables 30 yr /Tax calculations

Table 3B

Estimated Tax Collections Anticipated in Study Area Over Planning Horizon, Medium Scenario

Year	Estimated Taxable Value of Study Area for Tax Purposes	Less: Base Year	Subject to Tax Increment Calculations/ Millage	County	City	Estimated Tax Increment Collections
July, 2004	\$14,482,603					
July, 2005	\$14,917,081	\$14,482,603	\$434,478	\$2,709	\$2,457	\$4,908
July, 2006	\$18,248,594	\$14,482,603	\$3,765,991	\$23,485	\$21,296	\$42,542
July, 2007	\$21,680,051	\$14,482,603	\$7,197,448	\$44,884	\$40,700	\$81,305
July, 2008	\$25,214,453	\$14,482,603	\$10,731,850	\$66,925	\$60,686	\$121,231
July, 2009	\$29,550,136	\$14,482,603	\$15,067,533	\$93,963	\$85,204	\$170,208
July, 2010	\$33,320,641	\$14,482,603	\$18,838,038	\$117,476	\$106,525	\$212,801
July, 2011	\$35,350,260	\$14,482,603	\$20,867,657	\$130,133	\$118,002	\$235,728
July, 2012	\$37,440,768	\$14,482,603	\$22,958,165	\$143,189	\$129,824	\$259,344
July, 2013	\$39,593,991	\$14,482,603	\$25,111,388	\$156,597	\$142,000	\$283,667
July, 2014	\$41,811,810	\$14,482,603	\$27,329,207	\$170,428	\$154,541	\$308,720
July, 2015	\$44,096,165	\$14,482,603	\$29,613,562	\$184,673	\$167,459	\$334,525
July, 2016	\$46,449,050	\$14,482,603	\$31,966,447	\$199,346	\$180,764	\$361,104
July, 2017	\$48,872,521	\$14,482,603	\$34,389,918	\$214,459	\$194,468	\$388,481
July, 2018	\$51,368,697	\$14,482,603	\$36,886,094	\$230,025	\$208,583	\$416,678
July, 2019	\$53,939,758	\$14,482,603	\$39,457,155	\$246,059	\$223,122	\$445,722
July, 2020	\$56,587,950	\$14,482,603	\$42,105,347	\$262,573	\$238,097	\$475,637
July, 2021	\$59,315,589	\$14,482,603	\$44,832,986	\$279,583	\$253,522	\$506,449
July, 2022	\$62,125,056	\$14,482,603	\$47,642,453	\$297,103	\$269,409	\$538,186
July, 2023	\$65,018,808	\$14,482,603	\$50,536,205	\$315,149	\$285,772	\$570,875
July, 2024	\$67,999,372	\$14,482,603	\$53,516,769	\$333,736	\$302,627	\$604,544
July, 2025	\$71,069,354	\$14,482,603	\$56,586,751	\$352,881	\$319,987	\$639,224
July, 2026	\$74,231,434	\$14,482,603	\$59,748,831	\$372,600	\$337,868	\$674,944
July, 2027	\$77,488,377	\$14,482,603	\$63,005,774	\$392,910	\$356,285	\$711,736
July, 2028	\$80,843,029	\$14,482,603	\$66,360,426	\$413,830	\$375,255	\$749,631
July, 2029	\$84,298,319	\$14,482,603	\$69,815,716	\$435,378	\$394,794	\$788,663
July, 2030	\$87,857,269	\$14,482,603	\$73,374,666	\$457,572	\$414,919	\$828,866
July, 2031	\$91,522,987	\$14,482,603	\$77,040,384	\$480,432	\$435,648	\$870,276
July, 2032	\$95,298,677	\$14,482,603	\$80,816,074	\$503,977	\$456,999	\$912,927
July, 2033	\$99,187,637	\$14,482,603	\$84,705,034	\$528,229	\$478,990	\$956,858
Total				\$7,450,283	\$6,755,803	\$13,495,782
Annual Average				\$248,343	\$225,193	\$449,859

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

24-026/TIF Tables 30 yr /Tax calculations

Table 3C

Estimated Tax Collections Anticipated In Study Area Over Planning Horizon, High Scenario

Year	Estimated Taxable Value of Study Area for Tax Purposes	Less: Base Year	Subject to Tax Increment Calculations/ Millage	County	City	Estimated Tax Increment Collections
July, 2004	\$14,482,603					
July, 2005	\$44,947,664	\$14,482,603	\$334,478	\$2,709	\$2,457	\$4,908
July, 2006	\$15,364,594	\$14,482,603	\$881,991	\$5,500	\$4,987	\$9,963
July, 2007	\$20,151,531	\$14,482,603	\$5,668,928	\$35,352	\$32,057	\$64,038
July, 2008	\$30,850,077	\$14,482,603	\$16,367,474	\$102,069	\$92,555	\$184,893
July, 2009	\$42,590,580	\$14,482,603	\$28,107,977	\$175,284	\$158,945	\$317,518
July, 2010	\$49,147,047	\$14,482,603	\$34,664,444	\$216,171	\$196,020	\$391,582
July, 2011	\$57,831,458	\$14,482,603	\$43,348,855	\$270,328	\$245,129	\$489,684
July, 2012	\$61,626,402	\$14,482,603	\$47,143,799	\$293,993	\$266,589	\$532,553
July, 2013	\$65,535,194	\$14,482,603	\$51,052,591	\$318,369	\$288,692	\$576,708
July, 2014	\$69,561,250	\$14,482,603	\$55,078,647	\$343,476	\$311,459	\$622,188
July, 2015	\$73,708,088	\$14,482,603	\$59,225,485	\$369,336	\$334,908	\$669,032
July, 2016	\$77,979,330	\$14,482,603	\$63,496,727	\$395,972	\$359,061	\$717,282
July, 2017	\$82,378,710	\$14,482,603	\$67,896,107	\$423,407	\$383,939	\$766,979
July, 2018	\$86,910,071	\$14,482,603	\$72,427,468	\$451,665	\$409,563	\$818,166
July, 2019	\$91,577,373	\$14,482,603	\$77,094,770	\$480,771	\$435,956	\$870,890
July, 2020	\$96,384,695	\$14,482,603	\$81,902,092	\$510,750	\$463,140	\$925,195
July, 2021	\$101,336,236	\$14,482,603	\$86,853,633	\$541,628	\$491,140	\$981,129
July, 2022	\$106,436,323	\$14,482,603	\$91,953,720	\$573,433	\$519,980	\$1,038,742
July, 2023	\$111,689,412	\$14,482,603	\$97,206,809	\$606,191	\$549,685	\$1,098,083
July, 2024	\$117,100,095	\$14,482,603	\$102,617,492	\$639,933	\$580,281	\$1,159,204
July, 2025	\$122,673,097	\$14,482,603	\$108,190,494	\$674,687	\$611,796	\$1,222,158
July, 2026	\$128,413,290	\$14,482,603	\$113,930,687	\$710,483	\$644,255	\$1,287,001
July, 2027	\$134,325,689	\$14,482,603	\$119,843,086	\$747,353	\$677,689	\$1,353,790
July, 2028	\$140,415,460	\$14,482,603	\$125,932,857	\$785,330	\$712,125	\$1,422,582
July, 2029	\$146,687,924	\$14,482,603	\$132,205,321	\$824,446	\$747,595	\$1,493,438
July, 2030	\$153,146,561	\$14,482,603	\$138,665,958	\$864,735	\$784,128	\$1,566,420
July, 2031	\$159,803,018	\$14,482,603	\$145,320,415	\$906,233	\$821,758	\$1,641,591
July, 2032	\$166,657,109	\$14,482,603	\$152,174,506	\$948,975	\$860,516	\$1,719,017
July, 2033	\$173,716,822	\$14,482,603	\$159,234,219	\$993,001	\$900,438	\$1,798,766
Total				\$14,211,579	\$12,886,843	\$25,743,501
Annual Average				\$473,719	\$429,561	\$858,117

Source: Nassau Co. Property Appraiser; City of Fernandina Beach;
Real Estate Research Consultants, Inc.

24-026/TIF Tables 30 yr Tax calculations

RESOLUTION 2005-91

A SECOND AMENDED AND RESTATED RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE FERNANDINA BEACH WATERFRONT AND ADJOINING AREAS; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY; RESCINDING RESOLUTIONS 2004-33 AND 2004-70, AND PROVIDING FOR AN EFFECTIVE DATE.

Whereas, Section 107(A) of the City Charter of the City of Fernandina Beach provides as follows:

The City of Fernandina Beach is prohibited from creating any more than two non-contiguous, community redevelopment areas (CRA), pursuant to F.S. ch. 163, Part III. The City of Fernandina Beach is prohibited from creating any such CRA wherein the assessed value for ad valorem tax purposes of the real property contained within such CRA would exceed two percent (2%) of the total assessed value of all real property in the city at the time of creation of such CRA.

Whereas, this is the first CRA adopted within the City of Fernandina Beach, and at the time of adoption of this resolution, the assessed value of the city was \$1,275,208,887.00. Therefore, pursuant to the City Charter section 107(A), the maximum assessed value contained in the CRA designated area is \$25,504,178.00, and the Area designated in the Finding of Necessity contains an assessed value of \$15,716,938, and therefore is in compliance with City Charter Section 107(A); and

Whereas, pursuant to F.S. §163.346, a Notice to Taxing Authorities is required to be mailed by registered mail to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area at least 15 days before the adoption of this resolution, and notice must be published 10 days prior to the adoption of the resolution; and

Whereas, a second Amended and Restated Study has been done of the conditions in that part of the City known and referred to as the Waterfront, as more particularly described in Exhibit "A" hereof (such are being referred to herein as the "Area"); and

Whereas, a copy of second Amended and Restated Finding of Necessity Study, dated May 3, 2005, revised by the City Staff and based on the University of Florida study, dated March, 2004, is attached hereto as Exhibit "B" and made a part of the official records and minutes of the adoption of this resolution; and

Whereas, it is the intent of the Commission that this Seconded Amended and Restated Finding of Necessity supersede the original Finding of Necessity Resolution, 2004-33, dated March 2, 2004 and the Amended and Restated Finding of Necessity Resolution, 2004-70 dated April 20, 2004, and that both Resolution 2004-33 and 2004-70 are rescinded by this resolution; and

Whereas, after having considered the study's determinations and the facts and evidence of conditions in the Area and having received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area.

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

Section 1. Findings of Conditions. Based upon the evidence, data and facts presented to it, the City Commission does hereby find:

(a) Conditions are present in the area of the City of Fernandina Beach described in Exhibit "A" attached hereto (such area being referred to herein as either the "Area" or the "Redevelopment Area") which are detrimental to the sound growth of the City, and which substantially impair or arrest the growth within the Area and adjacent territory, and present conditions and uses in the Area are detrimental to the public health, safety, morals and public welfare; and

(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. inadequate and outdated building density patterns.

Section 2. Finding of Necessity. The City Commission does hereby expressly find that the rehabilitation, conservation or redevelopment, or a combination thereof, of the area are necessary and in the interest of the public health, safety, morals or welfare of the residents of Fernandina Beach.

Section 3. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City of Fernandina Beach does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes (2004), and that such area constitutes a Community Redevelopment Area as defined in Section 163.340(10), Florida Statutes (2004).

Section 4. Community Redevelopment Agency. The City of Fernandina Beach does hereby expressly find that it is necessary, appropriate, proper and timely that a Community Redevelopment Agency be created to carry out community redevelopment as contemplated by Part III, Chapter 163, Florida Statutes (2004), to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

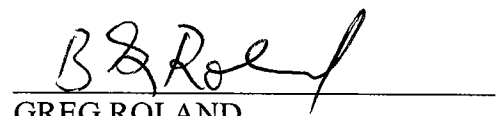
Section 5. Effective Date. This Second Amended and Restated Resolution shall take effect immediately upon its approval.

PASSED AND ADOPTED this 3rd day of May, 2005.

ATTEST:

CITY OF FERNANDINA BEACH


CASSANDRA P. MITCHELL
City Clerk


GREG ROLAND
Commissioner-Mayor

Date Registered Notice sent: April 18, 2005
Date of Advertisement: April 22, 2005
Date of Passage: May 3, 2005



CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

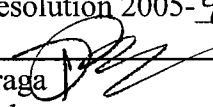
SUBJECT: Resolution 2005-91
Second Amended and Restated Resolution for the Finding of Necessity

DEPARTMENT: Legal

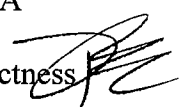
ATTACHMENTS: ☐ Ordinance ☒ Resolution
☒ Support Documents ☐ Other

SUMMARY: This is the Second Amended and Restated Resolution for the Finding of Necessity. Staff has revised the finding originally prepared by the University of Florida in 2004. The new finding excludes the residential area, which leaves the modified area as shown on the map, and consisting of 56 parcels of property. The land use table showing the current designation of the parcels is on page 9. This resolution also rescinds the early resolutions for the finding of necessity. The Notice to Taxing authorities was mailed by registered mail on April 18, as required by law, and the advertisement for the adoption of this resolution was in the April 22, 2005 News Leader.

RECOMMENDED ACTION: Approval of Resolution 2005-91

DEPARTMENT HEAD Submitted: DBraga  Date: 4/25/05
Requested Agenda Date: 5/3/05

FINANCE DEPARTMENT Budgeted ☐ Yes ☐ No ☒ N/A Date: N/A

CITY ATTORNEY Approved for Form and Correctness  Date: 4/27/05

CITY MANAGER Approved Agenda Item for  Date: 5/3/05

COMMISSION ACTION: ☒ Approved As Recommended ☐ Disapproved
☐ Approved With Modification ☐ Tabled To Time Certain
☐ Other

DISTRIBUTION: ☐ CA ☐ CC ☐ CM ☐ CD ☐ FI ☐ FD ☐ GC ☐ HR ☐ MD ☐ PD ☐ PR ☐ PW ☐ UD

RESOLUTION 2005-91

A SECOND AMENDED AND RESTATED RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE FERNANDINA BEACH WATERFRONT AND ADJOINING AREAS; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY; RESCINDING RESOLUTIONS 2004-33 AND 2004-70, AND PROVIDING FOR AN EFFECTIVE DATE.

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Whereas, a copy of second Amended and Restated Finding of Necessity Study, dated May 3, 2005, revised by the City Staff and based on the University of Florida study, dated March, 2004, is attached hereto as Exhibit "B" and made a part of the official records and minutes of the adoption of this resolution; and

Whereas, it is the intent of the Commission that this Seconded Amended and Restated Finding of Necessity supersede the original Finding of Necessity Resolution, 2004-33, dated

March 2, 2004 and the Amended and Restated Finding of Necessity Resolution, 2004-70 dated April 20, 2004, and that both Resolution 2004-33 and 2004-70 are rescinded by this resolution; and

Whereas, after having considered the study's determinations and the facts and evidence of conditions in the Area and having received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area.

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

Section 1. Findings of Conditions. Based upon the evidence, data and facts presented to it, the City Commission does hereby find:

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(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. inadequate and outdated building density patterns.

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Section 5. Effective Date. This Second Amended and Restated Resolution shall take effect immediately upon its approval.

PASSED AND ADOPTED this 3rd day of May, 2005.

ATTEST:

CITY OF FERNANDINA BEACH

CASSANDRA P. MITCHELL
City Clerk

GREG ROLAND
Commissioner-Mayor

Date Registered Notice sent: April 18, 2005
Date of Advertisement: April 22, 2005
Date of Passage: _____

Finding of Necessity

City of Fernandina Beach, Florida

Study for the Proposed Community Redevelopment Agency (CRA) Area

Amended and Revised by City of Fernandina Beach Planning Department

Amended and Restated, May, 3rd 2005

Table of Contents

SECTION

- 1. Introduction**
- 2. Requirements and Definitions**
- 3. Proposed CRA Area**
 - **Location**
 - **Boundaries**
- 4. Analysis of Requirements Met**
 - **Blighted Area Conditions**
- 5. Summary and Conclusions**

APPENDIX

- **Assessed Values**

Finding of Necessity for the City of Fernandina Beach

Fernandina Beach, a city of 11,021 persons, is located on Amelia Island at the northeastern corner of Florida across the Cumberland Sound and St. Mary's River on the Atlantic Ocean. Within its traditional downtown area is a historic waterfront, including industrial, commercial, and residential uses. Traditional industries such as shrimping and seafood processing once flourished in the waterfront district. The proposed CRA area is along the industrial waterfront, which can be categorized into three areas: (1) Marina; (2) Shrimping and seafood processing area; and (3) adjacent residential areas. The State of Florida port facilities abut the area, but are not included in the CRA. However, its presence must be considered as part of the planning process. Each of the areas is unique and represents opportunity for redevelopment. The City of Fernandina Beach considers this area ready for redevelopment, in order to realize its full potential. Plans are to identify and develop a Community Redevelopment Agency (CRA) for the waterfront area. Per Chapter 163 in the Florida Statutes, a Finding of Necessity must first be conducted and adopted before a CRA can be established:

Section 163.355, Florida Statute reads: No county or municipality shall exercise the community redevelopment authority conferred by this part until after the governing body has adopted a resolution, supported by data and analysis, which makes a legislative finding that the conditions in the area meet the criteria described in s. 163.340 (7) or (8). The resolution must state that:

- (1) One or more slum or blighted areas, or one or more areas in which there is shortage of housing affordable to residents of low or moderate income, including the elderly, exist in such county or municipality; and*
- (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of public health, safety, morals, or welfare of the residents of such county or municipality.*

The University of Florida's Urban and Regional Planning Department, via its Center for Building Better Communities (CBBC), has conducted this Finding of Necessity for use by the City of Fernandina Beach in developing and adopting a resolution justifying the necessary conditions for establishing a CRA. This first step in the CRA process is for the City to make a finding that one or more areas have conditions of slum or blight and there is a need to redevelop. The second step is to create the Community Redevelopment

Agency, followed by preparation and adoption of the redevelopment plan. All three steps are effectuated by resolution or ordinance by the City of Fernandina Beach.

The City of Fernandina Beach, as a local government in the state of Florida, can use the Community Redevelopment Act (Florida Statutes, Chapter 163) for redevelopment within its community. The Act is focused on alleviating deterioration in older areas of a community through use of a comprehensive approach that includes financing mechanisms (bonding and tax increment financing) and legal framework (resolutions, ordinances, and police powers such as eminent domain). The presence of slum and blight conditions in a community contributes to decreased revenues and other undesirable impacts. The Community Development Act can provide powerful tools to a community to improve these conditions, but the process must be followed, per Chapter 163.

This document provides the crucial first step of the CRA process for the City of Fernandina Beach. It provides a summary of the information needed to justify conditions of blight, as well as identifies and defines the boundaries of the proposed CRA district along the waterfront and adjacent areas of the City of Fernandina Beach.

Finding of Necessity for the City of Fernandina Beach

The State of Florida Statute Chapter 163, amended in 2002, outlines the requirements of the Finding of Necessity. Specifically, subsections (7) and (8) of s. 163.340 are used in determining the conditions to justify establishment of a CRA.

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence exhibiting one or more of the following factors:

- (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- (b) High density of population, compared to the population density of adjacent area within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- (c) The existence of conditions that endanger life or property by fire or other causes.

(8) "Blighted area" means an area in which there are A substantial number of deteriorated, or 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 5 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 Code 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.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n). For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.

Section
3

Proposed CRA Area

Finding of Necessity for the City of Fernandina Beach

Location

Fernandina Beach is located on Amelia Island at the northeastern corner of Florida, 32 miles north of Jacksonville. Its geographic position is at 30.65 degrees north of the equator and 81.44 degrees west of the prime meridian. The City of Fernandina Beach occupies 7 square miles of Amelia Island's 10.65 square mile area. The amount of land area in the City is 27,592 square kilometers.

Amelia Island Location Relative to Jacksonville

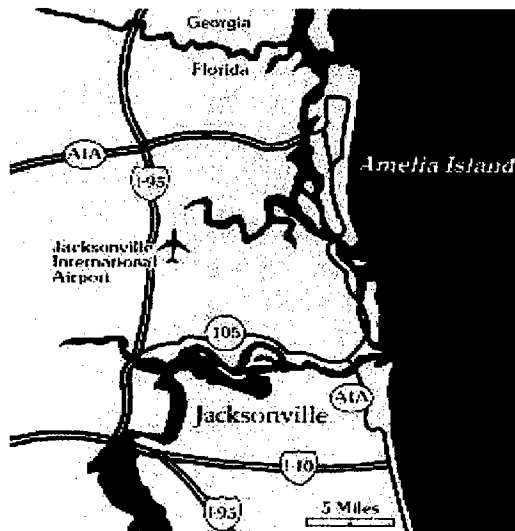


Exhibit A. Source: <http://www.ameliaisland.com/>, 2003

The City of Fernandina Beach on Amelia Island is the southernmost Atlantic coast barrier island in the United States. It is across from St. Mary's River and the Cumberland Sound, and is rich in early American history. Amelia Island has had eight different flags flown over it - its cultural and historic resource are tremendous. Its environment has earned it the reputation as "Nature Island." This 13.5 mile-long by 2 mile-wide island has 13 miles of beaches. Fernandina Beach claims to be the oldest city in the United States because of its historic community status dating back to the mid-1500's. Its 50-block Historic District is on the National Register of Historic Places.

City of Fernandina Beach Location Relative to Amelia Island

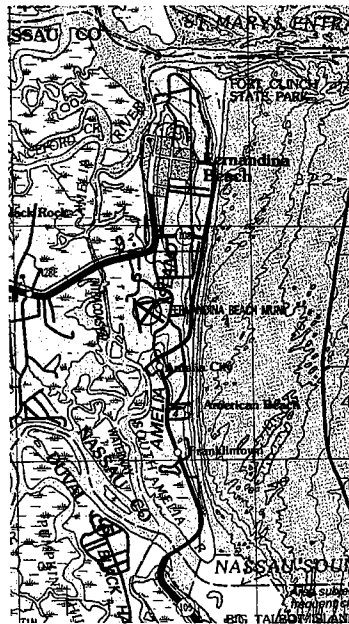


Exhibit B. Source: University of Florida, Map and Imagery Library,
United States Geological Survey Map

Industry has thrived throughout history in Fernandina Beach, birthplace of the modern shrimping industry. It is reputed to produce the world's sweetest shrimp. In addition to modern industry approaches, some of the shrimping industry's customs are preserved in Fernandina Beach, such as the handcrafting skill of netmaking. Given industry decline through the years, the area along the historic waterfront is now in need of redevelopment. Some traditional industries still exist, yet the opportunity for redevelopment in alternative uses is very high.

The proposed CRA boundary is along the historic waterfront, incorporating the area of the marina, the traditional shrimping and seafood processing area, and adjacent uses.

The general study area of the CRA is reflected in Exhibit C below. The blighted areas are located in that part of Fernandina Beach more particularly described as all of the lots abutting the Amelia River also known as waterfront lots 1-8 and 25-40. The westerly $\frac{1}{2}$ of Block 3 including lots 1-18 and 29-34, east to the westerly $\frac{1}{2}$ of Block 8 particularly lots 1-14 and 31-34; and the northerly $\frac{1}{2}$ of lot 30. The westerly $\frac{1}{2}$ of block 9 lots 1-14 and 33, 34. All of Block 2; lots 5-26 of Block 1 and of all Blocks 270 and 271; containing 56 parcels of property. The proposed area does not include the downtown historic area bordering Centre Street, but rather abuts it.

CRA Study Area Location in Fernandina Beach

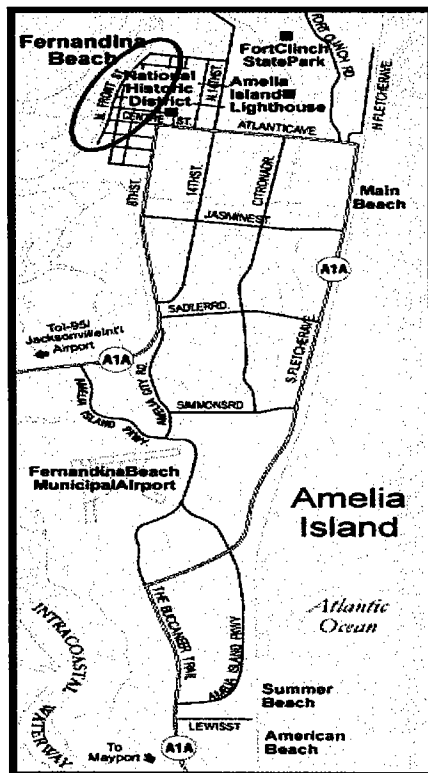


Exhibit C. CRA Study Area Location in Fernandina Beach

Land Uses

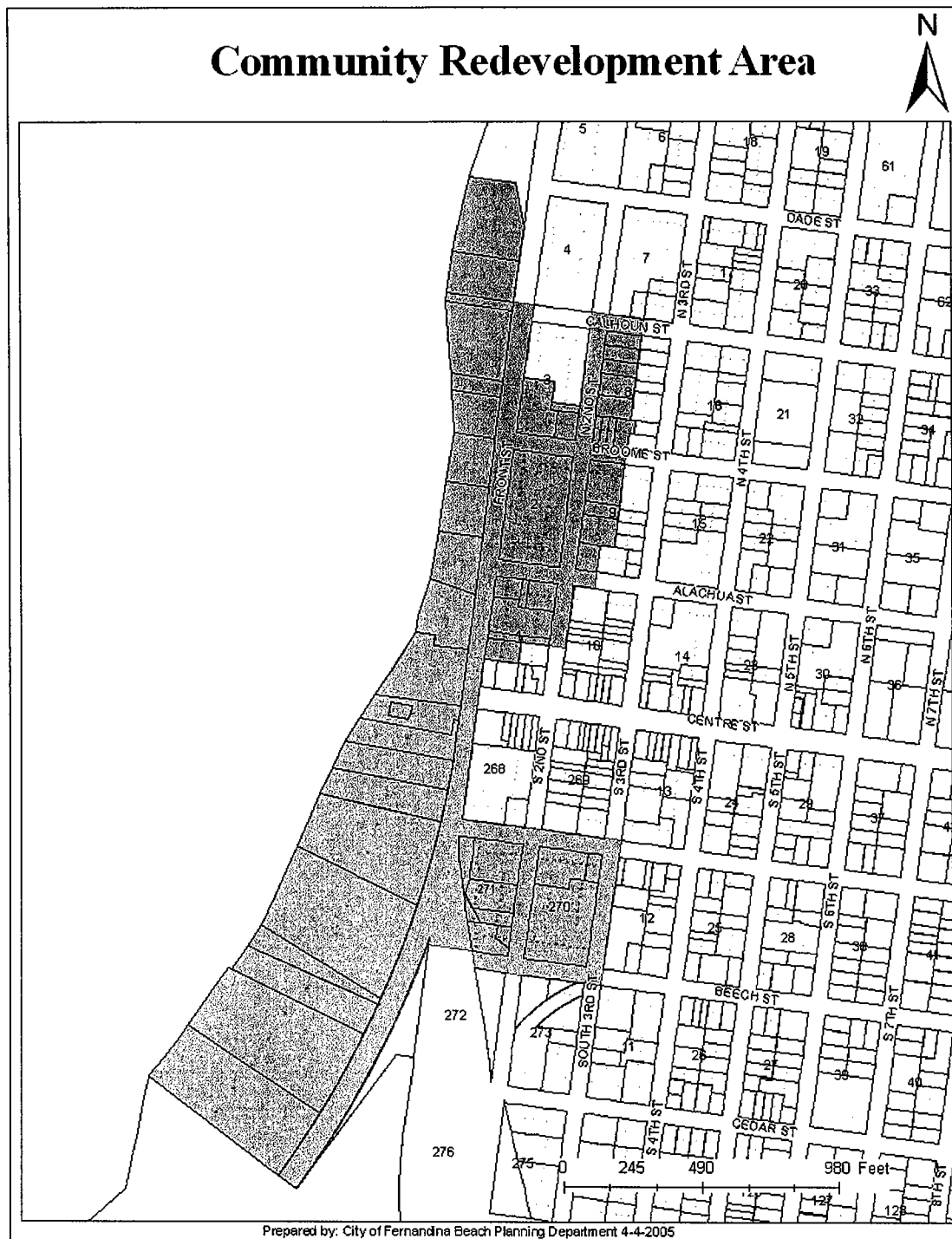
The proposed CRA district contains 56 parcels total. The uses for these parcels include industrial, warehouses, public, and commercial. The majority of the area is focused on industrial, commercial and warehousing activities along the waterfront (Front Street and N. Second Street). The following table lists the district by types in the proposed boundary.

Table 1. Land Use in Fernandina Beach Proposed CRA

C-2	7
C-3	8
IM	13
IW	14
PUD	8

Boundaries

Proposed Boundaries of the CRA Waterfront District



Section

4

Analysis of Requirements Met

Finding of Necessity for the City of Fernandina Beach

During this project, we conducted a comprehensive analysis of the targeted area to examine parcels and conditions within the area. This was accomplished via analysis of data collected from primary and secondary sources, including databases and through on-site surveying techniques. The analysis and determination of conditions have been made according to the statutory requirements. From the list of required factors, we must justify conditions of slum or blight, gauging the level and type of slum or blight conditions prerequisite to establishment of a CRA. Since the stipulations were amended in 2002, standards have become higher to establish a CRA. However, conditions exist in the proposed district to qualify for the necessary status.

Blighted Area Conditions

Two or more of the factors (a) through (n) have to be met to justify conditions of blight. We have examined all factors, and found the following four to be highly justifiable for conditions of blight. Through direct study, via this project, we have collected the following information to use as the basis for justification.

1. (Subsection "a") – Inadequate street layout, parking facilities -

The railway divides the waterfront district from the adjacent historic district, cutting off access for visitors to the downtown district. With the exception of the marina at the end of Centre Street, the rest of the waterfront district is not appealing or accessible enough to entice visitors to continue exploration of the area. One of the rail lines is no longer in use, which could possibly provide space for improving the roadway and creating a pedestrian passageway from the State of Florida port facilities to the historic downtown, via Front Street. In its current condition, it is not adequate to support transfer of tourists from cruise boats at the Port to the downtown, for example. There is lack of pedestrian or bicycle facilities, including sidewalks in the district.

Parking facilities at the south end of the district need to be upgraded (currently unpaved and otherwise unimproved), to alleviate congestion on Centre Street as well as provide better facilities for visitors to the marina area. Additionally, the industrial district generates traffic, including heavy trucking activities. These activities are economically valuable to the city as a whole, and within the district, the issues surrounding traffic flow need to be

addressed. Overall, the district along the waterfront needs to have better access to the downtown area, as the current street layout does not provide adequate circulation or access.



Exhibit E. Unused rail line, dividing historic downtown and Front Street, along the waterfront. Also, there are no sidewalks or safe pedestrian passageways from the Port to the downtown area.

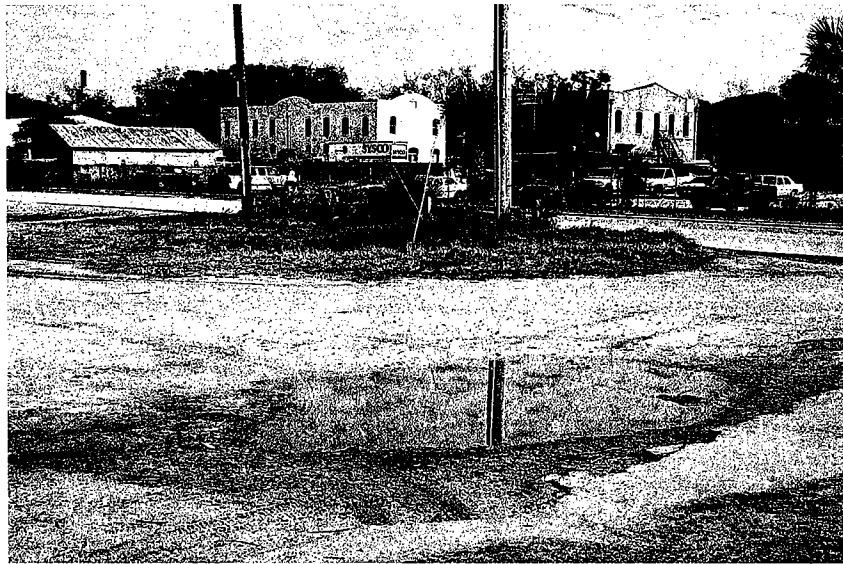


Exhibit F. Unimproved and deteriorating parking facilities in the proposed district.

2. (Subsection "d") – Unsanitary or unsafe conditions

There exist unsanitary and unsafe conditions in the proposed district. The presence of these conditions contributes to economic decline of the area, and the district is not realizing its development potential, nor is it generating the types of economic activities needed to improve tax revenue collections in the district. The majorities of these conditions are present along the waterfront, on Front Street and include economically obsolete industrial buildings on the waterside. Older pier structures also contribute to the physical decline of the district, as well as industrial debris that has not been adequately disposed. Certainly, this area is not safe in the sense that this corridor is the one in which visitors arriving via cruise boats are to travel through to reach downtown. There are not sidewalks or other safe pedestrian or bicycle passageways in much of the district, leading to unsafe conditions.

The issue of safe passageways for pedestrians is evidenced throughout the district. In general, there is a lack of lighting throughout the district, although some streets have a light on the corner. Exhibit G shows additional conditions that influence safe conditions.

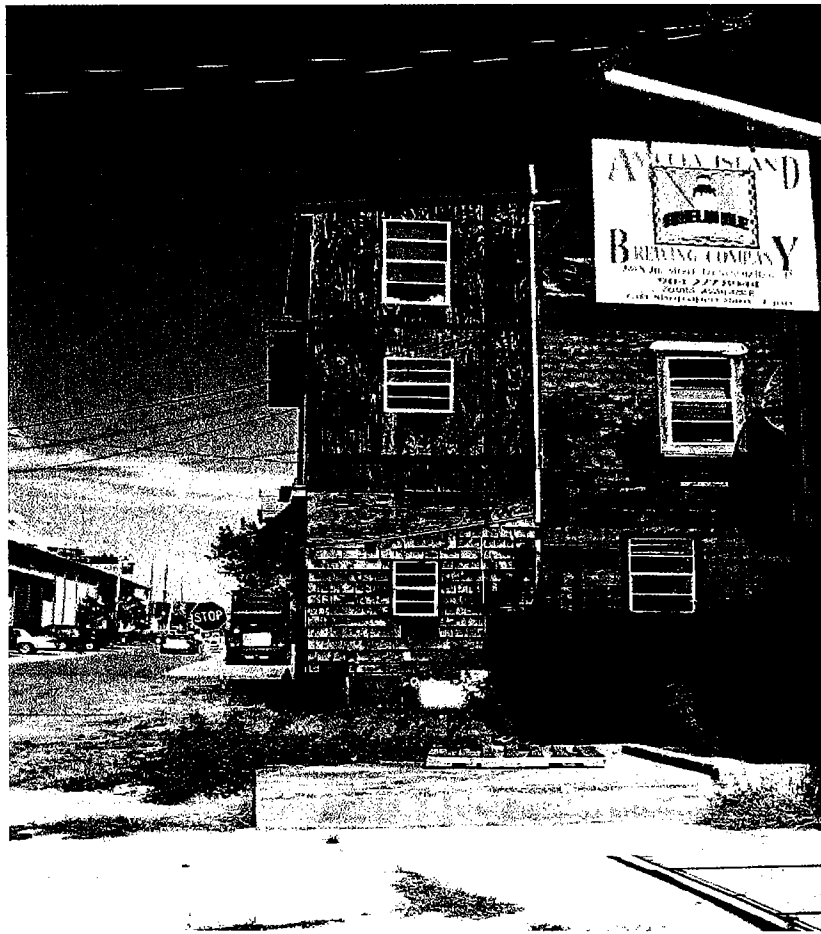


Exhibit G. Lack of sidewalks and other amenities do not promote a safe environment. Coupled with heavy industrial traffic, the residential use is not compatible with surrounding land uses. Dilapidation of structure is evident. (North 3rd Street)

3. (Subsection "e") – Deterioration of site or other improvements – A large number of properties in the district exhibit deterioration. This includes industrial, commercial, and public properties. Deterioration leads to economic distress, as well as unsafe conditions. Several sites are illustrated below as demonstration of deterioration of sites, and of past improvements. Exhibits H and I illustrate deterioration adjacent to the marina.

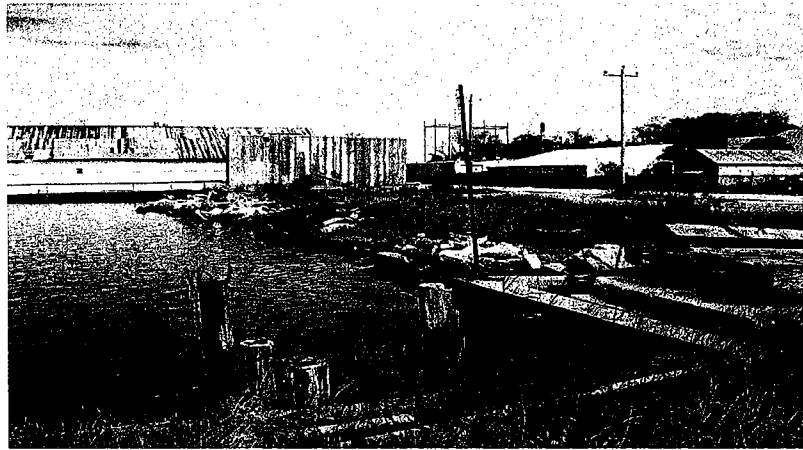


Exhibit H. Deterioration of waterfront areas, adjacent to public space.

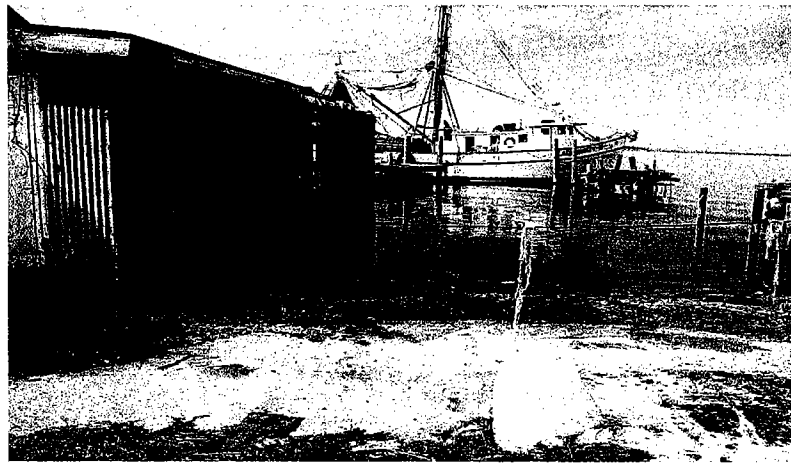


Exhibit I. Deterioration of site. Front Street.



Exhibit J. Deterioration of site on Front Street.

4. (Subsection "f") – Inadequate and outdated building density patterns – The area along the waterfront, and indeed, the entire district, is positioned within the context of waterfront property in a desirable Florida location. Given this locational attribute, the current building pattern is outdated. The district suffers from a lack of usability for pedestrians and bicyclists in general, with no sidewalks in much of the area. Current industrial activities provide greatly needed job and revenue opportunities; however, the building density pattern in the area for these uses is inadequate and this issue needs to be thoroughly addressed in the planning process, including the flow of traffic from the industrial areas.

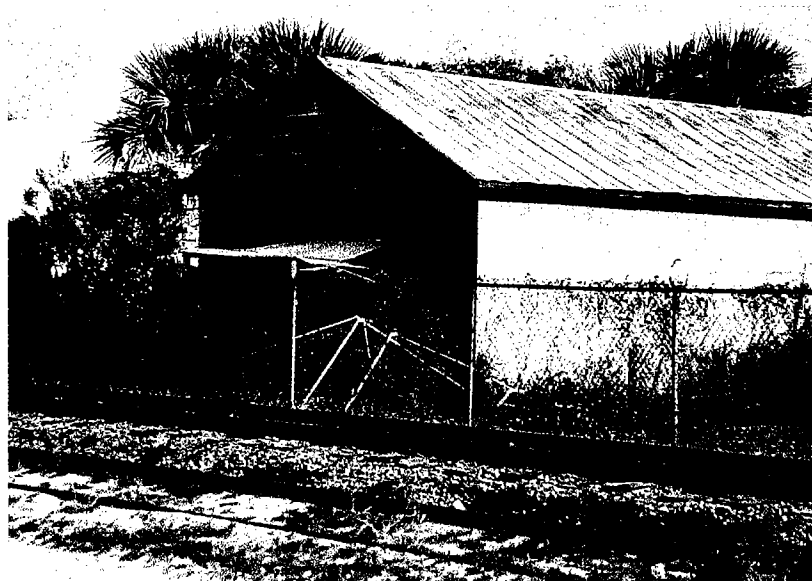


Exhibit K. Outdated building patterns; lack of usability, and no longer compatible with surrounding land uses.

Section
5

Summary and Conclusions

Finding of Necessity for the City of Fernandina Beach

Finding of Necessity Justification

Based on the data collected and the analysis conducted in this study, the City of Fernandina Beach Waterfront Redevelopment Area qualified as a CRA area as defined by Florida Statutes, Chapter 163.340. The proposed area clearly meets the conditions of blight with four criteria (only two are required). This study clearly indicates the need for establishment of a CRA and development of a CRA plan so the area will be in accordance with community goals and objectives and comprehensive planning and development approaches. The City of Fernandina Beach, in drafting a resolution to adopt the Finding of Necessity, can utilize the information presented in this report for justification. Following adoption of the resolution, the next step, pursuant to Florida Statutes, Chapter 163.356, amended in 2002, is:

(1) Upon a finding of necessity as set forth in s. 163.355, an upon further finding that there is a need for a community redevelopment agency to function in the county or municipality to carry out the community redevelopment purposes of this part, any county or municipality may create a public body corporate and politic to be known as a "community redevelopment agency."

To summarize the justifications identified, we found:

- Blight Conditions:
 - Inadequate street layout, parking facilities
 - Unsanitary or unsafe conditions
 - Deterioration of site or other improvements
 - Inadequate and outdated building density patterns

These conditions support the Finding of Necessity for establishing the City of Fernandina Beach Waterfront CRA.

Appendix

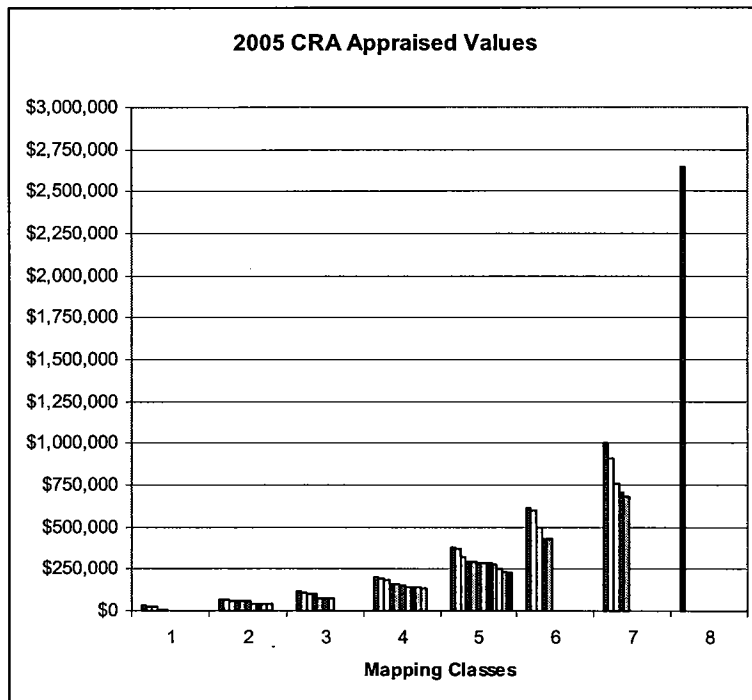
Finding of Necessity for the City of Fernandina Beach

1. Assessed Values





Community Redevelopment Area



All Appraised values come from Nassau County Property Appraiser (April 1st, 2005)

Legend

CRA Boundary

2005 CRA Appraised Values

- 1 \$3,982.00 - \$30,195.00
- 2 \$30,195.00 - \$71,614.00
- 3 \$71,614.00 - \$114,144.00
- 4 \$114,144.00 - \$205,659.00
- 5 \$205,659.00 - \$379,345.00
- 6 \$379,345.00 - \$611,728.00
- 7 \$611,728.00 - \$1,001,879.00
- 8 \$1,001,879.00 - \$2,644,645.00

Involved Properties: 56

Total Acres: 37.364

Total Assessed Value: \$15,716,938



RESOLUTION NO. 2005-113

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; APPROVING A COMMUNITY REDEVELOPMENT PLAN; AUTHORIZING AND DIRECTING THE AGENCY TO IMPLEMENT THE PLAN; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on May 3, 2005, the City Commission adopted a Second Amended and Restated Finding, Resolution No. 2005-91 which found the existence of one or more blighted areas in the corporate limits of the City of Fernandina Beach, such area referred to hereinafter as the "Area," and

WHEREAS, on April 20, 2004 the City Commission adopted Resolution No. 2004-71, which declared the City Commission as the Community Redevelopment Agency (the "Agency") and authorized and directed the Agency to undertake community redevelopment pursuant to Part III, Chapter 163, Florida Statutes (2003) (the "Redevelopment Act"); and

WHEREAS, in accordance with the Redevelopment Act, a plan for the redevelopment of the Area has been prepared and reviewed in accordance with Redevelopment Act; and

WHEREAS, the Agency has considered the proposed redevelopment plan and has recommended to the City Commission that the proposed plan be approved; and

WHEREAS, the City Commission has held a public hearing after notice to the public and to each taxing authority as provided in the Redevelopment Act concerning the proposed redevelopment plan;

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

SECTION 1. FINDINGS. The City Commission does hereby find, after the public hearing concerning the proposed redevelopment plan (the "Plan") a copy of which is attached hereto as Exhibit "A", that the Plan:

(a) Conforms to the comprehensive plan for the municipality under the Local Government Comprehensive Planning and Land Development Regulation Act.

(b) Is sufficiently complete to indicate redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the Area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.

(c) Provides for the development of affordable housing in the Area, or states the reasons for not addressing the development of affordable housing in the Area.

SECTION 2. ADDITIONAL FINDINGS. The City Commission does hereby find that with respect to the Plan:

(a) A feasible method exists in the Plan for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

(b) The Plan conforms to the general plan of the municipality as a whole;

(c) The Plan gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the Area;

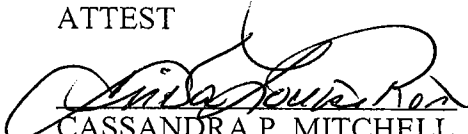
(d) The Plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the Area by private enterprise.

SECTION 3. PLAN IMPLEMENTATION. The Agency is hereby authorized and directed to proceed with the implementation of the Plan.

SECTION 4. EFFECTIVE DATE. This resolution shall take effect immediately upon its approval.

ADOPTED this 21st day of June, 2005, with a quorum present and voting.

ATTEST


CASSANDRA P. MITCHELL
all City Clerk

CITY OF FERNANDINA BEACH



KEN WALKER
Commissioner-Mayor

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: *City of Fernandina Beach Page 22 Waterfront Area Community Redevelopment Plan*

- 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.

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: City of Fernandina Beach Page 23 Waterfront Area Community Redevelopment Plan

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

City of FB Community Redevelopment Plan
Objectives and Strategies

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)

City of FB Community Redevelopment Plan
Objectives and Strategies

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 storm water engineer, Florida Public Utilities, and CSX.

Source: City of Fernandina Beach Page 24 Waterfront Area Community Redevelopment Plan

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:

City of FB Community Redevelopment Plan
Objectives and Strategies

- 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.

Source: City of Fernandina Beach Page 25 Waterfront Area Community Redevelopment Plan

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.

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: City of Fernandina Beach Page 26 Waterfront Area Community Redevelopment Plan

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.

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: *City of Fernandina Beach Page 27 Waterfront Area
Community Redevelopment Plan*

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.

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: City of Fernandina Beach Page 28 Waterfront Area Community Redevelopment Plan

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.

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: City of Fernandina Beach Page 29 Waterfront Area
Community Redevelopment Plan

City of FB Community Redevelopment Plan
Objectives and Strategies

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.

Source: *City of Fernandina Beach Page 30 Waterfront Area
Community Redevelopment Plan*

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.

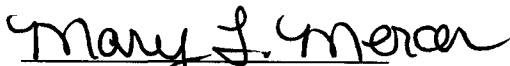
ADOPTED this 7th day of August, 2012.

CITY OF FERNANDINA BEACH

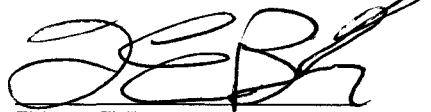


ARLENE R. FILKOFF
Commissioner - Mayor

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 ☒ 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

FINANCE DEPARTMENT Requested Agenda Regular Meeting Date: 8/7/2012

CITY ATTORNEY Approved as to Budget Requirements Date:

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

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

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

Approved at the City Commission
Regular Meeting
Held on 8-7-12
Voted: 5-0 Initial: MD

cc: Kelly Gibson
sent 8/22/12
rmm

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 8-21-12 <i>je</i>	Date: 8-9-12

COMMISSION ACTION:

☒ Approved As Recommended	☐ Disapproved
☐ Approved With Modification	☐ Postponed to Time Certain
☐ Other	☐ 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.

RESOLUTION 2013-19

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, AMENDING RESOLUTION 2005-91 TO RESET THE COMMUNITY REDEVELOPMENT AREA (CRA) BASE YEAR FROM 2005 TO 2013 AND EXTENDING THE TERM OF THE CRA 40 YEARS TO SUNSET IN THE YEAR 2053; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 107(A) of the City Charter of the City of Fernandina Beach provides as follows:

The City of Fernandina Beach is prohibited from creating any more than two (2) non-contiguous, community redevelopment areas (CRA), pursuant to F.S. Chapter 163, Part II. The City of Fernandina Beach is prohibited from creating any such CRA wherein the assessed value for ad valorem tax purpose of the real property contained within such CRA would exceed two percent (2%) of the total assessed value of all real property in the city at the time of creation of such CRA; and

WHEREAS, this is the first CRA adopted within the City of Fernandina Beach, and at the time of adoption of this resolution, the gross taxable value of the City was \$1,275,208,887. The CRA Area designated in the Finding of Necessity contains an assessed value of \$13,901,085, and therefore is in compliance with the City Charter Section 107(A); and

WHEREAS, pursuant to F.S. Section 163.346, a Notice to Taxing Authorities is required by registered mail to each taxing authority which levies ad valorem on taxable real property contained within the geographic boundaries of the redevelopment area at least 15 days prior to the adoption of this Resolution, and notice must be published at least 10 days prior to the adoption of this resolution; and

WHEREAS, it is the intent of the City Commission to enable generation of taxable revenue through this action to improve the blighted and slum conditions which were determined in the Amended and Restated Finding of Necessity through resolution 2005-91 and guided by the CRA Plan established under Resolution 2005-113;

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

Section 1. Findings of Conditions. Based upon the evidence, data and facts described in the Second Amended and Restated Finding of Necessity Resolution 2005-91, the City Commission hereby finds:

(a) Conditions continue to be present in the area of the City of Fernandina Beach described in Exhibit "A" attached hereto (such area being referred to herein as either the "Area" or the "Redevelopment Area") which are detrimental to the sound growth of the City, and which substantially impair or arrest the growth within the Area and adjacent territory, and present conditions and uses in the Area are detrimental to the public health, safety, morals, and public welfare; and

(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges, or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. Inadequate and outdated building density patterns.

Section 2. Finding of Necessity. The City Commission does hereby expressly find that the rehabilitation, conservation or redevelopment, or combination thereof, of the area continues to be necessary and in the interest of the public health, safety, morals or welfare of the residents of Fernandina Beach.

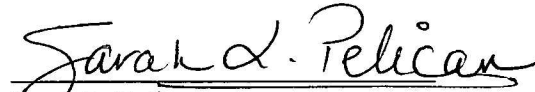
Section 3. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City of Fernandina Beach does continue to find conditions of blight as defined in Section 163.340, Florida Statute, and that such area constitutes a Community Redevelopment Area as defined in Section 163.340(10), Florida Statutes.

Section. 4. Community Redevelopment Agency. The City of Fernandina Beach does hereby expressly find that it is necessary, appropriate, proper, and timely that a Community Redevelopment Agency be extended for a period of up to forty years (40); and reset to a base year beginning in the year 2013 and sunset in the year 2053 in order to carry out redevelopment activities as contemplated by Part III, Chapter 163, Florida Statutes, to further cause, promote, and encourage rehabilitation, conservation, and redevelopment within the Area.

Section 5. Effective Date. This amended Resolution shall take effect immediately upon its approval.

ADOPTED this 18th day of June, 2013.

CITY OF FERNANDINA BEACH



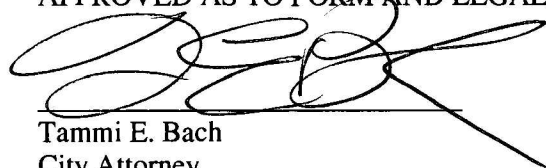
Sarah L. Pelican
Mayor - Commissioner

ATTEST:



Kimberly Elliott Briley
City Clerk Pro Tem

APPROVED AS TO FORM AND LEGALITY:



Tammi E. Bach
City Attorney

Date of Registered Notice Sent to Taxing Authorities: January 18, 2013

Date of Advertisement:

January 25, 2013

Date of Passage:

June 18, 2013



PUBLIC NOTICE
COMMUNITY REDEVELOPMENT AREA (CRA) TAX INCREMENT
TRUST FUND RESET BASE YEAR TO 2013 AND EXTEND TERM
40 YEARS ENDING 2053

Please be advised that, pursuant to Section 163.346, Florida Statutes, the City Commission of the City of Fernandina Beach, Florida, as the governing body of the City of Fernandina Beach, does hereby give public notice of its intention to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for its CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes. This action is for property located within the defined area located in the City of Fernandina Beach, and described as follows:

The blighted areas are located in that part of Fernandina Beach more particularly described as all of the lots abutting the Amelia River also known as waterfront lots 1-8 and 25-40. The westerly 1/2 of Block 3 including lots 1-8 and 29-34, east to the westerly 1/2 of Block 8 particularly lots 1-14 and 31-34; and the northerly 1/2 of lot 30. The westerly 1/2 of block 9 lots 1-14 and 33, 34. All of Block 2; lots 5-26 of Block 1 and all of Blocks 270 and 271; containing 56 parcels of property. The proposed area does not include the downtown historic area bordering Centre Street, but rather abuts it.

Please be further advised that, the funds allocated to and deposited into this fund shall be used by the Community Redevelopment Agency to fund any community redevelopment it undertakes pursuant to the approved community redevelopment plan adopted under Resolution 2005-113.

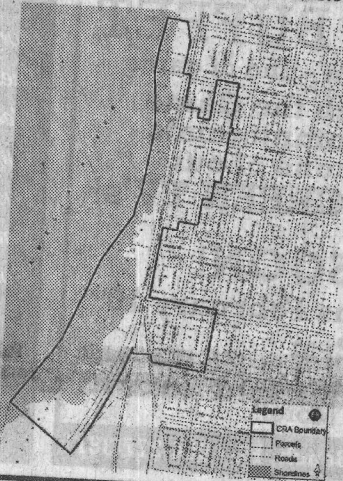
A copy of the redevelopment plan, the CRA enabling ordinance, all associated resolutions, and any other information regarding the community redevelopment area are available for review in the Office of the City Clerk, 204 Ash Street, Fernandina Beach, Florida, 32034.

The City Commission of the City of Fernandina Beach will consider the Resolution at a public hearing to be held on February 5, 2013 beginning at 6:00 p.m. or as soon thereafter as possible, at City Commission Chambers, 204 Ash Street, Fernandina Beach, Florida 32034.

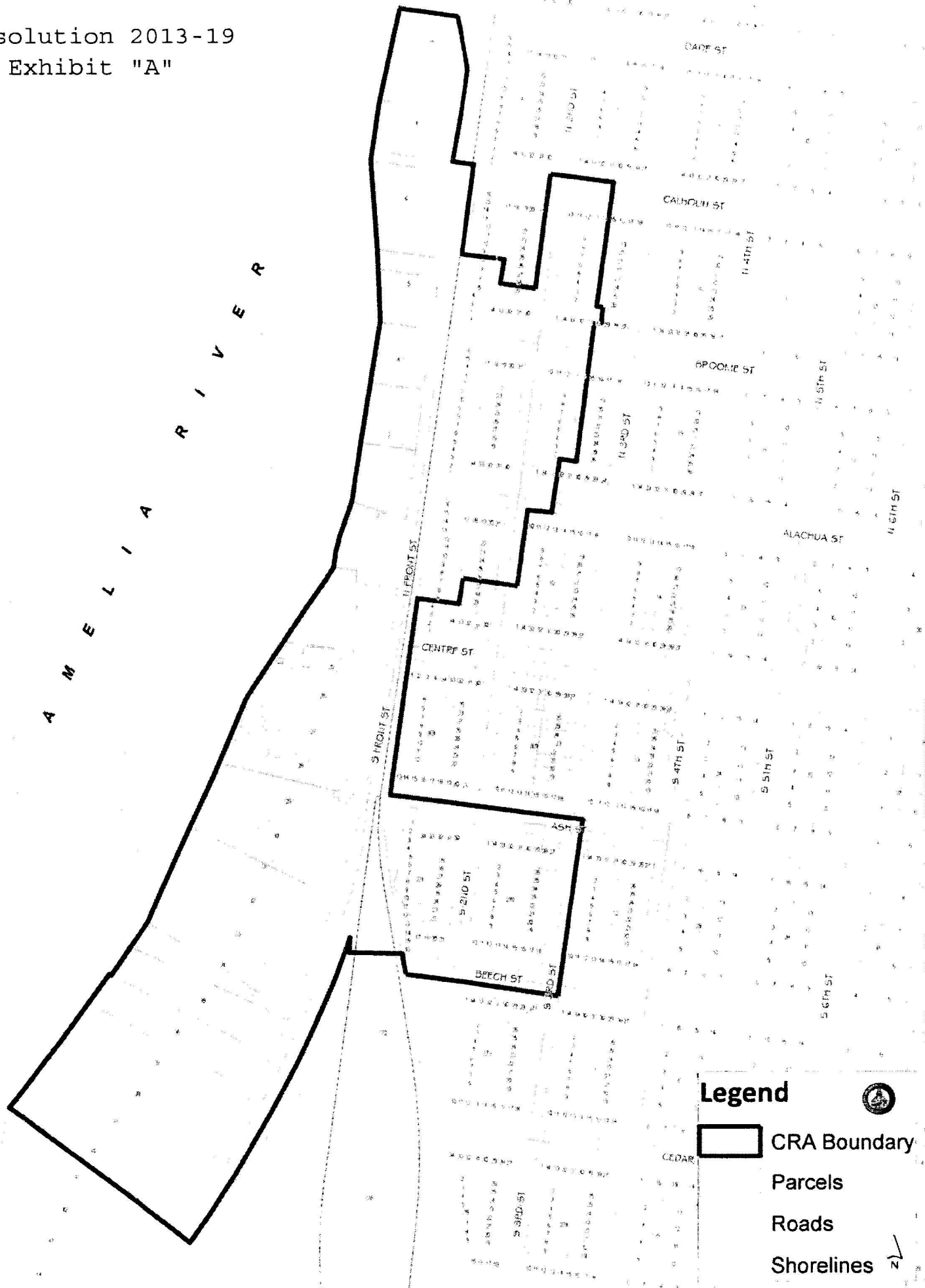
Interested parties may appear at said hearing and be heard as to the advisability of any action, which may be considered with respect to the resolution. The complete legal description by metes and bounds, the plan, and a copy of the resolution can be obtained from the Office of the City Clerk.

ALL MEMBERS OF THE PUBLIC ARE INVITED TO BE PRESENT AND BE HEARD. IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING, S/H/HE WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. PERSONS WITH DISABILITIES REQUIRING ACCOMMODATIONS IN ORDER TO PARTICIPATE IN THIS PROGRAM OR ACTIVITY SHOULD CONTACT 277-7305 OR TDD 277-7399 OR FLORIDA RELAY SERVICE 1-800-955-8771, AT LEAST 24 HOURS IN ADVANCE TO REQUEST SUCH ACCOMMODATION.

CITY OF FERNANDINA BEACH
BY: KIMBERLY ELLIOTT BRILEY
ITS: DEPUTY CITY CLERK



Resolution 2013-19
Exhibit "A"



Select Year: 2012  

The 2012 Florida Statutes

Title XI	Chapter 163	View Entire Chapter
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS	INTERGOVERNMENTAL PROGRAMS	

163.387 Redevelopment trust fund.—

(1)(a) After approval of a community redevelopment plan, there may be established for each community redevelopment agency created under s. [163.356](#) a redevelopment trust fund. Funds allocated to and deposited into this fund shall be used by the agency to finance or refinance any community redevelopment it undertakes pursuant to the approved community redevelopment plan. No community redevelopment agency may receive or spend any increment revenues pursuant to this section unless and until the governing body has, by ordinance, created the trust fund and provided for the funding of the redevelopment trust fund until the time certain set forth in the community redevelopment plan as required by s. [163.362\(10\)](#). Such ordinance may be adopted only after the governing body has approved a community redevelopment plan. The annual funding of the redevelopment trust fund shall be in an amount not less than that increment in the income, proceeds, revenues, and funds of each taxing authority derived from or held in connection with the undertaking and carrying out of community redevelopment under this part. Such increment shall be determined annually and shall be that amount equal to 95 percent of the difference between:

1. The amount of ad valorem taxes levied each year by each taxing authority, 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 each taxing authority, 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 each taxing authority prior to the effective date of the ordinance providing for the funding of the trust fund.

However, the governing body of any county as defined in s. [125.011\(1\)](#) may, in the ordinance providing for the funding of a trust fund established with respect to any community redevelopment area created on or after July 1, 1994, determine that the amount to be funded by each taxing authority annually shall be less than 95 percent of the difference between subparagraphs 1. and 2., but in no event shall such amount be less than 50 percent of such difference.

(b)1. For any governing body that has not authorized by June 5, 2006, a study to consider whether a finding of necessity resolution pursuant to s. [163.355](#) should be adopted, has not adopted a finding of necessity resolution pursuant to s. [163.355](#) by March 31, 2007, has not adopted a community redevelopment plan by June 7, 2007, and was not authorized to exercise community redevelopment powers pursuant to a delegation of authority under s. [163.410](#) by a county that has adopted a home rule charter, the amount of tax increment to be contributed by any taxing authority shall be limited as follows:

- a. If a taxing authority imposes a millage rate that exceeds the millage rate imposed by the governing

body that created the trust fund, the amount of tax increment to be contributed by the taxing authority imposing the higher millage rate shall be calculated using the millage rate imposed by the governing body that created the trust fund. Nothing shall prohibit any taxing authority from voluntarily contributing a tax increment at a higher rate for a period of time as specified by interlocal agreement between the taxing authority and the community redevelopment agency.

b. At any time more than 24 years after the fiscal year in which a taxing authority made its first contribution to a redevelopment trust fund, by resolution effective no sooner than the next fiscal year and adopted by majority vote of the taxing authority's governing body at a public hearing held not less than 30 or more than 45 days after written notice by registered mail to the community redevelopment agency and published in a newspaper of general circulation in the redevelopment area, the taxing authority may limit the amount of increment contributed by the taxing authority to the redevelopment trust fund to the amount of increment the taxing authority was obligated to contribute to the redevelopment trust fund in the fiscal year immediately preceding the adoption of such resolution, plus any increase in the increment after the adoption of the resolution computed using the taxable values of any area which is subject to an area reinvestment agreement. As used in this subparagraph, the term "area reinvestment agreement" means an agreement between the community redevelopment agency and a private party, with or without additional parties, which provides that the increment computed for a specific area shall be reinvested in services or public or private projects, or both, including debt service, supporting one or more projects consistent with the community redevelopment plan that is identified in the agreement to be constructed within that area. Any such reinvestment agreement must specify the estimated total amount of public investment necessary to provide the projects or services, or both, including any applicable debt service. The contribution to the redevelopment trust fund of the increase in the increment of any area that is subject to an area reinvestment agreement following the passage of a resolution as provided in this sub-subparagraph shall cease when the amount specified in the area reinvestment agreement as necessary to provide the projects or services, or both, including any applicable debt service, has been invested.

2. For any community redevelopment agency that was not created pursuant to a delegation of authority under s. 163.410 by a county that has adopted a home rule charter and that modifies its adopted community redevelopment plan after October 1, 2006, in a manner that expands the boundaries of the redevelopment area, the amount of increment to be contributed by any taxing authority with respect to the expanded area shall be limited as set forth in sub-subparagraphs 1.a. and b.

(2)(a) Except for the purpose of funding the trust fund pursuant to subsection (3), upon the adoption of an ordinance providing for funding of the redevelopment trust fund as provided in this section, each taxing authority shall, by January 1 of each year, appropriate to the trust fund for so long as any indebtedness pledging increment revenues to the payment thereof is outstanding (but not to exceed 30 years) a sum that is no less than the increment as defined and determined in subsection (1) or paragraph (3)(b) accruing to such taxing authority. If the community redevelopment plan is amended or modified pursuant to s. 163.361(1), each such taxing authority shall make the annual appropriation for a period not to exceed 30 years after the date the governing body amends the plan but no later than 60 years after the fiscal year in which the plan was initially approved or adopted. However, for any agency created on or after July 1, 2002, each taxing authority shall make the annual appropriation for a period not to exceed 40 years after the fiscal year in which the initial community redevelopment plan is approved or adopted.

(b) Any taxing authority that does not pay the increment revenues to the trust fund by January 1 shall pay to the trust fund an amount equal to 5 percent of the amount of the increment revenues and shall pay interest on the amount of the unpaid increment revenues equal to 1 percent for each month the increment is outstanding, provided the agency may waive such penalty payments in whole or in part.

(c) The following public bodies or taxing authorities are exempt from paragraph (a):

1. A special district that levies ad valorem taxes on taxable real property in more than one county.
2. A special district for which the sole available source of revenue the district has the authority to levy is ad valorem taxes at the time an ordinance is adopted under this section. However, revenues or aid that may be dispensed or appropriated to a district as defined in s. 388.011 at the discretion of an entity other than such district shall not be deemed available.
3. A library district, except a library district in a jurisdiction where the community redevelopment agency had validated bonds as of April 30, 1984.
4. A neighborhood improvement district created under the Safe Neighborhoods Act.
5. A metropolitan transportation authority.
6. A water management district created under s. 373.069.

(d)1. A local governing body that creates a community redevelopment agency under s. 163.356 may exempt from paragraph (a) a special district that levies ad valorem taxes within that community redevelopment area. The local governing body may grant the exemption either in its sole discretion or in response to the request of the special district. The local governing body must establish procedures by which a special district may submit a written request to be exempted from paragraph (a).

2. In deciding whether to deny or grant a special district's request for exemption from paragraph (a), the local governing body must consider:

- a. Any additional revenue sources of the community redevelopment agency which could be used in lieu of the special district's tax increment.
- b. The fiscal and operational impact on the community redevelopment agency.
- c. The fiscal and operational impact on the special district.
- d. The benefit to the specific purpose for which the special district was created. The benefit to the special district must be based on specific projects contained in the approved community redevelopment plan for the designated community redevelopment area.
- e. The impact of the exemption on incurred debt and whether such exemption will impair any outstanding bonds that have pledged tax increment revenues to the repayment of the bonds.
- f. The benefit of the activities of the special district to the approved community redevelopment plan.
- g. The benefit of the activities of the special district to the area of operation of the local governing body that created the community redevelopment agency.

3. The local governing body must hold a public hearing on a special district's request for exemption after public notice of the hearing is published in a newspaper having a general circulation in the county or municipality that created the community redevelopment area. The notice must describe the time, date, place, and purpose of the hearing and must identify generally the community redevelopment area covered by the plan and the impact of the plan on the special district that requested the exemption.

4. If a local governing body grants an exemption to a special district under this paragraph, the local governing body and the special district must enter into an interlocal agreement that establishes the conditions of the exemption, including, but not limited to, the period of time for which the exemption is granted.

5. If a local governing body denies a request for exemption by a special district, the local governing body shall provide the special district with a written analysis specifying the rationale for such denial. This written analysis must include, but is not limited to, the following information:

- a. A separate, detailed examination of each consideration listed in subparagraph 2.
- b. Specific examples of how the approved community redevelopment plan will benefit, and has already benefited, the purpose for which the special district was created.

6. The decision to either deny or grant an exemption must be made by the local governing body within 120

days after the date the written request was submitted to the local governing body pursuant to the procedures established by such local governing body.

(3)(a) Notwithstanding the provisions of subsection (2), the obligation of the governing body which established the community redevelopment agency to fund the redevelopment trust fund annually shall continue until all loans, advances, and indebtedness, if any, and interest thereon, of a community redevelopment agency incurred as a result of redevelopment in a community redevelopment area have been paid.

(b) Alternate provisions contained in an interlocal agreement between a taxing authority and the governing body that created the community redevelopment agency may supersede the provisions of this section with respect to that taxing authority. The community redevelopment agency may be an additional party to any such agreement.

(4) The revenue bonds and notes of every issue under this part are payable solely out of revenues pledged to and received by a community redevelopment agency and deposited to its redevelopment trust fund. The lien created by such bonds or notes shall not attach until the increment revenues referred to herein are deposited in the redevelopment trust fund at the times, and to the extent that, such increment revenues accrue. The holders of such bonds or notes have no right to require the imposition of any tax or the establishment of any rate of taxation in order to obtain the amounts necessary to pay and retire such bonds or notes.

(5) Revenue bonds issued under the provisions of this part shall not be deemed to constitute a debt, liability, or obligation of the public body or the state or any political subdivision thereof, or a pledge of the faith and credit of the public body or the state or any political subdivision thereof, but shall be payable solely from the revenues provided therefor. All such revenue bonds shall contain on the face thereof a statement to the effect that the agency shall not be obligated to pay the same or the interest thereon except from the revenues of the community redevelopment agency held for that purpose and that neither the faith and credit nor the taxing power of the governing body or of the state or of any political subdivision thereof is pledged to the payment of the principal of, or the interest on, such bonds.

(6) Moneys in the redevelopment trust fund may be expended from time to time for undertakings of a community redevelopment agency as described in the community redevelopment plan for the following purposes, including, but not limited to:

(a) Administrative and overhead expenses necessary or incidental to the implementation of a community redevelopment plan adopted by the agency.

(b) Expenses of redevelopment planning, surveys, and financial analysis, including the reimbursement of the governing body or the community redevelopment agency for such expenses incurred before the redevelopment plan was approved and adopted.

(c) The acquisition of real property in the redevelopment area.

(d) The clearance and preparation of any redevelopment area for redevelopment and relocation of site occupants within or outside the community redevelopment area as provided in s. 163.370.

(e) The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness.

(f) All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other form of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness.

(g) The development of affordable housing within the community redevelopment area.

(h) The development of community policing innovations.

(7) On the last day of the fiscal year of the community redevelopment agency, any money which remains

in the trust fund after the payment of expenses pursuant to subsection (6) for such year shall be:

(a) Returned to each taxing authority which paid the increment in the proportion that the amount of the payment of such taxing authority bears to the total amount paid into the trust fund by all taxing authorities for that year;

(b) Used to reduce the amount of any indebtedness to which increment revenues are pledged;

(c) Deposited into an escrow account for the purpose of later reducing any indebtedness to which increment revenues are pledged; or

(d) Appropriated to a specific redevelopment project pursuant to an approved community redevelopment plan which project will be completed within 3 years from the date of such appropriation.

(8) Each community redevelopment agency shall provide for an audit of the trust fund each fiscal year and a report of such audit to be prepared by an independent certified public accountant or firm. Such report shall describe the amount and source of deposits into, and the amount and purpose of withdrawals from, the trust fund during such fiscal year and the amount of principal and interest paid during such year on any indebtedness to which increment revenues are pledged and the remaining amount of such indebtedness. The agency shall provide by registered mail a copy of the report to each taxing authority.

History.—s. 11, ch. 77-391; s. 78, ch. 79-400; s. 9, ch. 83-231; s. 15, ch. 84-356; s. 27, ch. 87-224; s. 35, ch. 91-45; s. 4, ch. 93-286; s. 10, ch. 94-236; s. 1, ch. 94-344; s. 10, ch. 98-314; s. 8, ch. 2002-18; s. 8, ch. 2002-294; s. 7, ch. 2006-307.

What Can the \$ be Spent on?

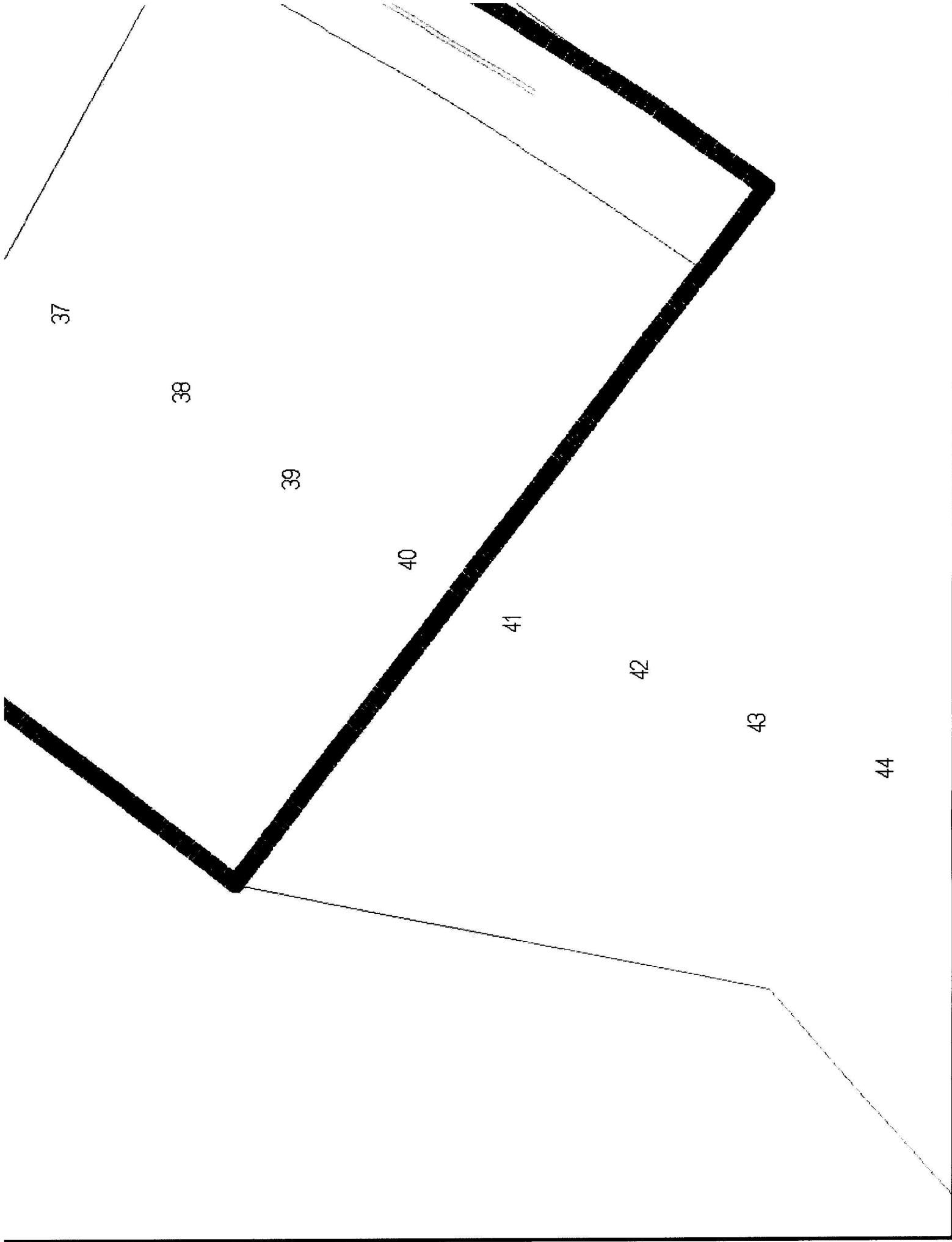
- Administrative + Overhead to Carry Out the Adopted Plan
- Planning, Surveys, and Financial Analysis
- Reimbursement for start-up costs
- Acquisition of real property within the CRA
- Clearance + Site Preparation
- Repayment of loans, advances, bonds, bond anticipation notes, and other debt
- Cost of issuance, sale, redemption, retirement or purchase of agency bonds
- Affordable housing within the area
- Community policing innovations (*Code Enforcement activities*)

Anything in the Plan or Finding of Necessity, AND within the adopted boundaries

TIF \$\$ Cannot be spent on...

*Trust fund money for any project, program, donation, sponsorship, grant that is not expended in the CRA and not clearly in the redevelopment plan. *

- Construction or expansion of administrative buildings for public bodies or police + fire, unless each taxing authority agrees to such method of financing for construction or unless the improvement is part of a community policing innovation.
- Projects under any previously existing CIP or non-CRA funding plan until they are off that list for 3 years
- General government operating expenses unrelated to planning and carrying out of the CRA plan



DRAFT

MINUTES

City Commission Regular Meeting

December 4, 2012

Page 1 of 10

The City Commission of the City of Fernandina Beach, Florida, met in a Regular Meeting on Tuesday, December 4, 2012 at 6:00 p.m. in the City Commission Chambers. Present were Mayor Arlene Filkoff presiding, Vice-Mayor Jeffrey Bunch, Commissioners Charles Corbett, Sarah Pelican, and Tim Poynter. Also present were City Manager Joseph Gerrity, City Attorney Tammi Bach, and Deputy City Clerk Kim Briley.

Mayor Filkoff called the meeting to order and led the Pledge of Allegiance to the Flag. The invocation was then given by Reverend Jeanette Richo of the Greater Fernandina Church of God.

AGENDA CHANGE: Mayor Filkoff announced that item 6.5 Resolution 2012-196 (regarding the Nassau County Library) was pulled due to last minutes changes to the agreement.

CONSENT AGENDA: The following two items were on the Consent Agenda and were approved by one motion with the exception of item (4.1) Resolution 2012-190 which was removed at the request of Commissioner Pelican.

4.1 RESOLUTION 2012-190 APPROVING A FACILITY RENTAL FEE WAIVER FOR SPECIFIC NON-PROFITS IN LIEU OF GRANT FUNDING FOR THE 2012-2013 FISCAL YEAR:

According to the agenda support documents, this Resolution approved the waiving of one (1) full day facility fee for the named non-profit art organizations in lieu of receiving grant funding. Staff recommended approval of Resolution 2012-190. Commissioner Pelican questioned doing a blanket waiver for these non-profits. She commented that the City already gives them discounted rates to use the facilities. She noted that non-profits have approached the City from time to time when they want the fees waived. City Manager Gerrity explained that the City Commission has done this in the past and if the City Commission wanted to do it a different way it was fine with him. **A motion was made by Commissioner Poynter, seconded by Mayor Filkoff, to approve Resolution 2012-190.** Mayor Filkoff commented that some of these groups applied for grants that the City could not afford to give them. She explained that the City Commission thought it would be a minimal cost to grant these groups the use of a facility, since many of these groups have no facility that they can use. Commissioner Pelican clarified that she wasn't saying to not have their fees waived, but rather have them come up individually rather than giving a blanket waiver. Commissioner Corbett expressed his opinion that if they need a waiver they should come up and ask for it individually. Vice-Mayor Bunch inquired if all 15 of these groups used a facility last year. Parks and Recreation Director Nan Voit replied that several of the group did not, and explained that these groups were recommended by the Arts Council. **Vote upon passage of the motion was taken by ayes and nays and was as follows:**

Commissioner Pelican:	Nay
Vice-Mayor Bunch:	Aye
Commissioner Corbett:	Nay
Commissioner Poynter:	Aye
Mayor Filkoff:	Aye

Motion carried.

4.2 RESOLUTION 2012-191 AUTHORIZING QUALIFIED OUTSIDE LEGAL COUNSEL TO ASSIST THE CITY WITH DEFENSE OF A BREACH OF CONTRACT LAWSUIT FILED AGAINST THE CITY BY A COMPANY IN OREGON:

According to the agenda support documents, this Resolution authorized Kilmer, Voorhees & Laurick, P.C. to defend the City in the

matter of Columbia Cascade Company v. City of Fernandina Beach, Todd Krohn and Site Creations LLC. Staff recommended approval of Resolution 2012-191. **A motion was made by Vice-Mayor Bunch, seconded by Commissioner Pelican, to approve Resolution 2012-191. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

REQUESTS FROM THE PUBLIC TO BE HEARD ON ITEMS NOT ON THE AGENDA:

THANKS: Mr. Sean McGill, 650 Airport Road, McGill Aviation, thanked the City Manager and his staff for their positive working relationship. He commented that a couple weeks ago they noticed that some lights had burned out and after finding out the problem we've come to a mutually beneficial solution that will help save the City money while having working lights.

Mr. Sam Lane, 2408 Los Robles, thanked Commissioner Poynter and Commissioner Bunch for their support and leadership during their tenure on the City Commission. He also thanked them for their support to maintain the environment at the Airport and in the community.

FISCAL CONCERNS: Mr. Lynn Williams, 1899 South Fletcher, noted that there are concerns with the fiscal situation looking to the year ahead. He pointed out that we have to find ways to increase revenue in the City. He commented that the City has the opportunity to find a number of different ways of increasing revenue in various creative sorts of way. He suggested having some citizens get together in an ad hoc way to bring to the City Commission a variety of ways to get revenues so that the City Commission isn't faced with having to raise taxes next fall. City Manager Gerrity briefly explained that he has plans for a Workshop in January with the City Commission on a budget preview to see where the City was headed for next budget year. He commented that a lot of communities have budget committees that review budgets and make suggestions and that might not be a bad idea for the City.

MAIN BEACH: Ms. JoAnn Bean, 141 North 15th Street, commented that Main Beach at night is the most dismal desolate place on the island. She noted that the City protects the sea turtles, but turtle season is over. She expressed her opinion that there should be some lights out there.

6.1 RESOLUTION 2012-192 APPROVING A FACILITIES USE AGREEMENT BETWEEN THE UNITED STATES DEPARTMENT OF NAVY AND THE CITY OF FERNANDINA BEACH REGARDING USE OF THE MUNICIPAL AIRPORT TO CONDUCT HELICOPTER TRAINING OPERATIONS: City Manager Gerrity briefly explained that this is the agreement with the Navy for the use of the Airport and under the Memorandum of Understanding (MOU) they agree to orient their operations to the western part of the Airport to minimize low flying over noise sensitive areas (residential). He commented that last night there was a Navy helicopter flying over his house 5 or 6 times around 9 o'clock and he has a call into the Navy about this. Vice-Mayor Bunch pointed out that the MOU is an agreement, but there is nothing that can be done to restrict them from flying over your house. **A motion was made by Commissioner Poynter, seconded by Vice-Mayor Bunch, to approve Resolution 2012-192. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

6.2 RESOLUTION 2012-193 APPROVING A PROPOSAL FROM INSITUFORM TECHNOLOGIES, INC. FOR THE STORM DRAIN RECONSTRUCTION ON HIGHLAND STREET BY WAY OF A "PIGGYBACK AGREEMENT" TO THE CONTRACT WITH THE CITY OF MELBOURNE, FLORIDA: City Manager Gerrity explained that this was the first project for the recently identified storm water fund. He stated that there is a drain line that needs to be relined in the

Highland Street area. Commissioner Corbett requested clarification of the piggyback agreement. Utilities Director John Mandrick explained that under the City's purchasing policy it allows using other municipalities or governmental units that have put items out to bid so the City doesn't have to go out for a bid process. He stated that the City of Melbourne bid a large amount of work and the City was able to utilize their pricing as long as Insituform agreed to offer it to the City. He pointed out that this line drains an area of about 5 City blocks. **A motion was made by Vice-Mayor Bunch, seconded by Commissioner Pelican, to approve Resolution 2012-193. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

6.3 RESOLUTION 2012-194 APPROVING THE PURCHASE OF A REPLACEMENT CASCADE SYSTEM FROM CHANNEL INNOVATIONS CORPORATION FOR THE FERNANDINA BEACH FIRE DEPARTMENT: City Manager Gerrity clarified that this was a budgeted item for the Fire Department and the existing system was over 20 years old. He stated that this system is used to fill air bottles and air tanks for the Fire Department. **A motion was made by Vice-Mayor Bunch, seconded by Commissioner Pelican, to approve Resolution 2012-194. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

6.4 RESOLUTION 2012-195 APPROVING A BUDGET AMENDMENT TO TRANSFER \$14,000.00 FROM THE CAPITAL IMPROVEMENT F2 RESERVE ACCOUNT TO THE FRONT STREET REHABILITATION ACCOUNT: City Manager Gerrity reminded the City Commission that on June 5th they reached consensus to proceed with the completion of Task Order 6. He explained that this ordered Mr. Burkett to get 60% completion on this project and get it to St. Johns for comments, which was done. He stated that this is the balance due for the work, and this was a substantial savings from what was budgeted. Mr. Curtis Burkett, Zev Cohen & Associates, explained that they also advanced the storm water plans further than that to get feedback when it was submitted to the water management district. He stated that out of the \$151,000 total they were at \$80,000. He pointed out that the district has only had one verbal comment so far to add a note and there is a high probability that the City may actually obtain a permit. He explained that the City would still have to advance the construction drawings 40%, but the City wouldn't be allocating anymore time within the contract for storm water permitting. He stated that the way the system was designed they eliminated a great deal of underground pipe for parking lots A and B, which reduces construction costs by \$1/4 million dollars. Commissioner Corbett inquired if the \$14,000 transfer is part of the \$151,000. Mr. Burkett replied yes and clarified that the documents were not signed by the City Manager before October 1st. He clarified that the \$14,000 brings it up to the 60% agreement to close that out. It was noted that this gets the City to 60% drawings and the storm water was closer to 90% (needed specifications written for it). **A motion was made by Commissioner Poynter, seconded by Commissioner Corbett, to approve Resolution 2012-195. Vote upon passage of the motion was taken by ayes and nays and was as follows:**

Commissioner Pelican:	Aye
Vice-Mayor Bunch:	Nay
Commissioner Corbett:	Aye
Commissioner Poynter:	Aye
Mayor Filkoff:	Aye

Motion carried.

6.5 RESOLUTION 2012-196 APPROVING A TRI-PARTY INTERLOCAL AGREEMENT WITH BOARD OF COUNTY COMMISSIONERS AND FRIENDS OF THE LIBRARY FOR

EXPANSION AND RENOVATION OF THE LIBRARY BUILDING IN DOWNTOWN FERNANDINA BEACH; AUTHORIZING THE CITY TO EXPEND UP TO \$600,000 OF THE ESTIMATED TOTAL PROJECT COST OF \$1.6 MILLION FOR THE EXPANSION AND RENOVATION OF THE LIBRARY BUILDING: This item was pulled from the agenda due to last minutes changes to the agreement.

7.1 FIRST READING OF ORDINANCE 2012-29 LAND DEVELOPMENT CODE AMENDMENTS: City Attorney Bach read Ordinance 2012-29 by title only, which was as follows: "AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, AMENDING THE LAND DEVELOPMENT CODE, REVISING CHAPTER 4 TO INCLUDE CONTEXT SENSITIVE SETBACK DETERMINATIONS, AND REVISING CHAPTER 7 PARKING STANDARDS AND PARKING LOT DESIGN; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE." Mayor Filkoff referred to the parking requirements and noted that there was a prior discussion about modifying the parking requirements at the beach. She inquired if that was included with this. City Planner Kelly Gibson replied that there are not specific changes for the beach area, but there are provisions included to allow for measures that were provided in the agreement with Sliders for shared parking and parking flexibility for expansions. **A motion was made by Commissioner Poynter, seconded by Vice-Mayor Bunch, to approve Ordinance 2012-29.** Vice-Mayor Bunch noted the requirement of ½ a space for each boat berth and 1 space for each employee on the largest shift. He inquired how many boat berths are at the Marina. City Manager Gerrity replied over 60. Vice-Mayor Bunch commented that the City would need at least 30 spaces for that and inquired where those would be now. City Planner Gibson replied lots A, B, C, and D have existing parking to accommodate the Marina now. **Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

7.2 FIRST READING OF ORDINANCE 2012-30 FRANCHISE AGREEMENT – AMELIA ISLAND TRANSPORTATION AND TROLLEYS, LLC: City Attorney Bach read Ordinance 2012-30 by title only, which was as follows: "AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, AMENDING ORDINANCE 2010-21 BY AUTHORIZING THE TRANSFER OF THE NON-EXCLUSIVE FRANCHISE AGREEMENT WITH AMELIA ISLAND TROLLEYS AND TRANSPORTATION, LLC AND GRANTING THE FRANCHISE TO AMELIA ISLAND TRANSPORTATION AND TROLLEYS, LLC FOR THE OPERATION OF A TROLLEY SERVICE; PROVIDING FOR EXECUTION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE." She clarified that the City Clerk and she felt the Resolution that approved the transfer to Amelia Island Transportation and Trolleys was not enough for the record book of Ordinances that the City has used to approve franchise agreements. She explained that there are some changes, but there was nothing substantive. She pointed out that the number of trolleys listed was three, but that should have been changed to four last year. **A motion was made by Commissioner Poynter, seconded by Vice-Mayor Bunch, to approve Ordinance 2012-30 with the change to four trolleys.** **Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

8.1 SECOND READING OF ORDINANCE 2012-28 LAND DEVELOPMENT CODE AMENDMENTS: City Attorney Bach read Ordinance 2012-28 by title only, which was as follows: "AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, AMENDING THE LAND DEVELOPMENT CODE, REVISING CHAPTERS 2 AND 5 ACCESSORY STRUCTURES AND ACCESSORY DWELLINGS, CHAPTER 3 AND 4 TO PROVIDE A WETLANDS EXEMPTION FOR WATER DEPENDENT

AND WATER RELATED USES IN THE INDUSTRIAL WATERFRONT ZONING CATEGORY AND COMMUNITY REDEVELOPMENT AREA, CHAPTER 10 VARIANCE PROVISIONS AND ADDING REVIEW CRITERIA FOR HISTORIC DISTRICTS AND THE COMMUNITY REDEVELOPMENT AREA, AND CHAPTER 11 CLARIFYING LOCAL DEVELOPMENT ORDERS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE." Mayor Filkoff opened the public hearing at this time.

Mr. Lynn Williams, 1899 South Fletcher Avenue, noted that this takes the existing conditions for the Board of Adjustment (BOA) to grant or not grant a variance and changes every one of them. He explained that the idea behind it was that it would make it easier and clearer for both those that sit on the board and to people applying for a variance. He pointed out that this eliminates a number of things that someone might ask a variance for, and if they can't get a variance the next step is to go to the courts. He expressed his opinion that the new writing makes it too tight and that there should be more leeway for the judgment of the BOA. After a brief discussion about this, City Planner Gibson explained that her understanding was the section that Mr. Williams was referring to is subsection c of 10.02.01. She stated that seven of the eight criteria under the Ordinance are limitations on granting of a variance were already contained in the Land Development Code (LDC). She pointed out that these criteria were simply moved from one section to this area where it made more sense. She explained that an additional criterion was added to not be able to apply for a variance which would result in a lot width greater than 100 feet for lots or parcels on Ocean Avenue, North Fletcher, or South Fletcher. Mr. Williams pointed out that the most recent variance granted was putting a lot back to 125 feet that had a variance to cut the lot in half. He commented that if this Ordinance was in place that variance would be in court. City Planner Gibson explained that Mr. Williams was talking to 10.02.02 the required findings and that section in whole has changed. She stated that the existing criteria were streamlined into six criteria that identified all the previous ten criteria, but made it easier to understand. She pointed out that the BOA and the Historic District Council (HDC) met with the Planning Advisory Board (PAB) to change and simplify the criteria back in July. She stated that it was her understanding that both the HDC and the BOA had weighed in on these six criteria and had endorsed moving forward.

Ms. Pat Gass explained that she attended the workshop with the three boards and she didn't find any problem with it at the time. She stated that her only concern was about having the items that you couldn't even ask for variance, but she believed that was removed. She pointed out that the whole purpose for the BOA is to make exceptions to the rules, and the board has done quite well doing that.

Mr. Jim Shroads expressed his concern on the issues where it allows the alteration of setback standards to be done at the City Manager's level, which he felt was inappropriate. He stated that this is not a staff function it is a determination of neighborhood standards and he thought that requires a public hearing and the opportunity of notice to adjoining property owners. Commissioner Corbett inquired who makes this decision now. Mr. Shroads replied it is the BOA. City Planner Gibson explained that Mr. Shroads was referring to Ordinance 2012-29 and in that Ordinance there is a process for a context sensitive setback determination. She stated that this allows for flexibility in front yard setbacks, and included in the procedures was that there would be monthly reporting. She commented that the City could also put in place a posting requirement so that when that determination is given a posting is done so that surrounding property owners are on notice about changes to setback standards. She explained that there are criteria that have to be met for someone to apply for a context sensitive setback determination. She clarified that this was in effort to enhance the existing neighborhood character and not force a more suburban setback standard (at least 50% of the block face must already be developed out to even look at having a context setback determination

made). Mr. Shroads explained that the code already says that existing non-conformities are not a standard for setting a variance, but the variance standards that are being set up are based on existing non-conformities. He commented that with this staff will be able to grant a variance without the input of the neighbors and without notice based on non-conformities. Community Development Department (CDD) Director Marshall McCrary clarified that Mr. Shroads comments are to the item the City Commission already considered at first reading (7.1) and there would be a second reading and public hearing on this Ordinance at the first meeting in January. Mayor Filkoff questioned if the BOA deals with this today why did the City want to change that. City Planner Gibson referred to the staff report and explained that in these older neighborhoods staff has seen a number of properties who are either demolishing/rebuilding or vacant properties requesting a number of a variances for this very reason (wanting to do what everyone else around them has been able to do). She stated that staff was also trying to retain neighborhood character with this change for front yard setbacks. Vice-Mayor Bunch inquired how many people have come to do that. CDD Director McCrary explained that the HDC recently considered a variance for a front yard setback deviation on a lot where the build pattern of other structures of that area were more forward than the 25 foot setback that R-2 zoning requires. He encouraged Mr. Shroads to come speak with staff to understand the basis for this as well as the procedure that was established for it. He pointed out that variances have been sought in the downtown area so that they can build consistent with the front build line. He provided further clarification about context sensitive setbacks and there was a brief discussion about this.

Mr. Shroads referred to 10.02.02 and pointed out that variances are being allowed to go through the HDC. He explained that there is a lot of legal background and precedent on what the BOA does for variances, but there is no basis for that through the HDC. He stated that this is asking the HDC to both be a policy maker and a policy interpreter. He commented that if the HDC makes a variance decision the appeal goes directly to the circuit court, and expressed his opinion that is suspect under quite a few standards of law. CDD Director McCrary pointed out that the HDC has been charged with considering variances only within the historic districts since 2006, and they follow the same standards and application requirements as the BOA. Mayor Filkoff inquired if there was any language in this Ordinance that changes anything with regards to HDC's authority. CDD Director McCrary replied no. Mr. Shroads explained that his issue was in terms of constitutional rights, zoning law, and case law in the State of Florida. City Attorney Bach pointed out that the BOA and the HDC are both quasi-judicial boards and everything that they do is quasi-judicial and none of it is legislative or policy making. She stated that this legislative body (City Commission) can delegate quasi-judicial authority to boards.

Mayor Filkoff closed the public hearing at this time. *A motion was made by Commissioner Poynter, seconded by Vice-Mayor Bunch, to approve Ordinance 2012-28.* Vice-Mayor Bunch expressed his opinion that this needed to be looked at some more and get everything set before having a vote on it. CDD Director McCrary commented that if there is a question of whether the HDC has authority to hear variances that would be another section of the LDC (Chapter 8) that would need to be modified if that was the direction of the City Commission. *Vote upon passage of the motion was taken by ayes and nays and was as follows:*

<i>Commissioner Pelican:</i>	<i>Nay</i>
<i>Vice-Mayor Bunch:</i>	<i>Nay</i>
<i>Commissioner Corbett:</i>	<i>Nay</i>
<i>Commissioner Poynter:</i>	<i>Aye</i>
<i>Mayor Filkoff:</i>	<i>Aye</i>

Motion failed.

It was noted that this Ordinance tried to address a number of things to implement recommendations and direction of the Comprehensive Plan (i.e. allowance for waterfronts; removal of certain restrictions for working waterfront types of land uses; accessory structures/dwellings size, dimensions, and placement on lots; variance provisions to better serve the community).

Vice-Mayor Bunch explained that he wanted to make sure everything in this Ordinance is correct and that the City is not violating any State laws. He stated that the City Commission needs firm answers on the role of this Ordinance as it pertains to the boards of the City and if it complies with the City and the State statutes. Commissioner Poynter noted that there were Workshops on this Ordinance, and expressed his concern that people didn't do their homework ahead of time. He explained that the City has employees in charge of various committees and we need to take what they are saying because they've drilled this down. He commented that if the City Commission has questions they can ask ahead of time for clarification. City Attorney Bach referred to whether or not this Ordinance and what is proposed is lawful or not and explained that is part of the reason why she signs the summary sheets, because she looks at that. She stated that she would be happy to do an opinion about the HDC's quasi-judicial role and variance application requests. She requested direction from the City Commission.

Ms. Suanne Thamm, 404 Broome Street, member of the HDC, pointed out that the HDC has had multiple Workshops and hearings on this as well as having the benefit of legal advice. She explained that they have heard cases of where applicants have been extremely frustrated both by the extra time that they have to put in to get these variances and the problems with applying the variance criteria as stated to situations in the historic district. She commented that she didn't recall seeing Mr. Shroads at any of the public meetings. She noted that the City Commission has the obligation to seriously consider matters that are brought before the Commission, but suggested rather than voting up or down this Ordinance the City Commission should have tabled until the questions could be resolved. She pointed out that this Ordinance was about two years' worth of work between staff time and various boards. She provided further comments about this. City Manager Gerrity agreed that staff has put in a lot of time as well as the boards. He pointed out that someone on the prevailing side can make a motion to reconsider and if so then this could be tabled until a time certain to get the questions answered. After a brief discussion, **a motion was made by Vice-Mayor Bunch, seconded by Commissioner Corbett, to reconsider Ordinance 2012-28. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

A motion was made by Vice-Mayor Bunch, seconded by Commissioner Corbett, to table until the second meeting in January. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

9.1 THIRD READING OF ORDINANCE 2012-27 LAND DEVELOPMENT CODE AMENDMENT: Mayor Filkoff clarified that this was third reading due to supporting documentation being inadvertently left out of the agenda packet materials. City Attorney Bach read Ordinance 2012-27 by title only, which was as follows: "AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, AMENDING THE LAND DEVELOPMENT CODE, CREATING A NEW HISTORIC PRESERVATION CHAPTER IDENTIFIED AS CHAPTER 8 AND CONSOLIDATING ALL RELEVANT HISTORIC PRESERVATION AND THE COMMUNITY REDEVELOPMENT AREA SECTIONS OF THE LAND DEVELOPMENT CODE INTO CHAPTER 8 SPECIFICALLY MODIFYING CHAPTER 4 (SECTIONS 4.02.07, 4.03.02,

4.03.03), CHAPTER 5 (SECTIONS 5.01.10, 5.03.11), CHAPTER 9 (SECTIONS 9.01.01, 9.03.00), AND CHAPTER 11 (SECTIONS 11.03.09, 11.04.00, 11.07.05, 11.08.05); PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE." Mayor Filkoff opened the public hearing at this time.

Mr. Jim Shroads, 119 South 7th Street, explained that his comments for the Ordinances above apply for this Ordinance as well. He stated that procedurally he was concerned about variances without notice and the opportunity to be heard; and the authority of the HDC. He pointed out that when you are doing a variance it is a necessary change from the strict application of the law to a particular set of facts to preclude the application of the law being a taking of property. He explained that it is not a matter of right, but a matter of a special limited exception. He expressed his opinion that the standard for granting a variance is getting fuzzier, and that opens up a commensurate amount of risk. He provided further comments about his concerns with restructuring the code.

Mayor Filkoff inquired if this Ordinance has any variance language in it. CDD Director McCrary replied that it restates the current language from the existing code establishing the powers of the HDC. He reminded the City Commission that the intent of this was to bundle all the historic district preservation requirements in one chapter for ease of use. Commissioner Pelican referred to neon signs and inquired if something would be done about enforcing what is allowable under the code. Mayor Filkoff commented that she had brought this up at the last meeting and noted that the City Manager would follow through with Code Enforcement on this. CDD Director McCrary explained that the LED that truly mimics neon is acceptable, but the pixelated LED is not allowed and there are three examples of that on Centre Street today. He pointed out that the language makes it clearer for both business owners and Code Enforcement to be proactive. It was noted that the sign is limited to no more than 2 square feet. After a brief discussion about this item, Ms. Melba Whitaker, 217 Centre Street, explained that she has personally talked to 30-40 different people and not a single one of them thought neon signs were a good idea to rejuvenate. She commented that people love us because we are a classy City and she didn't think adding neon signs is going to help anyone out, but would take us back. She pointed out that she could not find any evidence that any neon signs were in this town in the period of the historic district (1914), but they were in big cities like Chicago. She urged the City Commission to table this and try to get some better information.

Mr. Lynn Williams, 1899 South Fletcher, pointed out that it should say two feet square for the limitation. CDD Director McCrary clarified that the overall dimensions shall not exceed two square feet so it doesn't dictate that it be square. Mr. Williams commented that it could be 20 feet long and 1 inch wide. There was a brief discussion about this.

There being no further comments from the floor, **a motion was made by Vice-Mayor Bunch, seconded by Commissioner Poynter, to approve Ordinance 2012-27. Vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.**

10.1 CITY MANAGER EVALUATION: Mayor Filkoff reminded the City Commission that they committed to do an evaluation of the City Manager and expressed her opinion that the public is owed the City Commission's discussion of his evaluation to date on his performance. Vice-Mayor Bunch explained that he discussed with the City Manager several weeks ago his evaluation on what he was doing good and what he was doing bad. Mayor Filkoff inquired if Vice-Mayor Bunch wanted to share that. Vice-Mayor Bunch replied no. Mayor Filkoff questioned whether any of the City Commission wanted to share their evaluation of the City Manager with the community. Commissioner Pelican explained that she has had people come up to her to say that they were glad

DRAFT

MINUTES

City Commission Regular Meeting

December 4, 2012

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that the City Commission brought Mr. Gerrity into town. She stated that she has had emails from people saying what a great job he is doing and she has spoken with employees who have said the same thing. She noted that the tone in City Hall has changed dramatically. She stated that she was happy with the job that Mr. Gerrity has done so far. She pointed out that she has shared her displeasure with Mr. Gerrity, but she would not do that in public. Commissioner Corbett explained that he was happy with the job that Mr. Gerrity has done so far especially with communications. He stated that he looked forward to working with him over the next two years. Mayor Filkoff commented that when Mr. Gerrity walked in during the middle of the budget process she was a little concerned. She noted that he is an introvert, which means that he has to think about things for a while before they happen. She stated that they talked about this for a long time and Mr. Gerrity understands the potential pitfalls of that management style, especially with a community that is so willing to engage quickly. She explained that Mr. Gerrity's biggest challenge moving forward is to get the budget for next year moving quickly and do some reengineering. She clarified reengineering the way we do work or reengineering of the expectations of the work that will be done. She stated that she has been positively surprised and continues to be on a daily basis. She pointed out that it is not the City Commission's job to be a watchdog of the daily operational work, and the City Manager's challenge to help the City Commission understand the impact of decisions. City Manager Gerrity thanked the City Commission for their comments. He pointed out that the City has 12 less people working this year than last year at this time. He noted that he has weaknesses and a lot of learning to do, but he was doing the best he can. He extended this thanks for the comments and the City Commission's support over the last six months.

CITY MANAGER REPORTS:

LIBRARY: City Manager Gerrity requested time to sit down with Mr. Selby and get together terms of an agreement for the City Attorney to put together and forward to the County Attorney for approval. He stated that during this process he would provide drafts to the City Commission for review and comments.

THANKS: City Manager Gerrity extended his thanks to Commissioner Poynter and Commissioner Bunch. He also thanked the Mayor for helping him and the City.

CITY ATTORNEY REPORTS:

EXECUTIVE SESSION: City Attorney Bach requested a closed executive session with the City Commission for the impact fee case on January 15th at 5:00 pm.

THANKS: City Attorney Bach explained that it has been a pleasure working with Vice-Mayor Bunch and Commissioner Poynter and extended her thanks to them.

CITY CLERK REPORTS: The City Clerk had no reports at this time.

MAYOR/COMMISSIONER COMMENTS:

THANKS: Commissioner Pelican extended her thanks to the Humane Society for their Parade of Paws, which raised some money and was a great community event. She also thanked Mr. Bunch and Mr. Poynter for being great public servants.

DRAFT

MINUTES

City Commission Regular Meeting

December 4, 2012

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THANKS: Commissioner Poynter thanked the citizens, because it has been an honor to serve. He commented that there are challenges ahead and expressed his hope that the community gives the new Commissioners as much support as they have given him over years.

COMMUNITY EVENTS: Mayor Filkoff reported that she had the pleasure of launching the Discovery Ship at the museum. She noted that the holiday home tour was a great success. She commented that also this past weekend was the Reindeer Run, World Aids Day, and Parade for Paws. She pointed out that Papa Johns opened last week on 14th Street and extended her congratulations to the business. She stated that the owner was surprised at how wonderful it was to do business with the City. She explained that there has been a tremendous amount of activity in planning, development, and permitting.

CONGRATULATIONS: Mayor Filkoff extended her congratulations to Officer Josh Simmons who received a commendation from Mothers Against Drunk Drivers (MADD) for his enforcement of DUI laws.

SYMPATHY: Mayor Filkoff extended her sympathies to the family of Ms. Debra Cox.

LIGHTED PARADE: Mayor Filkoff reminded the community of the lighted parade Saturday at 6 pm.

THANKS: Mayor Filkoff thanked Commissioner Poynter and Vice-Mayor Bunch for their help and believing so passionately for what is right for the future of this City. She expressed her hope that the City Commission can focus on what is right for the future for the City.

ADJOURNMENT: There being no further business to come before the Commission, the meeting was adjourned at 7:42 p.m.

ATTEST:

MARY L. MERCER
City Clerk

ARLENE R. FILKOFF
Mayor-Commissioner

RESOLUTION 2004-70

AN AMENDED AND RESTATED RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE FERNANDINA BEACH WATERFRONT AND ADJOINING AREAS; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY; PROVIDING FOR AN EFFECTIVE DATE.

Whereas, Section 107(A) of the City Charter of the City of Fernandina Beach provides as follows:

The City of Fernandina Beach is prohibited from creating any more than two non-contiguous, community redevelopment areas (CRA), pursuant to F.S. ch. 163, Part III. The City of Fernandina Beach is prohibited from creating any such CRA wherein the assessed value for ad valorem tax purposes of the real property contained within such CRA would exceed two percent (2%) of the total assessed value of all real property in the city at the time of creation of such CRA.

Whereas, this is the first CRA adopted within the City of Fernandina Beach, and at the time of adoption of this resolution, the assessed value of the city was \$1,131,607,817.00. Therefore, pursuant to the City Charter section 107(A), the maximum assessed value contained in the CRA designated area is \$22,632,156.34, and the Area designated in the Finding of Necessity contains an assessed value of \$21,283,697.00, and therefore is in compliance with City Charter Section 107(A); and

Whereas, pursuant to F.S. §163.346, a Notice to Taxing Authorities is required to be mailed by registered mail to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area at least 15 days before the adoption of this resolution, and notice must be published 10 days prior to the adoption of the resolution; and

Whereas, an Amended and Restated Study has been done of the conditions in that part of the City known and referred to as the Waterfront, as more particularly described in Exhibit "A" hereof (such are being referred to herein as the "Area"); and

Whereas, a copy of Amended and Restated Finding of Necessity Study, conducted by the University of Florida, dated March, 2004 is attached hereto as Exhibit "B" and made a part of the official records and minutes of the adoption of this resolution; and

Whereas, after having considered the study's determinations and the facts and evidence of conditions in the Area and having received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area.

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

Section 1. Findings of Conditions. Based upon the evidence, data and facts presented to it, the City Commission does hereby find:

- (a) Conditions are present in the area of the City of Fernandina Beach described in Exhibit "A" attached hereto (such area being referred to herein as either the "Area" or the "Redevelopment Area") which are detrimental to the sound growth of the City, and which substantially impair or arrest the growth within

the Area and adjacent territory, and present conditions and uses in the Area are detrimental to the public health, safety, morals and public welfare; and

(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. inadequate and outdated building density patterns.

Section 2. Finding of Necessity. The City Commission does hereby expressly find that the rehabilitation, conservation or redevelopment, or a combination thereof, of the area are necessary and in the interest of the public health, safety, morals or welfare of the residents of Fernandina Beach.

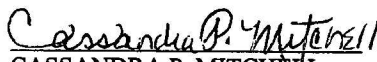
Section 3. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City of Fernandina Beach does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes (2002), and that such area constitutes a Community Redevelopment Area as defined in Section 163.340(10), Florida Statutes (2002).

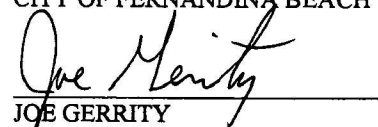
Section 4. Community Redevelopment Agency. The City of Fernandina Beach does hereby expressly find that it is necessary, appropriate, proper and timely that a Community Redevelopment Agency be created to carry out community redevelopment as contemplated by Part III, Chapter 163, Florida Statutes (2002), to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

Section 5. Effective Date. This Amended and Restated Resolution shall take effect immediately upon its approval.

PASSED AND ADOPTED this 20th day of April, 2004

ATTEST:


CASSANDRA P. MITCHELL
City Clerk

CITY OF FERNANDINA BEACH

JOE GERRITY
Commissioner-Mayor

Date Registered Notice sent:	April 2, 2004
Date of Advertisement:	April 7, 2004
Date of Passage:	April 20, 2004



CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

SUBJECT: Resolution No. 2004-70 Amended and Restated Community
Redevelopment Area

DEPARTMENT: City Attorney

ATTACHMENTS: ☐ Ordinance ☒ Resolution
☐ Support Documents ☐ Other

SUMMARY: The attached amended and restated Resolution establishes a Finding of Blight Conditions, and makes certain other Findings and Determinations regarding the Community Redevelopment Area pursuant to Chapter 163, Florida Statutes (2002). The resolution was advertised in the display section of the April 7, 2004 edition of the News Leader, and a Notice was sent to the taxing authorities via registered mail pursuant to F.S. §163.346. The Findings are based on the amended and restated study by the University of Florida, which is attached as an exhibit to the resolution.

RECOMMENDED ACTION: Approve Resolution No 2004-70

DEPARTMENT HEAD Submitted Debra A. Braga, CA  Date: 04/13/04
Requested Agenda Date: 04/20/04

FINANCE DEPARTMENT Budgeted ☐ Yes ☐ No ☐ N/A Date

CITY ATTORNEY Approved for Form and Correctness  Date: 4/13/04

CITY MANAGER Approved Agenda Item for  Date: 4/20/04

COMMISSION ACTION: ☐ Approved As Recommended ☐ Disapproved
☐ Approved With Modification ☐ Tabled To Time Certain
☐ Other

DISTRIBUTION: ☐ CA ☐ CC ☐ CM ☐ CDD ☐ FIN ☐ FD ☐ GC ☐ HR ☐ MD ☐ PD ☐ PRD ☐ UT

Form: CCA-5.23.02

RESOLUTION 2004-70

AN AMENDED AND RESTATED RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE FERNANDINA BEACH WATERFRONT AND ADJOINING AREAS; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY; PROVIDING FOR AN EFFECTIVE DATE.

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Whereas, pursuant to F.S. §163.346, a Notice to Taxing Authorities is required to be mailed by registered mail to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area at least 15 days before the adoption of this resolution, and notice must be published 10 days prior to the adoption of the resolution; and

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Whereas, a copy of Amended and Restated Finding of Necessity Study, conducted by the University of Florida, dated March, 2004 is attached hereto as Exhibit "B" and made a part of the official records and minutes of the adoption of this resolution; and

Whereas, after having considered the study's determinations and the facts and evidence of conditions in the Area and having received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area.

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(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. inadequate and outdated building density patterns.

Section 2. Finding of Necessity. The City Commission does hereby expressly find that the rehabilitation, conservation or redevelopment, or a combination thereof, of the area are necessary and in the interest of the public health, safety, morals or welfare of the residents of Fernandina Beach.

Section 3. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City of Fernandina Beach does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes (2002), and that such area constitutes a Community Redevelopment Area as defined in Section 163.340(10), Florida Statutes (2002).

Section 4. Community Redevelopment Agency. The City of Fernandina Beach does hereby expressly find that it is necessary, appropriate, proper and timely that a Community Redevelopment Agency be created to carry out community redevelopment as

contemplated by Part III, Chapter 163, Florida Statutes (2002), to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

Section 5. Effective Date. This Amended and Restated Resolution shall take effect immediately upon its approval.

PASSED AND ADOPTED this 20th day of April, 2004

ATTEST:

CITY OF FERNANDINA BEACH

CASSANDRA P. MITCHELL
City Clerk

JOE GERRITY
Commissioner-Mayor

Date Registered Notice sent:
Date of Advertisement:
Date of Passage:

BOUNDARY MAP WITH PARCELS

Exhibit "A"

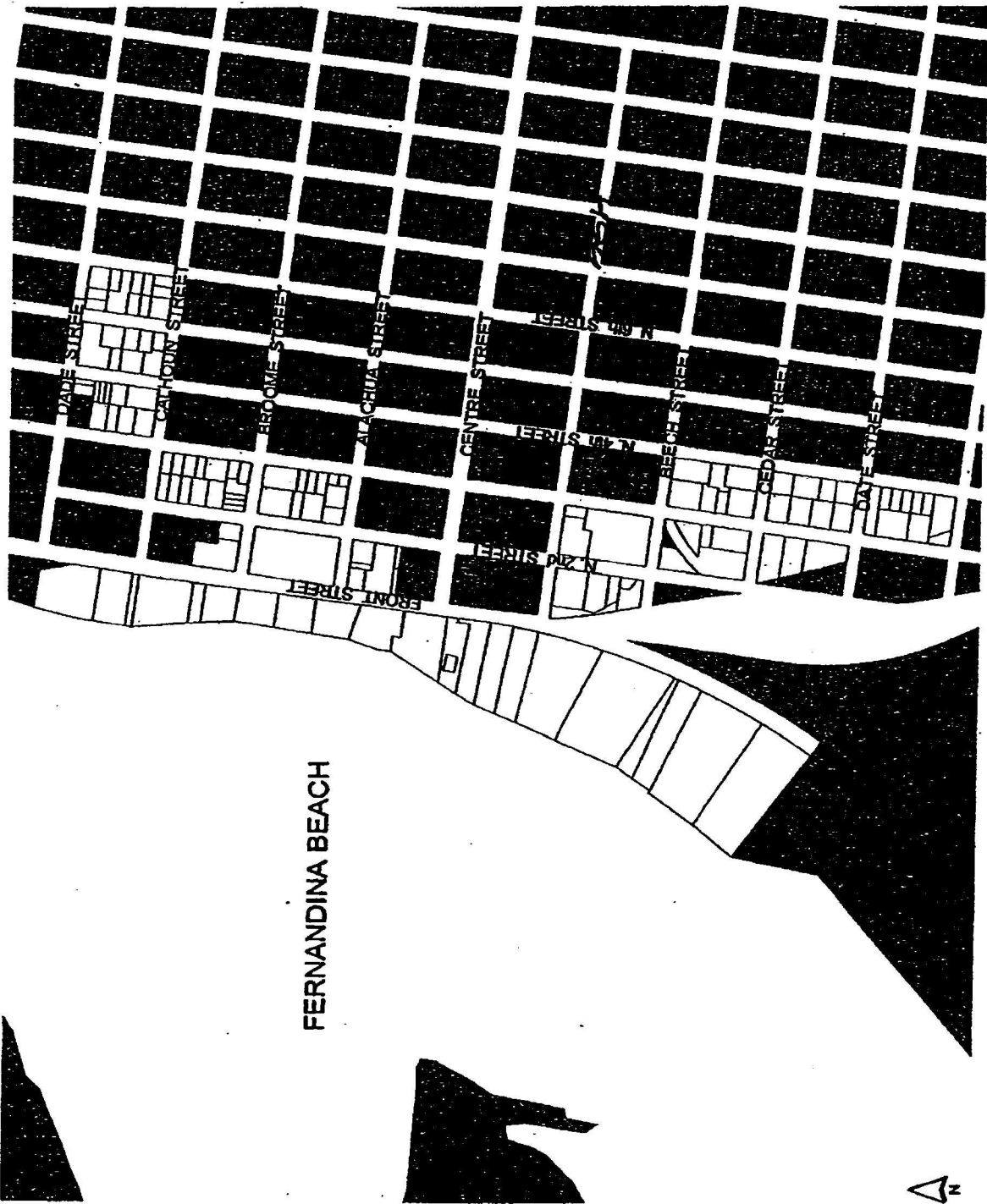


Exhibit "B"

**Center for Building
Better Communities**

Urban and Regional Planning tel. 352.392.0997x428
University of Florida fax 352.392.3308
POB 115607 Gainesville, FL 32611
<http://web.dcp.ufl.edu/urp/research-centers-cbbc.html>

Finding of Necessity

City of Fernandina Beach, Florida

Study for the Proposed Community Redevelopment Agency (CRA) Area

Amended and Restated, March 17, 2004

Table of Contents

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- 1. Introduction**
- 2. Requirements and Definitions**
- 3. Proposed CRA Area**
 - **Location**
 - **Boundaries**
- 4. Analysis of Requirements Met**
 - **Blighted Area Conditions**
- 5. Summary and Conclusions**

APPENDIX

- **Assessed Values**

Introduction

Finding of Necessity for the City of Fernandina Beach

Fernandina Beach, a city of 11,021 persons, is located on Amelia Island at the northeastern corner of Florida across the Cumberland Sound and St. Mary's River on the Atlantic Ocean. Within its traditional downtown area is a historic waterfront, including industrial, commercial, and residential uses. Traditional industries such as shrimping and seafood processing once flourished in the waterfront district. The proposed CRA area is along the industrial waterfront, which can be categorized into three areas: (1) Marina; (2) Shrimping and seafood processing area; and (3) adjacent residential areas. The State of Florida port facilities about the area, but are not included in the CRA. However, its presence must be considered as part of the planning process. Each of the areas is unique and represents opportunity for redevelopment. The City of Fernandina Beach considers this area ready for redevelopment, in order to realize its full potential. Plans are to identify and develop a Community Redevelopment Agency (CRA) for the waterfront area. Per Chapter 163 in the Florida Statutes, a Finding of Necessity must first be conducted and adopted before a CRA can be established:

Section 163.355, Florida Statute reads: No county or municipality shall exercise the community redevelopment authority conferred by this part until after the governing body has adopted a resolution, supported by data and analysis, which makes a legislative finding that the conditions in the area meet the criteria described in s. 163.340 (7) or (8). The resolution must state that:

- (1) One or more slum or blighted areas, or one or more areas in which there is shortage of housing affordable to residents of low or moderate income, including the elderly, exist in such county or municipality; and*
- (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of public health, safety, morals, or welfare of the residents of such county or municipality.*

The University of Florida's Urban and Regional Planning Department, via its Center for Building Better Communities (CBBC), has conducted this Finding of Necessity for use by the City of Fernandina Beach in developing and adopting a resolution justifying the necessary conditions for establishing a CRA. This first step in the CRA process is for the City to make a finding that one or more areas have conditions of slum or blight and there is a need to redevelop. The second step is to create the Community Redevelopment

Agency, followed by preparation and adoption of the redevelopment plan. All three steps are effectuated by resolution or ordinance by the City of Fernandina Beach.

The City of Fernandina Beach, as a local government in the state of Florida, can use the Community Redevelopment Act (Florida Statutes, Chapter 163) for redevelopment within its community. The Act is focused on alleviating deterioration in older areas of a community through use of a comprehensive approach that includes financing mechanisms (bonding and tax increment financing) and legal framework (resolutions, ordinances, and police powers such as eminent domain). The presence of slum and blight conditions in a community contributes to decreased revenues and other undesirable impacts. The Community Development Act can provide powerful tools to a community to improve these conditions, but the process must be followed, per Chapter 163.

This document provides the crucial first step of the CRA process for the City of Fernandina Beach. It provides a summary of the information needed to justify conditions of blight, as well as identifies and defines the boundaries of the proposed CRA district along the waterfront and adjacent areas of the City of Fernandina Beach.

Requirements and Definitions

Finding of Necessity for the City of Fernandina Beach

The State of Florida Statute Chapter 163, amended in 2002, outlines the requirements of the Finding of Necessity. Specifically, subsections (7) and (8) of s. 163.340 are used in determining the conditions to justify establishment of a CRA.

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence exhibiting one or more of the following factors:

- (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- (b) High density of population, compared to the population density of adjacent area within the county or municipality, and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- (c) The existence of conditions that endanger life or property by fire or other causes.

(8) "Blighted area" means an area in which there are A substantial number of deteriorated, or 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 5 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 Code 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.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n). For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.

Section

CENTER FOR BUILDING BETTER COMMUNITIES
UNIVERSITY OF FLORIDA

6

3

Area

Finding of Necessity for the City of Fernandina Beach

Location

Fernandina Beach is located on Amelia Island at the northeastern corner of Florida, 32 miles north of Jacksonville. Its geographic position is at 30.65 degrees north of the equator and 81.44 degrees west of the prime meridian. The City of Fernandina Beach occupies 7 square miles of Amelia Island's 10.65 square mile area. The amount of land area in the City is 27,592 square kilometers.

Amelia Island Location Relative to Jacksonville

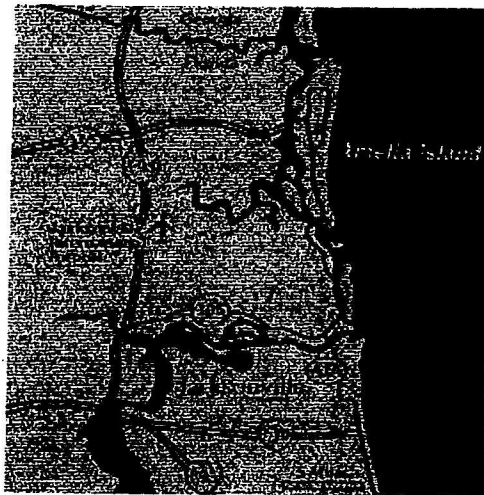


Exhibit A. Source: <http://www.ameliainland.com/>, 2003

The City of Fernandina Beach on Amelia Island is the southernmost Atlantic coast barrier island in the United States. It is across from St. Mary's River and the Cumberland Sound, and is rich in early American history. Amelia Island has had eight different flags flown over it - its cultural and historic resource are tremendous. Its environment has earned it the reputation as "Nature Island." This 13.5 mile-long by 2 mile-wide island has 13 miles of beaches. Fernandina Beach claims to be the oldest city in the United States because of its historic community status dating back to the mid-1500's. Its 50-block Historic District is on the National Register of Historic Places.

City of Fernandina Beach Location Relative to Amelia Island

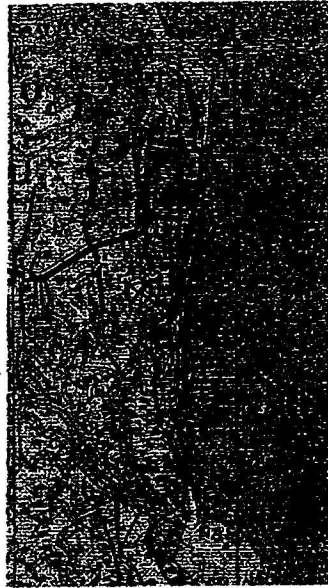


Exhibit B. Source: University of Florida, Map and Imagery Library,
United States Geological Survey Map

Industry has thrived throughout history in Fernandina Beach, birthplace of the modern shrimping industry. It is reputed to produce the world's sweetest shrimp. In addition to modern industry approaches, some of the shrimping industry's customs are preserved in Fernandina Beach, such as the handcrafting skill of netmaking. Given industry decline through the years, the area along the historic waterfront is now in need of redevelopment. Some traditional industries still exist, yet the opportunity for redevelopment in alternative uses is very high.

The proposed CRA boundary is along the historic waterfront, incorporating the area of the marina, the traditional shrimping and seafood processing area, and adjacent residential uses. The originally proposed district was expanded, per our recommendation, to include the adjacent residential areas. The City desires for the total assessed value of the proposed district not to exceed 2% (\$22 million) of the city's total property values. At \$21,283,697 the proposed CRA district is within this target.

The general study area of the CRA is reflected in Exhibit C below. The boundaries run north to the State of Florida Port facilities (not included) at Dade Street, and east to N. Sixth Street and Calhoun Street. On the south end, it includes the end of the marina area, and continues south to Elm Street. The proposed area does not include the downtown historic area bordering Centre Street, but rather abuts it.

CRA Study Area Location in Fernandina Beach

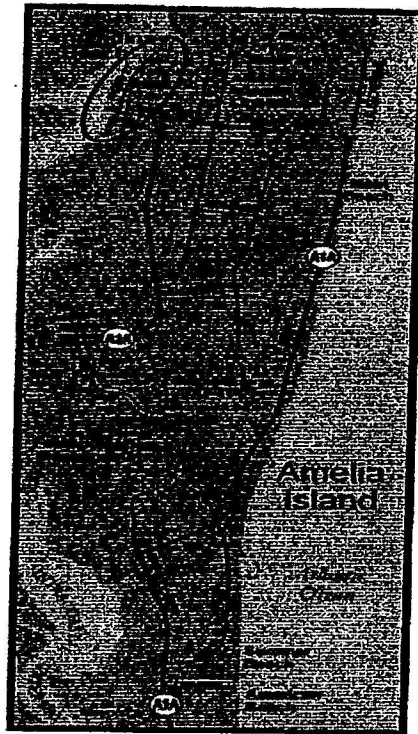


Exhibit C. CRA Study Area Location In Fernandina Beach

Land Uses

The proposed CRA district contains 131 parcels total. The uses for these parcels include industrial, warehouses, single-family and a few multi-family residential, public, and commercial. It is a mixed-use area, but the majority of the area is focused on industrial, commercial and warehousing activities along the waterfront (Front Street and N. Second Street). The following table lists the land uses by types in the proposed district.

Table 1. Land Use in Fernandina Beach Proposed CRA

Type of Use	Number of Parcels	Percentage of Area
Industrial	14	11%
Commercial	14	11%
Public	16	12%
Multi-family residence	7	5%
Single family residence	45	34%
Warehouse	5	4%
Vacant	30	23%
TOTAL	131	100%

The largest percentage of land use in the district is single-family residences, followed by vacant lots (some privately owned and others are publicly owned). The vacant lots represent opportunities for development to enhance the entire district, pursuant to the goals expressed in the subsequent CRA plan development. Next, public uses comprise 12 percent of the area, industrial and commercial uses comprise 11 percent each, followed by multi-family and warehousing. The diversity of the district is a benefit for the CRA.

Boundaries

Proposed Boundaries of the CRA Waterfront District

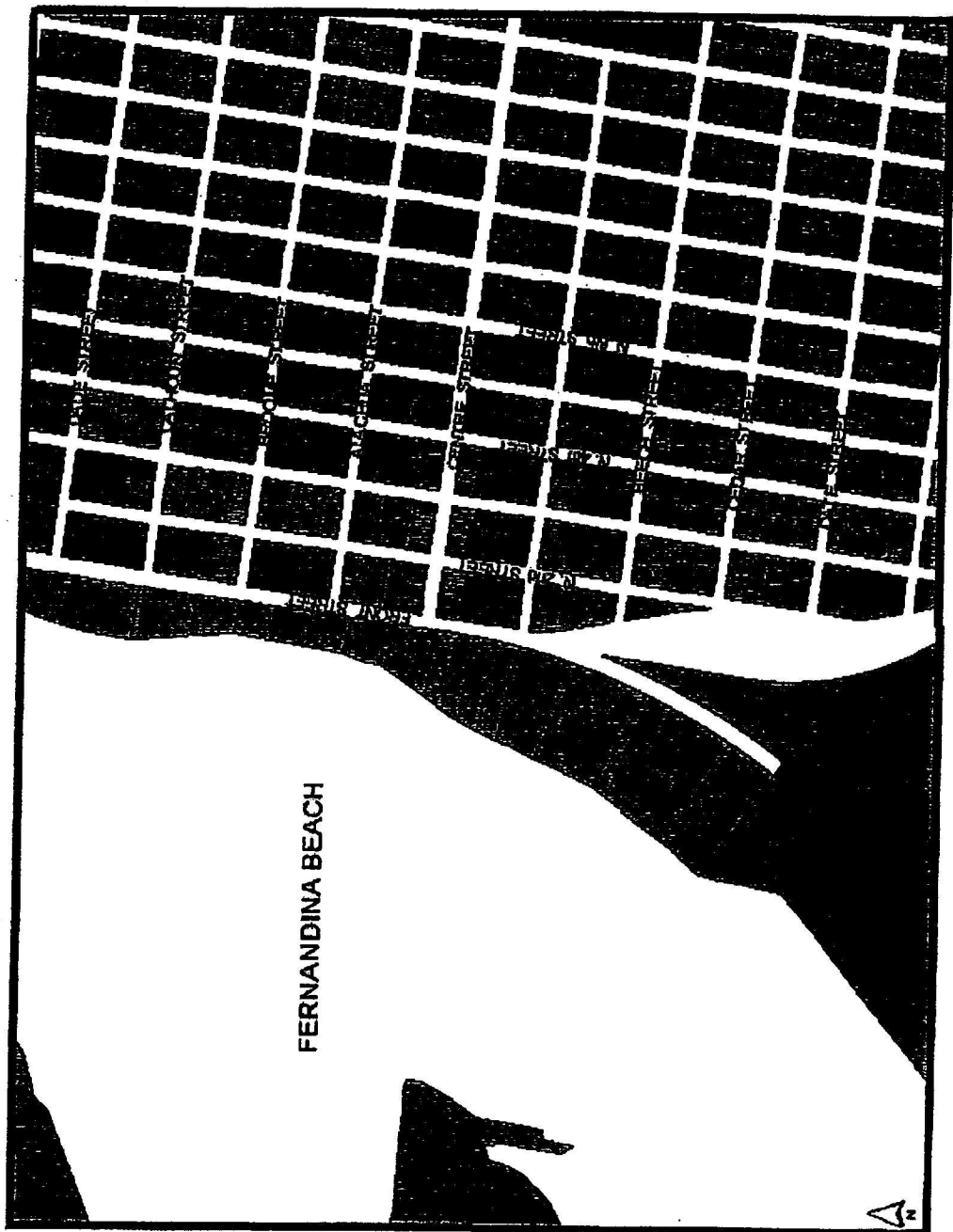


Exhibit D. Proposed Boundary Map of Waterfront CRA District.

Analysis of Requirements Met

Finding of Necessity for the City of Fernandina Beach

During this project, we conducted a comprehensive analysis of the targeted area to examine parcels and conditions within the area. This was accomplished via analysis of data collected from primary and secondary sources, including databases and through on-site surveying techniques. The analysis and determination of conditions have been made according to the statutory requirements. From the list of required factors, we must justify conditions of slum or blight, gauging the level and type of slum or blight conditions prerequisite to establishment of a CRA. Since the stipulations were amended in 2002, standards have become higher to establish a CRA. However, conditions exist in the proposed district to qualify for the necessary status.

Blighted Area Conditions

Two or more of the factors (a) through (n) have to be met to justify conditions of blight. We have examined all factors, and found the following four to be highly justifiable for conditions of blight. Through direct study, via this project, we have collected the following information to use as the basis for justification.

1. (Subsection "a") – Inadequate street layout, parking facilities -

The railway divides the waterfront district from the adjacent historic district, cutting off access for visitors to the downtown district. With the exception of the marina at the end of Centre Street, the rest of the waterfront district is not appealing or accessible enough to entice visitors to continue exploration of the area. One of the rail lines is no longer in use, which could possibly provide space for improving the roadway and creating a pedestrian passageway from the State of Florida port facilities to the historic downtown, via Front Street. In its current condition, it is not adequate to support transfer of tourists from cruise boats at the Port to the downtown, for example. There is lack of pedestrian or bicycle facilities, including sidewalks in the district.

Parking facilities at the south end of the district need to be upgraded (currently unpaved and otherwise unimproved), to alleviate congestion on Centre Street as well as provide better facilities for visitors to the marina area. Additionally, the industrial district generates traffic, including heavy trucking activities. These activities are economically valuable to the city as a whole, and within the district, the issues surrounding traffic flow need to be addressed, particularly as it impacts residential areas. Overall, the district along the waterfront needs to have better access to the downtown area, as the current street layout does not provide adequate circulation or access.

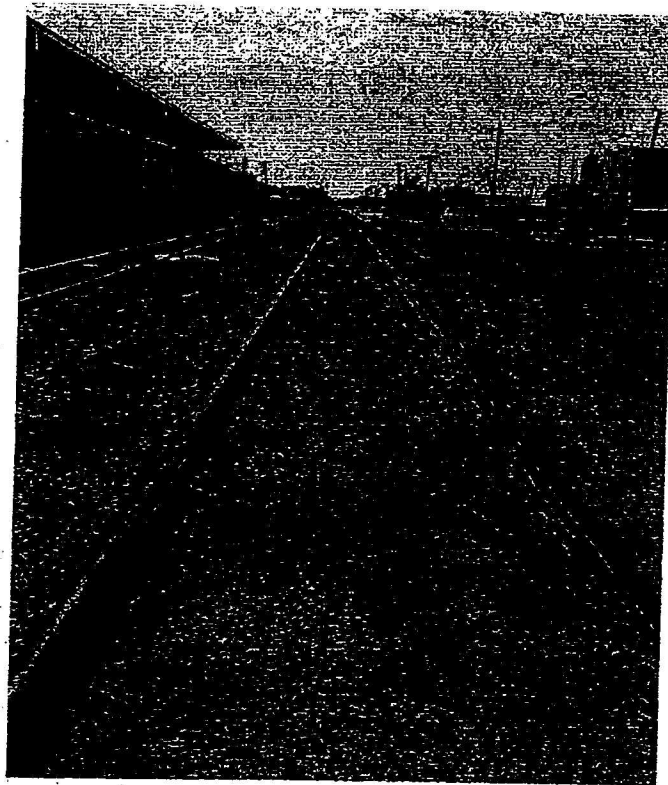


Exhibit E. Unused rail line, dividing historic downtown and Front Street, along the waterfront. Also, there are no sidewalks or safe pedestrian passageways from the Port to the downtown area.

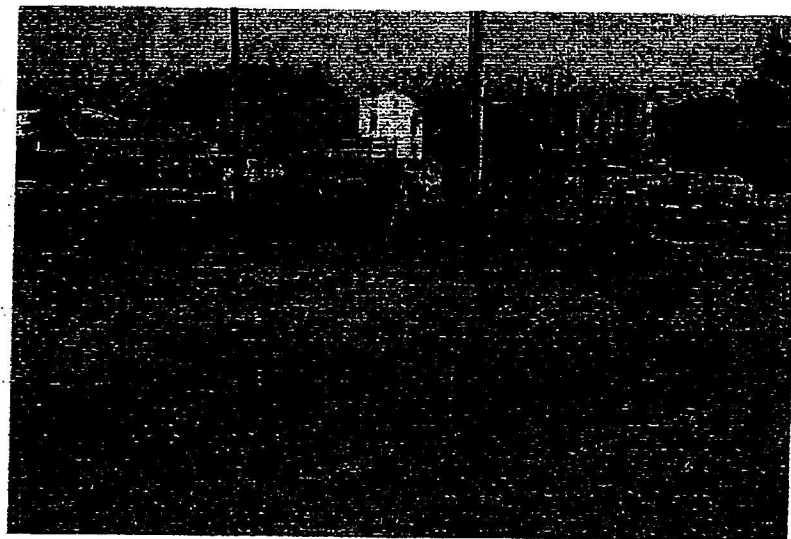


Exhibit F. Unimproved and deteriorating parking facilities in the proposed district.

2. (Subsection "d") – Unsanitary or unsafe conditions

There exist unsanitary and unsafe conditions in the proposed district. The presence of these conditions contributes to economic decline of the area, and the district is not realizing its development potential, nor is it generating the types of economic activities needed to improve tax revenue collections in the district. The majorities of these conditions are present along the waterfront, on Front Street and include economically obsolete industrial buildings on the waterside. Older pier structures also contribute to the physical decline of the district, as well as industrial debris that has not been adequately disposed. Certainly, this area is not safe in the sense that this corridor is the one in which visitors arriving via cruise boats are to travel through to reach downtown. There are not sidewalks or other safe pedestrian or bicycle passageways in much of the district, leading to unsafe conditions. For example, Exhibit G and H illustrate residential area streets that have no sidewalks or other amenities, such as street lighting. Illegal dumping is also occurring on the vacant lots in the first area (north end of the proposed CRA district).

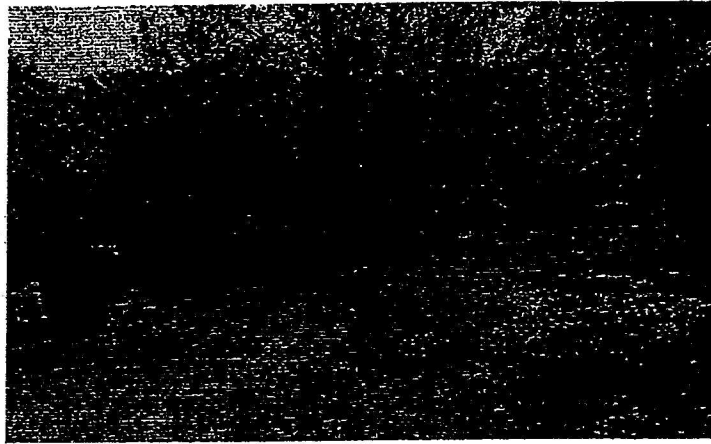


Exhibit G. Lack of safe pedestrian environment pervasive throughout the district, no sidewalks, clearly marked crossings, adequate street lighting, or other pedestrian/bicycle amenities for creating safe passageways. Unpaved road, illegal dumping on side (in background).

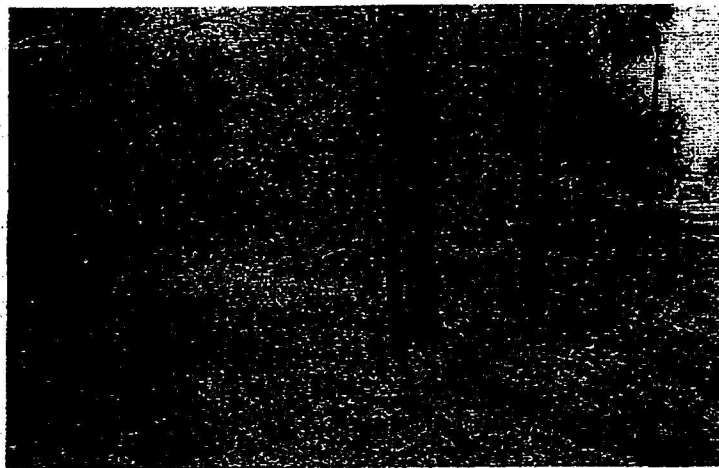


Exhibit H. Commercial traffic traversing residential areas; lack of safe pedestrian passageways. South end of district, Third Street.

The issue of safe passageways for pedestrians is evidenced throughout the district. Within the residential areas, there is a lack of sidewalks. For example, one side of Third Street has a sidewalk, but it ends abruptly short of the corner, with no continuation. There is no handicap access. In general, there is a lack of lighting throughout the district, although some streets have a light on the corner. Exhibit I shows additional conditions that influence safe conditions.

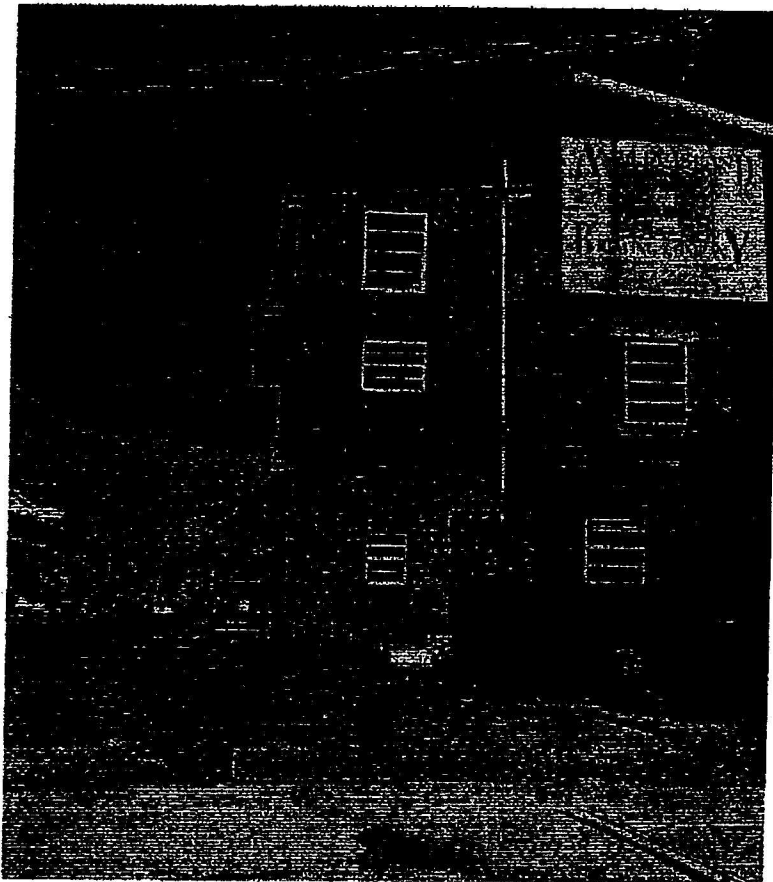


Exhibit I. Lack of sidewalks and other amenities do not promote a safe environment. Coupled with heavy industrial traffic, the residential use is not compatible with surrounding land uses. Dilapidation of structure is evident. (North 3rd Street)

3. (Subsection "e") – Deterioration of site or other improvements – A large number of properties in the district exhibit deterioration. This includes industrial, commercial, residential, and public properties. Deterioration leads to economic distress, as well as unsafe conditions. Several sites are illustrated below as demonstration of deterioration of sites, and of past improvements. Exhibits J and K illustrate deterioration adjacent to the marina. Exhibit L shows deterioration of residential property in the south end of the district.

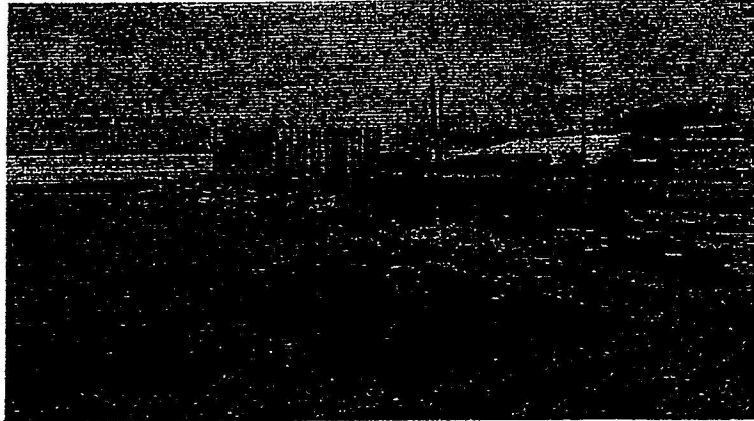


Exhibit J. Deterioration of waterfront areas, adjacent to public space.



Exhibit K. Deterioration of site. Front Street.



Exhibit L. Deterioration of residential site. South end of district.

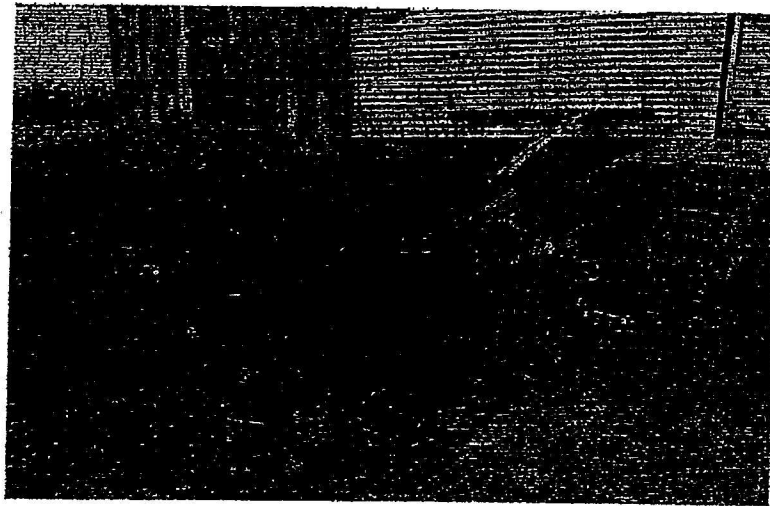


Exhibit M. Deterioration of site on Front Street.

4. (Subsection "f") – Inadequate and outdated building density patterns – The area along the waterfront, and indeed, the entire district, is positioned within the context of waterfront property in a desirable Florida location. Given this locational attribute, the current building pattern is outdated. For example, the uses are intermingled, with few buffers between industrial and residential uses. The district suffers from a lack of usability for pedestrians and bicyclists in general, with no sidewalks in much of the area. Current industrial activities provide greatly needed job and revenue opportunities; however, the building density pattern in the area for these uses is inadequate for compatibility with surrounding uses (residential, for example). This issue needs to be thoroughly addressed in the planning process, including the flow of traffic from the industrial areas.

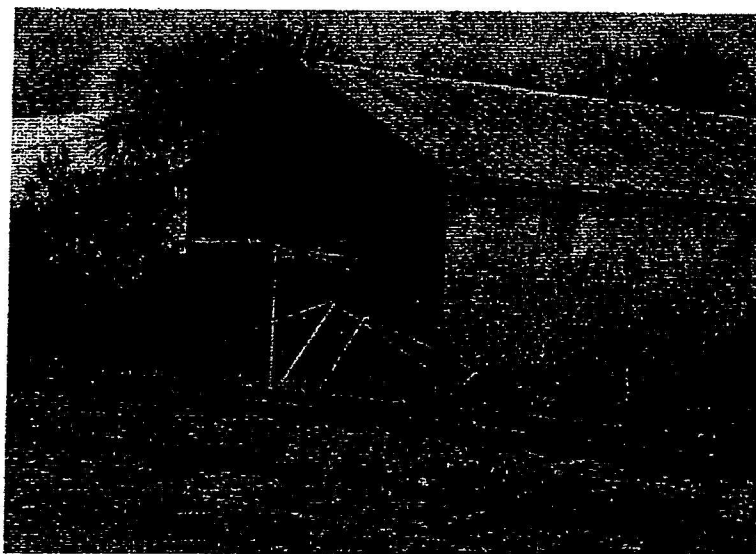


Exhibit N. Outdated building patterns; lack of usability, and no longer compatible with surrounding land uses. Lack of buffer zones between industrial and other uses.

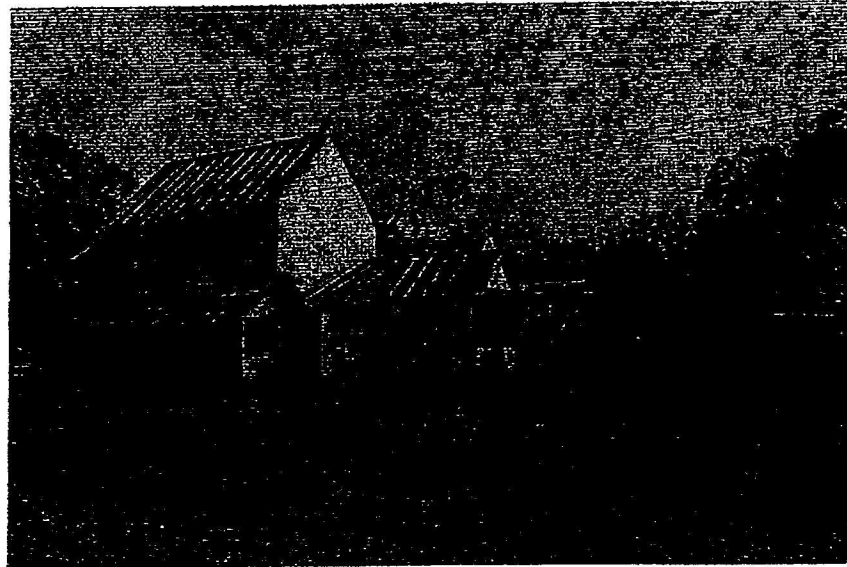


Exhibit O. Inadequate and outdated building density patterns, North 3rd, dilapidated housing.

Summary and Conclusions

Finding of Necessity for the City of Fernandina Beach

Finding of Necessity Justification

Based on the data collected and the analysis conducted in this study, the City of Fernandina Beach Waterfront Redevelopment Area qualified as a CRA area as defined by Florida Statutes, Chapter 163.340. The proposed area clearly meets the conditions of blight with four criteria (only two are required). This study clearly indicates the need for establishment of a CRA and development of a CRA plan so the area will be in accordance with community goals and objectives and comprehensive planning and development approaches. The City of Fernandina Beach, in drafting a resolution to adopt the Finding of Necessity, can utilize the information presented in this report for justification. Following adoption of the resolution, the next step, pursuant to Florida Statutes, Chapter 163.356, amended in 2002, is:

(1) Upon a finding of necessity as set forth in s. 163.355, and upon further finding that there is a need for a community redevelopment agency to function in the county or municipality to carry out the community redevelopment purposes of this part, any county or municipality may create a public body corporate and politic to be known as a "community redevelopment agency."

To summarize the justifications identified, we found:

- **Blight Conditions:**
 - Inadequate street layout, parking facilities
 - Unsanitary or unsafe conditions
 - Deterioration of site or other improvements
 - Inadequate and outdated building density patterns

These conditions support the Finding of Necessity for establishing the City of Fernandina Beach Waterfront CRA.

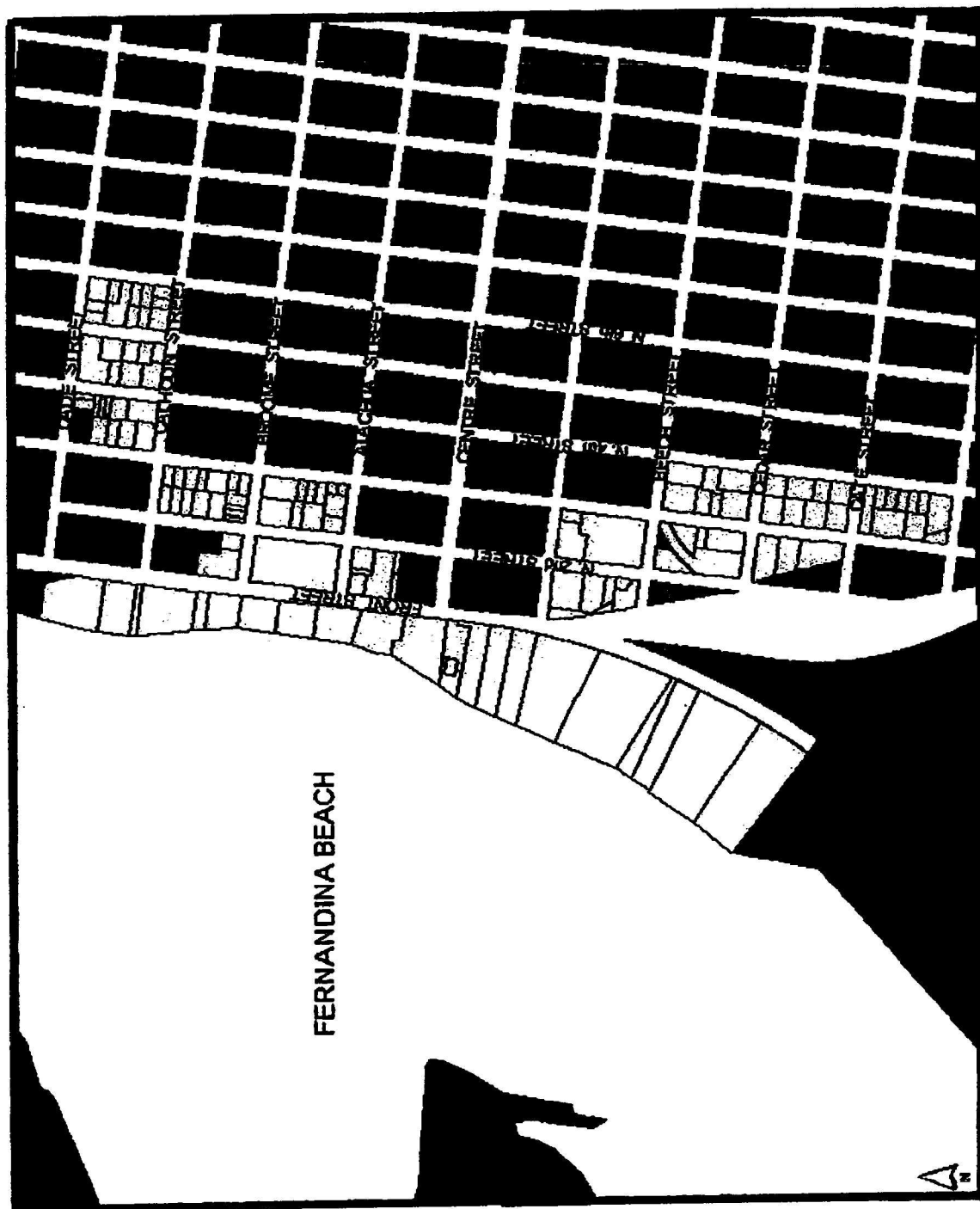
Appendix

Finding of Necessity for the City of Fernandina Beach

1. Assessed Values



BOUNDARY MAP WITH PARCELS



Second-Dade-Sixth-Alachua		
Code	Parcel PIN number	Assessed Value
1	00-00-31-1800-0009-0080	\$ 144,969.00
2	00-00-31-1800-0009-0150	\$ 99,366.00
3	00-00-31-1800-0009-0060	\$ 160,426.00
4	00-00-31-1800-0009-0220	\$ 128,478.00
5	00-00-31-1800-0009-0020	\$ 99,499.00
6	00-00-31-1800-0009-0230	\$ 42,750.00
7	00-00-31-1800-0009-0250	\$ 66,131.00
8	00-00-31-1800-0009-0010	\$ 390,997.00
9	00-00-31-1800-0009-0290	\$ 220,000.00
10	00-00-31-1800-0009-0270	\$ 147,140.00
11	00-00-31-1800-0009-0272	\$ 121,000.00
12	00-00-31-1800-0008-0101	\$ 144,682.00
13	00-00-31-1800-0008-0151	\$ 43,504.00
14	00-00-31-1800-0008-0102	\$ 159,272.00
15	00-00-31-1800-0008-0152	\$ 27,355.00
16	00-00-31-1800-0008-0080	\$ 101,319.00
17	00-00-31-1800-0008-0190	\$ 189,335.00
18	00-00-31-1800-0008-0050	\$ 40,875.00
19	00-00-31-1800-0008-0220	\$ 112,008.00
20	00-00-31-1800-0008-0230	\$ 56,431.00
21	00-00-31-1800-0008-0020	\$ 40,875.00
22	00-00-31-1800-0008-0010	\$ 12,000.00
23	00-00-31-1800-0008-0340	\$ 23,750.00
24	00-00-31-1800-0008-0330	\$ 60,871.00
25	00-00-31-1800-0008-0310	\$ 107,769.00
26	00-00-31-1800-0008-0271	\$ 38,675.00
27	00-00-31-1800-0008-0272	\$ 35,932.00
28	00-00-31-1800-0017-0160	\$ 30,000.00
29	00-00-31-1800-0017-0180	\$ 52,467.00
30	00-00-31-1800-0017-0070	\$ 101,389.00
31	00-00-31-1800-0017-0200	\$ 15,000.00
32	00-00-31-1800-0017-0190	\$ 30,000.00
33	00-00-31-1800-0017-0050	\$ 32,700.00
34	00-00-31-1800-0017-0220	\$ 45,000.00
35	00-00-31-1800-0017-0020	\$ 49,050.00

Public
Single family residence
Commercial
Multi-family residence
Single family residence
Vacant
Single family residence
Commercial
Commercial
Commercial
Vacant
Multi-family residence
Single family residence
Industrial
Single family residence
Multi-family residence
Single family residence
Vacant
Single family residence
Single family residence
Vacant
Vacant
Vacant
Multi-family residence
Single family residence
Vacant
Single family residence
Vacant
Multi-family residence
Single family residence
Vacant
Public
Vacant
Vacant
Vacant

Industrial 14
Commercial 14
Public 16
Multi-family residence 7
Single family residence 45
Vacant 30
Warehouse 5
131

Code	Parcel PIN number	Assessed Value	
36	00-00-31-1800-0017-0250	\$ 198,594.00	Multi-family residence
37	00-00-31-1800-0017-0010	\$ 92,375.00	Single family residence
38	00-00-31-1800-0020-0050	\$ 45,000.00	Public
39	00-00-31-1800-0020-0100	\$ 166,195.00	Multi-family residence
40	00-00-31-1800-0020-0040	\$ 30,000.00	Vacant
41	00-00-31-1800-0020-0020	\$ 30,548.00	Single family residence
42	00-00-31-1800-0020-0120	\$ 61,367.00	Single family residence
43	00-00-31-1800-0020-0130	\$ 106,699.00	Single family residence
44	00-00-31-1800-0020-0010	\$ 74,557.00	Single family residence
45	00-00-31-1800-0020-0140	\$ 42,330.00	Vacant
46	00-00-31-1800-0033-0060	\$ 21,000.00	Vacant
47	00-00-31-1800-0033-0070	\$ 36,555.00	Single family residence
48	00-00-31-1800-0033-0080	\$ 41,858.00	Single family residence
49	00-00-31-1800-0033-0040	\$ 90,375.00	Single family residence
50	00-00-31-1800-0033-0100	\$ 21,000.00	Public
51	00-00-31-1800-0033-0030	\$ 112,982.00	Single family residence
52	00-00-31-1800-0033-0120	\$ 30,000.00	Vacant
53	00-00-31-1800-0033-0020	\$ 127,952.00	Single family residence
54	00-00-31-1800-0033-0130	\$ 30,000.00	Vacant
55	00-00-31-1800-0033-0010	\$ 106,561.00	Single family residence
56	00-00-31-1800-0033-0150	\$ 42,500.00	Vacant
57	00-00-31-1800-0033-0140	\$ 33,664.00	Single family residence
	Subtotal "Neighborhood"	\$ 4,713,127.00	
Waterfront Property			
	Parcel PIN number	Assessed Value	
58	00-00-31-1760-0007-0000	\$ 762,330.00	Industrial
59	00-00-31-1760-0007-0020	\$ 183,000.00	Industrial
60	00-00-31-1760-0007-0030	\$ 38,175.00	Industrial
61	00-00-31-1760-0006-0000	\$ 493,010.00	Industrial
62	00-00-31-1760-0005-0010	\$ 66,000.00	Vacant
63	00-00-31-1760-0005-0020	\$ 205,659.00	Industrial
64	00-00-31-1760-0004-0000	\$ 230,092.00	Industrial
65	00-00-31-1760-0003-0000	\$ 289,709.00	Industrial
66	00-00-31-1760-0002-0000	\$ 295,586.00	Industrial

Code	Parcel PIN number	Assessed Value	
67	00-00-31-1760-0001-0020	\$ 240,000.00	Vacant
68	00-00-31-1760-0001-0010	\$ 379,345.00	Commercial
69	00-00-31-1760-0025-001L	\$ 704,136.00	Public
70	00-00-31-1760-0025-0000	\$ 2,644,645.00	Public
71	00-00-31-1760-0025-002L	\$ 21,756.00	Public
72	00-00-31-1760-0025-003L	\$ 114,144.00	Public
73	00-00-31-1760-0025-004L	\$ 3,982.00	Public
74	00-00-31-1760-0029-0010	\$ 319,640.00	Vacant
75	00-00-31-1760-0031-0020	\$ 250,000.00	Public
76	00-00-31-1760-0034-0000	\$ 30,195.00	Vacant
77	00-00-31-1760-0035-0000	\$ 102,480.00	Vacant
78	00-00-31-1760-0036-0000	\$ 77,134.00	Vacant
79	00-00-31-1760-0039-0000	\$ 430,993.00	Commercial
	Sub Total "Waterfront"	\$ 7,882,011.00	
80	00-00-31-1800-0003-0010	\$ 295,150.00	Warehouse
81	00-00-31-1800-0003-0300	\$ 56,425.00	Warehouse
82	00-00-31-1800-0002-0010	\$ 1,001,879.00	Industrial
83	00-00-31-1800-0001-0140	\$ 198,033.00	Warehouse
84	00-00-31-1800-0001-0170	\$ 57,171.00	Public
85	00-00-31-1800-0001-0180	\$ 600,164.00	Commercial
86	00-00-31-1800-0001-0090	\$ 430,547.00	Commercial
87	00-00-31-1800-0001-0080	\$ 75,149.00	Commercial
88	00-00-31-1800-0001-0260	\$ 55,887.00	Commercial
	Sub Total "City Blocks"	\$ 2,770,405.00	
89	00-00-31-1800-0271-0011	\$ 146,740.00	Public
90	00-00-31-1800-0271-0010	\$ 611,728.00	Public
91	00-00-31-1800-0271-0070	\$ 277,845.00	Industrial
92	00-00-31-1800-0271-0091	\$ 40,691.00	Vacant
93	00-00-31-1800-0271-0110	\$ 140,939.00	Warehouse
94	00-00-31-1800-0271-0201	\$ 79,446.00	Warehouse
95	00-00-31-1800-0271-0131	\$ 71,614.00	Industrial

Public

Code	Parcel PIN number	Assessed Value	
	Sub Total "Front St/Beech St"	\$ 1,389,003.00	
	City Hall		
	Parcel PIN number	Assessed Value	
96	00-00-31-1800-0270-0010	\$ 686,491.00	Public
97	00-00-31-1800-0270-0270	\$ 286,269.00	Commercial
98	00-00-31-1800-0270-0040	\$ 912,654.00	Industrial
	Sub Total Block 270	\$ 1,885,414.00	
99	00-00-31-1800-0273-0010	\$ 197,699.00	Industrial
100	00-00-31-1800-0273-0020	\$ 42,934.00	Single family residence
101	00-00-31-1800-0273-0050	\$ 156,059.00	Commercial
102	00-00-31-1800-0273-0150	\$ 258,675.00	Public
103	00-00-31-1800-0273-0220	\$ 25,931.00	Single family residence
	Sub Total Block 273	\$ 681,298.00	
104	00-00-31-1800-0275-0270	\$ 76,579.00	Commercial
105	00-00-31-1800-0275-0230	\$ 58,018.00	Single family residence
106	00-00-31-1800-0275-0060	\$ 54,936.00	Single family residence
	Sub Total Block 275	\$ 189,533.00	
107	00-00-31-1800-0011-0010	\$ 129,375.00	Vacant
108	00-00-31-1800-0011-0240	\$ 163,529.00	Single family residence
109	00-00-31-1800-0011-0070	\$ 107,892.00	Single family residence
110	00-00-31-1800-0011-0040	\$ 61,042.00	Vacant
111	00-00-31-1800-0011-0072	\$ 116,294.00	Commercial
112	00-00-31-1800-0011-0150	\$ 157,903.00	Single family residence
113	00-00-31-1800-0011-0090	\$ 44,445.00	Single family residence
	Sub Total Block 11	\$ 780,480.00	
114	00-00-31-1800-0274-0010	\$ 60,142.00	Single family residence
115	00-00-31-1800-0274-0270	\$ 309,982.00	Public

Code	Parcel PIN number	Assessed Value	
116	00-00-31-1800-0274-0020	\$ 51,388.00	Single family residence
117	00-00-31-1800-0274-0060	\$ 41,560.00	Single family residence
118	00-00-31-1800-0274-0100	\$ 44,994.00	Single family residence
119	00-00-31-1800-0274-0150	\$ 31,624.00	Single family residence
120	00-00-31-1800-0274-0190	\$ 51,388.00	Single family residence
121	00-00-31-1800-0274-0220	\$ 57,369.00	Single family residence
	Sub Total Block 274	\$ 648,445.00	
122	00-00-31-1800-0279-0011	\$ 31,974.00	Single family residence
123	00-00-31-1800-0279-0012	\$ 45,571.00	Single family residence
124	00-00-31-1800-0279-0250	\$ 11,250.00	Vacant
125	00-00-31-1800-0279-0272	\$ 52,970.00	Single family residence
126	00-00-31-1800-0279-0230	\$ 56,800.00	Single family residence
127	00-00-31-1800-0279-0060	\$ 40,453.00	Single family residence
128	00-00-31-1800-0279-0210	\$ 63,495.00	Single family residence
129	00-00-31-1800-0279-0190	\$ 11,250.00	Vacant
130	00-00-31-1800-0279-0101	\$ 6,500.00	Vacant
131	00-00-31-1800-0279-0110	\$ 43,718.00	Single family residence
	Sub Total Block 279	\$ 363,981.00	
	GRAND TOTAL	\$ 21,283,697.00	

Percentage
11%
11%
12%
5%
34%
23%
4%
101%

AFFIDAVIT OF MAILING

State of Florida
County of Nassau

I, Cassandra P. Mitchell, being first duly sworn, depose and state as follows:

1. That I am the City Clerk for the City of Fernandina Beach, Florida; and
2. That part of my duties include processing all types of materials for the City Commission, including notices and advertisements required for hearings before the Commission as directed by the City Commission; and
3. That the City of Fernandina Beach is establishing a Community Redevelopment Area; and
4. That pursuant F.S. §163.346 notice is required to be mailed to each taxing authority that levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area via registered mail at least 15 days prior to the adoption of the resolution creating a CRA; and
5. That on April 2, 2004, I mailed the Notices, attached hereto as Exhibit 1, to the appropriate taxing authorities as required by law. The letters were sent registered mail.

Further Affiant Sayeth Naught.

Cassandra P. Mitchell

Cassandra P. Mitchell
City Clerk

State of Florida
County of Nassau

Subscribed and sworn to before me, a notary public in and for the State of Florida this
15th day of April, 2004.



Linda B Ryals

NEWS LEADER

AMETHIA ISLAND • FERNANDINA BEACH • NASSAU COUNTY

Published Weekly

511 Ash Street/P.O. Box 766 (904) 261-3696
Fernandina Beach, Nassau County, Florida 32034

STATE OF FLORIDA
COUNTY OF NASSAU:

Before the undersigned authority personally appeared
Robert O. Fiege

Who on oath says that he is the Production Director of the
Fernandina Beach News-Leader, a weekly newspaper published at
Fernandina Beach in Nassau County, Florida; that the attached
copy of advertisement, being a **LEGAL ADVERTISEMENT** in the
matter of

PUBLIC NOTICE

**Intention to Adopt Resolutions
Blighted Area and Proposed CRA
City of Fernandina Beach, Florida**

Was published in said newspaper in the issues of

04/07/04

Display Legal

Affiant further says that the said Fernandina Beach News-Leader is
a newspaper published at Fernandina Beach, in said Nassau
County, Florida and that the said newspaper has heretofore been
continuously published in said Nassau County, Florida, each week
and has been entered as second class mail matter at the post office
in Fernandina Beach in said Nassau County, Florida, for a period
of one year next preceding the first publication of the attached copy
of advertisement; and Affiant further says that he has neither paid
nor promised any person, firm or corporation any discount, rebate,
commission or refund for the purpose of securing this
advertisement for publication in the said newspaper.

Robert O. Fiege

Sworn to and subscribed before me
This 7th day of April A.D. 2004.

Angeline B. Mudd

Angeline B. Mudd, Notary Public

Am Personally Known



ANGELINE B. MUDD
MY COMMISSION # DD 267348
EXPIRES: January 4, 2008
1-800-3-NOTARY



PUBLIC NOTICE

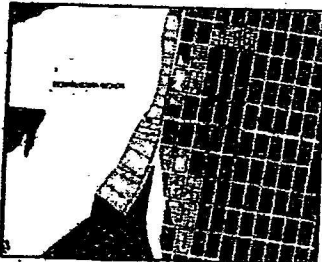
Pursuant to Section 163.346, Florida Statutes (2002), the City Commission of the City of Fernandina Beach, Florida, as the governing body of City of Fernandina Beach, does hereby give public notice of its intention to adopt an Amended and Restated Resolution in accordance with Section 163.355, Florida Statutes (2002), finding that one or more blighted areas exist in Fernandina Beach, and further finding the rehabilitation, conservation, or redevelopment, or combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of Fernandina Beach. The blighted area is located in the City of Fernandina Beach, and are more particularly described below.

In addition, pursuant to Section 163.346, Florida Statutes (2002), the City Commission of the City of Fernandina Beach, as the governing body of the City of Fernandina Beach, also hereby gives public notice of its intention to adopt a Resolution pursuant to Section 163.357, Florida Statutes, declaring that the City Commission will be agency for the Community Redevelopment Area (CRA).

The blighted area and proposed CRA are described as:

The boundaries run north to the State of Florida Port facilities (but not including the Port) at Dade St., and east to North 6th St. and Calhoun St., and on the south end, it includes the end of the marina area, and continues south to Elm St., and is more graphically shown on the map attached hereto. Additional information is available for review in the office of the City Clerk, 204 Ash St., Fernandina Beach, Florida, 32034.

BOUNDARY MAP WITH PARCELS



The City Commission of the City of Fernandina Beach will consider both Resolutions at a public meeting to be held on April 20, 2004, beginning at 6:00 p.m. or as soon thereafter as possible, at City Commission Chambers, 204 Ash St., Fernandina Beach, Florida 32034.

A copy of said proposed resolution may be inspected by the public at the office of the undersigned at 204 Ash Street, Fernandina Beach, Florida. Interested parties may appear at said hearing and be heard as to the advisability of any action, which may be considered with respect to such resolution. The Complete legal description by metes and bounds and a copy of the Resolution can be obtained from the Office of the City Clerk.

ALL MEMBERS OF THE PUBLIC ARE INVITED TO BE PRESENT AND BE HEARD. IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING, S/H/HE WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. PERSONS WITH DISABILITIES REQUIRING ACCOMMODATIONS IN ORDER TO PARTICIPATE IN THIS PROGRAM OR ACTIVITY SHOULD CONTACT 277-7305 OR TDD 277-7399 OR FLORIDA RELAY SERVICE 1-800-955-8771, AT LEAST 24 HOURS IN ADVANCE TO REQUEST SUCH ACCOMMODATION.

CITY OF FERNANDINA BEACH
BY: CASSANDRA P. MITCHELL
ITS: CITY CLERK



City of Fernandina Beach

Registered Mail

OFFICE OF THE CITY CLERK

April 2, 2004

REGISTERED MAIL

Joe Gerrity, Commissioner-Mayor
City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

NOTICE TO TAXING AUTHORITY

Pursuant to Section 163.346, Florida Statutes (2002), the City Commission of the City of Fernandina Beach, Florida, as the governing body of Fernandina Beach, does hereby give notice to each taxing authority, as that term is defined in Section 163.340(2), Florida Statutes (2002), of its intention to adopt an Amended and Restated Resolution in accordance with Section 163.355, Florida Statutes (2002), finding that more blighted areas exist in the City of Fernandina Beach, and further finding the rehabilitation, conservation, or redevelopment, or combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of Fernandina Beach. The blighted areas are located in that part of Fernandina Beach more particularly described as an area bounded on the north by the State of Florida Port Facilities (but not including the Port) at Dade St, and east to North 6th Street and Calhoun Street. On the south end, includes the end of the marina area, and continues south to Elm Street, as containing 131 parcels of property, as shown on the map attached hereto.

PLEASE BE FURTHER ADVISED that Pursuant to Section 163.346, Florida Statutes (2002), the City Commission of the City of Fernandina Beach, Florida, as the governing body of Fernandina

Page 1 of 2

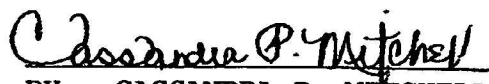
Beach, does hereby give notice to each taxing authority, as that term is defined in Section 163.340(2), Florida Statutes (2002), of its intention to adopt a resolution in accordance with Section 163.357, Florida Statutes (2002), which will declare the City Commission of the City of Fernandina Beach to be the Community Redevelopment Agency for the CRA.

The City Commission of the City of Fernandina Beach will consider both Resolutions at a public meeting to be held on April 20, 2004, beginning at 6:00 p.m. or as soon thereafter as possible, at the City Commission Chambers, 204 Ash St, Fernandina Beach, Florida, 32034.

A copy of said proposed resolutions may be inspected by the public at the office of the City Clerk at 204 Ash Street, Fernandina Beach, Florida. Interested parties may appear at said hearing and be heard as to the advisability of any action, which may be considered with respect to such resolution.

ALL MEMBERS FO THE PUBLIC ARE INVITED TO BE PRESENT AND BE HEARD. IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING, S/HE WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. PERSONS WITH DISABILITIES REQUIRING ACCOMMODATIONS IN ORDER TO PARTICIPATE IN THIS PROGRAM OR ACTIVITY SHOULD CONTACT 904-277-7305 OR TDD 904-277-7399 OR FLORIDA RELAY SERVICE 1-800-955-8771, AT LEAST 24 HOURS IN ADVANCE TO REQUEST SUCH ACCOMMODATIONS.

CITY OF FERNANDINA BEACH



BY: CASSANDRA P. MITCHELL
ITS: CITY CLERK



City of Fernandina Beach

OFFICE OF THE CITY CLERK

April 2, 2004

REGISTERED MAIL

Floyd L. Vanzant, Chairman
Nassau County Board of County Commissioners
PO Box 1010
Fernandina Beach, FL 32035

NOTICE TO TAXING AUTHORITY

Pursuant to Section 163.346, Florida Statutes (2002), the City Commission of the City of Fernandina Beach, Florida, as the governing body of Fernandina Beach, does hereby give notice to each taxing authority as that term is defined in Section 163.340(2), Florida Statutes (2002), of its intention to adopt an Amended and Restated Resolution in accordance with Section 163.355, Florida Statutes (2002), finding one or more blighted areas exist in the City of Fernandina Beach, and further finding the rehabilitation, preservation, or redevelopment, or combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of Fernandina Beach. The blighted areas are located in that part of Fernandina Beach more particularly described as an area bounded on the north by the State of Florida Port Facilities (but not including the Port) at Dade St, and east to North 6th Street and Calhoun Street. On the south end, includes the end of the marina area, and continues south to Elm Street, as containing 131 parcels of property, as shown on the map attached hereto.

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Page 1 of 2

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CITY OF FERNANDINA BEACH

Cassandra P. Mitchell
BY: CASSANDRA P. MITCHELL
ITS: CITY CLERK

RESOLUTION 2005-91

A SECOND AMENDED AND RESTATED RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE FERNANDINA BEACH WATERFRONT AND ADJOINING AREAS; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY; RESCINDING RESOLUTIONS 2004-33 AND 2004-70, AND PROVIDING FOR AN EFFECTIVE DATE.

Whereas, Section 107(A) of the City Charter of the City of Fernandina Beach provides as follows:

The City of Fernandina Beach is prohibited from creating any more than two non-contiguous, community redevelopment areas (CRA), pursuant to F.S. ch. 163, Part III. The City of Fernandina Beach is prohibited from creating any such CRA wherein the assessed value for ad valorem tax purposes of the real property contained within such CRA would exceed two percent (2%) of the total assessed value of all real property in the city at the time of creation of such CRA.

Whereas, this is the first CRA adopted within the City of Fernandina Beach, and at the time of adoption of this resolution, the assessed value of the city was \$1,275,208,887.00. Therefore, pursuant to the City Charter section 107(A), the maximum assessed value contained in the CRA designated area is \$25,504,178.00, and the Area designated in the Finding of Necessity contains an assessed value of \$15,716,938, and therefore is in compliance with City Charter Section 107(A); and

Whereas, pursuant to F.S. §163.346, a Notice to Taxing Authorities is required to be mailed by registered mail to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area at least 15 days before the adoption of this resolution, and notice must be published 10 days prior to the adoption of the resolution; and

Whereas, a second Amended and Restated Study has been done of the conditions in that part of the City known and referred to as the Waterfront, as more particularly described in Exhibit "A" hereof (such are being referred to herein as the "Area"); and

Whereas, a copy of second Amended and Restated Finding of Necessity Study, dated May 3, 2005, revised by the City Staff and based on the University of Florida study, dated March, 2004, is attached hereto as Exhibit "B" and made a part of the official records and minutes of the adoption of this resolution; and

Whereas, it is the intent of the Commission that this Seconded Amended and Restated Finding of Necessity supersede the original Finding of Necessity Resolution, 2004-33, dated March 2, 2004 and the Amended and Restated Finding of Necessity Resolution, 2004-70 dated April 20, 2004, and that both Resolution 2004-33 and 2004-70 are rescinded by this resolution; and

Whereas, after having considered the study's determinations and the facts and evidence of conditions in the Area and having received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area.

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

Section 1. Findings of Conditions. Based upon the evidence, data and facts presented to it, the City Commission does hereby find:

(a) Conditions are present in the area of the City of Fernandina Beach described in Exhibit "A" attached hereto (such area being referred to herein as either the "Area" or the "Redevelopment Area") which are detrimental to the sound growth of the City, and which substantially impair or arrest the growth within the Area and adjacent territory, and present conditions and uses in the Area are detrimental to the public health, safety, morals and public welfare; and

(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. inadequate and outdated building density patterns.

Section 2. Finding of Necessity. The City Commission does hereby expressly find that the rehabilitation, conservation or redevelopment, or a combination thereof, of the area are necessary and in the interest of the public health, safety, morals or welfare of the residents of Fernandina Beach.

Section 3. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City of Fernandina Beach does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes (2004), and that such area constitutes a Community Redevelopment Area as defined in Section 163.340(10), Florida Statutes (2004).

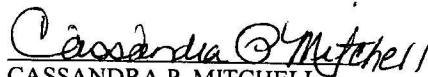
Section 4. Community Redevelopment Agency. The City of Fernandina Beach does hereby expressly find that it is necessary, appropriate, proper and timely that a Community Redevelopment Agency be created to carry out community redevelopment as contemplated by Part III, Chapter 163, Florida Statutes (2004), to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

Section 5. Effective Date. This Second Amended and Restated Resolution shall take effect immediately upon its approval.

PASSED AND ADOPTED this 3rd day of May, 2005.

ATTEST:

CITY OF FERNANDINA BEACH


CASSANDRA P. MITCHELL
City Clerk


GREG ROLAND
Commissioner-Mayor

Date Registered Notice sent: April 18, 2005
Date of Advertisement: April 22, 2005
Date of Passage: May 3, 2005



CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

SUBJECT: Resolution 2005-91
Second Amended and Restated Resolution for the Finding of Necessity

DEPARTMENT: Legal

ATTACHMENTS: Ordinance x Resolution
 X Support Documents Other

SUMMARY: This is the Second Amended and Restated Resolution for the Finding of Necessity. Staff has revised the finding originally prepared by the University of Florida in 2004. The new finding excludes the residential area, which leaves the modified area as shown on the map, and consisting of 56 parcels of property. The land use table showing the current designation of the parcels is on page 9. This resolution also rescinds the early resolutions for the finding of necessity. The Notice to Taxing authorities was mailed by registered mail on April 18, as required by law, and the advertisement for the adoption of this resolution was in the April 22, 2005 News Leader.

RECOMMENDED ACTION: Approval of Resolution 2005-91

DEPARTMENT HEAD Submitted: DBraga  Date: 4/25/05
Requested Agenda Date: 5/3/05

FINANCE DEPARTMENT Budgeted Yes No x N/A Date: N/A

CITY ATTORNEY Approved for Form and Correctness  Date: 4/27/05

CITY MANAGER Approved Agenda Item for  Date: 5/3/05

COMMISSION ACTION: x Approved As Recommended Disapproved
 Approved With Modification Tabled To Time Certain
 Other

DISTRIBUTION: CA CC CM CD FI FD GC HR MD PD PR PW UD

RESOLUTION 2005-91

A SECOND AMENDED AND RESTATED RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; FINDING THE EXISTENCE OF BLIGHT CONDITIONS IN AN AREA OF THE FERNANDINA BEACH WATERFRONT AND ADJOINING AREAS; MAKING CERTAIN FINDINGS AND DETERMINATIONS; FINDING A NEED FOR CREATING A COMMUNITY REDEVELOPMENT AGENCY; RESCINDING RESOLUTIONS 2004-33 AND 2004-70, AND PROVIDING FOR AN EFFECTIVE DATE.

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Whereas, pursuant to F.S. §163.346, a Notice to Taxing Authorities is required to be mailed by registered mail to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area at least 15 days before the adoption of this resolution, and notice must be published 10 days prior to the adoption of the resolution; and

Whereas, a second Amended and Restated Study has been done of the conditions in that part of the City known and referred to as the Waterfront, as more particularly described in Exhibit "A" hereof (such are being referred to herein as the "Area"); and

Whereas, a copy of second Amended and Restated Finding of Necessity Study, dated May 3, 2005, revised by the City Staff and based on the University of Florida study, dated March, 2004, is attached hereto as Exhibit "B" and made a part of the official records and minutes of the adoption of this resolution; and

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Whereas, after having considered the study's determinations and the facts and evidence of conditions in the Area and having received and considered such other evidence of the conditions in the Area as have been presented to it, the City Commission has determined that certain actions are appropriate and necessary and should be taken to address the conditions now present and expected to be present in the Area.

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(b) The following Blight Conditions are present:

1. Inadequate street layout, parking facilities, roadways, bridges or public transportation facilities;
2. Unsanitary or unsafe conditions;
3. Deterioration of site or other improvements;
4. inadequate and outdated building density patterns.

Section 2. Finding of Necessity. The City Commission does hereby expressly find that the rehabilitation, conservation or redevelopment, or a combination thereof, of the area are necessary and in the interest of the public health, safety, morals or welfare of the residents of Fernandina Beach.

Section 3. Community Redevelopment Area. Based upon facts presented to it and contained in the public record, the City of Fernandina Beach does hereby find the Area contains conditions of blight as defined in Section 163.340, Florida Statutes (2004), and that such area constitutes a Community Redevelopment Area as defined in Section 163.340(10), Florida Statutes (2004).

Section 4. Community Redevelopment Agency. The City of Fernandina Beach does hereby expressly find that it is necessary, appropriate, proper and timely that a Community Redevelopment Agency be created to carry out community redevelopment as contemplated by Part III, Chapter 163, Florida Statutes (2004), to further, cause, promote and encourage rehabilitation, conservation and redevelopment within the Area.

Section 5. Effective Date. This Second Amended and Restated Resolution shall take effect immediately upon its approval.

PASSED AND ADOPTED this 3rd day of May, 2005.

ATTEST:

CITY OF FERNANDINA BEACH

CASSANDRA P. MITCHELL
City Clerk

GREG ROLAND
Commissioner-Mayor

Date Registered Notice sent: April 18, 2005
Date of Advertisement: April 22, 2005
Date of Passage: _____

**Center for Building
Better Communities**

Urban and Regional Planning tel. 352.392.0997x428
University of Florida fax 352.392.3308
POB 115607 Gainesville, FL 32611
<http://web.dcp.ufl.edu/urp/research-centers-cbbc.html>

Finding of Necessity

City of Fernandina Beach, Florida

Study for the Proposed Community Redevelopment Agency (CRA) Area

Amended and Revised by City of Fernandina Beach Planning Department

Amended and Restated, May, 3rd 2005

Table of Contents

SECTION

- 1. Introduction**
- 2. Requirements and Definitions**
- 3. Proposed CRA Area**
 - **Location**
 - **Boundaries**
- 4. Analysis of Requirements Met**
 - **Blighted Area Conditions**
- 5. Summary and Conclusions**

APPENDIX

- **Assessed Values**

Finding of Necessity for the City of Fernandina Beach

Fernandina Beach, a city of 11,021 persons, is located on Amelia Island at the northeastern corner of Florida across the Cumberland Sound and St. Mary's River on the Atlantic Ocean. Within its traditional downtown area is a historic waterfront, including industrial, commercial, and residential uses. Traditional industries such as shrimping and seafood processing once flourished in the waterfront district. The proposed CRA area is along the industrial waterfront, which can be categorized into three areas: (1) Marina; (2) Shrimping and seafood processing area; and (3) adjacent residential areas. The State of Florida port facilities abut the area, but are not included in the CRA. However, its presence must be considered as part of the planning process. Each of the areas is unique and represents opportunity for redevelopment. The City of Fernandina Beach considers this area ready for redevelopment, in order to realize its full potential. Plans are to identify and develop a Community Redevelopment Agency (CRA) for the waterfront area. Per Chapter 163 in the Florida Statutes, a Finding of Necessity must first be conducted and adopted before a CRA can be established:

Section 163.355, Florida Statute reads: No county or municipality shall exercise the community redevelopment authority conferred by this part until after the governing body has adopted a resolution, supported by data and analysis, which makes a legislative finding that the conditions in the area meet the criteria described in s. 163.340 (7) or (8). The resolution must state that:

- (1) One or more slum or blighted areas, or one or more areas in which there is shortage of housing affordable to residents of low or moderate income, including the elderly, exist in such county or municipality; and*
- (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas, including, if appropriate, the development of housing which residents of low or moderate income, including the elderly, can afford, is necessary in the interest of public health, safety, morals, or welfare of the residents of such county or municipality.*

The University of Florida's Urban and Regional Planning Department, via its Center for Building Better Communities (CBBC), has conducted this Finding of Necessity for use by the City of Fernandina Beach in developing and adopting a resolution justifying the necessary conditions for establishing a CRA. This first step in the CRA process is for the City to make a finding that one or more areas have conditions of slum or blight and there is a need to redevelop. The second step is to create the Community Redevelopment

Agency, followed by preparation and adoption of the redevelopment plan. All three steps are effectuated by resolution or ordinance by the City of Fernandina Beach.

The City of Fernandina Beach, as a local government in the state of Florida, can use the Community Redevelopment Act (Florida Statutes, Chapter 163) for redevelopment within its community. The Act is focused on alleviating deterioration in older areas of a community through use of a comprehensive approach that includes financing mechanisms (bonding and tax increment financing) and legal framework (resolutions, ordinances, and police powers such as eminent domain). The presence of slum and blight conditions in a community contributes to decreased revenues and other undesirable impacts. The Community Development Act can provide powerful tools to a community to improve these conditions, but the process must be followed, per Chapter 163.

This document provides the crucial first step of the CRA process for the City of Fernandina Beach. It provides a summary of the information needed to justify conditions of blight, as well as identifies and defines the boundaries of the proposed CRA district along the waterfront and adjacent areas of the City of Fernandina Beach.

Requirements and Definitions

Finding of Necessity for the City of Fernandina Beach

The State of Florida Statute Chapter 163, amended in 2002, outlines the requirements of the Finding of Necessity. Specifically, subsections (7) and (8) of s. 163.340 are used in determining the conditions to justify establishment of a CRA.

(7) "Slum area" means an area having physical or economic conditions conducive to disease, infant mortality, juvenile delinquency, poverty, or crime because there is a predominance of buildings or improvements, whether residential or nonresidential, which are impaired by reason of dilapidation, deterioration, age, or obsolescence exhibiting one or more of the following factors:

- (a) Inadequate provision for ventilation, light, air, sanitation, or open spaces;
- (b) High density of population, compared to the population density of adjacent area within the county or municipality; and overcrowding, as indicated by government-maintained statistics or other studies and the requirements of the Florida Building Code; or
- (c) The existence of conditions that endanger life or property by fire or other causes.

(8) "Blighted area" means an area in which there are A substantial number of deteriorated, or 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 5 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 Code 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.

However, the term "blighted area" also means any area in which at least one of the factors identified in paragraphs (a) through (n). For purposes of qualifying for the tax credits authorized in chapter 220, "blighted area" means an area as defined in this subsection.

Proposed CRA Area

Finding of Necessity for the City of Fernandina Beach

Location

Fernandina Beach is located on Amelia Island at the northeastern corner of Florida, 32 miles north of Jacksonville. Its geographic position is at 30.65 degrees north of the equator and 81.44 degrees west of the prime meridian. The City of Fernandina Beach occupies 7 square miles of Amelia Island's 10.65 square mile area. The amount of land area in the City is 27,592 square kilometers.

Amelia Island Location Relative to Jacksonville

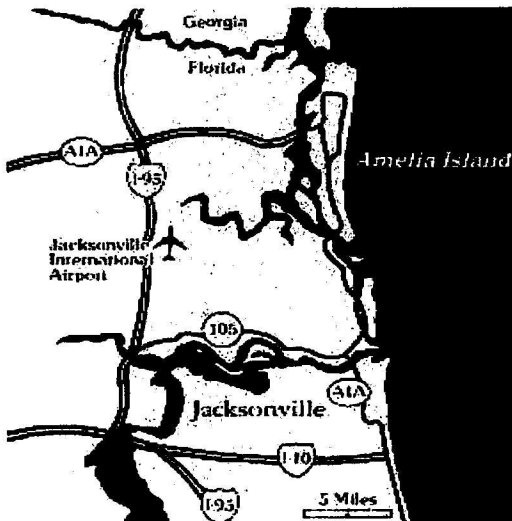


Exhibit A. Source: <http://www.ameliaisland.com/>, 2003

The City of Fernandina Beach on Amelia Island is the southernmost Atlantic coast barrier island in the United States. It is across from St. Mary's River and the Cumberland Sound, and is rich in early American history. Amelia Island has had eight different flags flown over it - its cultural and historic resource are tremendous. Its environment has earned it the reputation as "Nature Island." This 13.5 mile-long by 2 mile-wide island has 13 miles of beaches. Fernandina Beach claims to be the oldest city in the United States because of its historic community status dating back to the mid-1500's. Its 50-block Historic District is on the National Register of Historic Places.

City of Fernandina Beach Location Relative to Amelia Island

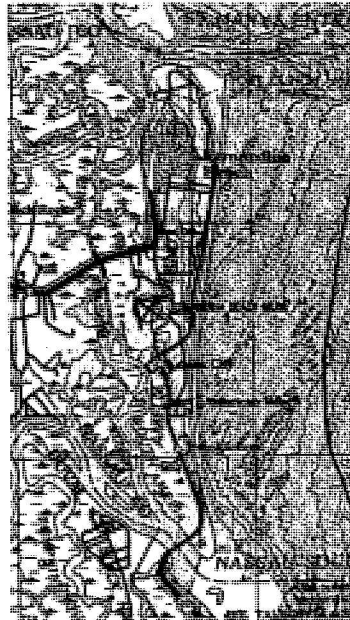


Exhibit B. Source: University of Florida, Map and Imagery Library,
United States Geological Survey Map

Industry has thrived throughout history in Fernandina Beach, birthplace of the modern shrimping industry. It is reputed to produce the world's sweetest shrimp. In addition to modern industry approaches, some of the shrimping industry's customs are preserved in Fernandina Beach, such as the handcrafting skill of netmaking. Given industry decline through the years, the area along the historic waterfront is now in need of redevelopment. Some traditional industries still exist, yet the opportunity for redevelopment in alternative uses is very high.

The proposed CRA boundary is along the historic waterfront, incorporating the area of the marina, the traditional shrimping and seafood processing area, and adjacent uses.

The general study area of the CRA is reflected in Exhibit C below. The blighted areas are located in that part of Fernandina Beach more particularly described as all of the lots abutting the Amelia River also known as waterfront lots 1-8 and 25-40. The westerly ½ of Block 3 including lots 1-18 and 29-34, east to the westerly ½ of Block 8 particularly lots 1-14 and 31-34; and the northerly ½ of lot 30. The westerly ½ of block 9 lots 1-14 and 33, 34. All of Block 2; lots 5-26 of Block 1 and of all Blocks 270 and 271; containing 56 parcels of property. The proposed area does not include the downtown historic area bordering Centre Street, but rather abuts it.

CRA Study Area Location in Fernandina Beach

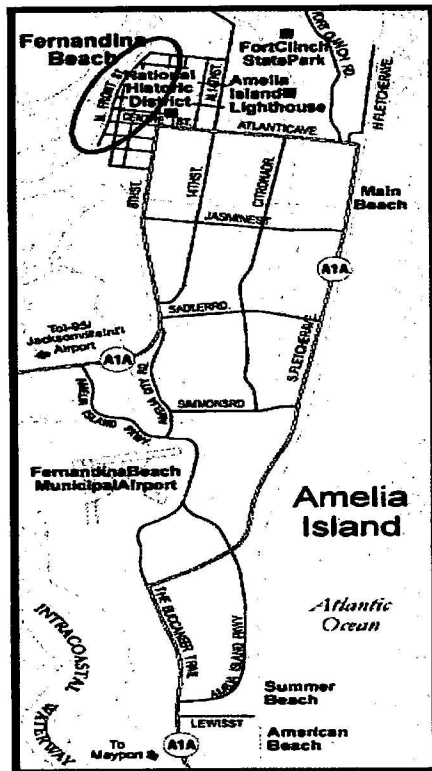


Exhibit C. CRA Study Area Location in Fernandina Beach

Land Uses

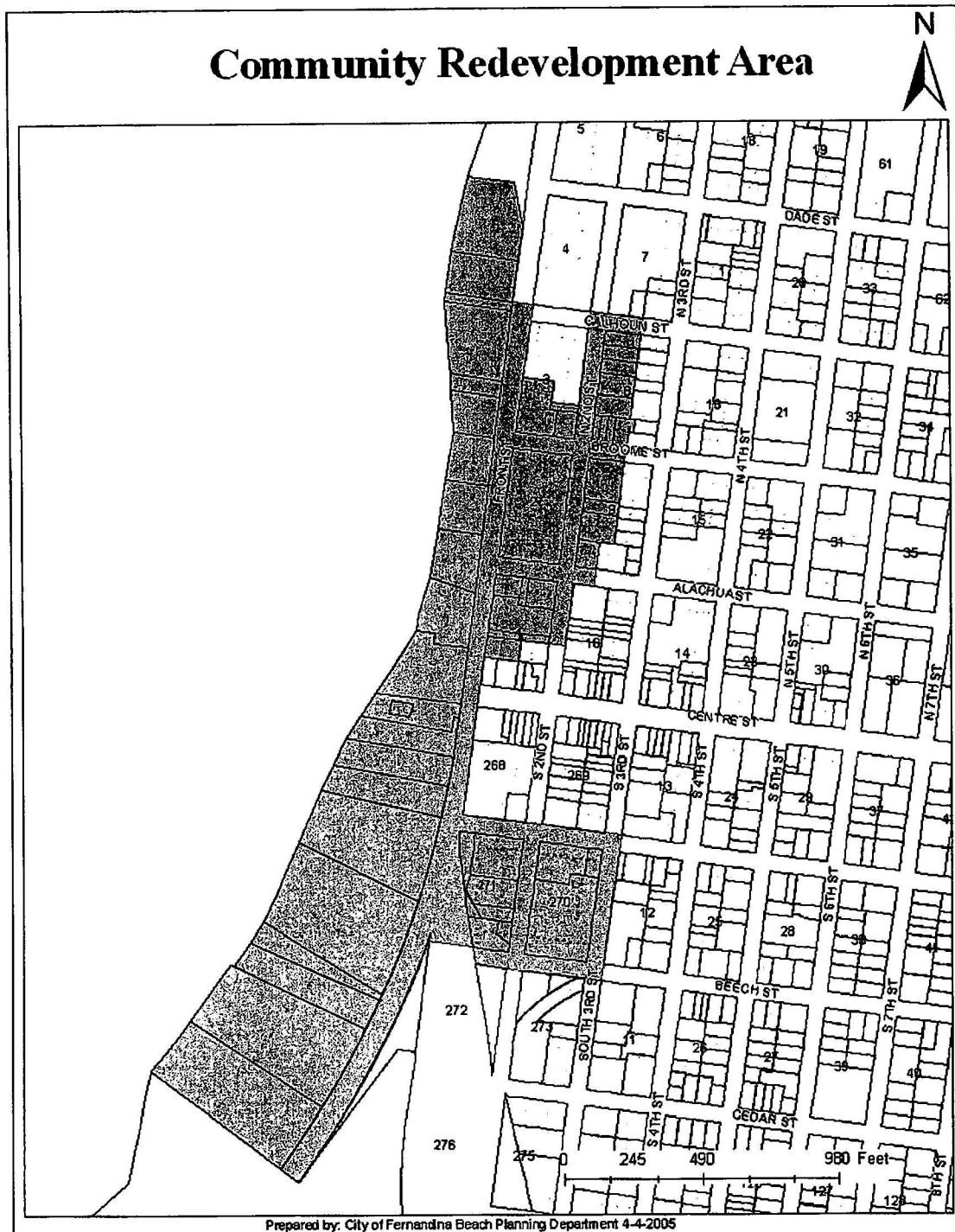
The proposed CRA district contains 56 parcels total. The uses for these parcels include industrial, warehouses, public, and commercial. The majority of the area is focused on industrial, commercial and warehousing activities along the waterfront (Front Street and N. Second Street). The following table lists the district by types in the proposed boundary.

Table 1. Land Use in Fernandina Beach Proposed CRA

C-2	7
C-3	8
IM	13
IW	14
PUD	8

Boundaries

Proposed Boundaries of the CRA Waterfront District



Section

4

Analysis of Requirements Met

Finding of Necessity for the City of Fernandina Beach

During this project, we conducted a comprehensive analysis of the targeted area to examine parcels and conditions within the area. This was accomplished via analysis of data collected from primary and secondary sources, including databases and through on-site surveying techniques. The analysis and determination of conditions have been made according to the statutory requirements. From the list of required factors, we must justify conditions of slum or blight, gauging the level and type of slum or blight conditions prerequisite to establishment of a CRA. Since the stipulations were amended in 2002, standards have become higher to establish a CRA. However, conditions exist in the proposed district to qualify for the necessary status.

Blighted Area Conditions

Two or more of the factors (a) through (n) have to be met to justify conditions of blight. We have examined all factors, and found the following four to be highly justifiable for conditions of blight. Through direct study, via this project, we have collected the following information to use as the basis for justification.

1. (Subsection "a") – Inadequate street layout, parking facilities -

The railway divides the waterfront district from the adjacent historic district, cutting off access for visitors to the downtown district. With the exception of the marina at the end of Centre Street, the rest of the waterfront district is not appealing or accessible enough to entice visitors to continue exploration of the area. One of the rail lines is no longer in use, which could possibly provide space for improving the roadway and creating a pedestrian passageway from the State of Florida port facilities to the historic downtown, via Front Street. In its current condition, it is not adequate to support transfer of tourists from cruise boats at the Port to the downtown, for example. There is lack of pedestrian or bicycle facilities, including sidewalks in the district.

Parking facilities at the south end of the district need to be upgraded (currently unpaved and otherwise unimproved), to alleviate congestion on Centre Street as well as provide better facilities for visitors to the marina area. Additionally, the industrial district generates traffic, including heavy trucking activities. These activities are economically valuable to the city as a whole, and within the district, the issues surrounding traffic flow need to be

addressed. Overall, the district along the waterfront needs to have better access to the downtown area, as the current street layout does not provide adequate circulation or access.



Exhibit E. Unused rail line, dividing historic downtown and Front Street, along the waterfront. Also, there are no sidewalks or safe pedestrian passageways from the Port to the downtown area.



Exhibit F. Unimproved and deteriorating parking facilities in the proposed district.

2. (Subsection "d") – Unsanitary or unsafe conditions

There exist unsanitary and unsafe conditions in the proposed district. The presence of these conditions contributes to economic decline of the area, and the district is not realizing its development potential, nor is it generating the types of economic activities needed to improve tax revenue collections in the district. The majorities of these conditions are present along the waterfront, on Front Street and include economically obsolete industrial buildings on the waterside. Older pier structures also contribute to the physical decline of the district, as well as industrial debris that has not been adequately disposed. Certainly, this area is not safe in the sense that this corridor is the one in which visitors arriving via cruise boats are to travel through to reach downtown. There are not sidewalks or other safe pedestrian or bicycle passageways in much of the district, leading to unsafe conditions.

The issue of safe passageways for pedestrians is evidenced throughout the district. In general, there is a lack of lighting throughout the district, although some streets have a light on the corner. Exhibit G shows additional conditions that influence safe conditions.



Exhibit G. Lack of sidewalks and other amenities do not promote a safe environment. Coupled with heavy industrial traffic, the residential use is not compatible with surrounding land uses. Dilapidation of structure is evident. (North 3rd Street)

3. (Subsection "e") – Deterioration of site or other improvements – A large number of properties in the district exhibit deterioration. This includes industrial, commercial, and public properties. Deterioration leads to economic distress, as well as unsafe conditions. Several sites are illustrated below as demonstration of deterioration of sites, and of past improvements. Exhibits H and I illustrate deterioration adjacent to the marina.

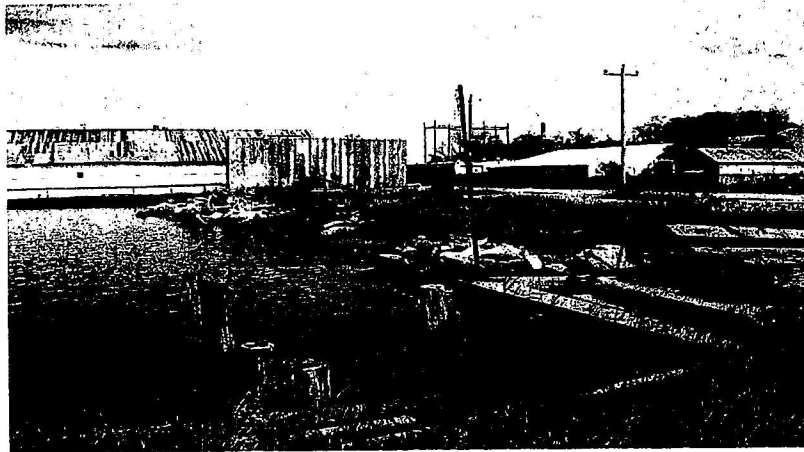


Exhibit H. Deterioration of waterfront areas, adjacent to public space.

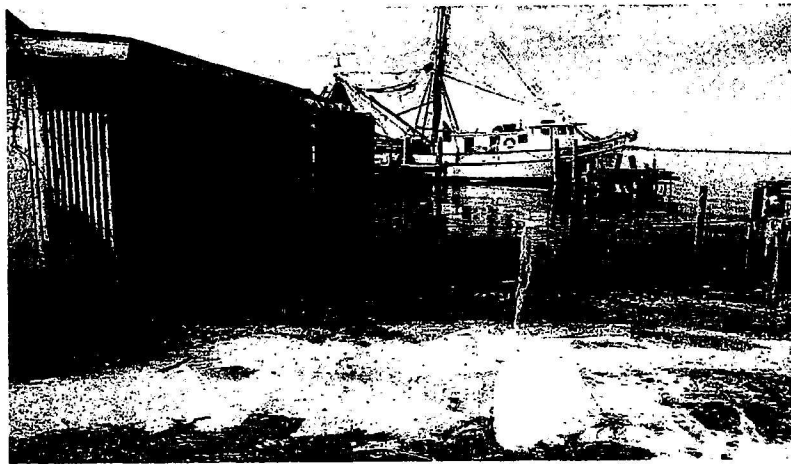


Exhibit I. Deterioration of site. Front Street.

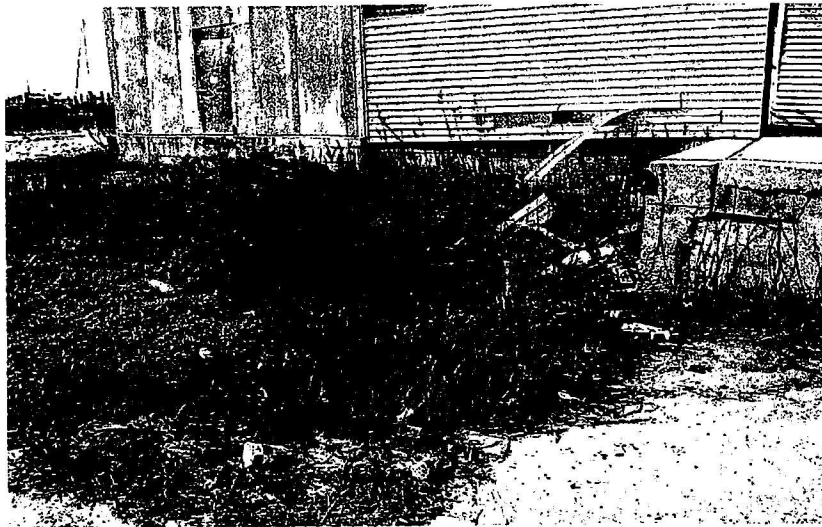


Exhibit J. Deterioration of site on Front Street.

4. (Subsection "f") – Inadequate and outdated building density patterns – The area along the waterfront, and indeed, the entire district, is positioned within the context of waterfront property in a desirable Florida location. Given this locational attribute, the current building pattern is outdated. The district suffers from a lack of usability for pedestrians and bicyclists in general, with no sidewalks in much of the area. Current industrial activities provide greatly needed job and revenue opportunities; however, the building density pattern in the area for these uses is inadequate and this issue needs to be thoroughly addressed in the planning process, including the flow of traffic from the industrial areas.



Exhibit K. Outdated building patterns; lack of usability, and no longer compatible with surrounding land uses.

Summary and Conclusions

Finding of Necessity for the City of Fernandina Beach

Finding of Necessity Justification

Based on the data collected and the analysis conducted in this study, the City of Fernandina Beach Waterfront Redevelopment Area qualified as a CRA area as defined by Florida Statutes, Chapter 163.340. The proposed area clearly meets the conditions of blight with four criteria (only two are required). This study clearly indicates the need for establishment of a CRA and development of a CRA plan so the area will be in accordance with community goals and objectives and comprehensive planning and development approaches. The City of Fernandina Beach, in drafting a resolution to adopt the Finding of Necessity, can utilize the information presented in this report for justification. Following adoption of the resolution, the next step, pursuant to Florida Statutes, Chapter 163.356, amended in 2002, is:

(1) Upon a finding of necessity as set forth in s. 163.355, and upon further finding that there is a need for a community redevelopment agency to function in the county or municipality to carry out the community redevelopment purposes of this part, any county or municipality may create a public body corporate and politic to be known as a "community redevelopment agency."

To summarize the justifications identified, we found:

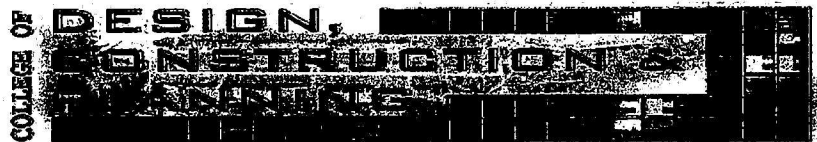
- Blight Conditions:
 - Inadequate street layout, parking facilities
 - Unsanitary or unsafe conditions
 - Deterioration of site or other improvements
 - Inadequate and outdated building density patterns

These conditions support the Finding of Necessity for establishing the City of Fernandina Beach Waterfront CRA.

Appendix

Finding of Necessity for the City of Fernandina Beach

1. Assessed Values

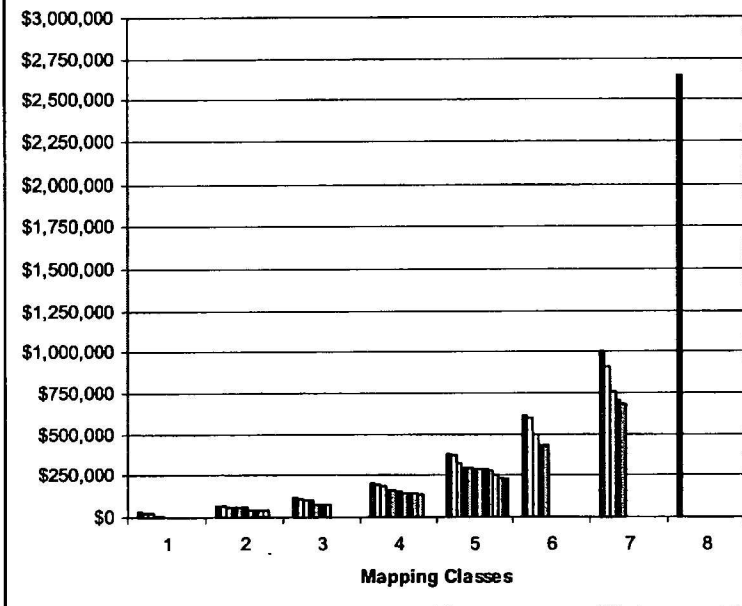




Community Redevelopment Area



2005 CRA Appraised Values



All Appraised values come from Nassau County Property Appraiser (April 1st, 2005)

Legend

CRA Boundary

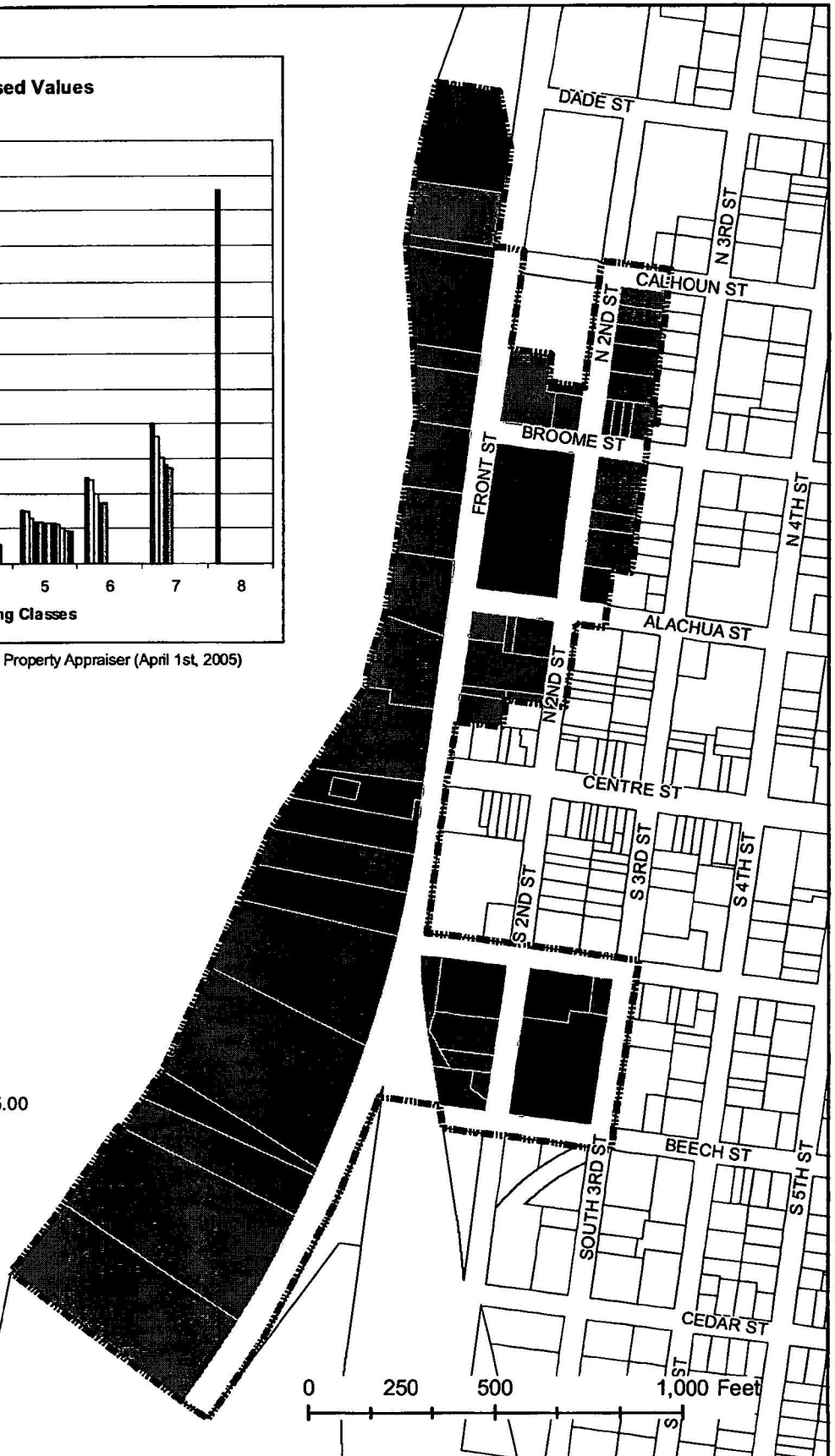
2005 CRA Appraised Values

- 1 \$3,982.00 - \$30,195.00
- 2 \$30,195.00 - \$71,614.00
- 3 \$71,614.00 - \$114,144.00
- 4 \$114,144.00 - \$205,659.00
- 5 \$205,659.00 - \$379,345.00
- 6 \$379,345.00 - \$611,728.00
- 7 \$611,728.00 - \$1,001,879.00
- 8 \$1,001,879.00 - \$2,644,645.00

Involved Properties: 56

Total Acres: 37.364

Total Assessed Value: \$15,716,938



RESOLUTION NO. 2005-113

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, RELATING TO COMMUNITY REDEVELOPMENT; MAKING FINDINGS; APPROVING A COMMUNITY REDEVELOPMENT PLAN; AUTHORIZING AND DIRECTING THE AGENCY TO IMPLEMENT THE PLAN; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on May 3, 2005, the City Commission adopted a Second Amended and Restated Finding, Resolution No. 2005-91 which found the existence of one or more blighted areas in the corporate limits of the City of Fernandina Beach, such area referred to hereinafter as the "Area," and

WHEREAS, on April 20, 2004 the City Commission adopted Resolution No. 2004-71, which declared the City Commission as the Community Redevelopment Agency (the "Agency") and authorized and directed the Agency to undertake community redevelopment pursuant to Part III, Chapter 163, Florida Statutes (2003) (the "Redevelopment Act"); and

WHEREAS, in accordance with the Redevelopment Act, a plan for the redevelopment of the Area has been prepared and reviewed in accordance with Redevelopment Act; and

WHEREAS, the Agency has considered the proposed redevelopment plan and has recommended to the City Commission that the proposed plan be approved; and

WHEREAS, the City Commission has held a public hearing after notice to the public and to each taxing authority as provided in the Redevelopment Act concerning the proposed redevelopment plan;

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

SECTION 1. FINDINGS. The City Commission does hereby find, after the public hearing concerning the proposed redevelopment plan (the "Plan") a copy of which is attached hereto as Exhibit "A", that the Plan:

(a) Conforms to the comprehensive plan for the municipality under the Local Government Comprehensive Planning and Land Development Regulation Act.

(b) Is sufficiently complete to indicate redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the Area; zoning and planning changes, if any; land uses; maximum densities; and building requirements.

(c) Provides for the development of affordable housing in the Area, or states the reasons for not addressing the development of affordable housing in the Area.

SECTION 2. ADDITIONAL FINDINGS. The City Commission does hereby find that with respect to the Plan:

(a) A feasible method exists in the Plan for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

(b) The Plan conforms to the general plan of the municipality as a whole;

(c) The Plan gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the Area;

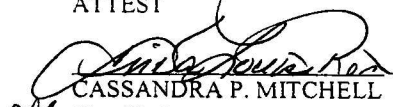
(d) The Plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the Area by private enterprise.

SECTION 3. PLAN IMPLEMENTATION. The Agency is hereby authorized and directed to proceed with the implementation of the Plan.

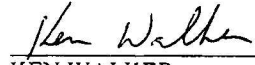
SECTION 4. EFFECTIVE DATE. This resolution shall take effect immediately upon its approval.

ADOPTED this 21st day of June, 2005, with a quorum present and voting.

ATTEST


CASSANDRA P. MITCHELL
all City Clerk

CITY OF FERNANDINA BEACH


KEN WALKER
Commissioner-Mayor

**PUBLIC NOTICE
COMMUNITY REDEVELOPMENT AREA (CRA) TAX INCREMENT TRUST FUND
RESET BASE YEAR TO 2013 AND EXTEND TERM 40 YEARS ENDING 2053**

Please be advised that, pursuant to Section 163.346, Florida Statutes, the City Commission of the City of Fernandina Beach, Florida, as the governing body of the City of Fernandina Beach, does hereby give public notice of its intention to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for its CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes. This action is for property located within the defined area located in the City of Fernandina Beach, and described as follows:

The blighted areas are located in that part of Fernandina Beach more particularly described as all of the lots abutting the Amelia River also known as waterfront lots 1-8 and 25-40. The westerly ½ of Block 3 including lots 1-8 and 29-34, east to the westerly ½ of Block 8 particularly lots 1-14 and 31-34; and the northerly ½ of lot 30. The westerly ½ of block 9 lots 1-14 and 33, 34. All of Block 2; lots 5-26 of Block 1 and all of Blocks 270 and 271; containing 56 parcels of property. The proposed area does not include the downtown historic area bordering Centre Street, but rather abuts it.

Please be further advised that, the funds allocated to and deposited into this fund shall be used by the Community Redevelopment Agency to fund any community redevelopment it undertakes pursuant to the approved community redevelopment plan adopted under Resolution 2005-113.

A copy of the redevelopment plan, the CRA enabling ordinance, all associated resolutions, and any other information regarding the community redevelopment area are available for review in the Office of the City Clerk, 204 Ash Street, Fernandina Beach, Florida, 32034.

**** Add Map- Under Separate Attachment****

The City Commission of the City of Fernandina Beach will consider the Resolution at a public hearing to be held on February 5, 2013 beginning at 6:00 p.m. or as soon thereafter as possible, at City Commission Chambers, 204 Ash Street, Fernandina Beach, Florida 32034.

Interested parties may appear at said hearing and be heard as to the advisability of any action, which may be considered with respect to the resolution. The complete legal description by metes and bounds, the plan, and a copy of the resolution can be obtained from the Office of the City Clerk.

ALL MEMBERS OF THE PUBLIC ARE INVITED TO BE PRESENT AND BE HEARD. IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH HEARING, S/HE WILL NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. PERSONS WITH DISABILITIES REQUIRING ACCOMMODATIONS IN ORDER TO PARTICIPATE IN THIS PROGRAM OR ACTIVITY SHOULD CONTACT 277-7305 OR TDD 277-7399 OR FLORIDA RELAY SERVICE 1-800-955-8771, AT LEAST 24 HOURS IN ADVANCE TO REQUEST SUCH ACCOMMODATION.

CITY OF FERNANDINA BEACH
BY: KIMBERLY ELLIOTT BRILEY
ITS: DEPUTY CITY CLERK

(NOTE TO PUBLISHER: Please publish the above in the January 25, 2013 edition of the News-Leader under **display ads**. Send bill along with proof of publication to the City of Fernandina Beach, 204 Ash Street, Fernandina Beach, FL 32034, Attn: Kimberly Elliott Briley. Thank you.)



City of Fernandina Beach

OFFICE OF THE CITY CLERK

CERTIFIED MAIL

January 18, 2013

Amelia Island Mosquito Control
Board of Commissioners
P.O. Box 62
Fernandina Beach, Fla. 32034

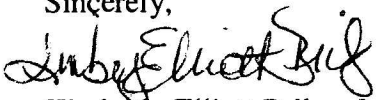
Re: Notice of Intention to Reset the Community Redevelopment Area (CRA) Base Year and
Extend its term for its CRA Tax Increment Trust Fund.

Dear Commissioners,

In accordance with Florida Statutes, Section 163.346, please see the attached Notice of Public Hearing scheduled for Tuesday, February 5, 2013, of a Resolution of the City Commission of the City of Fernandina Beach to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for the CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes.

If you have any questions regarding this Public Hearing, please do not hesitate to let us know.

Sincerely,


Kimberly Elliott Briley, MMC
Deputy City Clerk

Attachment(s)

cc: Bruce Hyers, Amelia Island Mosquito Control Director
Marshall McCrary, Community Development Director
Tammi Bach, City Attorney



City of Fernandina Beach

OFFICE OF THE CITY CLERK

CERTIFIED MAIL

January 18, 2013

Ms. Sarah L. Pelican
Mayor – Commissioner
204 Ash Street
Fernandina Beach, Fl. 32034

Re: Notice of Intention to Reset the Community Redevelopment Area (CRA) Base Year and
Extend its term for its CRA Tax Increment Trust Fund.

Dear Mayor Pelican,

In accordance with Florida Statutes, Section 163.346, please see the attached Notice of Public Hearing scheduled for Tuesday, February 5, 2013, of a Resolution of the City Commission of the City of Fernandina Beach to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for the CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes.

If you have any questions regarding this Public Hearing, please do not hesitate to let us know.

Sincerely,

A handwritten signature in black ink, reading "Kimberly Elliott Briley".

Kimberly Elliott Briley, MMC
Deputy City Clerk

Attachment(s)

cc: Marshall McCrary, Community Development Director
Tammi Bach, City Attorney



City of Fernandina Beach

OFFICE OF THE CITY CLERK

CERTIFIED MAIL

January 18, 2013

Mr. Daniel B. Leeper, Chairman
Board of Nassau County Commission
96135 Nassau Place, Suite #1
Yulee, FL 32097

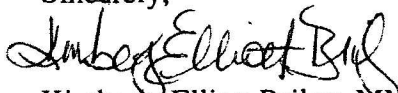
Re: Notice of Intention to Reset the Community Redevelopment Area (CRA) Base Year and
Extend its term for its CRA Tax Increment Trust Fund.

Dear Chairman Leeper,

In accordance with Florida Statutes, Section 163.346, please see the attached Notice of Public Hearing scheduled for Tuesday, February 5, 2013, of a Resolution of the City Commission of the City of Fernandina Beach to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for the CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes.

If you have any questions regarding this Public Hearing, please do not hesitate to let us know.

Sincerely,


Kimberly Elliott Briley, MMC
Deputy City Clerk

Attachment(s)

cc: Ted Selby, Nassau County Manager
Marshall McCrary, Community Development Director
Tammi Bach, City Attorney



City of Fernandina Beach

OFFICE OF THE CITY CLERK

CERTIFIED MAIL

January 18, 2013

Ms. Donna Martin, Chairman
Nassau County School Board
1201 Atlantic Avenue
Fernandina Beach, Fla. 32034

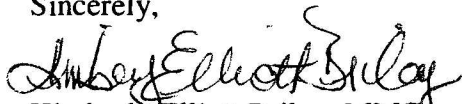
Re: Notice of Intention to Reset the Community Redevelopment Area (CRA) Base Year and
Extend its term for its CRA Tax Increment Trust Fund.

Dear Chairman Martin,

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If you have any questions regarding this Public Hearing, please do not hesitate to let us know.

Sincerely,


Kimberly Elliott Briley, MMC
Deputy City Clerk

Attachment(s)

cc: Dr. John L. Ruis, Superintendent of Schools
Marshall McCrary, Community Development Director
Tammi Bach, City Attorney



City of Fernandina Beach

OFFICE OF THE CITY CLERK

CERTIFIED MAIL

January 18, 2013

Mr. A. Michael Hickox
Nassau County Property Appraiser
P.O. Box 870
Fernandina Beach, Fl. 32034

Re: Notice of Intention to Reset the Community Redevelopment Area (CRA) Base Year and
Extend its term for its CRA Tax Increment Trust Fund.

Dear Mr. Hickox,

In accordance with Florida Statutes, Section 163.346, please see the attached Notice of Public Hearing scheduled for Tuesday, February 5, 2013, of a Resolution of the City Commission of the City of Fernandina Beach to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for the CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes.

If you have any questions regarding this Public Hearing, please do not hesitate to let us know.

Sincerely,


Kimberly Elliott Briley, MMC
Deputy City Clerk

Attachment(s)

cc: Marshall McCrary, Community Development Director
Tammi Bach, City Attorney



City of Fernandina Beach

OFFICE OF THE CITY CLERK

CERTIFIED MAIL

January 18, 2013

Mr. John M. Drew, CFC
Nassau County Tax Collector
86130 License Road
Yulee, FL 32097

Re: Notice of Intention to Reset the Community Redevelopment Area (CRA) Base Year and
Extend its term for its CRA Tax Increment Trust Fund.

Dear Mr. Drew,

In accordance with Florida Statutes, Section 163.346, please see the attached Notice of Public Hearing scheduled for Tuesday, February 5, 2013, of a Resolution of the City Commission of the City of Fernandina Beach to reset the Community Redevelopment Area (CRA) base year to 2013 and extend its term 40 years to end in the year 2053 for the CRA Tax Increment Trust Fund in accordance with Section 163.360, Florida Statutes.

If you have any questions regarding this Public Hearing, please do not hesitate to let us know.

Sincerely,


Kimberly Elliott Briley, MMC
Deputy City Clerk

Attachment(s)

cc: Marshall McCrary, Community Development Director
Tammi Bach, City Attorney

PUBLIC NOTICE
COMMUNITY REDEVELOPMENT AREA (CRA) TAX INCREMENT TRUST FUND
RESET BASE YEAR TO 2013 AND EXTEND TERM 40 YEARS ENDING 2053

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Please be further advised that, the funds allocated to and deposited into this fund shall be used by the Community Redevelopment Agency to fund any community redevelopment it undertakes pursuant to the approved community redevelopment plan adopted under Resolution 2005-113.

A copy of the redevelopment plan, the CRA enabling ordinance, all associated resolutions, and any other information regarding the community redevelopment area are available for review in the Office of the City Clerk, 204 Ash Street, Fernandina Beach, Florida, 32034.

AFFIDAVIT OF MAILING

State of Florida
County of Nassau

I, Kimberly Elliott Briley, being first duly sworn, depose and state as follows:

1. That I am the Deputy City Clerk for the City of Fernandina Beach, Florida; and
2. That part of my duties includes processing all types of materials for the City Commission, including notices and advertisements required for hearings before the Commission, as directed by the City Commission. And
3. That pursuant F.S. §163.346 notice is required to be mailed to each taxing authority that levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area via registered mail at least fifteen (15) days prior to the adoption of the Resolution amending a community redevelopment plan; and
4. That on January 18, 2013, I mailed the Notices, attached hereto as Exhibit 1, to the appropriate taxing authorities as required by law. The letters were sent registered mail.

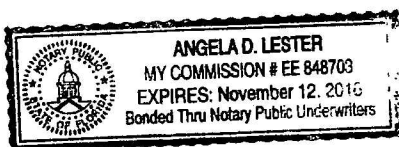
FURTHER AFFIANT SAYETH NAUGHT.

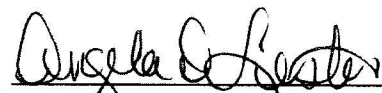

Kimberly Elliott Briley
Deputy City Clerk

State of Florida
County of Nassau

Subscribed and sworn to before me, a notary public in and for the State of Florida this
16 day of January, 2013.

(Seal)




Notary Public

CITY COMMISSION AGENDA ITEM
CITY OF FERNANDINA BEACH

CANNED
CJKB
S

SUBJECT: Resolution 2013-19
Reset CRA Base Year and Extend to 2053 (40 Years)

DEPARTMENT: Community Development Department

ATTACHMENTS: ☐ Ordinance ☒ Resolution
☐ Support Documents ☐ Other

RECOMMENDED ACTION: Hold public hearing to approve Resolution 2013-19 to amend Resolution 2005-91, resetting the CRA base year and extending the term 40 years to end in 2053.

SUMMARY: As directed by the CRA Agency at its December 4, 2013 quarterly meeting and as recommended by the CRA Advisory Board, the City will consider a modified Resolution to reset the CRA at 2013 property values and extend its term to 40 years ending in 2053. The intent of this change is to enable generation of taxable revenue at the lower property values as witnessed due to changes in the local and national economy. Proper legal notice has been provided pursuant to Florida Statutes 163.346. A public hearing is required prior to the approval of this Resolution. Staff and members of the CRA Advisory Board will be available to address any questions of the City Commission at the meeting.

FISCAL IMPACT: Change from 2005 base year collective CRA property values totaling \$13,901,085 to the 2012 taxable values with property values totaling \$10,172,118. It is anticipated that the 2013 property values are roughly the same as 2012 taxable values.

CITY ATTORNEY COMMENTS: No Additional Comments.

DEPARTMENT HEAD	Submitted by: Adrienne Burke, CDD Director	Date: 5/24/13
	Requested Agenda	Date: 6/18/13
FINANCE DEPARTMENT	Approved as to Budget Requirements <i>PTC</i>	Date: 6/11/13
CITY ATTORNEY	Approved as to Form and Legality <i>TEB</i>	Date: 6/5/13
CITY MANAGER	Approved Agenda Item for 6/18/13 <i>mu D</i>	Date: 6/5/13

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

Approved at the City Commission
Renear Meeting
Held on 6/18/13
Voted: 4-1 Initial: TEB

DESIGN GUIDELINES FOR THE WATERFRONT COMMUNITY RE-DEVELOPMENT AREA CITY OF FERNANDINA BEACH, FLORIDA



*Blessing of the fleet at the Inauguration of the Welcome Center
Fernandina Beach docks, 1963*

APPROVAL COPY- August 2008

Prepared by:
William L. Tilson, Professor
College of Design Construction and Planning
University of Florida
Gainesville, Florida

In cooperation with the:
Florida Community Design Center (FLCDC)
Gainesville, Florida



Waterfronts Florida Program which is managed by the Florida Department of Community Affairs and funded in part by the Florida Department of Environmental Protection—Florida Coastal Management Program and National Oceanic and Atmospheric Administration

ACKNOWLEDGEMENTS

The development of these guidelines has involved input from innumerable sources. The author wishes to specifically thank, however, the following individuals. My colleagues at the Florida Community Design Center, particularly Martin Gold, the Executive Director, encouraged pursuing the project under the auspices of the Center. Students in my seminar “The Cultural Impact of Design Codes: The Case of Florida 1811-2003” raised significant questions about the potentials and limits of design codes and I appreciate their interest and patience in wading through some of the more arcane aspects of design codes. My assistants on this project, Levent Kara, Amber Wangle, Hernan Rivera and Paul Valembois, conducted field surveys, prepared drawings, photomontages, and images used in this document. Tom Ankersen, Director of the University of Florida Conservation Clinic, provided sound advice concerning the balance between public and private interests along Florida's waterfronts.

Members of the Fernandina Waterfronts Florida Committee offered valuable comments. Waterfronts Committee Member and longtime shrimper, David Cook, also took the time to explain the evolution of his family's waterfront property which he has documented in detail through photographs and maps. Rosanna Oliver kindly permitted me to scan postcards from her and her late husband's extensive collection depicting the history of the waterfront. Clinch Kavanaugh provided space for me to work while in Fernandina, and shared with me his considerable research compiled on the history of riparian rights and land grants in Florida. I am indebted to the staff of the Amelia Island History Museum for their help in my research efforts despite the inconveniences created by construction work. Assistance in tracking down 19th century documents was provided by Joe Knetsch, Historian for the Division of State Lands in the Bureau of Survey and Mapping, and James Cusick, Florida History curator, and Bruce Chappell, archivist at the George A. Smathers Library at the University of Florida. Any historical inaccuracies that maybe found in this text found are due to my oversights, not to their knowledge and information given.

Particular thanks go to the City of Fernandina Community Development Department Staff for their assistance in gathering background materials, preparing maps and answering my numerous questions, particularly Marshall McCrary and Kevin Sullivan.

This project was supported in part by the Waterfronts Florida Program, which is managed by the Florida Department of Community Affairs and funded in part by the Florida Department of Environmental Protection/Florida Coastal Management Program and National Oceanic and Atmospheric Administration.



(fig. 1.1) Greeting the first seaplane at the new city docks circa 1963.

1.0 INTRODUCTION

In March 2007, the city of Fernandina Beach retained the Florida Community Design Center (FLCDC) and the Research and Education Center for Architectural Preservation (RECAP) at the University of Florida to assist the Planning Department in the preparation of a draft set of guidelines that would give form to the community's vision for the Waterfront Community Redevelopment Area known generally as the CRA. The Florida Community Design Center is known for its effective collaborations with the communities of Gainesville, Chipley, Dunnellon, and Flagler County on design-related issues. RECAP has worked with the City of Fernandina Beach on two previous preservation projects: the Oldtown Design Guidelines for the Oldtown Historic District, which were adopted by the City in 1999, and a revision of the Design Guidelines for the Historic District of the City of Fernandina Beach submitted in draft form and subsequently approved with modifications in 2005. The collaboration between RECAP and the FLCDC is a demonstration of the importance both of these organizations place on helping communities maintain their unique identity through good design practices.

The Community Redevelopment Area Design Guidelines ("CRADG") are the result of a public process to affirm the importance of the Fernandina waterfront in the historical, cultural, and economic life of the city. This process, which has evolved over the last two decades, resulted in the definition of the Waterfront Community Redevelopment Area in 2003, as well as a Development Plan for the CRA prepared by Ivey Planning Group, Real Estate Research Consultants and Zev Cohen & Associates in February 2004, and amended by the Planning and Zoning Department in May 2005. In 2005, Fernandina was one of five new communities designated as a Waterfronts Florida Partnership City by the state for the 2005-2007 cycle along with Bradenton Beach, the Village of Bagdad in Santa Rosa County, Fort Walton Beach, and Port St. Joe.

These guidelines did not start from scratch. Numerous public workshops and charrettes have been conducted during this process to gather and organize ideas of the community into a coherent vision for the city waterfront. These collective efforts and formal reports all recognized the importance of establishing design standards that coordinate development projects in the CRA, hence the involvement of the FLCDC and RECAP.

The three most important principles to emerge from these reports and meetings are:

1. Maintain views and public access to the water,
2. Establish a sense of place along the water's edge, and
3. Maintain the character of Fernandina Beach as reflected in its working waterfront and historic district.

These goals express not only important community values, but support federal and state efforts to provide greater public access to waterways and encourage the maintenance and growth of water-dependent and water-related uses. The Coastal Zone Management Act of 1972 states that:

"There is a national interest in the effective management, beneficial use, protection, and development of the coastal zone. . . . increasing and competing demands upon the lands and waters of our coastal zone occasioned by population growth and economic development, [have resulted in] the loss of living marine resources, wildlife, nutrient rich areas, permanent and adverse changes to ecological systems, decreasing open space for public use, and shoreline erosion. Congress recognized that "important ecological, cultural, historic, and esthetic values in the coastal zone which are essential to the well-being of all citizens are being irretrievably damaged or lost." (16 U.S.C. 1451, Congressional findings Section 302, Page 117).

With almost 1,200 miles of coastline, Florida has dozens of historic water-dependent communities which provide over \$15 billion dollars of revenue and more than 200,000 jobs annually. These

communities are diverse in terms of their geography, history, demographics, and development patterns, but they share similar challenges such as: “storm water impacts on water quality and displacement of historical uses for up-scale residential uses, and the concomitant rise in local property values” (UF Law Conservation Clinic: <http://www.law.ufl.edu/conservation/waterways/waterfronts/index.shtml>).

In reality, the socio-economic complexity of the Fernandina CRA makes achieving the three principle goals of maintaining views and public access to the water, establishing a sense of place along the water's edge, and retaining the character of Fernandina Beach as reflected in its working waterfront and historic district a significant challenge. The district includes working waterfront businesses, vacant and underutilized land, the City marina, and transitional commercial uses. The economics of water-dependent business has caused a shift in processing techniques, delivery systems, and markets that are forcing many alterations to historic use patterns of the CRA. In addition, changing demographics have created a desire to convert traditional waterfront property to market-price housing, further altering the composition of the area. Property values state-wide in historic districts, for example, have increased over 256% in the period 1996-2005 (<http://www.law.ufl.edu/cgr/pdf/2006HistoricTech-Two.pdf>) (fig. 1.2).



(fig. 1.2) *Straining for a view: Ever expanding development density along Florida's coastline.*

1.1 GUIDELINE GOALS

The CRA Design Guidelines are an important planning tool that helps to ameliorate problems and achieve the desires of the community through good urban design practices. However, design guidelines alone cannot solve all urban and social problems, such as the lack of affordable housing in Fernandina or the guarantee of top quality architecture and construction. Proper design and growth management of the CRA will require an ongoing and collaborative effort by the City, developers, private designers and planners, property owners, and the general public. It is strongly recommended that, in addition to the normal process of public review of projects, the design guidelines and the process of implementation be publicly reviewed every five years to determine their effectiveness in meeting the principle community goals.

The primary objective of the CRADG is to provide advice to property owners, architects, developers, City agencies, and the general public in achieving these goals. The guidelines are structured to explain general design criteria, reinforce the character of the city, and protect its visual and cultural and environmental aspects. Guidelines are an important planning instrument that can help to protect the value of public and private investment, which might otherwise be threatened by the undesirable consequences of poorly managed growth. The CRADG serve as a tool for designers and their clients to use in making preliminary design decisions. They are both a practical instrument and an educational tool to foster increased public awareness of how best design practices can manage the form and character of the city as it grows and develops.

Precedence

In matters of urban structure and aesthetics, the provisions of these Guidelines shall take precedence over local zoning codes, regulations, and ordinances. In matters of health and safety, the local zoning codes and ordinances shall take precedence over the provisions of these Guidelines. Specific references are often made to relevant passages in the City of Fernandina Land Development Code (version October 01, 2006) for emphasis on important issues and ease of use. These references are listed by number preceded by the initials "LDC" (ex.: LDC sec. 2.01.00). Property owners, developers, and designers must realize that the CRADG does NOT replace these documents and they must consult the LDC and all relevant support documents during the initial phases of project planning.

Language

The CRADG are a series of prescriptions, some of which are mandatory and others which are only recommended. The mandatory prescriptions are indicated by the verb "shall". The recommended ones are indicated by the verb "should". Options that are allowed but neither recommended nor discouraged are indicated by the verb "may".

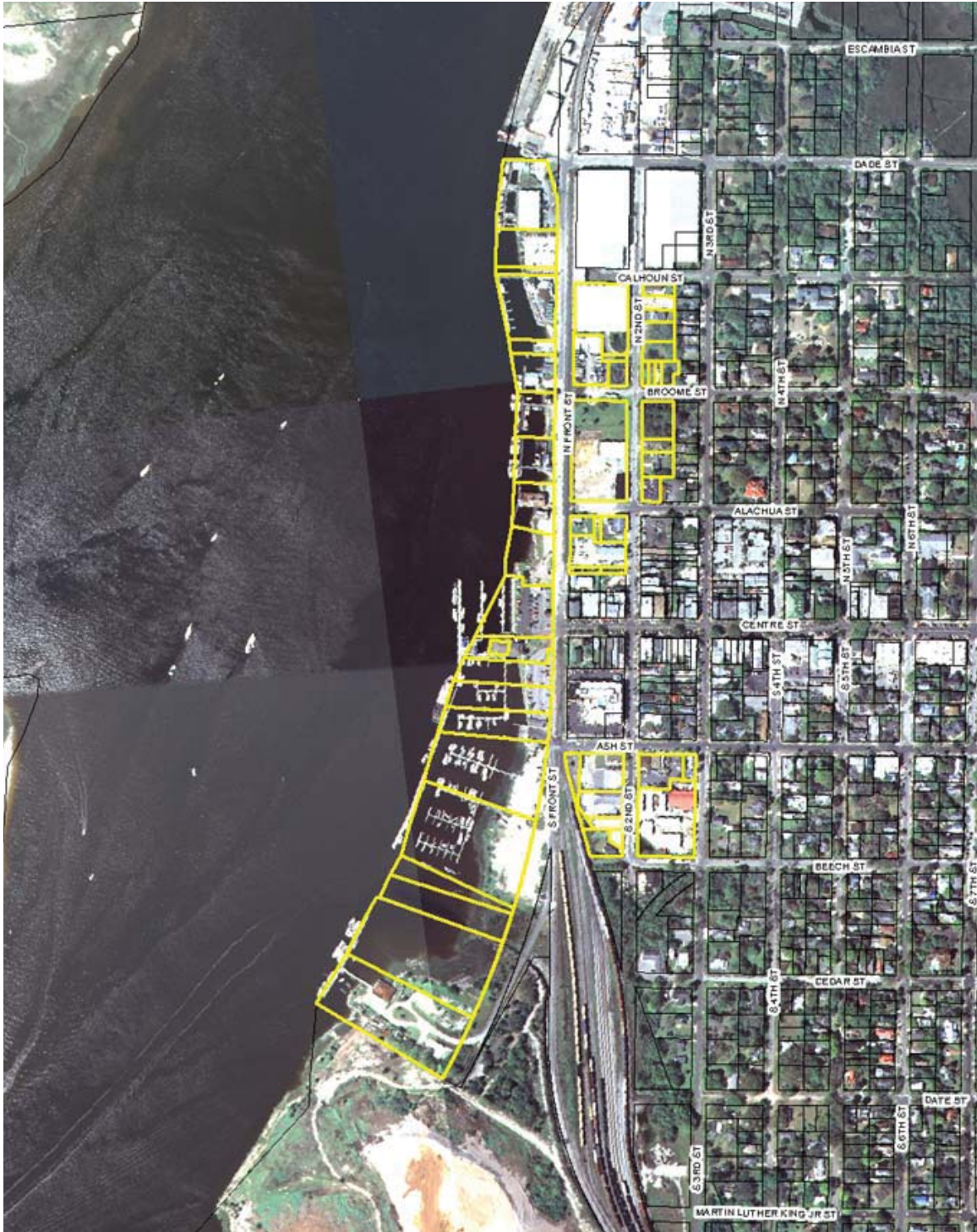
Illustrations

The text is illustrated by diagrams, line drawings, and images that perform different roles. Diagrams and line drawings illustrate most directly the form requirements set forth in the written guidelines such as set backs, building heights, and view corridors. Photographs of built work by various architects and photomontages of hypothetical designs are also included. These images serve as "idea generators" that fit the spirit of the guidelines, but are not be construed as proposals for actual projects in the CRA.

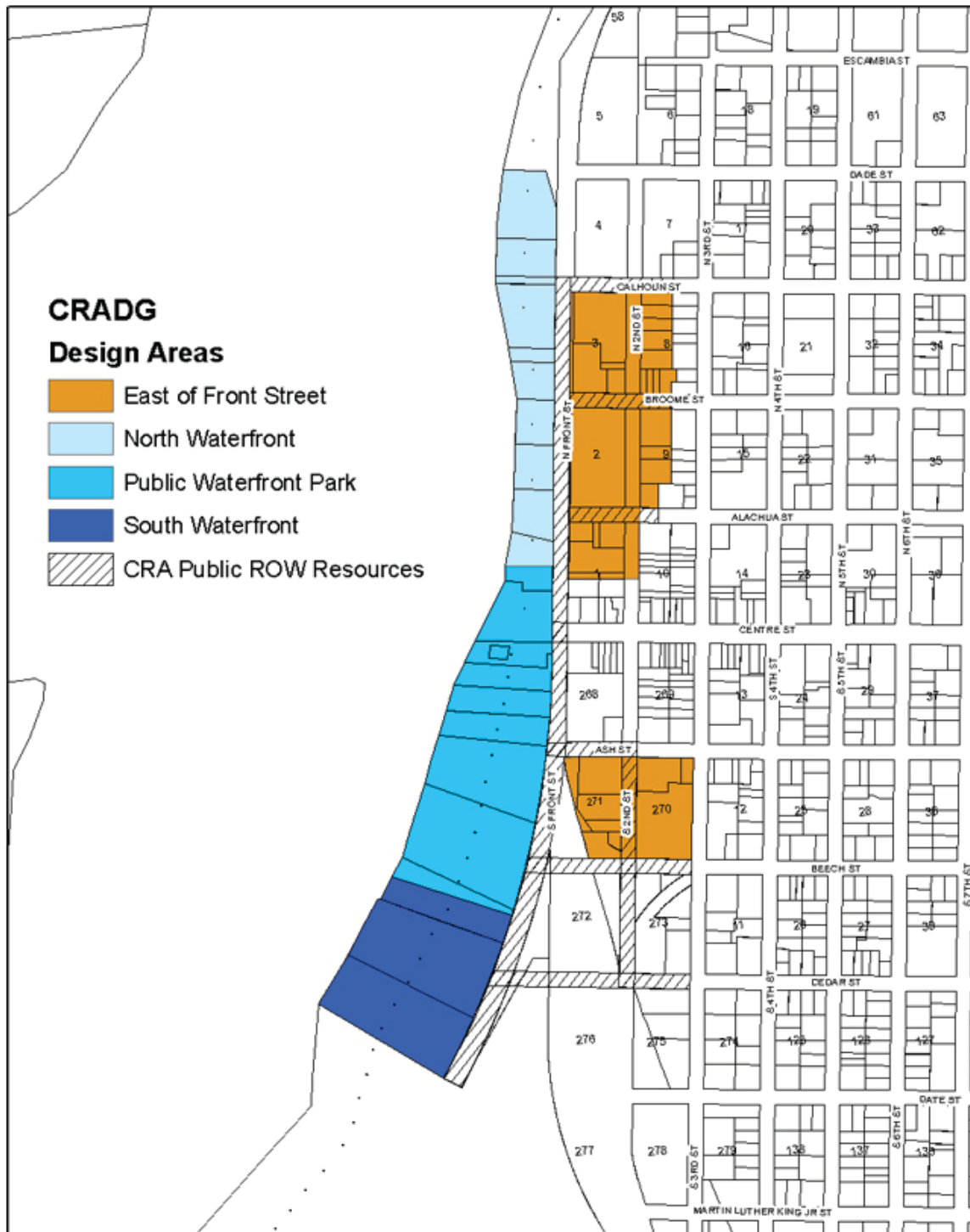
1.2 DEFINITIONS AND BOUNDARIES OF THE CRA

The Community Redevelopment Act (“ACT”), adopted by the Florida Legislature in 1969, is intended to help communities revitalize downtowns, preserve historic structures, and otherwise enhance the designated CRA district. In order to establish a CRA, the local government legislative body must adopt a resolution finding that the designated area is a “slum” or “blighted,” contains a shortage of affordable housing, and that the rehabilitation or redevelopment of the area is “necessary” in the interest of the public's "health, safety, morals or welfare" (Ankersen et al, 2005). Next, upon the finding of necessity and a further official finding that there is a need for a community redevelopment agency, the local government may create a CRA to exercise the powers of the local government in accordance with the ACT. Background documents outlining these assumptions in detail are available from the City of Fernandina website at the Fernandina Document Center located at: <http://www.fbfl.us/documentcenterii.asp> and from the Conservation Clinic website located at: <http://conservation.law.ufl.edu/> sponsored by the University of Florida's Fredric G. Levin College of Law.

The physical boundaries of the CRA are shown in figure 1.3 followed by figure 1.4 outlining the CRA Design Areas and Public Right of Way (ROW) resources (The Design Areas are discussed in detail in Section 4.0).



(fig. 1.3) Boundaries of the CRA outlined in yellow shown on an aerial photograph.



(fig. 1.4) Map of the CRA showing Design Areas and Public Right of Way (ROW) Resources.

Purpose of the CRA

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).

Inadequate street layout, parking facilities



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



(fig. 1.6) View north along Front Street between Ash and Beech.



(fig. 1.7) View towards southwest between Centre and Alachua.



(fig. 1.8) View towards west-the south end of the city waterfront property.

Unsanitary or unsafe conditions



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



(fig. 1.10) View north between Alachua and Broome.



(fig. 1.11) View west along Front Street between Centre and Alachua.

Deterioration of site or other improvements



(fig. 1.12) View of docks south- Brett's restaurant in upper right.



(fig. 1.13) View of old water access ramp looking towards northwest between Alachua and Broome.

Inadequate and outdated building density patterns



(fig. 1.14) View west along Front Street between Broome and Calhoun.



(fig. 1.15) View east-intersection of Calhoun and Second.

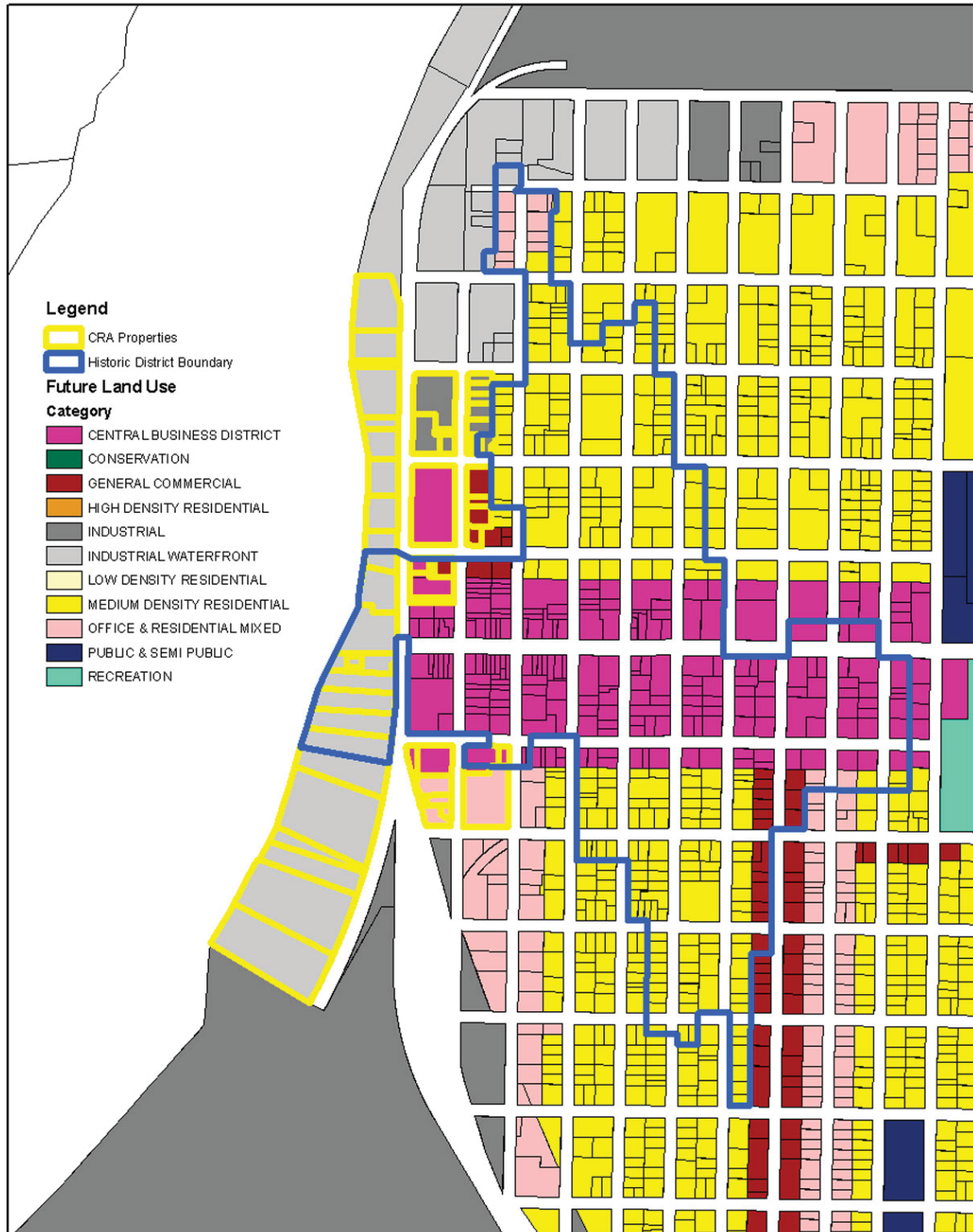


(fig. 1.16) View west along Front Street at Ash.



(fig. 1.17) Intersection of Front Street and Broome.

1.3 SUMMARY OF LAND USE AND ZONING DISTRICTS



(fig. 1.18) Land uses within and adjacent to the CRA.

General Information

Site design standards specified in these guidelines supersede the requirements for the underlying zoning district. Specific site design requirements that are not covered by the guidelines shall follow the standards of the underlying zoning district.

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

- General Commercial District (C-2)
- Central Business District (C-3)
- Industrial District (I-1)
- Waterfront Industrial District (I-W)
- Waterfront Mixed Use District (W-1)

The City's Marina facility is assigned the Industrial Waterfront land use designation on the Future Land Use Map, but functions much like a Public and Institutional Land use with its open public spaces and structures. The following zoning districts occur within the CRA boundary (see complete descriptions in the LDC sec 2.01.00):

General Commercial District (C-2, LDC sec. 2.01.11)

The C-2 District is intended for the development of land uses to accommodate offices; commercial retail; personal services establishments; restaurants; transient accommodations; uses that provide sales and services for several neighborhoods; repair shops; retail sales and services; and other similar commercial uses. The General Commercial District recognizes existing development with locations that have access to arterial roads.

The maximum building floor area is 0.5 Floor Area Ratio (FAR). The C-2 district does not have associated setback or building coverage requirements. The maximum building height within the C-2 district is 45 feet.

Central Business District (C-3, LDC sec.2.01.12)

The C-3 District is intended for the development of land uses within the central business district as the City's center for residential, financial, commercial, governmental, professional, and cultural activities. The Central Business District category is designed to accommodate single-family or duplex residential uses, either freestanding or in mixed residential and business use structures; offices; commercial retail; personal services establishments; restaurants; transient accommodations; commercial parking facilities; civic uses; and cultural uses.. The maximum building area is 2.0 FAR with 8 dwelling units/acre. No setback or building coverage requirements apply to this district. The maximum building height is 45 feet.

Industrial District (I-1, LDC sec. 2.01.13)

The I-1 District is intended for the development of warehousing, fabrication, storage, and commercial services. The Industrial District recognizes existing development with locations that have access to major highways. The designation of land for the I-1 District shall be based on compatibility with surrounding land uses, considering environmental sensitivity, intensity of use, hours of operation, heat, glare, fumes, noise, and visual impacts.

The I-1 district does not have yard requirements except when adjacent to residential or commercial uses (75 foot setback, 15 foot vegetative buffer). The height limitation for this district is 45 feet.

Waterfront Industrial District (I-W, LDC sec. 2.01.15)

The I-W District is intended for the development of water-dependent and water-related manufacturing, assembling, storage, distribution, sales, and port operations that are generally high intensity. The Waterfront Industrial District recognizes existing industrial development with locations that have access to transportation facilities by air, rail, ship, or highway. The designation of land for the I-W District shall be based on compatibility with surrounding land uses, considering environmental sensitivity, intensity of use, hours of operation, heat, glare, fumes, noise, and visual impacts.

No yard regulations apply in the I-W district unless adjacent to a residential or commercial district, in which case a 30 foot setback applies. A 20-foot wide vegetative and constructed buffer is also required between residential or commercial districts and the IW district. The height limitation for this district is 35 feet.

Waterfront Mixed Use District (W-1, LDC sec. 2.01.16)

The W-1 District is intended for the development and/or re-development of waterfront land fronting the Amelia River within the CRA only. The Waterfront Mixed Use District recognizes the desire to maintain existing water-related uses while providing a wider-range of uses to encourage developments which enhance the public's use of and access to the waterfront.

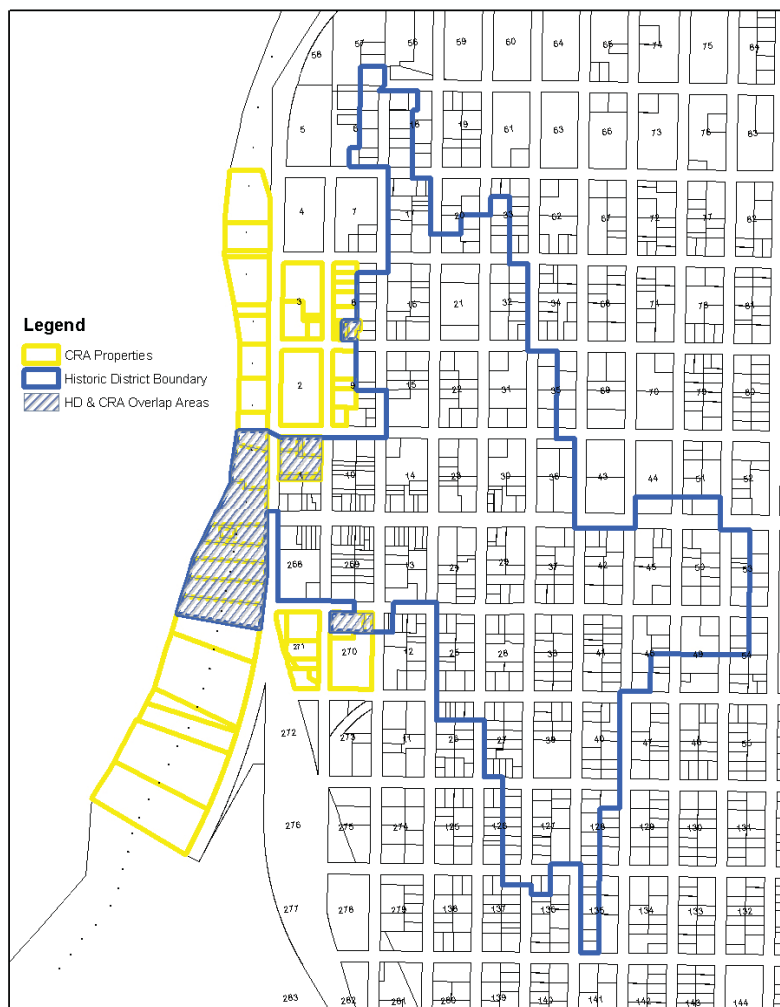
Net density is limited to 2 dwelling units per acre and is required to be above a commercial or office use. Intensity is limited to 0.75 FAR which is calculated on the entire lot including submerged lands.

Amendments to the FLUM that change the land to W-1 within the CRA along the waterfront may be awarded a 100% density credit bonus based on dedication and acceptance of an easement to the city in order to build a public waterfront boardwalk along the river and accessways from Front Street to the waterfront. Building heights on waterfront lots are limited to 30 feet above the Base Mean Flood Elevation. 15 foot sideyard setbacks are required to maintain views to the water. Heights within landside areas of the CRA can be up to 45 feet with restrictions.

1.4 HISTORIC DISTRICT OVERLAY

A section of the Community Redevelopment Area overlaps the Historic District boundaries (see fig. 1.19). Consequently, additional development guidelines and architectural restrictions are applied to all projects within this area. Proposed projects that lie within this overlap shall also be reviewed for compliance with the Historic Preservation Design Guidelines, dated December 1999, and approved 2005. All projects within the Historic District must undergo design review through the Historic District Council (HDC) to ensure design is consistent with the City's historic character.

The CRADG maintain and support the Historic District Council's role in guiding redevelopment within its boundaries in the CRA. Along the waterfront area of this overlap, which lies within city property, no historic or contributing structures remain. Therefore, in practice, the CRADG provide the best guidance since they support the "compatibility" language of the Historic District Guidelines. In the areas east of Front Street that abut the Historic District and a fabric of historic and contributing buildings, the Historic District Guidelines provide the clearest advice. In either case, **it cannot be overemphasized that the two documents are complementary and shall be consulted simultaneously.** The review of proposed development within any part of the CRA Overlay shall be based upon compliance with the CRADG. All plans for development within the CRA Overlay shall be reviewed by the Historic District Council.



(fig. 1.19) Relationship of the Historic District to the CRA.

1.5 USING THE GUIDELINES FOR PROJECT PLANNING

The permitting and approval process within the city can be complex and time consuming due to the number of local, state, and federal codes and ordinances affecting the CRA. One major purpose of the CRADG is to make the design and approval process as efficient as possible. Therefore, it is imperative that an architect, planner, landscape architect, engineer or other professional who is familiar with the guidelines and local approval process, be engaged early in the planning stage of a project. **Project coordinators are required to schedule a pre-application conference (LDC Sec. 11.01.02).** A pre-application conference is a meeting between an applicant and the City Manager for the purposes of:

1. Exchanging information on the potential development of a site.
2. Providing information on permissible uses of the site proposed for development.
3. Providing information to an applicant regarding the design standards set forth in the LDC that are applicable to a potential application.
4. Providing information to an applicant regarding standards of regional, state, or federal agencies that may be applicable to a potential application.
5. Determining the need and requirements for supporting plans, documents, and studies.
6. Providing information to an applicant regarding infrastructure requirements and the construction of required improvements.
7. Providing information to an applicant regarding the appropriate procedures and schedules for receiving and reviewing applications and rendering decisions regarding a potential application.

It is the City's intent that all requirements be identified during the pre-application conference. However, no person may rely upon any comment concerning a proposed development, or any expression of any nature through representation or implication, that the proposal will be ultimately approved or rejected in any form.

Prior to the submission of an application for a local development order, an applicant shall submit a written request for a pre-application conference. A pre-application conference shall be held not more than two (2) weeks following the date of the request submission. The pre-application conference shall be held not more than six (6) months prior to submission of an application.

The pre-application conference shall include representatives of City departments responsible for reviewing applications and independent reviewers hired by the City, and may include representatives of regional, state, or federal agencies with authority over specific aspects of the proposed development.

The 3 flow charts shown on the following pages summarize the key steps in the process of using the CRADG to develop a project.

Historic District Review Process

(fig. 1.20)

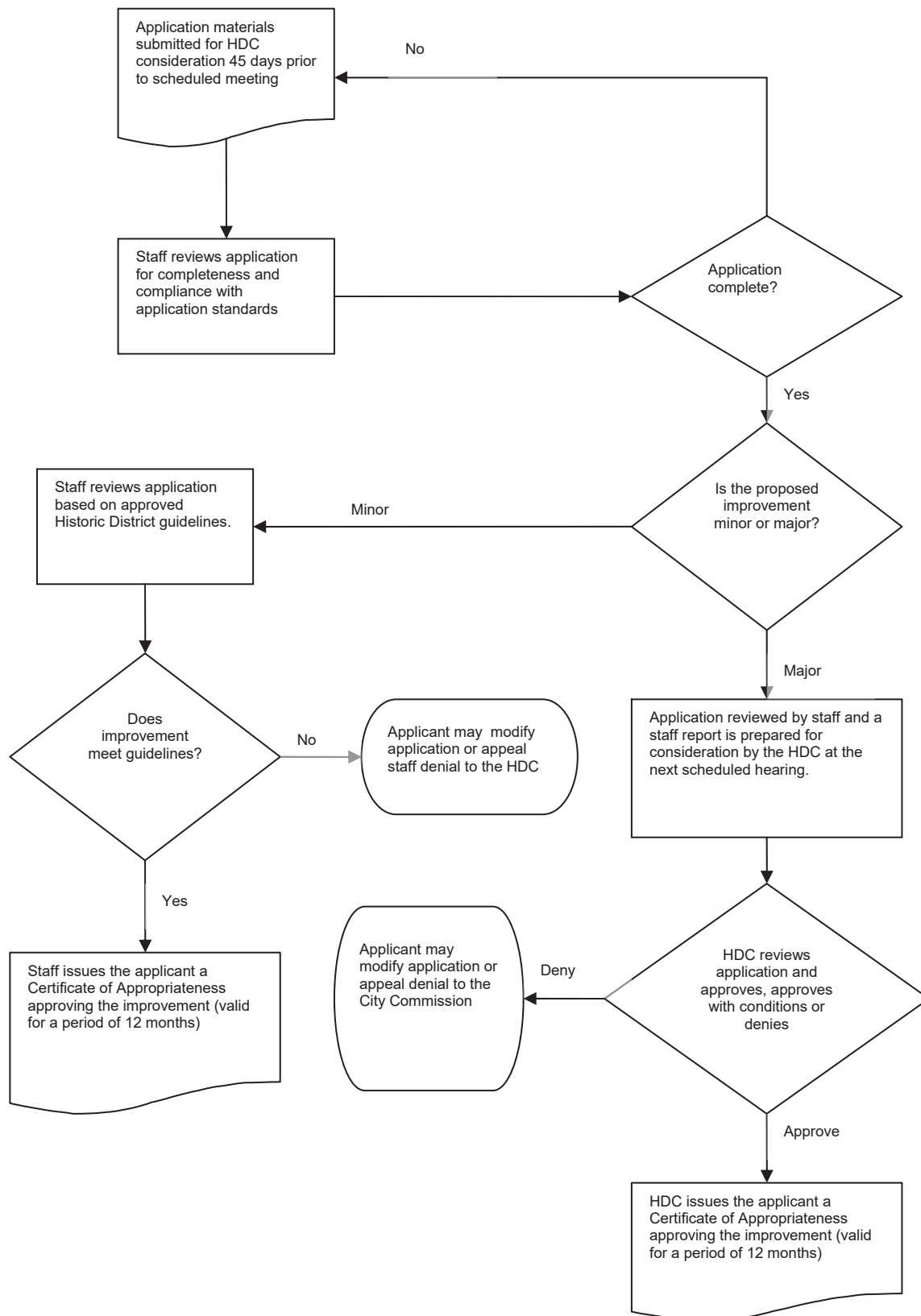
The Preliminary / Final Platting Process

(fig. 1.21)

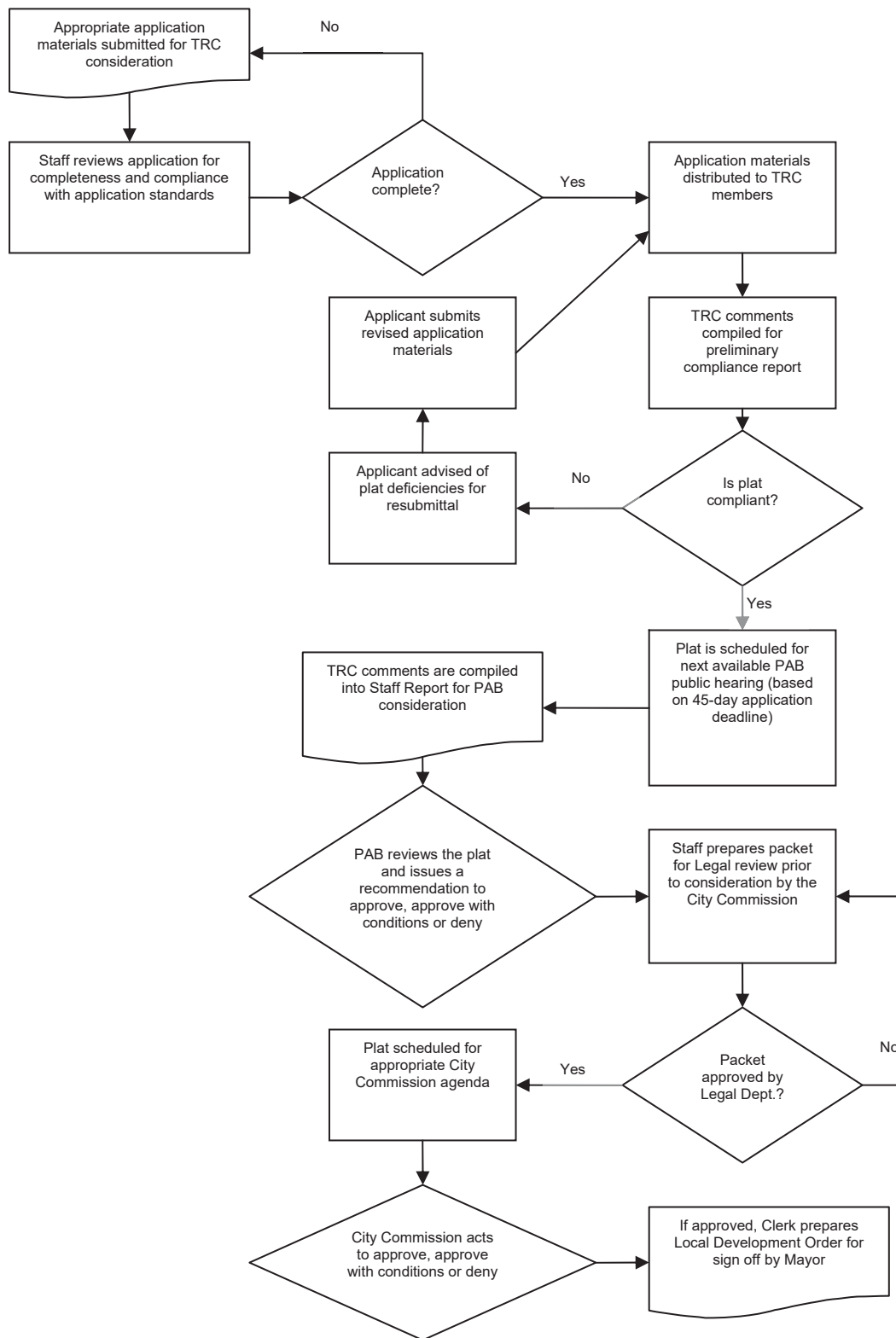
The Site Plan Review Process

(fig.1.22)

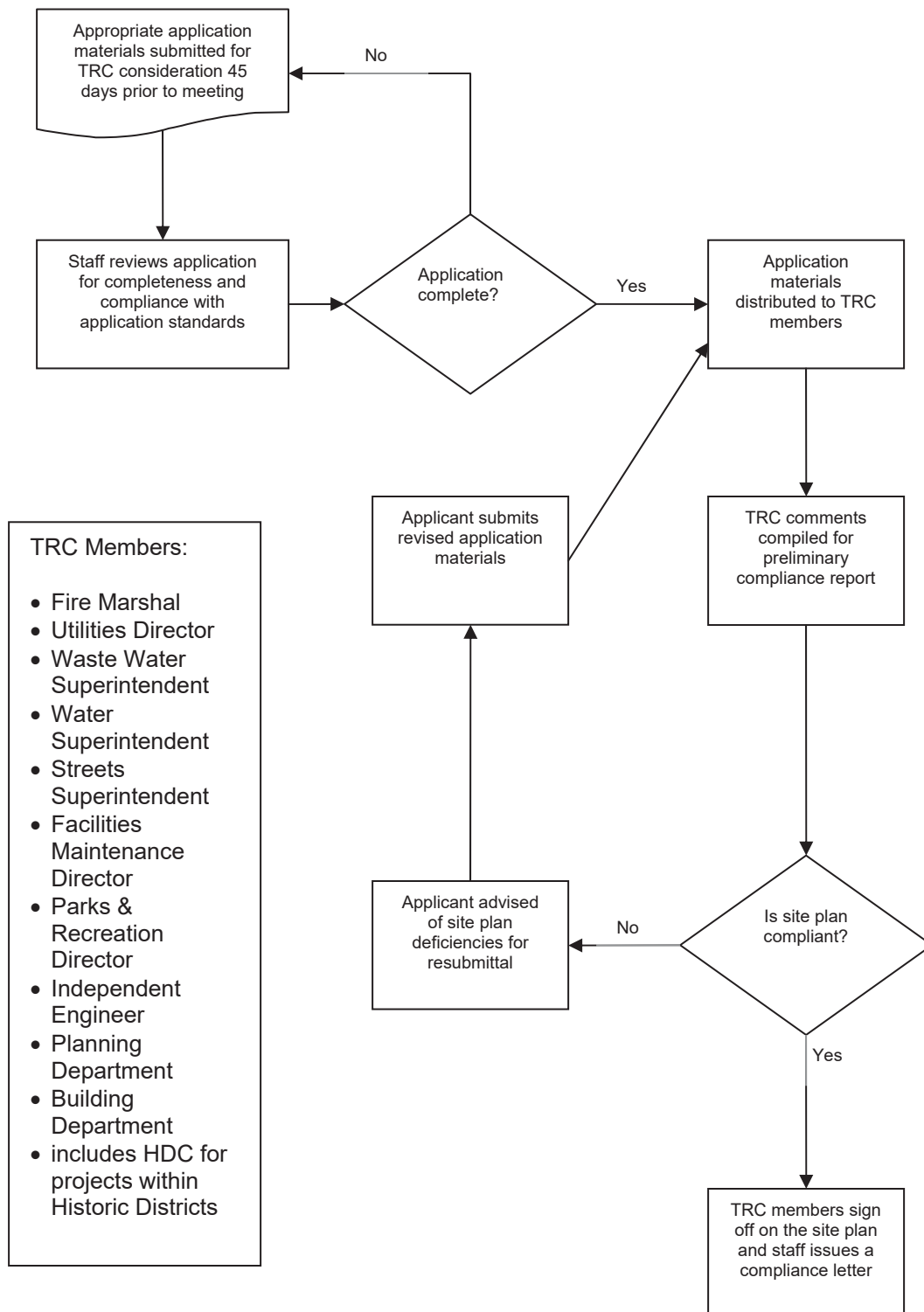
Historic District Review Process (fig. 1.20)



The Preliminary / Final Platting Process (fig. 1.21)



The Site Plan Review Process (fig.1.22)



2.0 HISTORICAL OVERVIEW

Preface

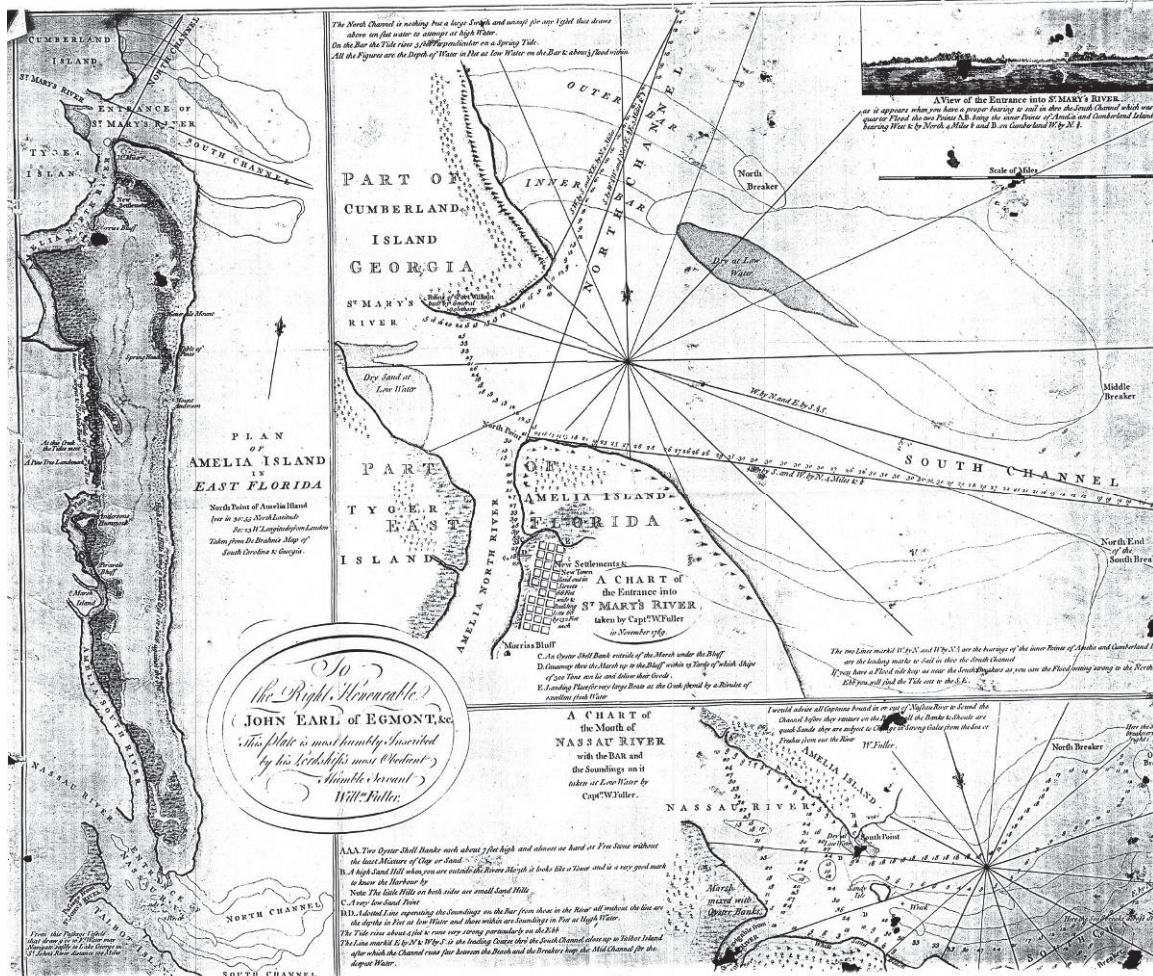
This brief historical summary is intended to underscore the importance of water-dependent uses in Fernandina's economic and cultural development and provide an historical context for CRADG decisions. Although a thorough history of the waterfront is beyond the scope of this document, the intent of this summary is to present key dates, events, maps, drawings and photographs that assist users of this document in placing design decisions within Fernandina's historical context. Particular emphasis has been placed on the effect historical and cultural events have had on the physical form of the city and its changing relationship to the waterfront. Architecturally, only a handful of buildings remain in this area, but a number of historic photographs are included to establish a visual record of the structures present in the most active years of the waterfront. This summary is offered in the spirit of the recommendation offered by Blanding and Associates (2007: 5-17) that the city work with the Amelia Island History Museum to develop more detailed historical monographs which can be offered to the public to make Fernandina's waterfront history come alive.



(fig. 2.1) Train arrival at Front and Centre Streets (circa 1890).

Introduction

The modern city of Fernandina was founded and incorporated in 1824, making it one of the oldest cities in Florida after the United States took possession from the Spanish in 1821 (third behind St. Augustine and Pensacola—both incorporated in 1822 after the change in government). Archeological surveys of Amelia Island indicate indigenous occupation throughout the island, and particularly around the current sites of Oldtown and the City of Fernandina, for over 3000 years. Native inhabitants were drawn to the abundance of fish, shell fish, birds, and sources of fresh water. As a barrier island with the western side fronting the Amelia River, Amelia Island offered easy access to nearby fishing areas, rookeries and other coastal communities while affording protection from the destructive power of Atlantic storms (fig. 2.2).



(fig. 2.2) A Chart of the Entrance into the St. Mary's prepared for Lord Egmont, 1770.

The earliest formal mention of these coastal settlements is found in William Bartram (Bartram 1791: 42-43, 349-350) (fig. 2.3) when he notes the existence of earthen mounds outside Oldtown in the 18th century: "On Egmont estate, are several very large Indian tumuli, which are called Ogeeche mounds, so named from that nation of Indians, who took shelter here, after being driven from their native settlements on the main near Ogeeche river". Bartram's account also notes the "very extensive capacious harbours, from three to five and six to eight miles over, and communicate with each other by parallel salt rivers, or passes, that flow into the sound", and he anticipates the activity of the next century: "they afford an extensive and secure inland navigation for most craft, such as large schooners, sloops, pettiaguers, boats, and canoes". 20th century

excavations date occupation of the island to around 1000 BCE. (Bullen, Griffin 1952: 37; Smith and Bullen 1971; Griffin and Steinbach 1991: 21-24; Smith et al. 1998).



(fig. 2.3) State Historical marker in the CRA on Bartram's travels.

Accounts by Spanish, French, and English settlers confirm the practical value of Amelia's geography as they competed for control of the island and its strategic advantages. Timber was plentiful and easy to extract and ship to distant ports. Inland roadways such as the King's Highway were connected by a system of ferries and small ports that allowed for an efficient communication of goods and services along the St. Johns, St. Mary's, and Amelia Rivers. Due to its prime location, a diversity of products such as Sea Island cotton, rice, sugarcane, cattle and food crops demonstrated that: "Fernandina on Amelia Island was a better representative than St. Augustine of the new economic order" (Tebeau 1971: 102).

While the harbor at St. Augustine was in need of continuous dredging, the waterways along Amelia were more accessible and protected from Atlantic storms. Lieutenant Grenier, a Spanish Officer stationed on the St. Mary's, remarked in 1784 that "The St. Marys Bar generally so called, though its real name is Amelia Bar, is considered as one of the Best and lest dangerous in North America. Ships of five hundred tons burden can enter it." (Johnston, Bland 2007: 3.6; Lockey 1949:307) (fig. 2.4)



(fig. 2.4) Field survey showing river confluences at Tiger Island, west of Fernandina.

In 1807, a series of laws generally called the Embargo Acts led to severe restrictions on vessels trading with England. Although intended to punish England, it had the opposite affect. American vessels were prohibited from landing in any foreign port unless specifically authorized by the President. The entire series of events was lampooned in the press as “Dambargo”, “Mob-Rage”, “Go-bar-'em” or “O-grab-me” (embargo spelled backward) (fig. 2.5). In addition, trading vessels were required to post a bond of guarantee equal to the value of both the ship itself and its cargo, in order to insure compliance with the law. Although the law was generally despised and roundly ignored, Fernandina emerged as the only “free” port along the eastern shore. It was during the period between 1807 and 1817 that it gained its reputation as a place populated with filibusters, free-booters, pirates, confidence men and smugglers- an image that is still promoted in tourist advertisements. Some accounts indicated upwards of 150 vessels of varying sizes and colors anchored off the shore of Fernandina (known today as Oldtown) trading all manner of regular and contraband goods. In addition to the Embargo, importing slaves into the US became illegal after 1808, and Fernandina became a major transport site for slave traders operating in the region (Landers 1999: 238, Cusick 2007: 107).

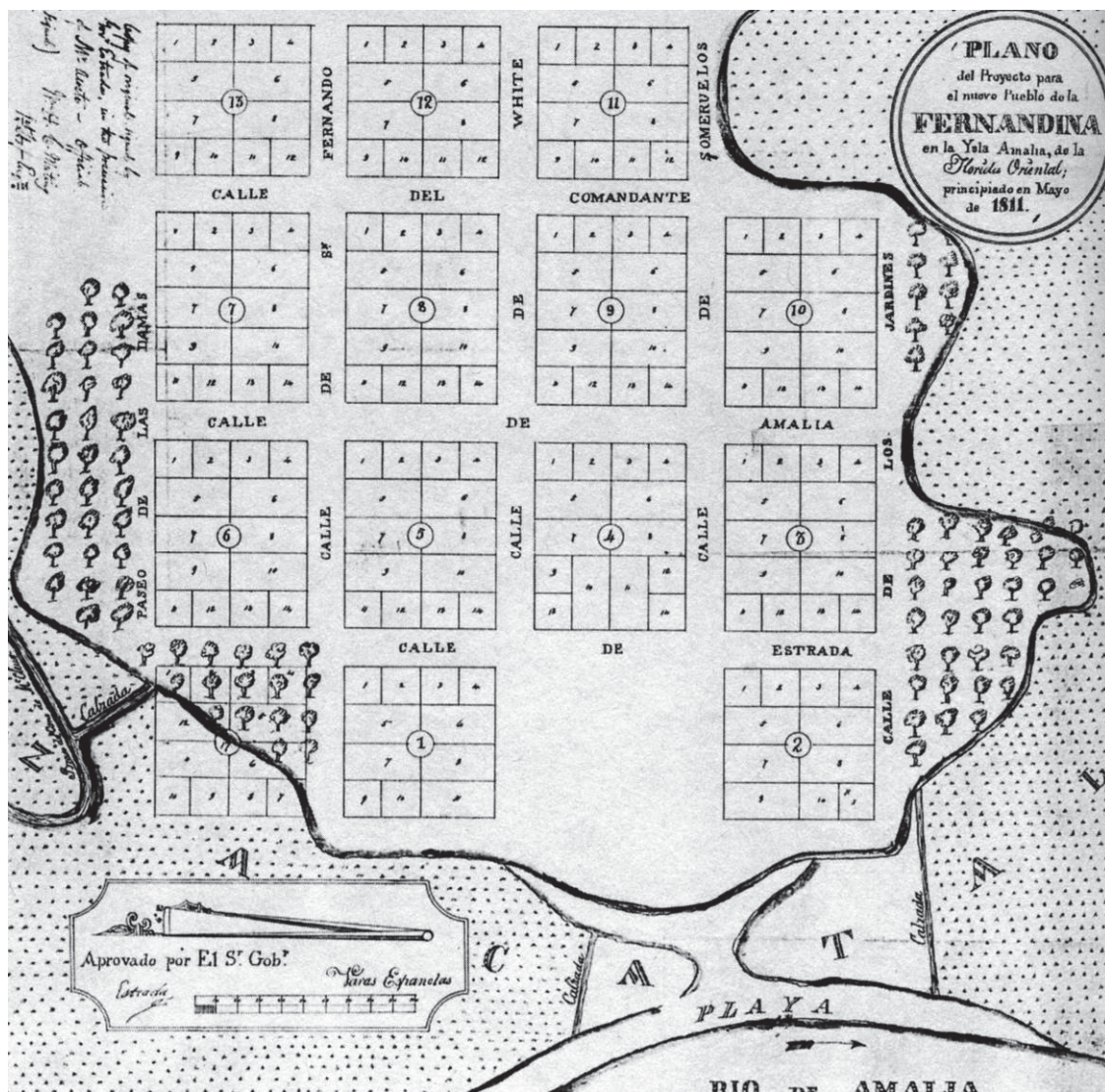


(fig. 2.5) Period cartoon depicting the 1807 Embargo.

The formal town plan of Fernandina, drafted by George J. F. Clarke in 1811, is a text book diagram of the 1573 Laws of the Indies. Section 111 and 112 of these Laws state:

“Having chosen a place where the town is to be made, which as above, must be located in an elevated place, where are to be found health, strength, fertility, and abundance of land for farming and pasturage, fuel and wood for building, materials, freshwater, a native people, commodiousness, supplies, entrance and departure to the north wind. If the site lies along the coast, let it be had to the port and that the sea not be situated to the south or to the west...” and “The main plaza, whence a beginning is to be made, should be made at the landing place of the port” (Nuttall 1921: 751).

Clarke’s plan illustrates these principles, clearly establishing an orientation to the Amelia River with its west facing plaza and water lots set to either side to preserve a frontal view of the water from the fortifications of the city (fig. 2.6).



(fig. 2.6) Diagram of the 1811 town plan of Fernandina (now Oldtown).

2.1 THE RAILROAD AND THE PORT

David Levy Yulee, a prominent planter and one of Florida's most influential politicians, helped develop the Internal Improvement Act of 1854, which made it possible for railroads to receive land grants and defray construction costs. Yulee's own proposal for a rail line connecting Fernandina with the port of Cedar Key on the West coast of Florida was incorporated in 1853 as the Florida Railroad Company, with construction beginning in 1856 at Fernandina and reaching Cedar Key by 1861. A map drawn by A.D. Bache in early late 1856 shows the railroad pier at the river's edge of Centre Street, which is not labeled, but runs left to right ending in the "Indian Mound" at the eastern edge of the city grid (below right in fig. 2.7).



(fig. 2.7) An 1856 survey of Fernandina showing the new railroad wharf at the base of Centre Street.

The idealized Town Plan of Fernandina produced in 1857 by Seibert was commissioned by Yulee and the Florida Railroad Company to "promote sales and provide potential investors with a visual reference of the new town" (Johnston, Bland 2007: 3-21) (fig. 2.8).

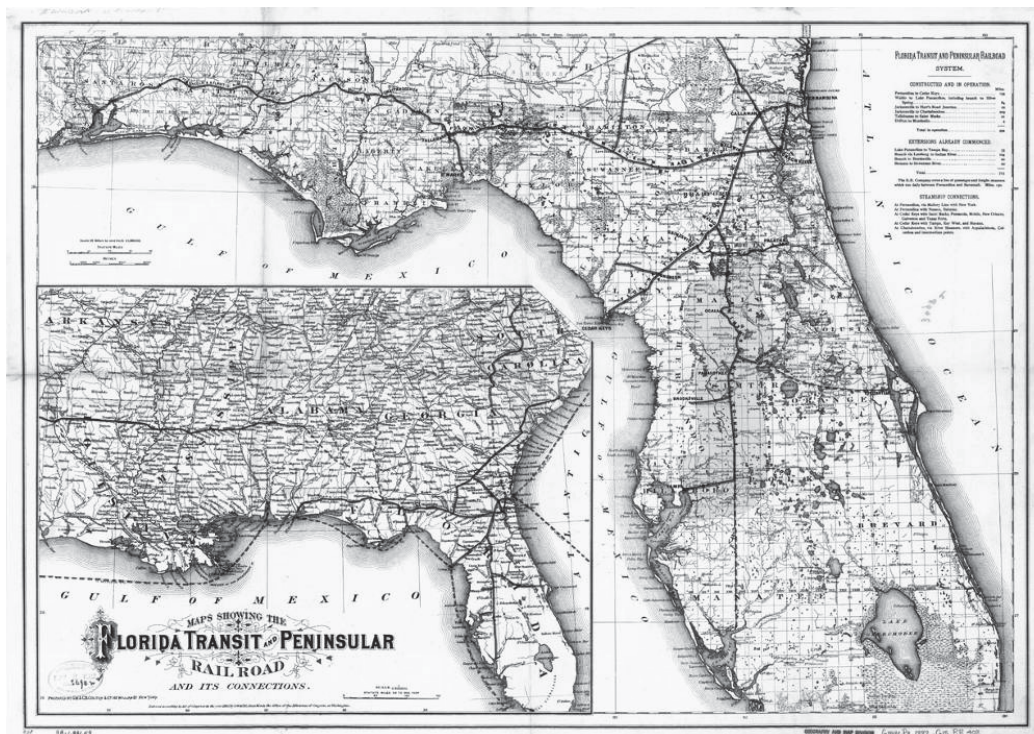
In Seibert's plan, we can see that the existing dock system is already extensive, its growth accelerated by the terminus of the rail line at the base of Centre Street. It is also interesting to note the shoreline which extends almost to Second Street between Center and Broome Streets. The Florida Railroad Company essentially "owned the town of Fernandina which had a terminal ready to accommodate ocean-going vessels" and by 1860, "large quantities of lumber were pouring out through that port, and thousands of tourists were spending their winters in Florida."

(Clarke 1953: 182). Water lots are clearly distinct in configuration from the strict rectilinear form of the grid plan lots and oriented exclusively towards commercial use. In this time period, little regard was given to the development of public space along the river that connected it to the rest of the city plan.



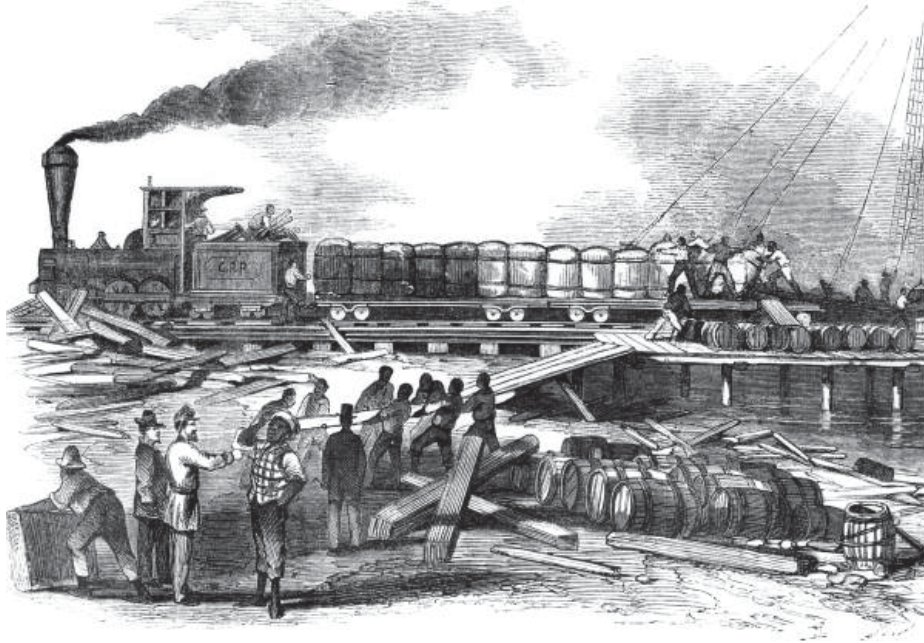
(fig. 2.8) A fully active waterfront shown in this 1857 map promoting the future of Fernandina.

Yulee's efforts to link the Port of Fernandina with the Port of Cedar Key were designed to avoid the difficult journey through the Straits of Florida and tap into the lucrative markets between New Orleans and New York City. This connection increased Fernandina's status as a major port on the eastern seaboard (fig. 2.9).



(fig. 2.9) Map from 1882 showing Florida Railroad system.

The rapidly expanding activities of the port were interrupted by the beginning of the Civil War. A naval blockade of southern ports was ordered in 1861, which devastated the port operations. In 1862, Fernandina was occupied by the Union troops leading to a mass exodus of both confederate and union supporters (fig. 2.10).



(fig. 2.10) Civil War activity at the Fernandina waterfront from Frank Leslie's Illustrated Newspaper, 1862.



(fig. 2.11) Riverfront skirmish during the Civil War.

After the cessation of hostilities, Fernandina again began to prosper between 1865 and 1876 with increased shipments of lumber. Almost immediately, the city entered another period of decline due to the fire of 1876 which destroyed many facilities along the port. The Yellow Fever epidemic of 1877, which quarantined all travelers from Fernandina, along with the emergence of Jacksonville as a rival port facility, slowed Fernandina's growth during this period.

2.2 THE EMERGENCE OF TOURISM

With the opening of Yulee's Egmont Hotel in 1878, Fernandina rebounded after these events as one of the first communities in Florida to attract the well-heeled Gilded Age traveler. Although the Egmont coaches were "at every Boat and Train" the hotel was located, like many hotels of the period, inland at Beech and 7th Streets (figs. 2.12, 2.13) where a more "respectable environs" could be maintained. The waterfront figured as a practical connection to the town for tourists, but the Island's natural surroundings are advertised as the main attractions: "Rowing, Sailing, Fishing and Hunting in the Inlets, Sounds and on the Isles of the Sea. Sportsman's Paradise. First class Livery. Twenty-four miles of the Finest Beach in the World. Bowling Alley, Shooting Gallery, Billiard Room. &c., connected with the House".

"The Egmont"
FERNANDINA, FLA.,
THE LEADING HOTEL OF THE SOUTH.

And the most Elegant in all its Appointments. Heated by Steam, Lighted by Gas, Hot and Cold Baths, Oral Annunciator, Fire-place in every Room, &c., &c. **PRACTICALLY FIRE-PROOF.** Fire Hose on every floor, and special accommodations for Families and Large Parties.

Reduced Rates
 For parties remaining a week or longer.

EGMONT COACHES at every Boat and Train. Rowing, Sailing, Fishing and Hunting in the Inlets, Sounds and on the Isles of the Sea. Sportsman's Paradise. First-class Livery. Twenty-four miles of the Finest Beach in the World. Bowling Alley, Shooting Gallery, Billiard Room, &c., connected with the House.

B. H. SKINNER,
 Manager.

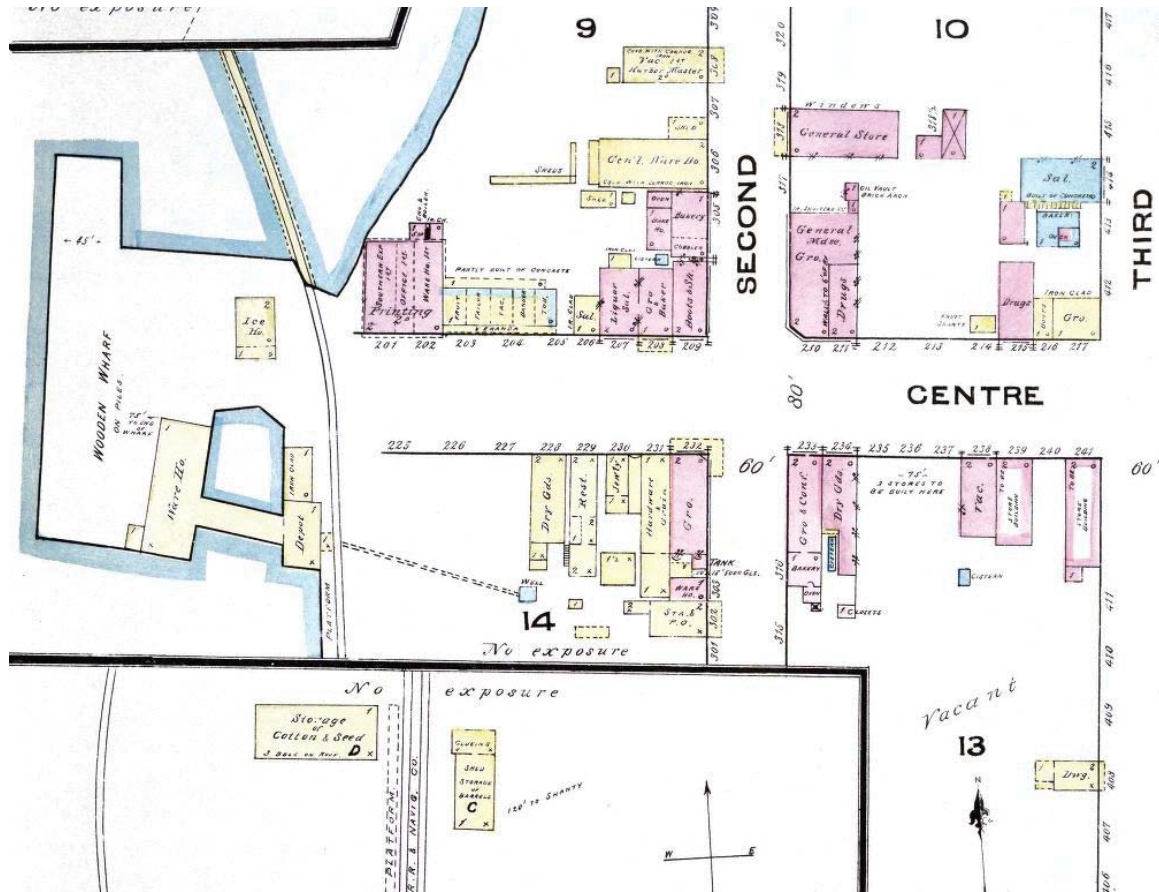
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(fig. 2.12) Period ad touting the virtues of the Egmont Hotel and Fernandina.



(fig. 2.13) Hotel card showing guests the local attractions (which exclude the riverfront).

The first Sanborn Insurance Map produced of Fernandina (fig. 2.14) in 1884 shows Centre Street terminating in a large wharf and train depot. An open space appears on the east side of the tracks where a new train depot would be constructed in 1899.



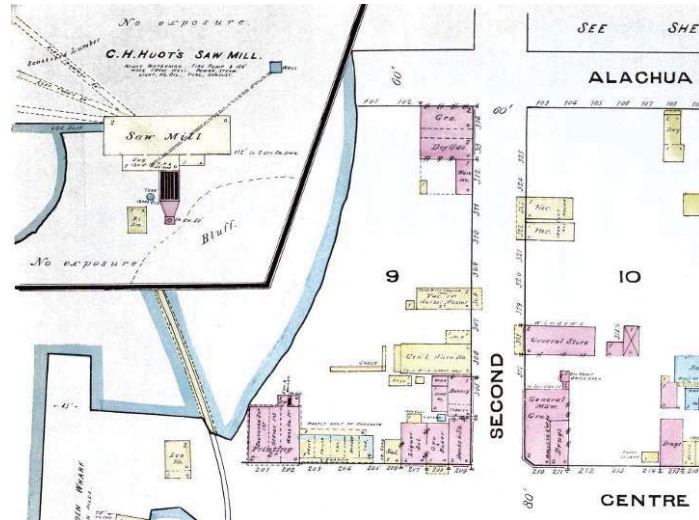
(fig. 2.14) Sanborn Insurance maps contain detailed notes for historical research of the waterfront.

George M. Barbour notes the prominence of Fernandina in his widely distributed “Florida for Tourists, Invalids, and Settlers” published in 1884 when he writes that Fernandina:

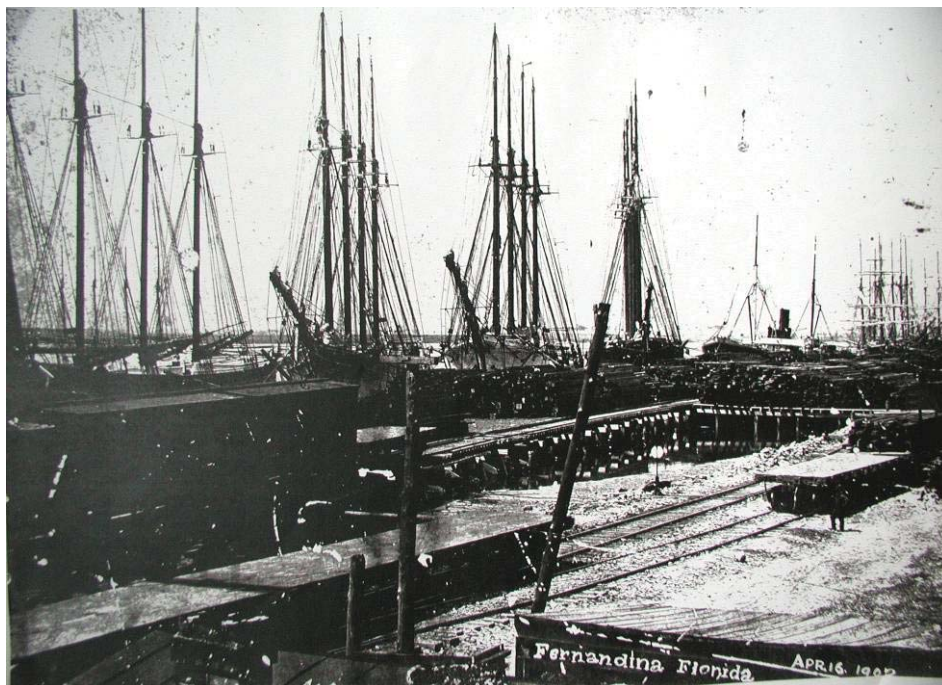
“...which affords the finest harbor on the coast south of the Chesapeake Bay, and which gives it important commercial advantages. Vessels drawing twenty feet of water can cross the bar at high tide, and the largest ships can unload at the wharves. The Mallory Line of Direct Florida Steamers has its southern terminus at Fernandina, and the steamers of the Charleston and Savannah lines call here on their way to and from Fernandina. One of the most important railroads of Florida—the Atlantic, Gulf and West India Transit Railroad—begins at Fernandina and runs southwest across the State to Cedar Keys; and the Fernandina and Fernandina Railroad, recently completed, affords a short air-line route between these two cities. With such advantages, it is not surprising that the commerce of Fernandina is large and increasing. Immense quantities of fruits and vegetables are brought thither by the railways for shipment north; and there is an important export trade in lumber, cotton, and sugar. “The business portion of the city contains some substantial structures; but the largest and finest buildings are the hotels. The Egmont Hotel is one of the

finest in the South, and the Mansion and Riddell Houses are spacious and well kept, all being crowded during the season". (Barbour 1884: 100).

Fernandina's traditional industries of turpentine, lumber, naval stores, and fishing regained their importance as a major component of the economy during this era. Sanborn maps from 1884-1926 demonstrate the significance of these industries along the waterfront. For example, W.B.C. Duryees's saw mill at First Street (Front Street) and C.H. Huot's saw mill, complemented larger operations in the region (fig. 2.15). Lumber yards, sawmills, and storage facilities dominated the docks and the view down the principle streets of the city. As seen in the image below, First Street (later Front Street) and Alachua was completely filled with lumber, carts and sheds (fig. 2.16).

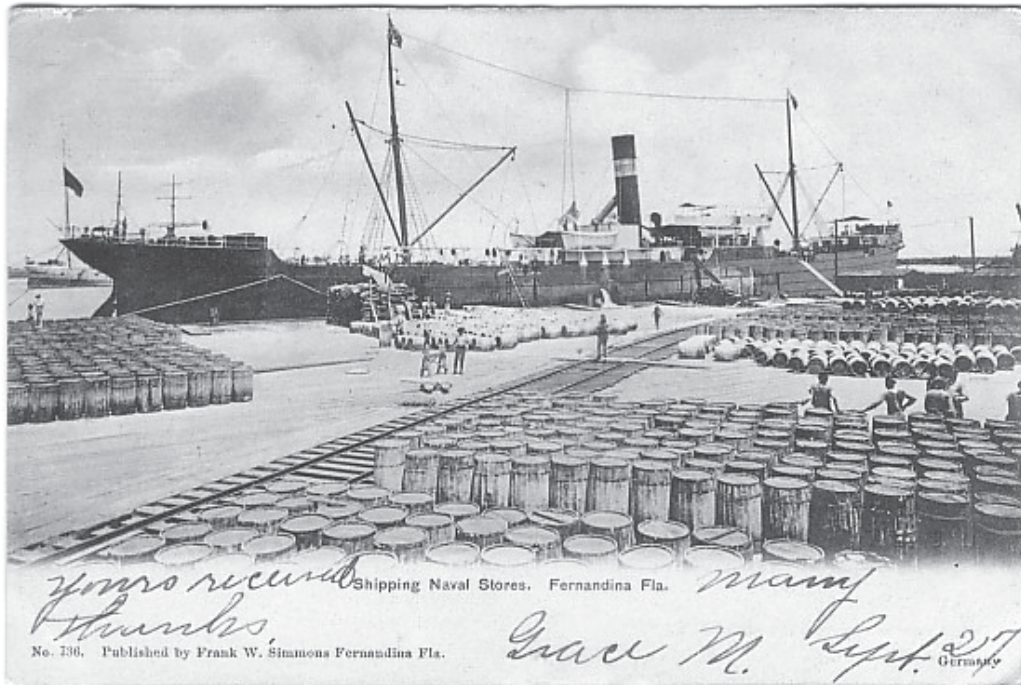


(fig. 2.15) Derail of Sanborn Insurance map from 1884.

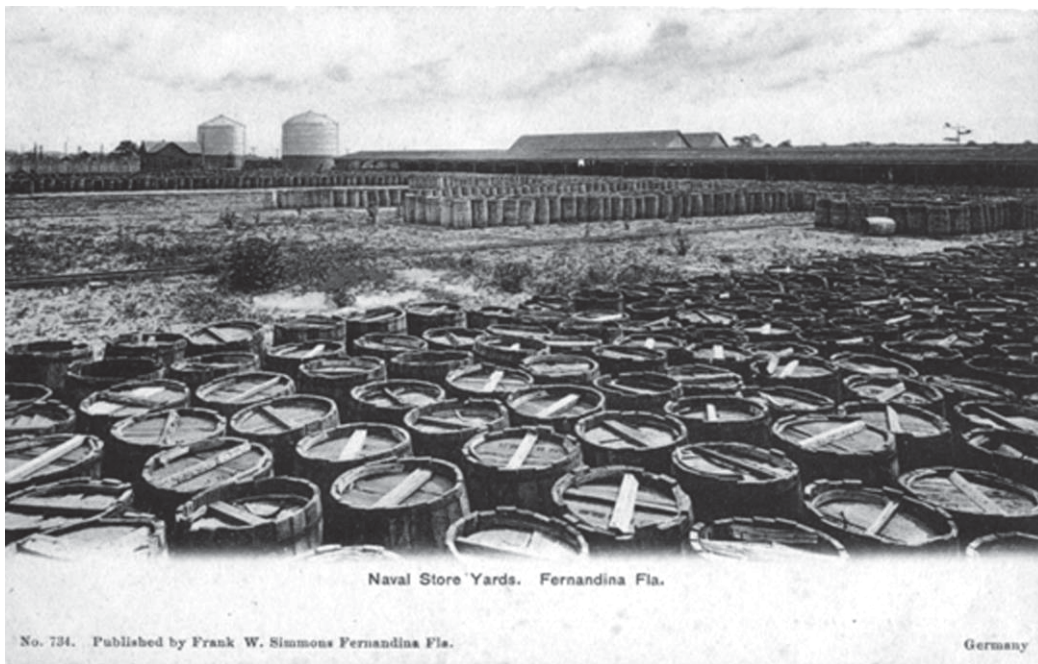


(fig. 2.16) Constant activity at the dock effectively created a wall between the city and the river.

Turpentine and pitch production and storage facilities were also located along Fernandina's docks (fig. 2.17). Another postcard from the era also indicates that some of these yards may have been located inland around the north side of the Fernandina Middle School Service drive; the foundations there maybe the ruins of the round towers in the background (fig. 2.18).



(fig. 2.17) Acres of storage were necessary along Front Street for the distribution of goods.



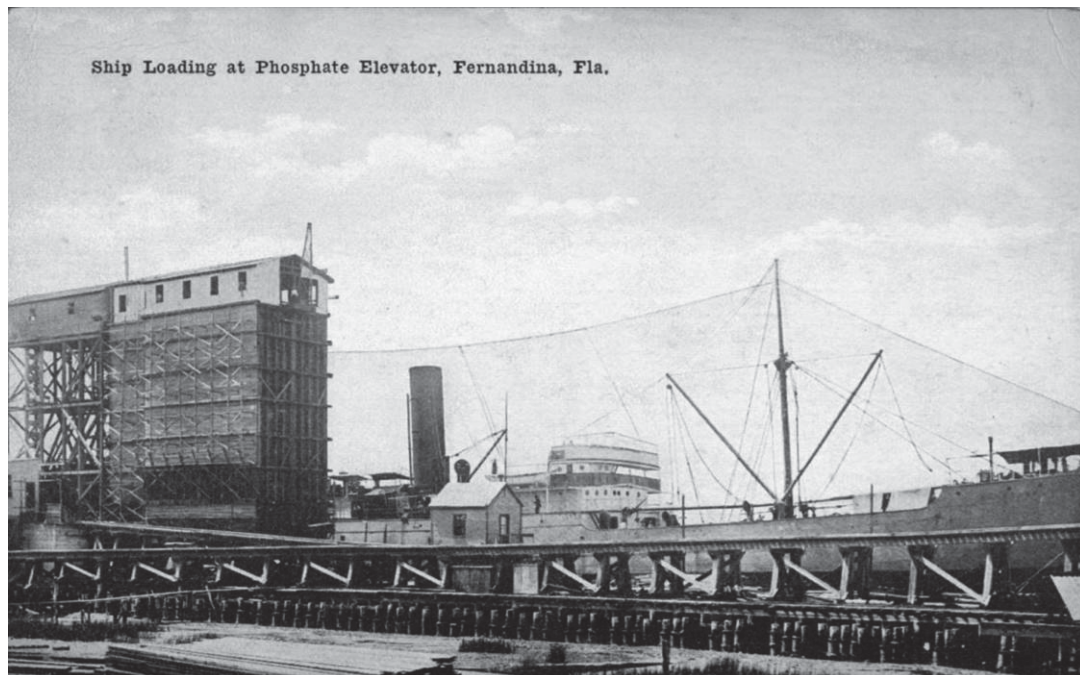
(fig. 2.18) Storage areas required using land over a mile from the waterfront.

2.3 PHOSPHATE

The discovery of phosphate in Florida by Albertus Vogt in 1889 jump-started the state's industry. Fernandina became a favored port for the industry, which received shipments by rail from the Peace River mines on the east coast of Florida (fig. 2.19). Several plants eventually dominated the Amelia River shoreline. Eventually, the Port of Tampa emerged as a competitor during this time period with its advantage of geographic proximity to the Peace River facilities. Devastating fires destroyed one of the major Fernandina phosphate elevators in 1907, and a few years later, World War I curtailed much of demand for phosphate. After the war, the demand increased, leading to the construction of more extensive facilities such as the Florida Terminal Company plant located along the waterfront between Fir and Cedar. However, phosphate would disappear as a major industry in Fernandina by the end of the decade (fig. 2.20).



(fig. 2.19) Excavating phosphate in the Peace River area.



(fig. 2.20) Phosphate elevator flanked by railroad distribution tracks at the waterfront.

2.4 FISHING AND SHRIMPING

Although fishing and shrimping had been conducted in the area for at least a thousand years, techniques that created the modern industry were not introduced until the late 19th century. Several plants to extract fish oil from menhaden (a corruption of the Indian “Munnawhatteaug”-Goode 1878: 736) or “pogys” (also known as ‘fat-backs’ in some parts of the south) were established on the north shore of Egan’s Creek and the Amelia River in the middle 19th century. These plants produced fish meal for fertilizer and animal food, and fish oil, which was used in the manufacture of soap, linoleum, water proof fabrics, and certain types of paints (fig. 2.21). At the time of this writing, however, only the Nassau Fertilizer Company, which was started by the Corbett family in 1911, remains.



(fig. 2.21) Pogy plant at the confluence of the Amelia River and Egan's Creek.

Most sources consider Fernandina to be the birthplace of the modern shrimping industry due to several innovations which improved the efficiency of shrimping operations. In 1902, Sollecito Salvador attached an outboard motor power to his rowboat and was able to pull a seine line faster and more efficiently. Later innovations included a change in location from inshore to offshore, and a change in method from castnets, haul seines, and bar nets to the modern otter trawl. The increase in size and number of boats also led to an increase of dock frontage and supportive industries such as net manufacturing, repair shipbuilding, ice houses, and marine supply (fig. 2.22).



(fig. 2.22) Shrimping facilities along the waterfront, circa 1930's.

A newspaper article in the "Evening Gazette" of Nassau County indicated that the "The fishing industry promises to add to the wealth of Fernandina. In the first three months of 1913 one million pounds of bluefish worth over \$100,000 was shipped from the city. It is safe to say that by the next winter, the industry will have grown to 50 smacks and 150 launches, shipping from 10 to 20 cars a day of fish and employing 1,000 men". (fig. 2.23)



(fig. 2.23) Shrimp fleet moored between Centre and Alachua (structure in background still exists).

The first power driven boat to drag the trawl net successfully in deep water was manned by Fernandina pilot Capt. William Jones Davis. In 1922, David Cook (whose family still operates shrimp boats and maintains property on the waterfront) and Emmett Freeman refined the local trawl by adding corners and wings for better operation. Many Fernandina families were industry pioneers, such as Hardee, Cook, Lucas, Brazzell, Little, Freeman, Wilder, Evatt, Bennett, Burbank, Garenflo, Smith, Merrow, Davenport, Brooks, Fisher, Kelly, Clark, Goffin, Morse, and others (fig. 2.24).



(fig. 2.24) Shrimp fleet and dock facilities in the 1950's.

Outstanding among these were the Hardee brothers, who from 1900 operated a ship's chandlery which evolved into Standard Marine Supply Corp (fig. 2.25). Today, through affiliated companies, Standard Marine provides shrimping gear all over the world but, ironically, has closed its operations on the Fernandina Waterfront. The structure still stands and is planned to become a landmark element in a new mixed use development along Second Street.



(fig. 2.25) Standard Marine Supply Corp circa 1986.

Due to changes in fishing areas, shrimp populations, and shifting economies, the main arena for shrimping moved from Fernandina to St. Augustine, Louisiana, Texas and Mexico in the 1940's, signaling the decline of its importance to the city's economy. By 1953, the nine major fishing areas of Florida were: Pensacola, Apalachicola and vicinity, Cedar Key, Tampa and its tributaries, Key West, Biscayne Bay, Lake Worth, Indian River and the northeast coast, which included Fernandina. A Nassau County Economic Development Board report confirms this trend: the yearly catch figures declined from 8,577,459 pounds in 1986 to 1,521,987 in 1999.

2.5 THE PAPER INDUSTRY

Although Fernandina's status as a major lumber shipping port has virtually disappeared, the paper industry continues to be a major contributor to the economy and influences the planning of the waterfront. The Kraft Paper Company, now operated by Smurfit-Stone Container Enterprises Inc., established the first mill in Fernandina in 1937 to produce kraft linerboard. The placement of the mill between Escambia and Garden Streets increased activity at the port, but further isolated Old Town from the rest of Fernandina (fig. 2.26).



(fig. 2.26) Aerial view from 1942 looking northeast. Note that Beech Street extends to the waterfront.

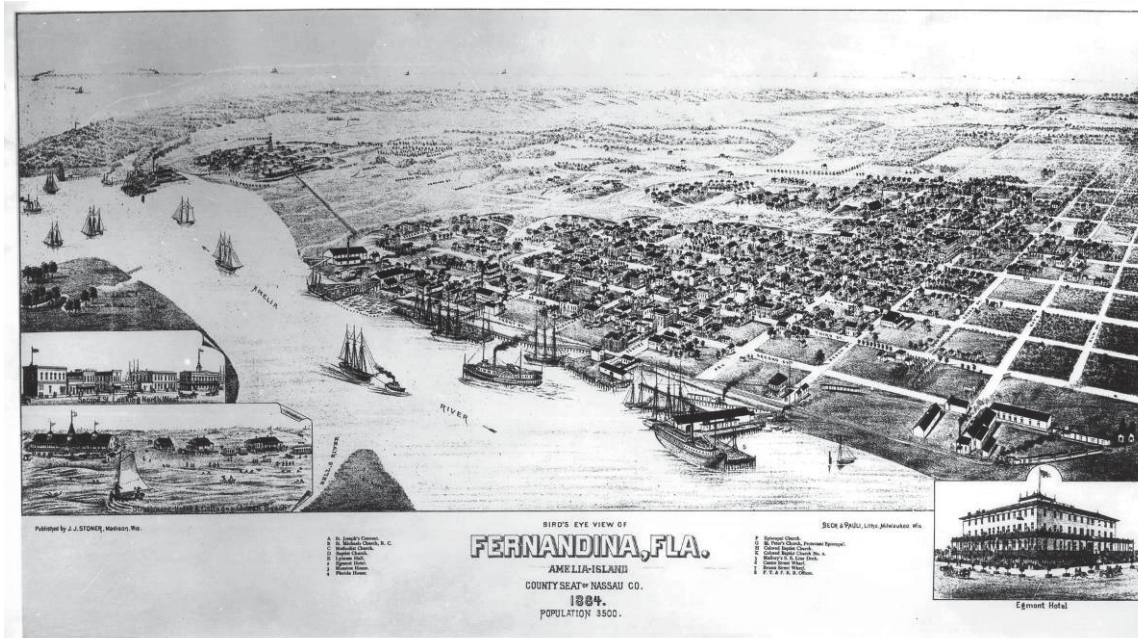
Rayonier began operation with the construction of a facility south of central Fernandina in 1939, and in 1940, turned out its first batch of pulp using the process developed by industrial chemist Charles Holmes Herty to make newsprint from southern pine. A report from Time Magazine in January of 1940 stated that: "today Fernandina is the only producer of bleached sulfite pulp from southern pine. This means that Rayonier's total production from Fernandina and its four Pacific Coast plants will shortly reach something over 300,000 tons a year, about 16% of the world's estimated output" (<http://www.doacs.state.fl.us/press/2003/04292003.html>). Although the paper industry is undergoing a transition within fluid global markets, the two plants bracketing the CRA continue to contribute to the local economy and are a major visual symbol of Fernandina's industrial history (fig. 2.27).



(fig. 2.27) Rayonier facilities, 1945.

2.6 RECREATION

Like many communities with a significant working waterfront, the large scale of the aforementioned operations, coupled with their environmental consequences, further separated the waterfront from the social centers of the city (fig. 2.28). Significantly, the waterfront areas of many smaller seacoast communities were not conceived of in recreational terms until after World War II when returning GIs and their families enjoyed greater economic prosperity coupled with increasing amounts of leisure time. Florida's growth rate was unprecedented in the US and its principle attractions were its miles of beaches, lakes, and waterways. It was not until the early 1960's, however, that waterfronts would be reconceived nationwide as attractive public spaces.



(fig. 2.28) Panorama of Fernandina, 1884. Population was 3,500.

The use of the Amelia River waterfront for recreational uses formally begins with the creation of the Marina State Welcome Station inaugurated in 1963. The construction of the Welcome Station, known simply as the “teepee” (fig. 2.29), symbolized the emergence of recreational water-related uses as a major cultural and economic trend. Note the distinct public area flanked to the north and east in this view looking towards the northeast. The yearly Shrimp Festival was also first held in 1963 to celebrate the traditional blessing of the shrimp fleet (fig. 2.30). Note that architect Louis C. Holloway’s vision of the town indicates the era’s emphasis on automobile access and simple building forms which emerged from a tree covered landscape. In Holloway’s vision, existing historic context of the downtown is all but invisible (fig. 2.31).

The Teepee and marina layout remained until 1986 when the station was razed and the marina expanded. Since that time, the marina has been plagued by silting problems, recreational water uses have escalated beyond prediction, competition by nearby facilities has reduced boat traffic, and a weakened economy has curtailed modernization. The UF Conservation Clinic task force states that: “For the last few years the rapid loss of recreational and working waterfronts that have historically formed part of the culture of many Florida towns and cities on the coast has prompted efforts to protect such waterfronts. In both 2005 and 2006 the Florida Legislature acknowledged this problem and sought to address it,” in part by requiring coastal communities to integrate strategies and incentives for waterfront preservation and access to waterways within certain elements of their comprehensive plans.

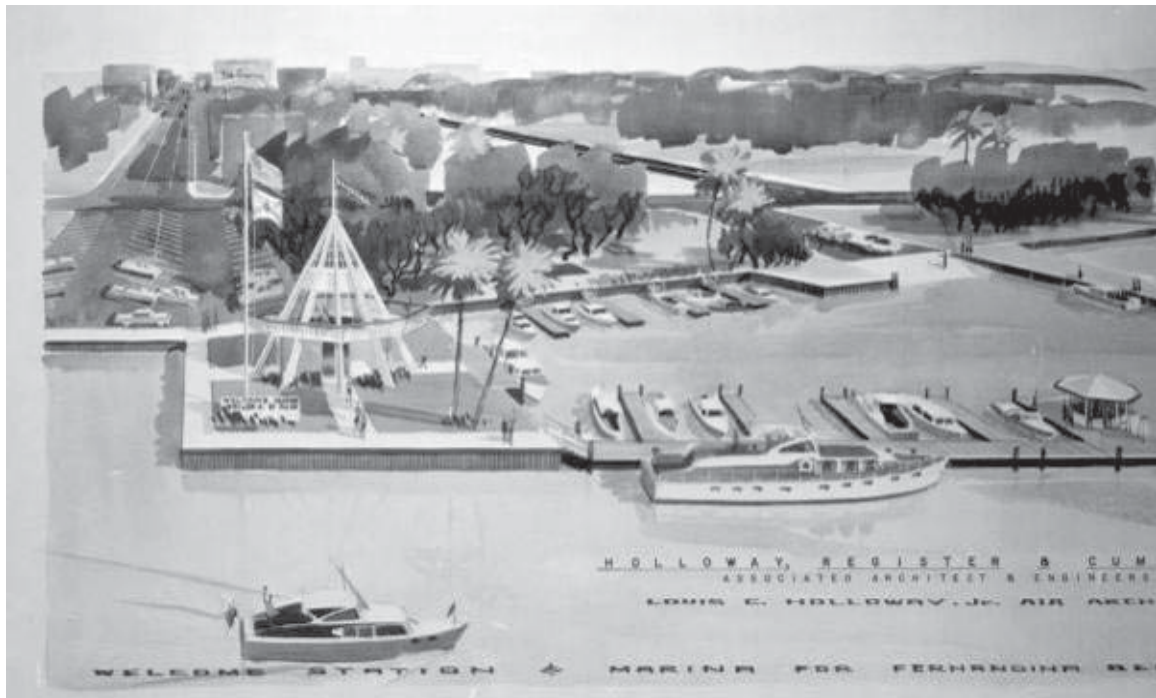
(<http://www.law.ufl.edu/conservation/waterways/waterfronts/index.htm>).



(fig. 2.29) Aerial view of the Welcome Station at the base of Centre Street.



(fig. 2.30) Blessing of the fleet at the inauguration of the Florida Marine Welcome Station, 1963.



(fig. 2.31) Rendering of the proposed welcome station and city marina by Holloway, Register and Cummings, 1962.



(fig. 2.32) Visitors receive information inside the Welcome Station.

2.7 CURRENT STATUS

The Fernandina waterfront still retains a mixture of water-dependent uses such as commercial shipping, fishing and related uses, and water-related uses such as a marina, boat ramp, retail, and commercial facilities. Maintaining this mixture will require diligence, creative thinking, and collaboration by all involved parties. Shrimping activity remains in the town despite its decline as a major economic contributor. The shrimping industry's legacy is perpetuated by the Shrimp Festival, which is visited by over 150,000 people annually (fig. 2.33). An ironic suggestion was made in a 2006 public meeting concerning waterfront park amenities: "a children's playground should be established on the waterfront that features "faux-shrimp boats" when the real boats are in plain site in the background. The modern shrimping industry began in Fernandina Beach, but today's shrimp boats unfortunately add more to the town's scenic waterfront than to its overall economy.



(fig. 2.33) Shrimp Festival looking west along Centre Street towards Welcome Station.

The Shrimp Festival, and other seasonal events, demonstrate the potential and limitations of the current conditions within the CRA, and particularly the waterfront area, to support the expansion of public events as well as improved daily use. The railroad continues to serve Rayonier and the Port of Fernandina despite changes in the paper and shipping industries. The railroad is still seen as an important economic element and an historic component, but at the same time is also viewed as an impediment to the transformation of the waterfront. New recreational uses such as small scale cruise ships (fig. 2.34), gambling boats, charter fishing, fishing tournaments, and island tours have added additional activities to the waterfront, but have also increased the demand for vehicle and boat parking which compete for the limited and valuable public space along the water. In 2004, a public boat ramp and access point was added to the North Amelia Island Park on Intracoastal at N. 14th St. adjacent to Fort Clinch State Park property which has served to ameliorate waterfront access.



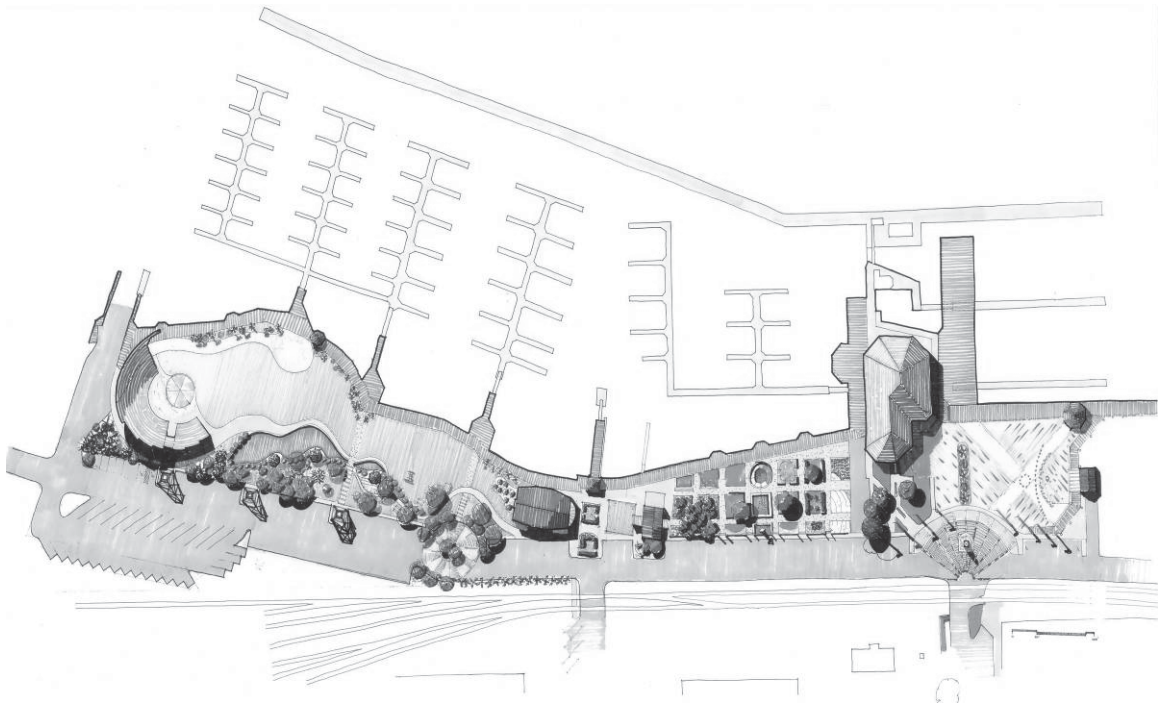
(fig. 2.34) Cruise ship berthed at the city docks.



(fig. 2.35) Pocket size promotional brochure produced by the Chamber of Commerce.

A waterfront park master plan has been proposed by the Waterfronts Florida Fernandina Committee and the Parks and Recreation Committee and was discussed in public meetings in 2006 and 2007. A literal centerpiece of this plan is a new Visitor's Center which is currently in the planning stages. This project is the first community based proposal for an organized public space along the river since 1963 (fig. 2.36). The Visitor's Center will most likely be the first public building constructed in the town since 1978 (when the Nassau County Library was built) and the first construction to be developed under the new CRADG.

Florida is growing at a rate of over 1000 new residents per day and is projected to overtake New York as the Nation's third most populous state before 2015. (From: "Interim State Population Projections", U.S. Census Bureau, Population Division, 2005). Tourism and sport fishing has displaced commercial fishing as a predominate industry, but the fishing industry continues to be a cultural and economic asset. Fernandina's nautical heritage may be changing, but new water-dependent industries such as boat brokering, boat building, and boat repair are emerging as new economic opportunities. The Community Redevelopment Area and its companion Design Guidelines are two complementary planning tools to manage appropriate growth and development along the Fernandina waterfront.



(fig. 2.36) Conceptual plan of a waterfront park developed by the Waterfronts Florida and Parks and Recreation Committees.

3.0 DESCRIPTION OF BUILDING AND SITE RESOURCES

The following description of the existing conditions of the CRA begins with an assessment of the quality and character of the principle streets and related public spaces. This approach envisions public spaces connected to other elements within the city, including the river, but also streets and roadways. At present, streets constitute the primary form of public space within Fernandina, but frequently they need to be redesigned to serve a broader recreational and social role in addition to their traffic functions. In the case of the CRA, many of the streets need to be improved, made more amenable, and perceived as part of the public space within the city instead of functional corridors that serve vehicular movement at the expense of other modes of travel. This is particularly true on Front Street. The guidelines require all current and future projects to define public space on the street which strengthens the historic city grid and supports pedestrian access to the waterfront.



(fig. 3.1) CRA Boundaries shown in yellow.

The Amelia River is arguably the city's greatest open public space (figs. 3.2, 3.3). Therefore, many of the recommendations throughout the guidelines require specific view corridors to remain open and encourage creative means to increase public accessibility to the water. A brief assessment of the conditions of the public space of the CRA is provided, followed by design recommendations that correct impediments to the stated objectives of the CRA listed in Section 1.0.



(fig. 3.2) Aerial view of Fernandina showing waterfront development before the advent of the port.



(fig. 3.3) Aerial view looking northeast towards Oldtown.

3.1 FRONT STREET

Historically, Front Street (or First Street as it appeared on Sanborn maps until 1909) was the major commercial access road along the port facilities of Fernandina which stretched from Old Town to Gum Street. In an 1884 aerial panorama of the city, Front Street appears as a work-oriented corridor, filled with vehicles, men and material, and train tracks. Currently, the street is still dominated by the CSX railway (fig. 3.4). On the positive side, the train has played a central role in the economic and cultural history of the city. Train access to the Port of Fernandina is essential to help maintain Fernandina's working waterfront status. In addition, trains are a source of interest to many tourists and underscore the authentic character of the city's history.

The negative aspects of the tracks- interruption of pedestrian and vehicular flow, confusing sense of direction, and unsafe surfaces- will be mitigated with good design details. Front Street has no pedestrian walkways running north and south 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 (fig. 3.5). Currently, Front Street is accessed only from Centre and Ash, which impedes the improvement of pedestrian access to and from the waterfront.



(fig. 3.4) Vegetation buffer between parking lot and railroad.

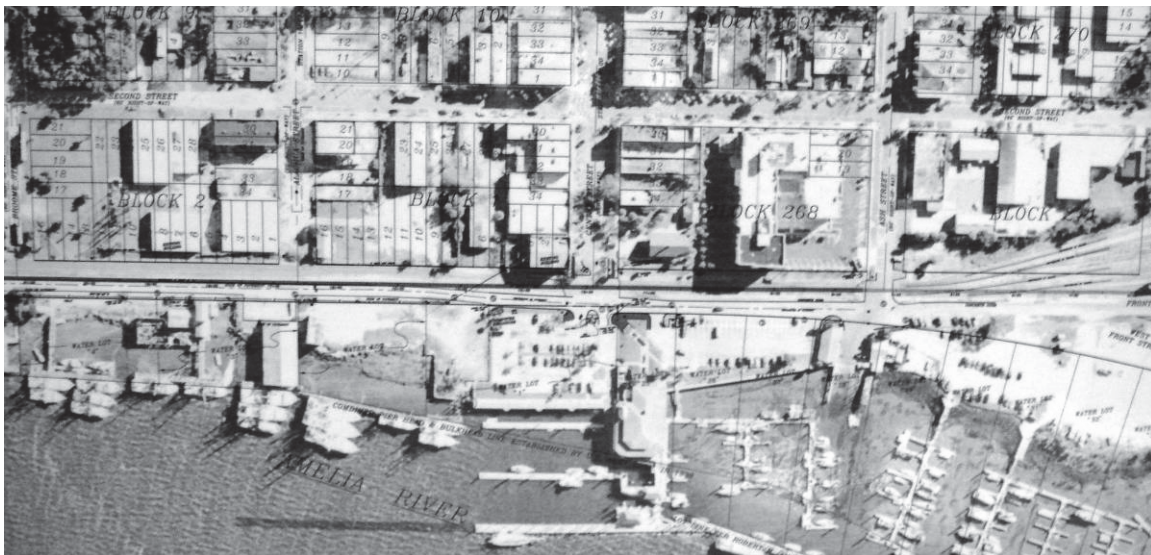


(fig. 3.5) Railroad as barrier.

General Recommendations

Support the recommendation in the CRA Redevelopment Plan that the rail lines from Ash to Calhoun:

1. "...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 a desirable implementation strategy for this plan." (Ivey, 2005: 16).
2. Pedestrian access can be modestly improved along the Front Street Corridor, but no serious progress can be made without removing one of these lines (fig. 3.6). The positive benefits of additional pedestrian and vehicular connections from Alachua and Beech will be addressed in following discussions of these two streets.



(fig. 3.6) Lot lines superimposed over aerial showing one rail line removed.

(Prepared by Zev Cohen Associates, Inc.)

3.2 SECOND STREET

Second Street was the major north-south retail and commercial corridor within the city up until the fire of 1876. The Second Street streetscape improvement program initiated by the city, designed by Waitz and Moye, Inc. (submitted July 1997), and implemented between Ash and Alachua has dramatically improved the appearance and walkability of this public corridor. The addition of planting islands and regularly spaced palms flanking the street establishes a buffer to parking, creates visual interest, and provides areas of shade. The current sidewalk surfaces follow recommendations of earlier reports, but patterned concrete has been substituted for the traditional laid brick and diamond-shaped blocks due to issues of economy (fig. 3.7).



(fig. 3.7) View north along Second Street showing existing streetscape design.

At the intersection of Second and Calhoun, heavy truck traffic entering the warehouses conflicts with developing pedestrian activity. A private owner has renovated a dilapidated house on the corner of Second and Calhoun into a mixed use facility (currently, a restaurant-bar and office space) (fig. 3.8).



(fig. 3.8) View north along Second at Calhoun (before and after renovation).

The streetscape program currently ends abruptly north at Alachua and south at Beech. The Beech Street right of way extends to the CSX property and is currently used *ad hoc* as temporary parking for surrounding businesses and overflow during seasonal events (fig. 3.9).



(fig. 3.9) View west down Beech at Second.

General Recommendations

North of Alachua

1. Extend the current streetscape program north to Calhoun and south to Cedar.
2. Planting in front of the port warehouse on the west side of Second. A private owner has begun this pattern in front of his property on the east side of Second and Calhoun.

South of Ash

1. The feasibility of opening the Second Street right of way from Beech to Cedar should be studied at least as a pedestrian corridor that terminates in a small public space near the Amelia Island Museum of History and Community Theater.
2. The small park at the corner of Second and Ash should be retained as a public green “oasis” space. The balance of this area is a prime location for city controlled parking areas, but the parking surfaces should be designed as pervious and to function as a public space during events (see Parking Guidelines section 5).
3. Electrical equipment at this park needs more effective screening as per guidelines (fig. 3.10).



(fig. 3.10) Electrical equipment in need of additional screening.

3.3 CALHOUN STREET

For all practical purposes, Calhoun forms the northern most walkable boundary of the CRA (approximately a 5 minute walk from Centre Street). The street is bound on the south edge by a private mixed use development and on the north by a warehouse building. Creating a clearly defined and safe pedestrian access along this street is difficult due to the truck access area into the existing warehouse. The current off-set road pattern and street bollards restrict vehicular entry to automobiles and a minimal sidewalk along the south edge of the street is provided by the mixed use project.

General Recommendations

1. Additional landscape buffers should be established on the north side of “Wicked Davie’s” and on the metal screen wall on the south side of the warehouse (fig. 3.11).
2. All power lines should be buried.
3. Signs relocated and redesigned as required (see Section 4 for signage guidelines).



(fig. 3.11) View south along Second at Calhoun. Renovated private project at left corner.

3.4 BROOME STREET

Broome Street, which visually connects the residential areas to the waterfront, offers another opportunity to connect pedestrian and vehicular circulation to Front Street.

General Recommendations

1. Opening Broome to Front.
2. Provide appropriate pervious paving surfaces, lighting, and landscaping as per guidelines shown in Section 4.0 and 5.0 (fig. 3.12).



(fig. 3.12) Fuel tankers frequently use this area at Broome and Front as temporary parking.

3.5 ALACHUA STREET

Alachua Street creates an axis from North 8th Street, through the Northeast residential areas, past the public library and retail areas on 2nd and 3rd to the Amelia River (fig. 3.13). It functions as a major east-west vehicular connection to 8th street, particularly during seasonal events. The road now ends abruptly at the railroad easement at Front and is often occupied with parked transport vehicles. Two water-dependent buildings on Water Lots 2 and 3 partially block the Alachua Street View Corridor (fig. 3.14).



(fig. 3.13) View east from Front Street along Alachua.



(fig. 3.14) Intersection of Alachua and Front circa 1986.

General Recommendations

1. Open Alachua from Second to Front Street to allow pedestrian and vehicular traffic as recommended by the CRA Redevelopment Plan (Ivey, 2005: 16).
2. Provide ADA-approved pervious paving surfaces, lighting, and landscaping for traversing the railroad track bed by pedestrians (figs. 3.15 and 3.16).



(fig. 3.15) Brick paving system providing smooth transition between railroad tracks, street and pedestrian surfaces.



*(fig. 3.16) Porous concrete-brick system providing transition between pedestrian surface and railroad
(photo by Kevin Sullivan).*

3.6 CENTRE STREET

The waterfront termination of arguably the most important street in Fernandina is inadequate from a spatial, visual, and functional perspective. The existence of the railroad tracks cannot be blamed completely for this disjunction, as historically there was no public space at this location (See Sanborn Insurance Maps 1884-1929). Although the tracks and periodic train passages create a barrier to fluid pedestrian circulation, a lack of clear physical boundaries, poorly maintained ground surfaces, poor signage, confusing vehicular circulation, and visual clutter discourage pedestrians from using the waterfront to its fullest potential (fig. 3.17).

Solving this access problem and successfully connecting the city grid with the waterfront is critical to the cultural and economic success of the CRA.



(fig. 3.17) Crossing at Centre and Front in need of redesign following guidelines.

General Recommendations

1. Terminate the axis of Centre Street in an important public space north of the visual corridor of Centre Street.
2. A drop-off is proposed that also functions as a gathering space during seasonal events.
3. Landscape, lighting, and surface treatments will establish this area as a pedestrian-oriented space.
4. Replace current visually inadequate and unsafe pedestrian railroad crossing with a design that complements the existing brick and modular concrete materials currently used along Centre Street and the proposed waterfront park.
5. Technical solutions provided by various manufacturers can ensure that this crossing is safe and ADA compliant (fig. 3.18).
6. Lighting and landscape elements will mitigate the disruption of pedestrian traffic created by the rail lines.



(fig. 3.18) Pedestrian friendly rail line crossing along Canal Street, New Orleans.

3.7 ASH STREET

Ash is second only to Centre Street as a major east-west connection and terminates in the center of the Public Waterfront Park. Direct views of the water along Ash are blocked by the Atlantic Seafood Market facilities. (fig. 3.19). The intersection of Ash and Front is dominated by vehicle traffic turning onto Front Street to access the boat ramp or the Seafood Market. Ash provides good vehicular access from 8th and is used occasionally by pedestrians patronizing businesses along Ash, Second, Third, and Fourth Streets. City Hall is also in a prominent location along this street. A small pocket park and city parking lot is located west of City Hall bound by Ash, Second, existing warehouses to the south, and the CSX right-of-way to the west (fig. 3.20).



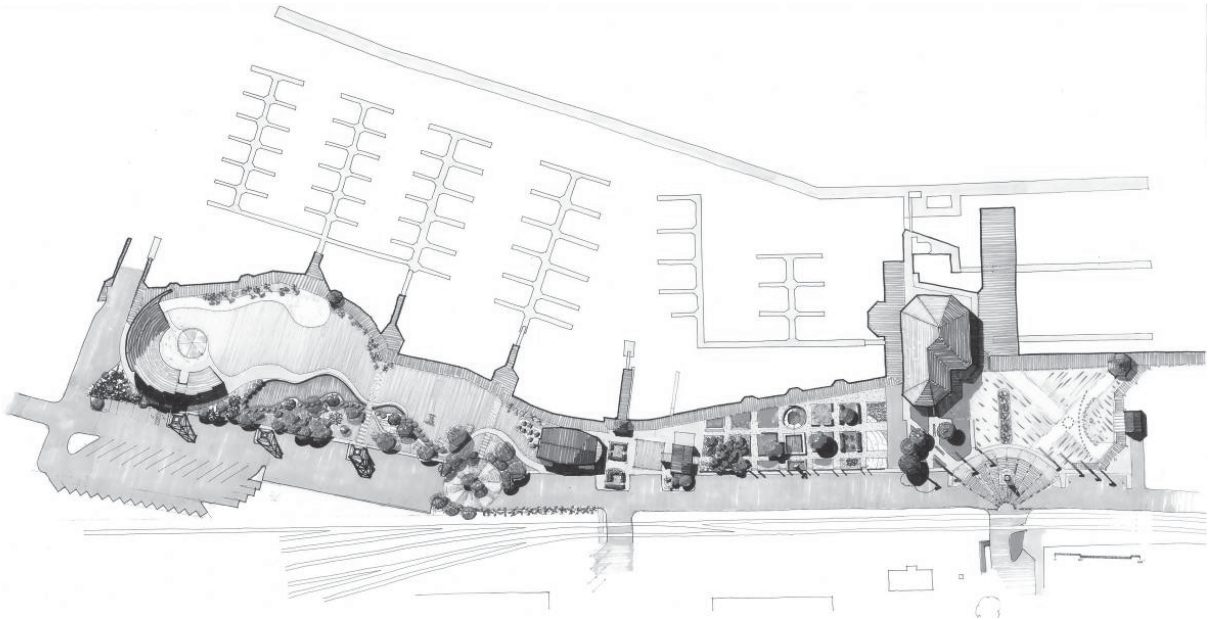
(fig. 3.19) Direct views of the water along Ash are blocked by existing structure.



(fig. 3.20) Pocket park along Second and Ash adds to the variety of public space along Second and Ash.

General Recommendations

1. The small park at the corner of Second and Ash should be retained as a public green “oasis” that also preserves views of the water from City Hall. The balance of this area is a prime location for city controlled parking areas, but the parking surfaces should be designed as pervious and to function as a public space during events.
2. The proposed Plan for the Waterfront City Park resolves the larger problems of visual and pedestrian access and circulation efficiency along Ash and should be developed with the assistance of a landscape architect (fig. 3.21).



(fig. 3.21) Conceptual Waterfront Park developed by the Waterfronts Florida and Parks and Recreation Committees.

3.8 BEECH STREET

Beech Street establishes the southern edge of the CRA. Establishing a crossing to Front Street is difficult due to the width of tracks in this area, but a crossing did exist in the 1930's (fig. 3.22). Surface parking is located along the northern edge of Beech between Second and Front. Beech now terminates in a grassy area flanked by trees and vegetation (fig. 3.23). The street and parking area on the north side between Second and Third is not centered in the right of way.



(fig. 3.22) Historically Beech Street was connected to the waterfront.



(fig. 3.23) Beech Street termination looking east from Front.

General Recommendations

1. Center the view corridor within the right-of-way to conform to other principal grid streets.
2. Design the western termination of Beech as a public “pocket park” with a view corridor across the railroad tracks towards the Amelia River (fig. 3.24).
3. Pervious parking surfaces may be employed to maintain the appearance of the area and allow for temporary event parking.
4. A vehicular connection to Front Street is recommended as a long-term planning goal.



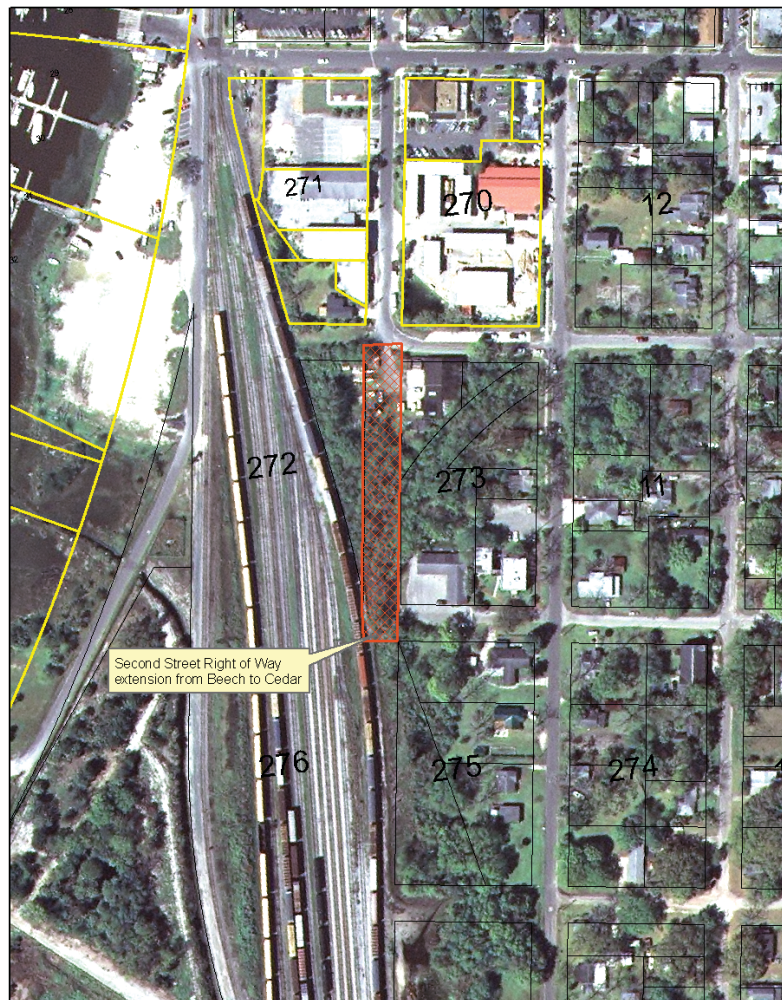
(fig. 3.24) Beech Street parking strip and sidewalk looking west from Third.

3.9 CEDAR STREET

Although technically outside of the CRA, a stronger pedestrian connection from the Amelia Island Museum of History and the Community Theater will assist the CRA in its long range development goals. Currently, Cedar terminates in the parking lot of these two important institutions and visual access to the waterfront is blocked by vegetation and the rail yards to the west.

General Recommendations

1. The creation of a pedestrian or vehicular connection to Front Street is impractical due to the depth of the rail yards, but a visual corridor can be established by careful pruning of vegetation.
2. The area west of the parking area in front of the museum and theater may be redesigned as a “pocket park”. This space can be connected through to Second Street at Beech with the opening of the right of way as a pedestrian greenway (fig. 3.25).
3. The parking surfaces may also be re-engineered to function as a public space that also allows parking. Properly redesigned, this area creates a point of orientation towards the waterfront and the city.



(fig. 3.25) Right of way extension of Second Street to Cedar.

4.0 CRA DESIGN GUIDELINE AREAS

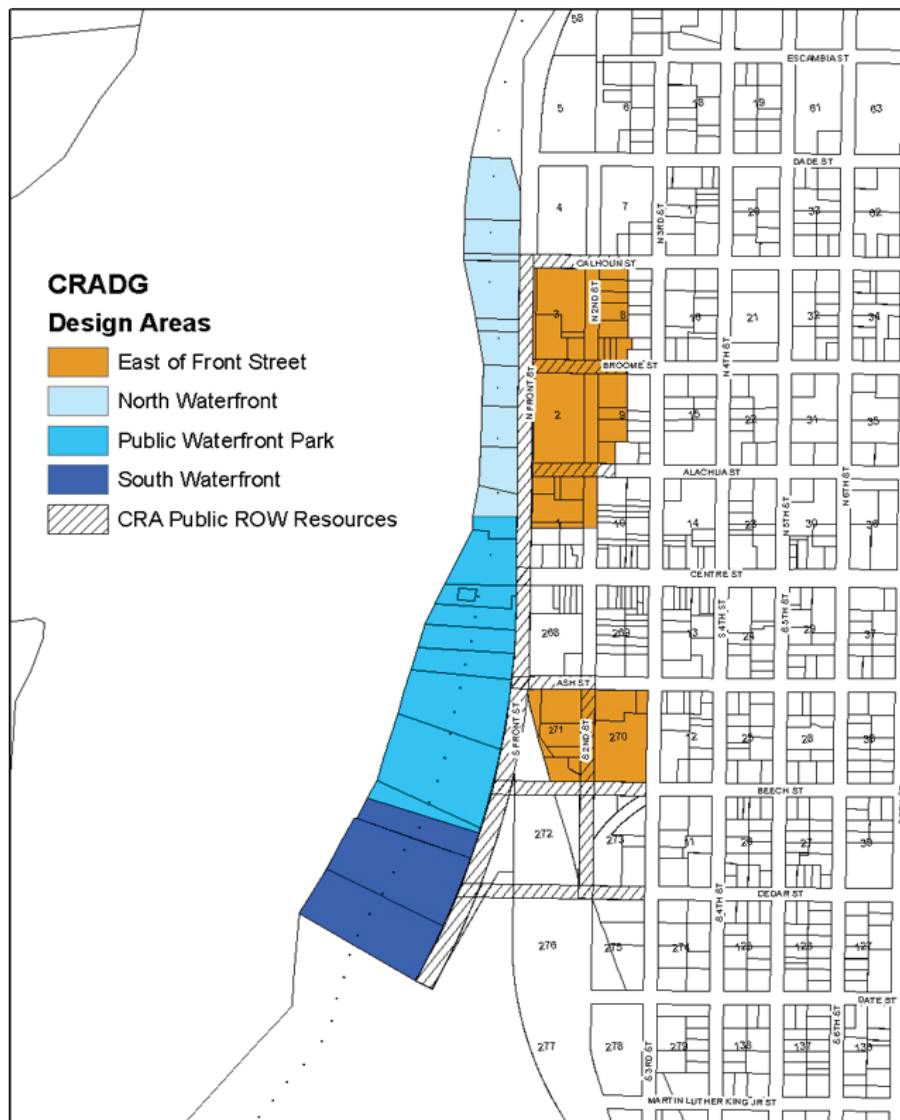
The CRA is divided into 4 Design Areas each with its own specific set of rules. Some guidelines are consistent throughout the districts, so these are repeated in each section to avoid searching through the entire document for the relevant information. After locating a project on the CRA map, property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

4.1 Public Waterfront Park Design Area

4.2 North Waterfront Design Area

4.3 South Waterfront Design Area

4.4 East of Front Street Area



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

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

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

General

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

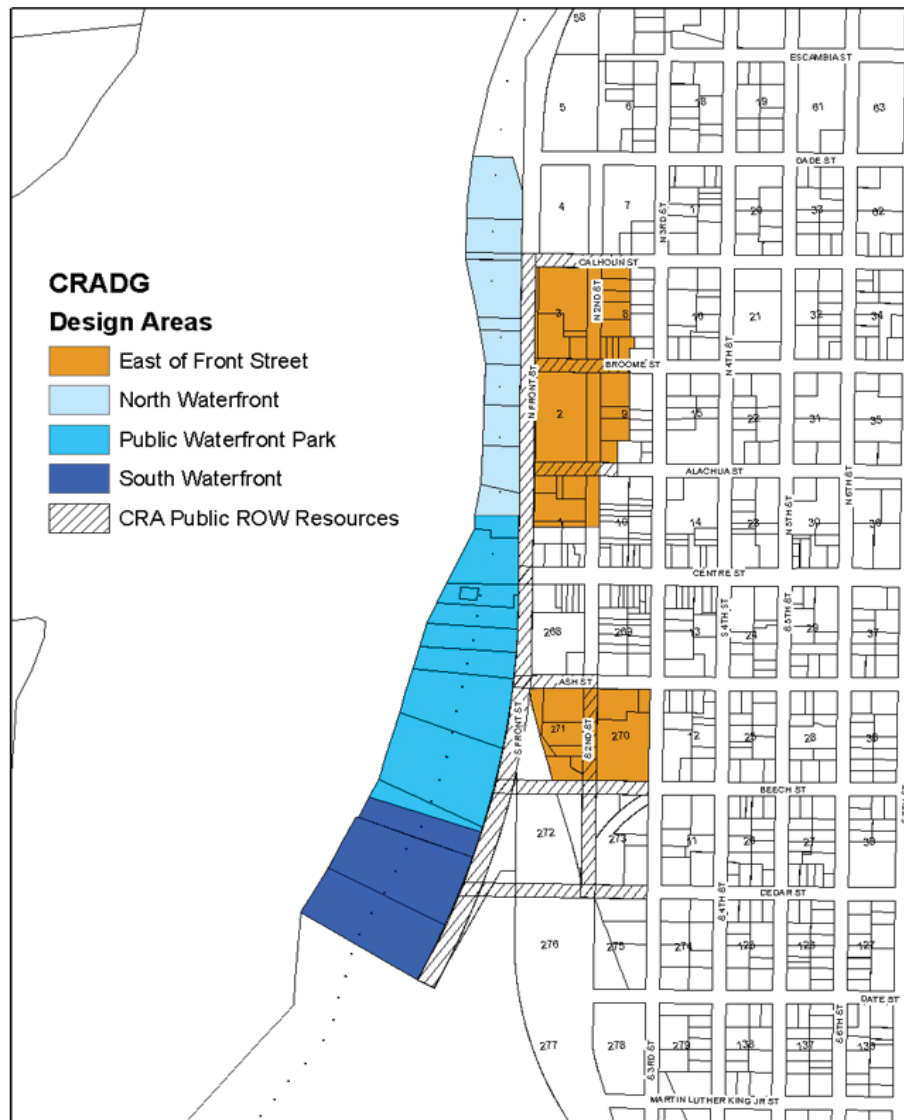


(fig. 4.2). View of the Marina looking North across an area of marsh grass.

View Corridors

Guidelines

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



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

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Note:

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



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



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

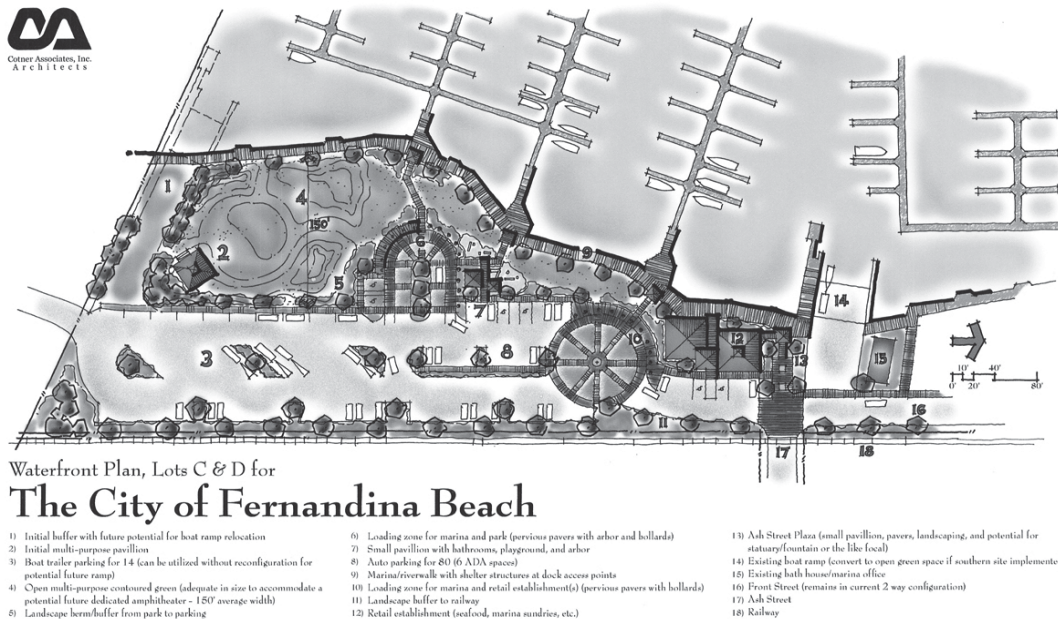
Waterfront Public Space

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

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

Recommendations

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



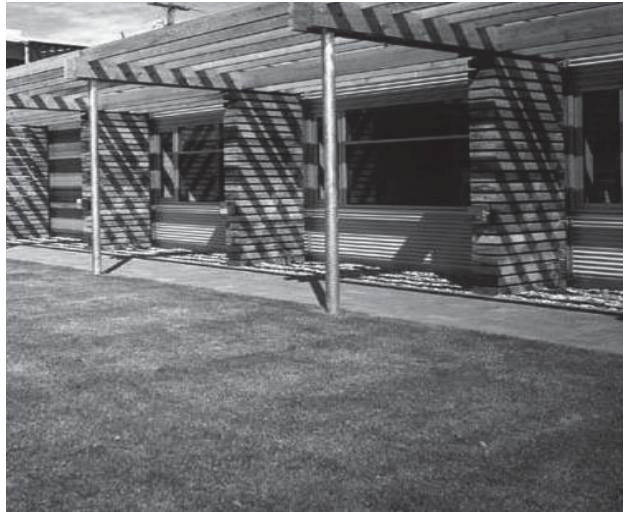
(fig. 4.6) Plan for lots C and D of the Public Waterfront Design Area.

Provide more shade

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

Recommendations

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



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



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

Accessory Park Structures

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

Guidelines

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



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



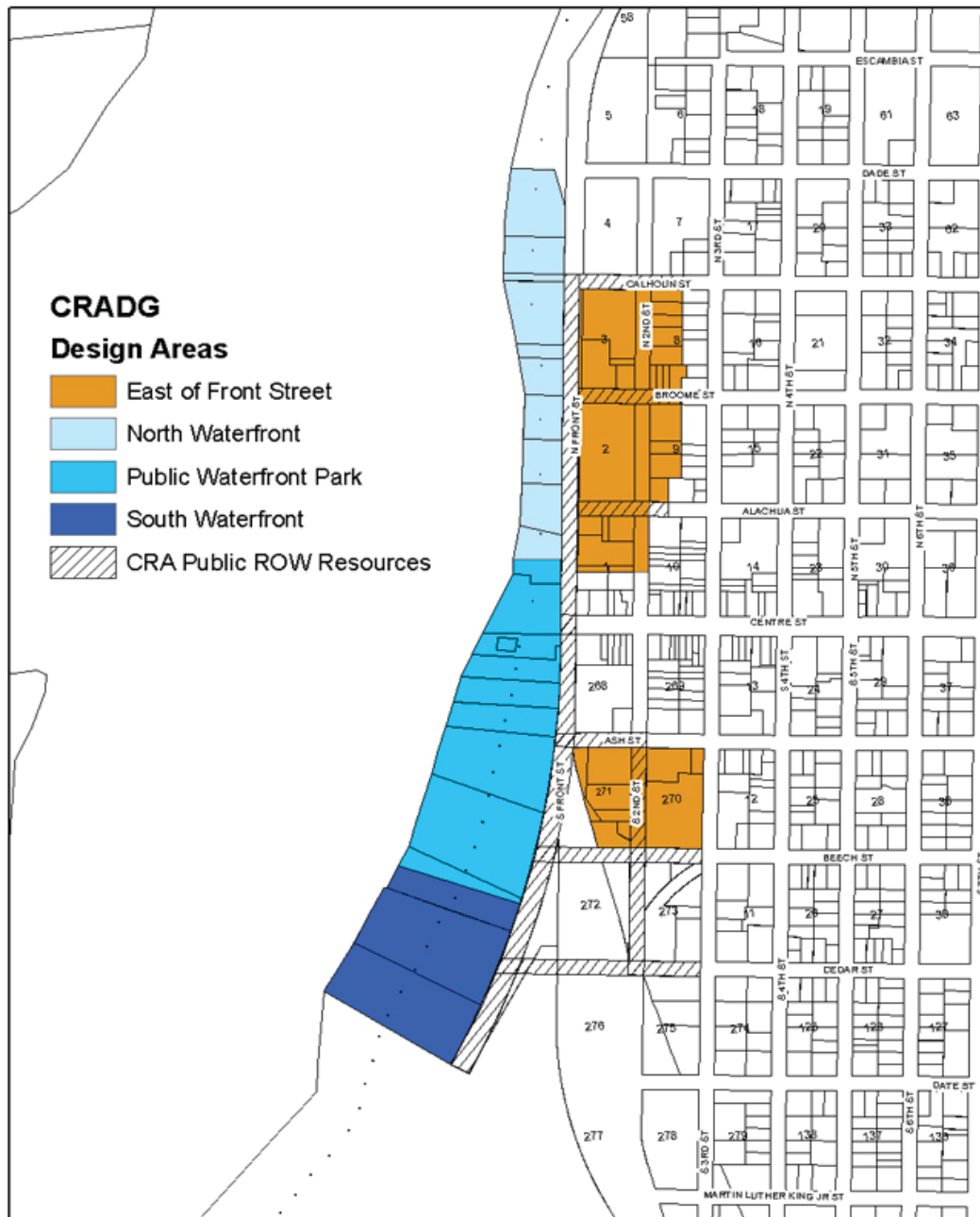
(fig. 4.10) Garden pavilion with trellis.



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

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

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



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

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General

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

View Corridor Types

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

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

Public Access to all View Corridors

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

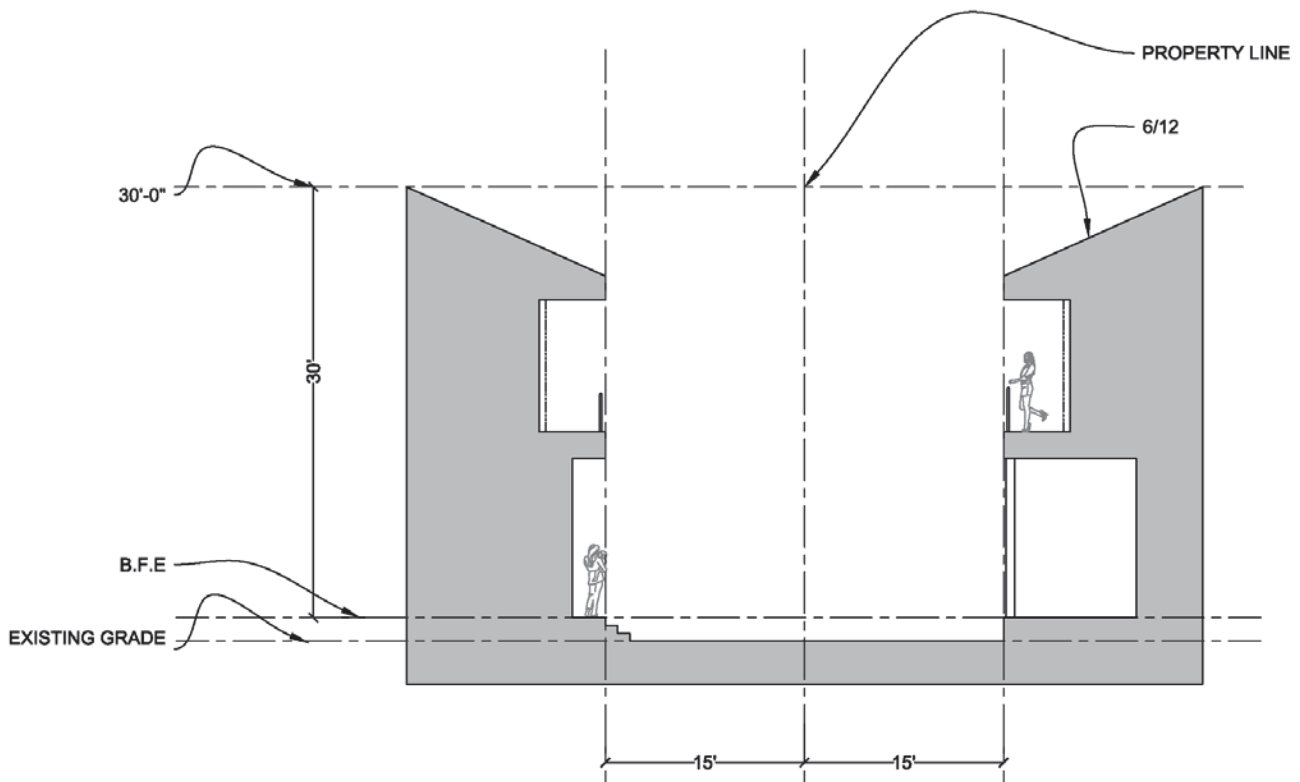
1. In either case, these accessways shall remain open to and accessible by the public.
2. If deemed necessary for security purposes, accessways closures may be permitted based on the posted operational hours of City beach access parking (exclusive of Main Beach or Seaside Parks).

Side Yard View Corridors

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

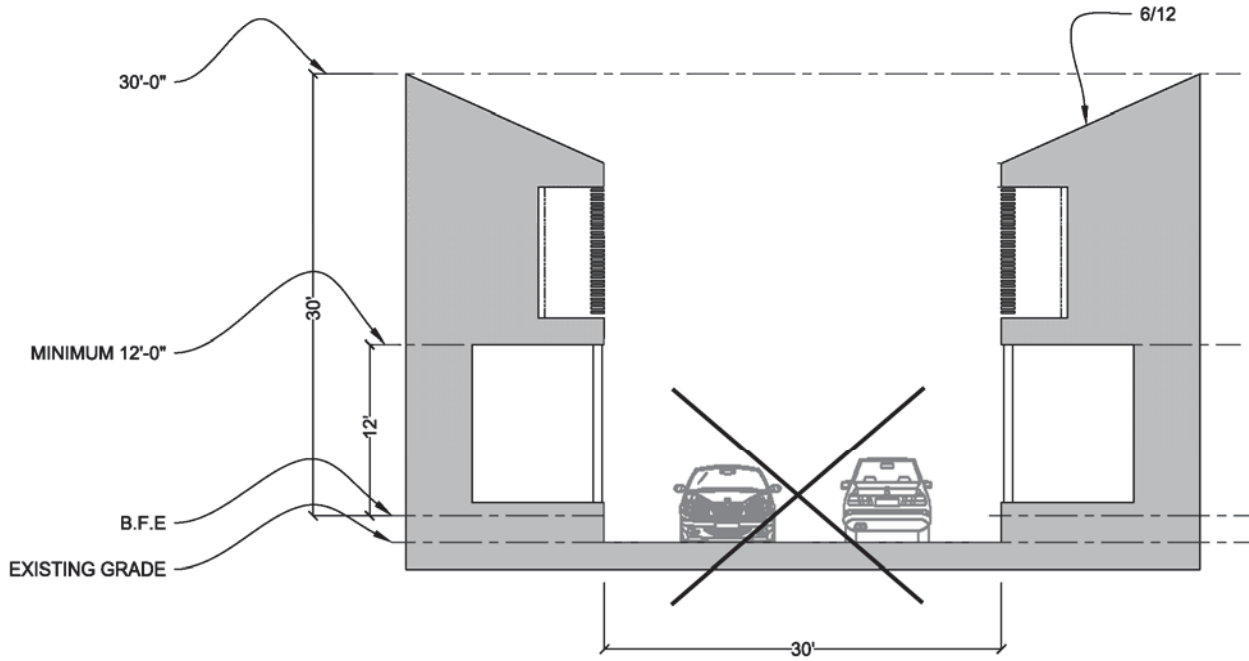
Guidelines

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

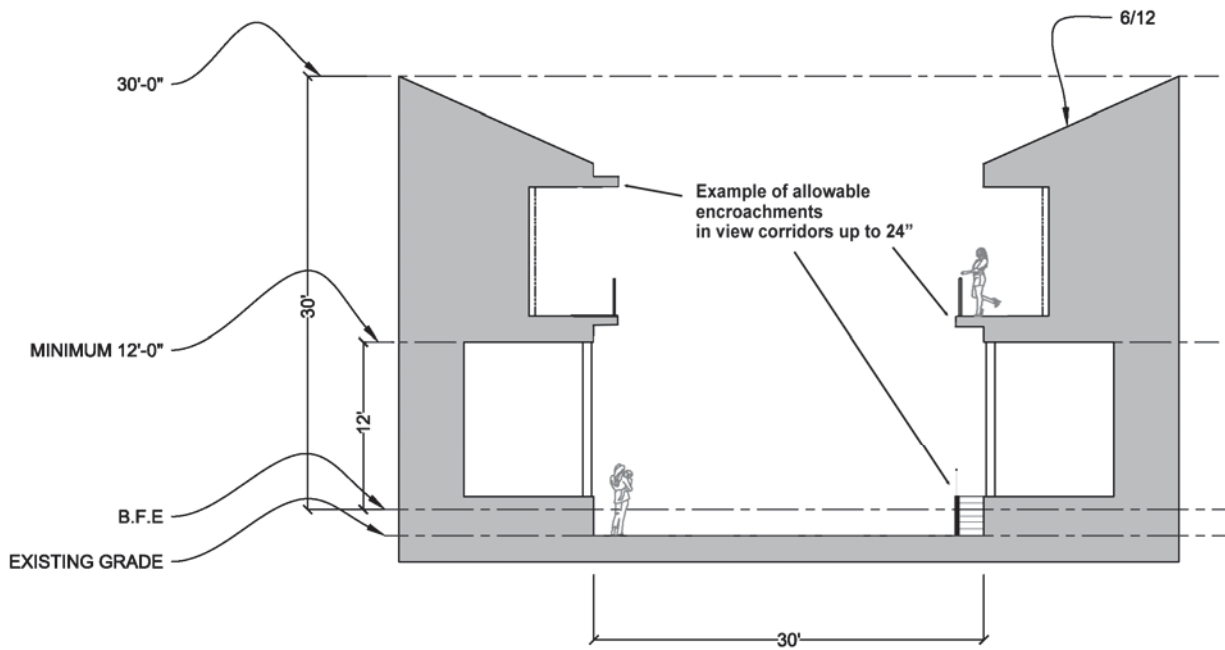


(fig. 4.13) Side Yard Setback dimensions.

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(fig. 4.14) Side Yard Setback restrictions.



(fig. 4.15) Side Yard Setback allowable encroachments.

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Limited Exceptions

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



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

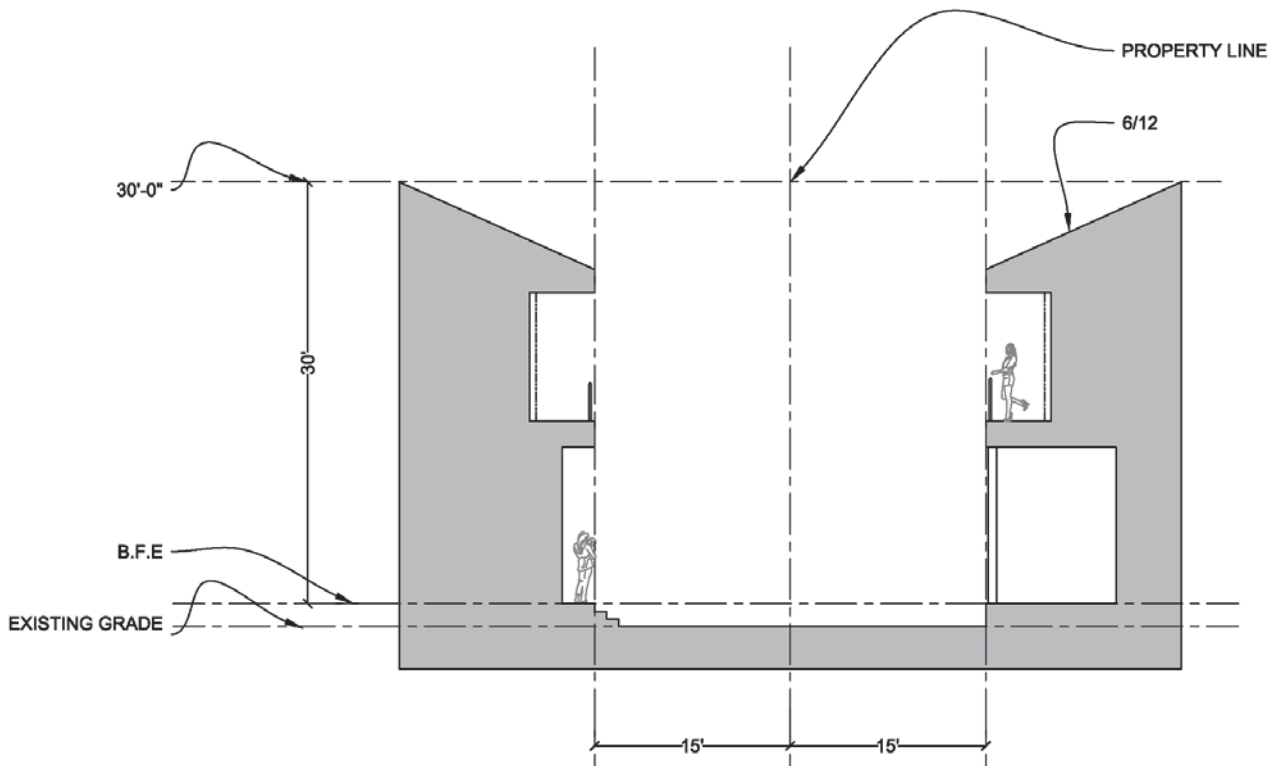
Mid-Block Corridors

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

Guidelines

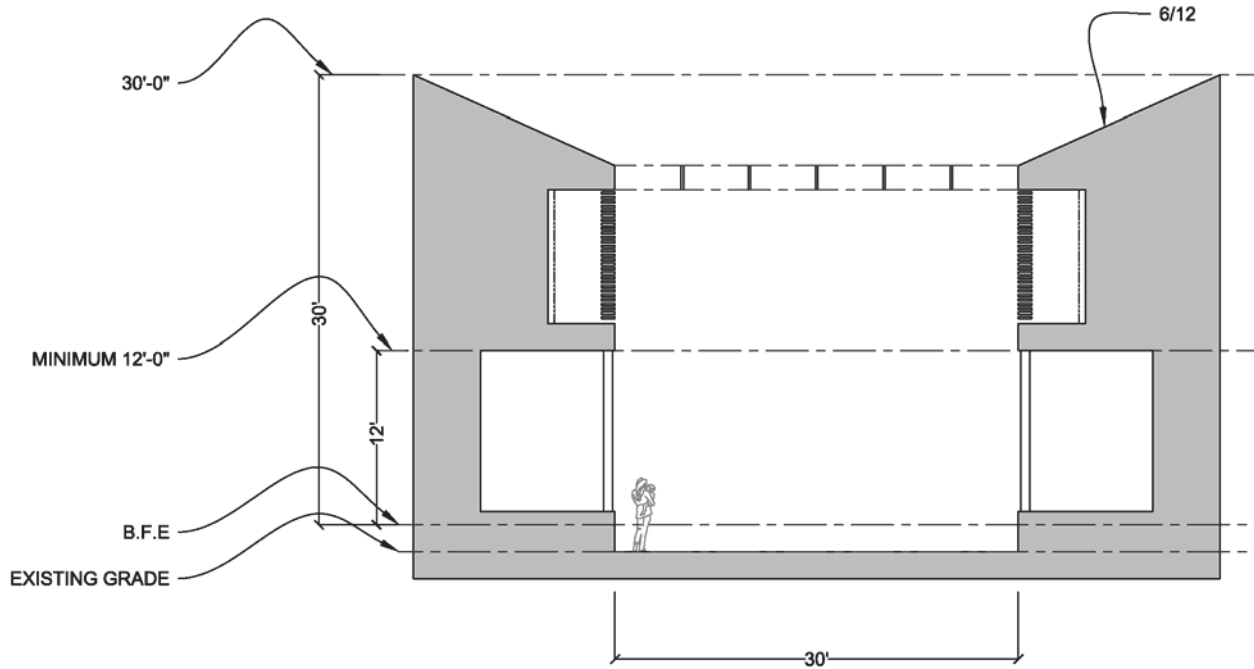
Three design approaches to the Mid-Block Corridors are illustrated below. The first example, corridors that are open to the sky, is preferred.

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

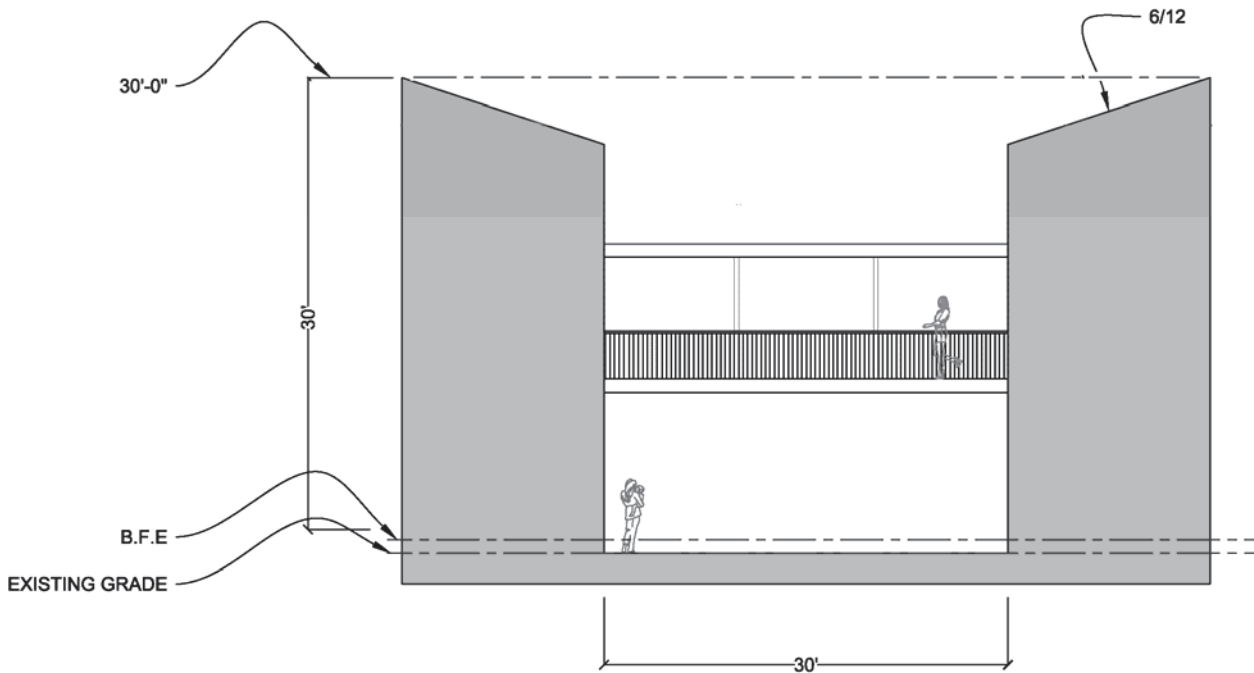


(fig. 4.17) Mid Block Corridor open to the sky.

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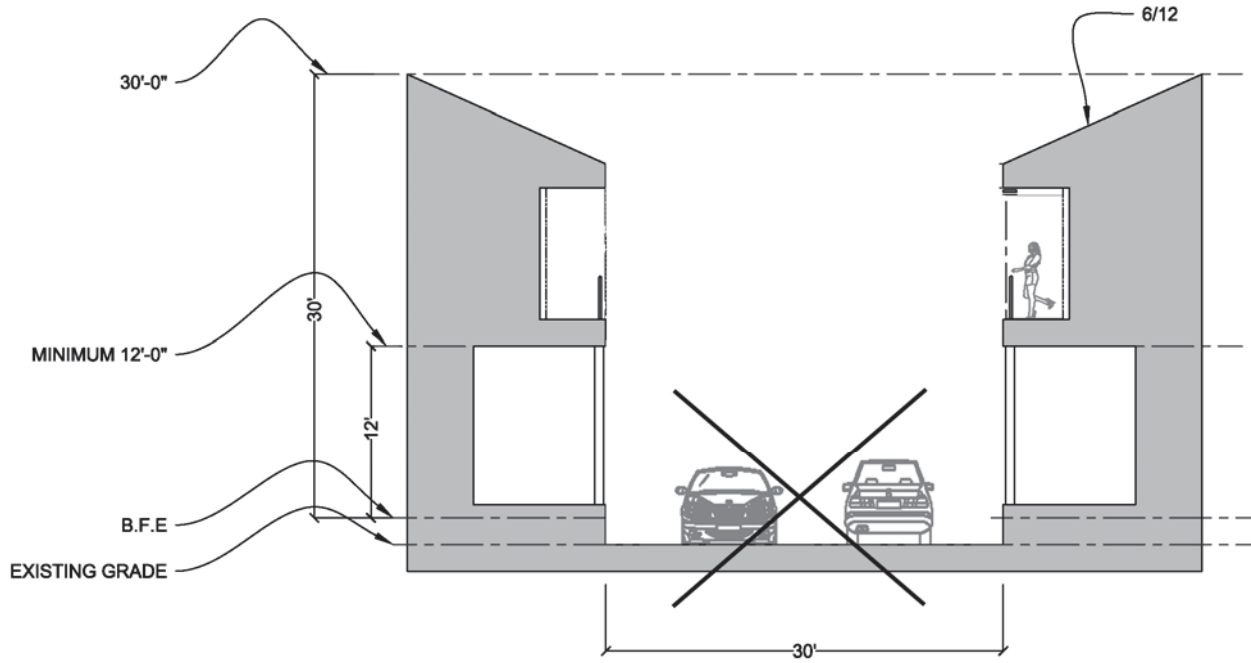


(fig. 4.18) Mid Block Corridor with trellis above.

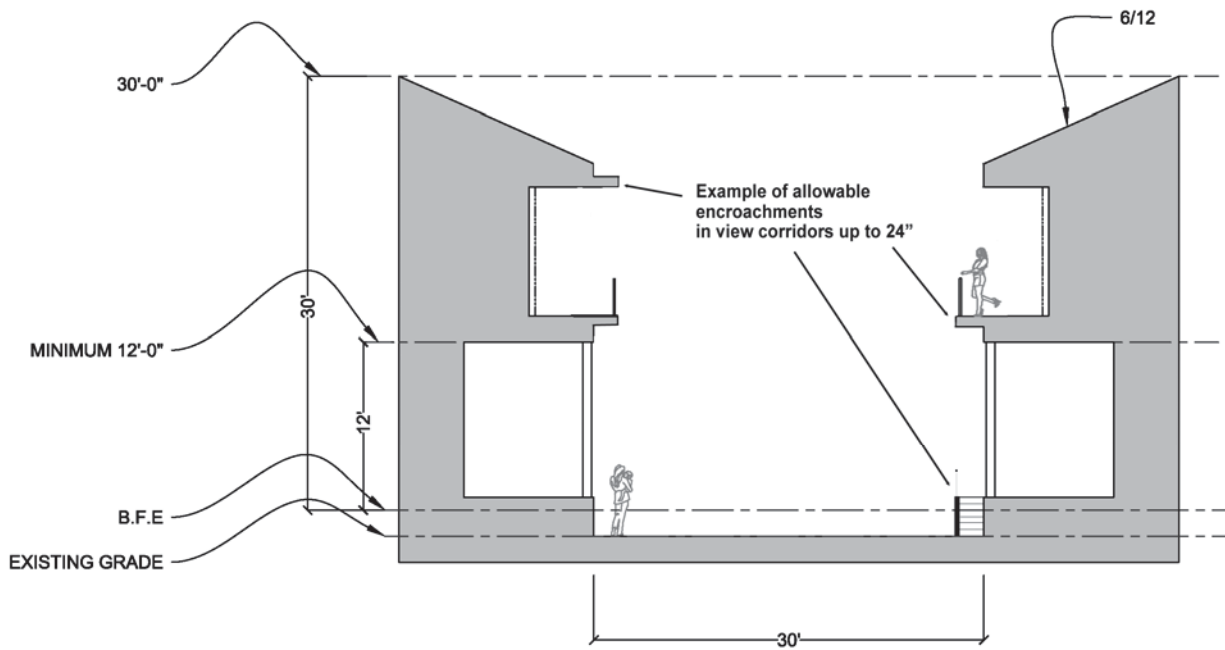


(fig. 4.19) Mid-Block Corridor with open bridge.

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(fig. 4.20) Mid-Block Corridor restrictions.



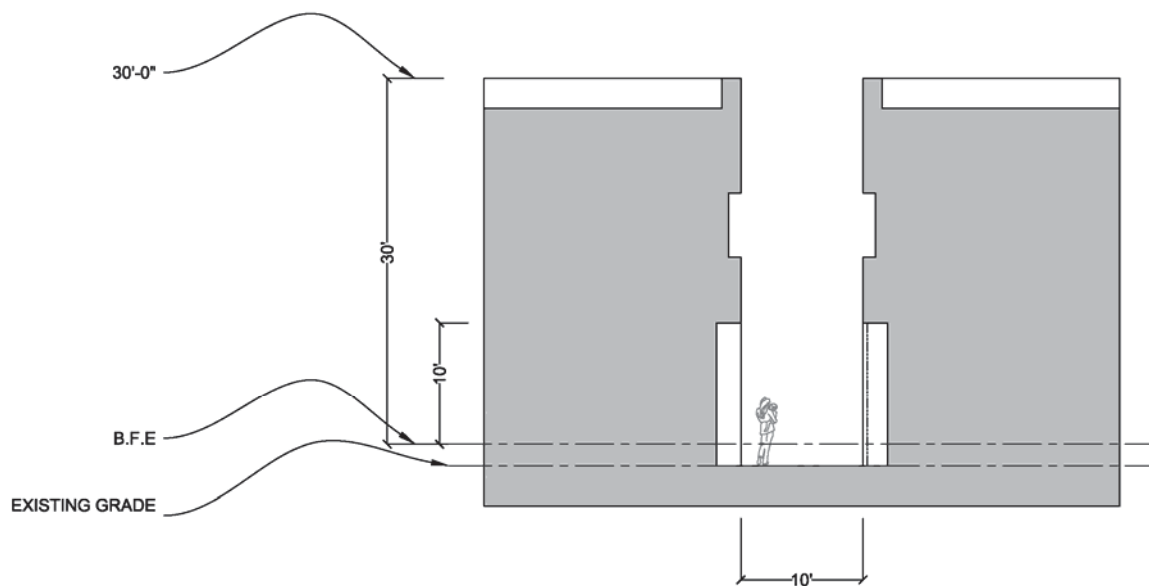
(fig. 4.21) Mid-Block Corridor allowable encroachments.

Pedestrian Accessways

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

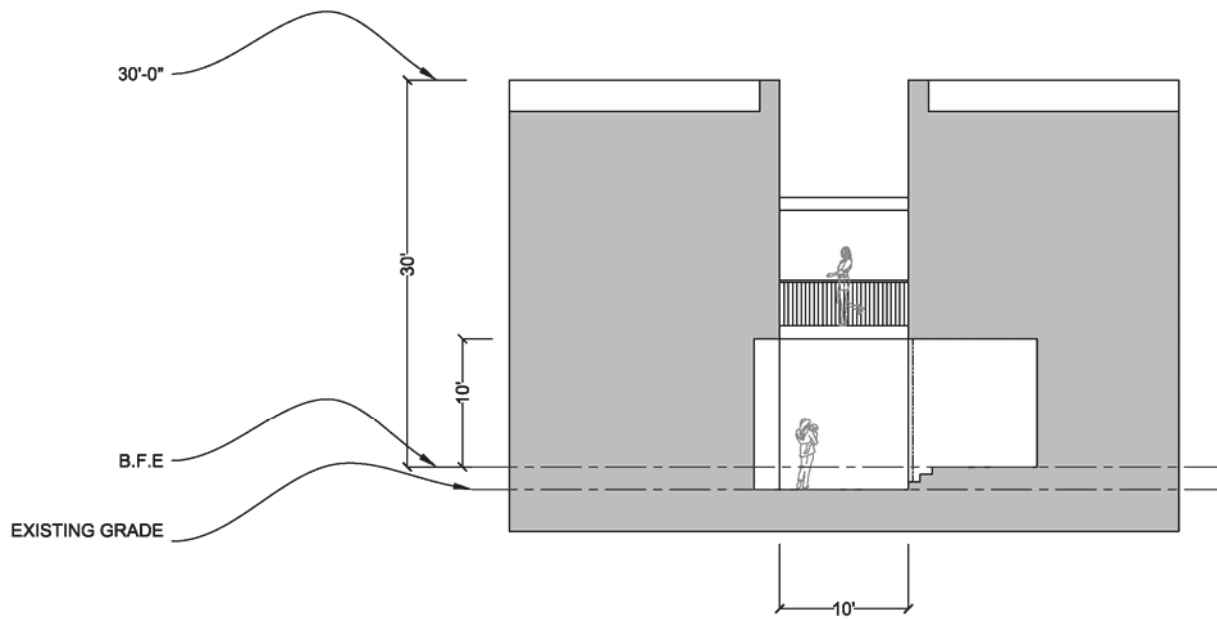
Guidelines

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

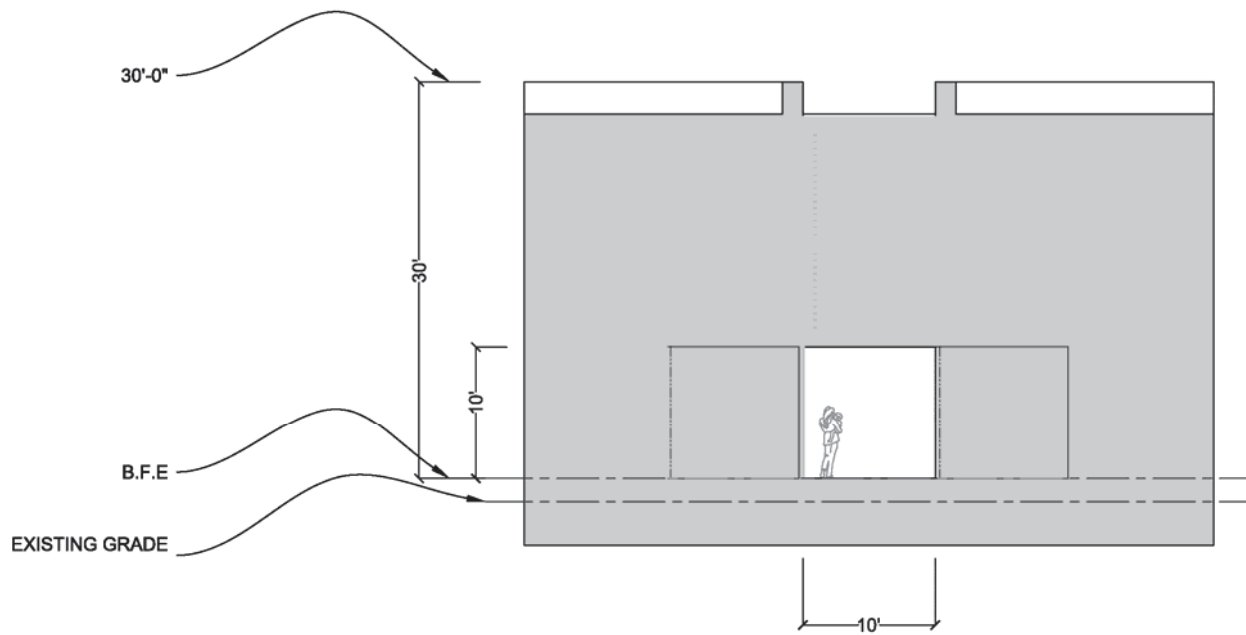


(fig. 4.22) Pedestrian Accessway open to sky.

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(fig. 4.23) Pedestrian Accessway with open bridge.



(fig. 4.24) Pedestrian Accessway with minimal passageway.

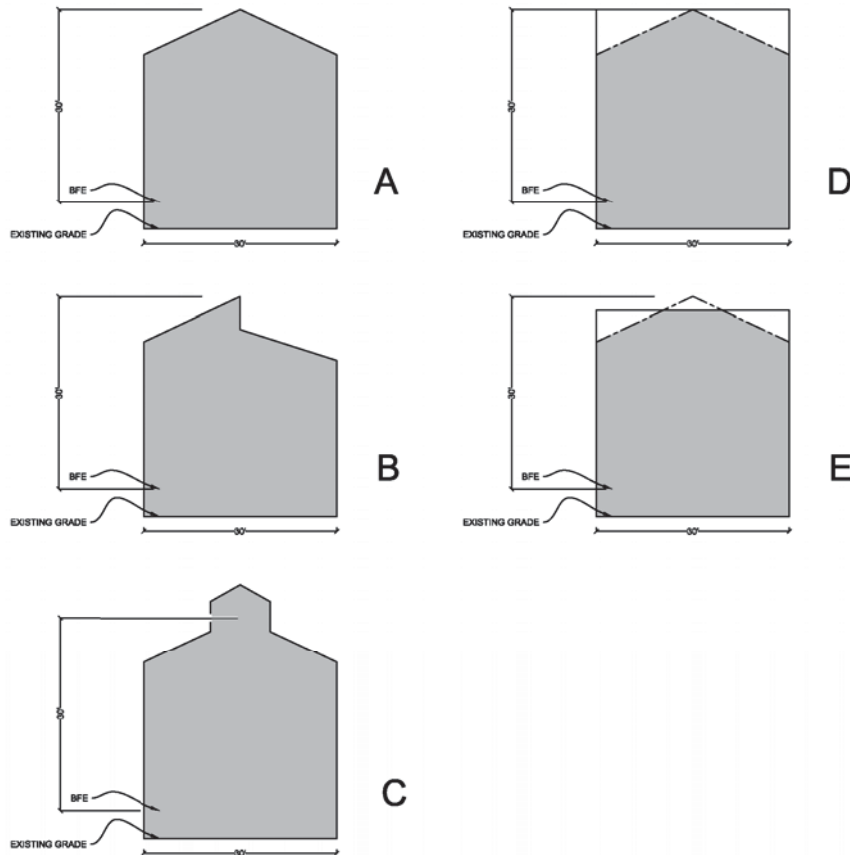
Building Height

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

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

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

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



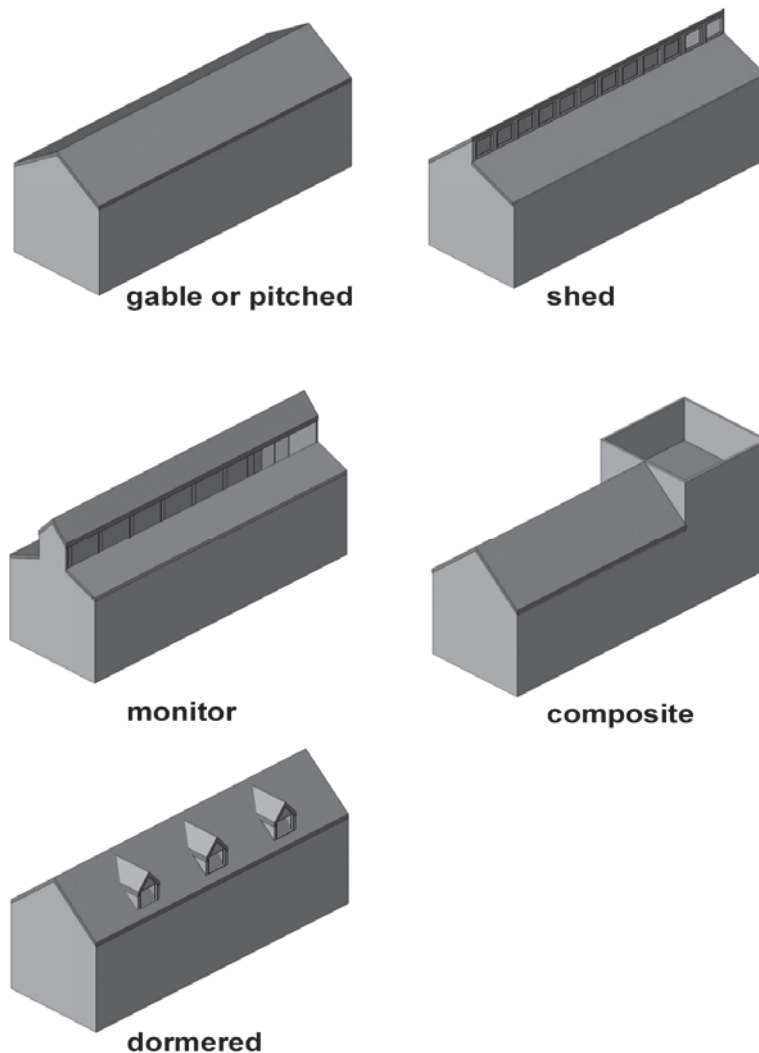
(fig. 4.25) Building Height calculation for recommended roof forms.

Roof Forms

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

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

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



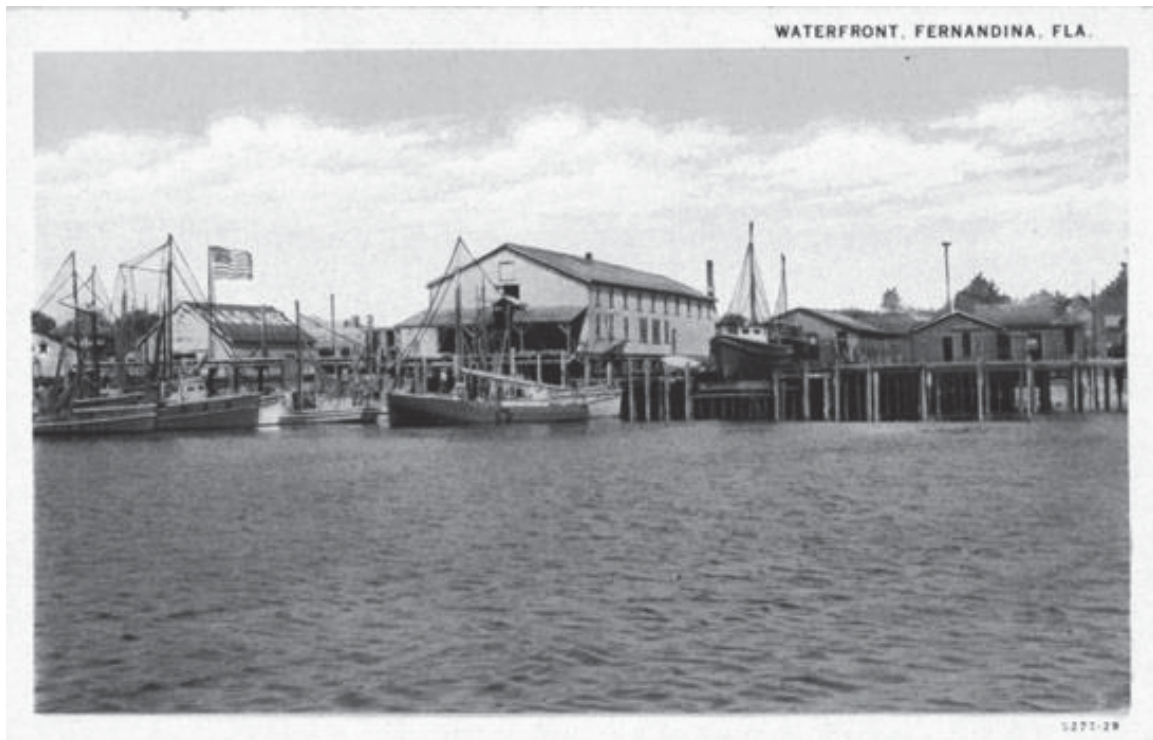
(fig. 4.26) Diagram of Roof Forms.

Building Style

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

The Industrial Vernacular is characterized by the use of:

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



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

Complexity achieved by composition of simple shapes



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



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

Reliance on frame construction



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

Expression of construction through exposed connections



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

Building envelope and surfaces of wood, metal siding or combinations

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



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



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

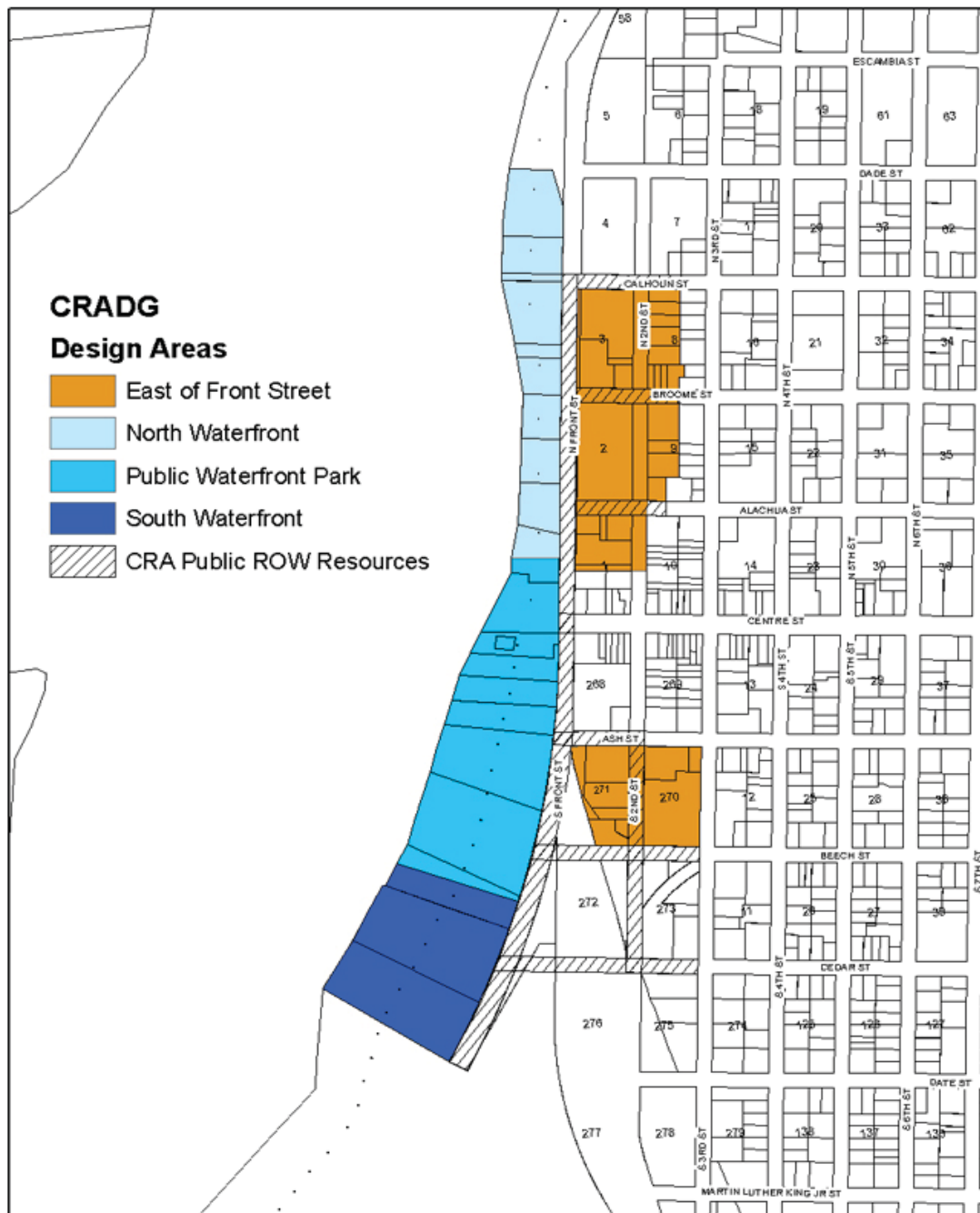
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Parking (see Section 5, General Standards, for additional guidelines on parking design.)

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

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

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



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

General

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

View Corridors

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

Public Access to all View Corridors

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

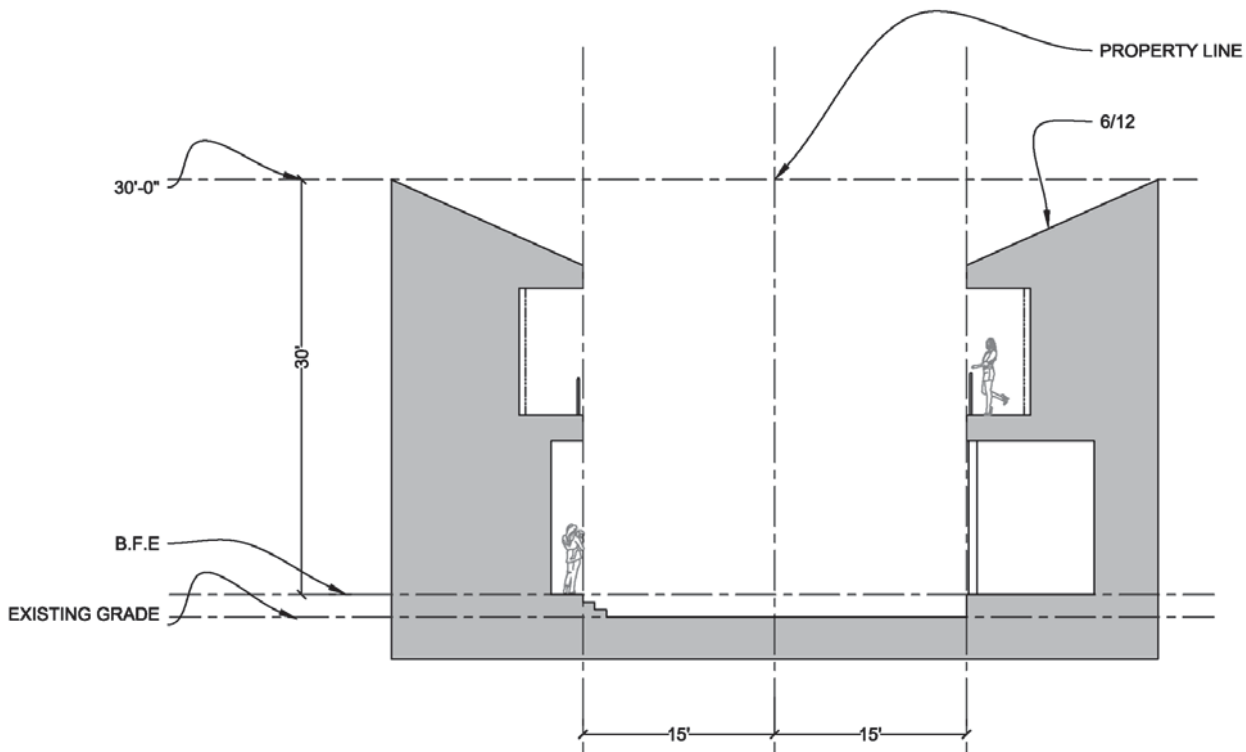
1. In either case, these accessways shall remain open to and accessible by the public.
2. If deemed necessary for security purposes, accessway closures may be permitted based on the posted operational hours of City beach access parking (exclusive of Main Beach or Seaside Parks).

Side Yard View Corridors

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

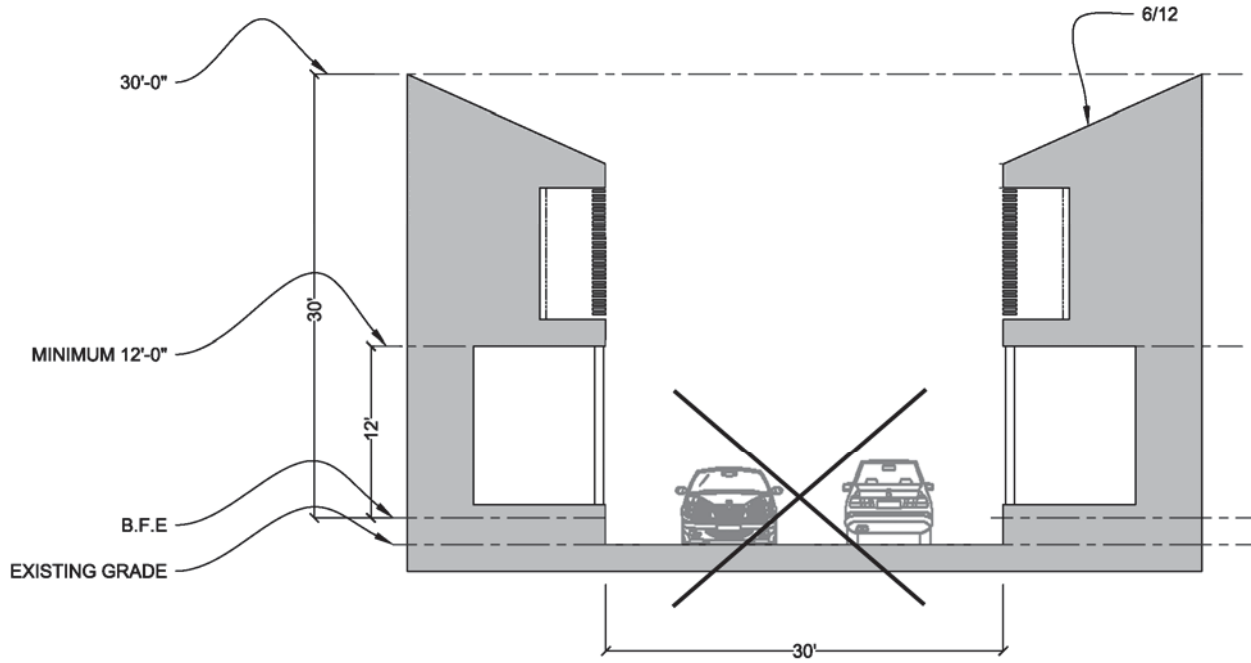
Guidelines

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

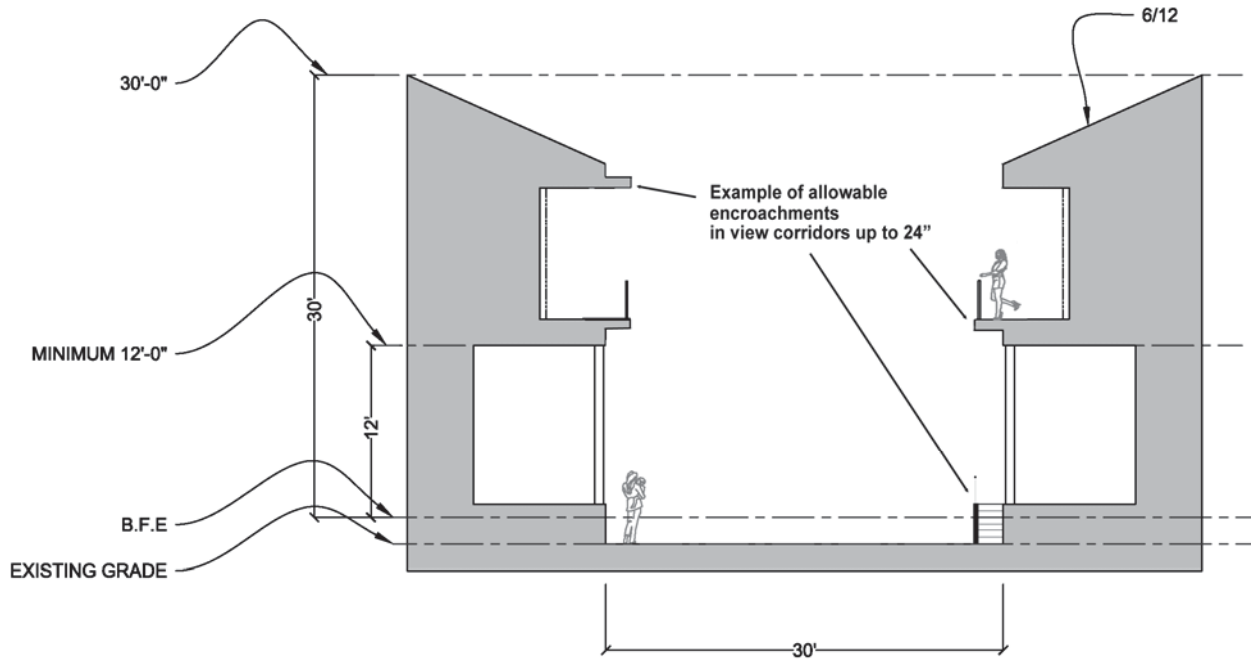


(fig. 4.35) Side Yard Setback dimensions.

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(fig. 4.36) Side Yard Setback restrictions.



(fig. 4.37) Side Yard Setback allowable encroachments.

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Limited Exceptions

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



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

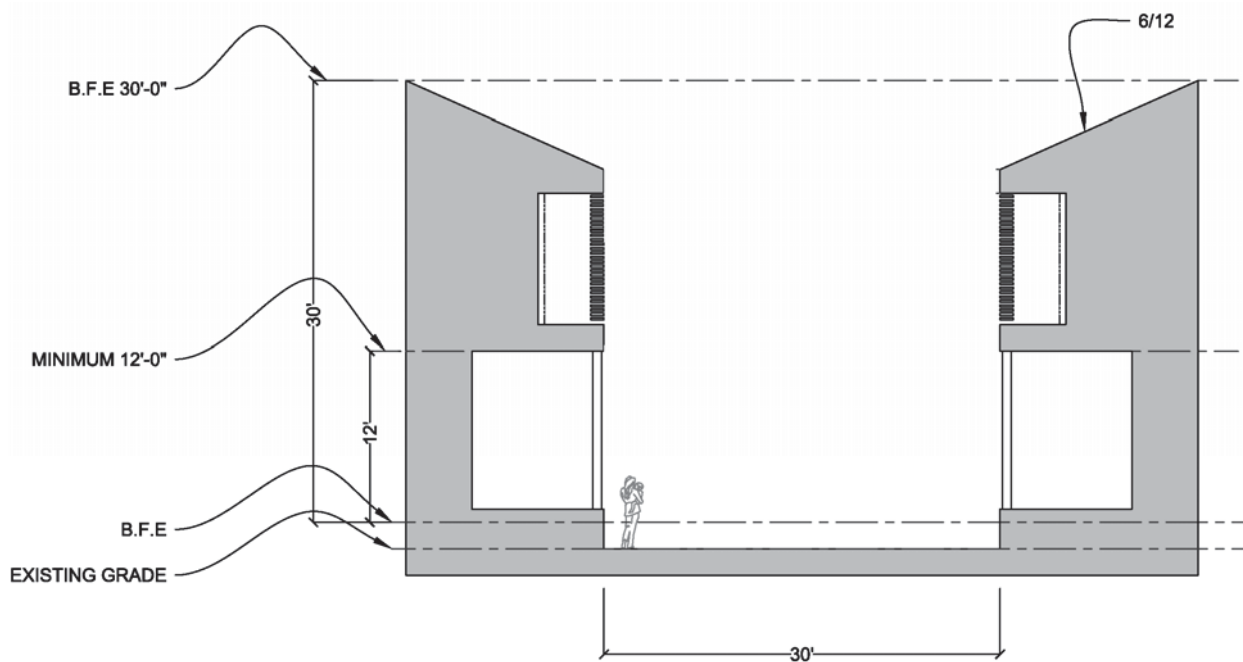
Mid-Block Corridors

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

Guidelines

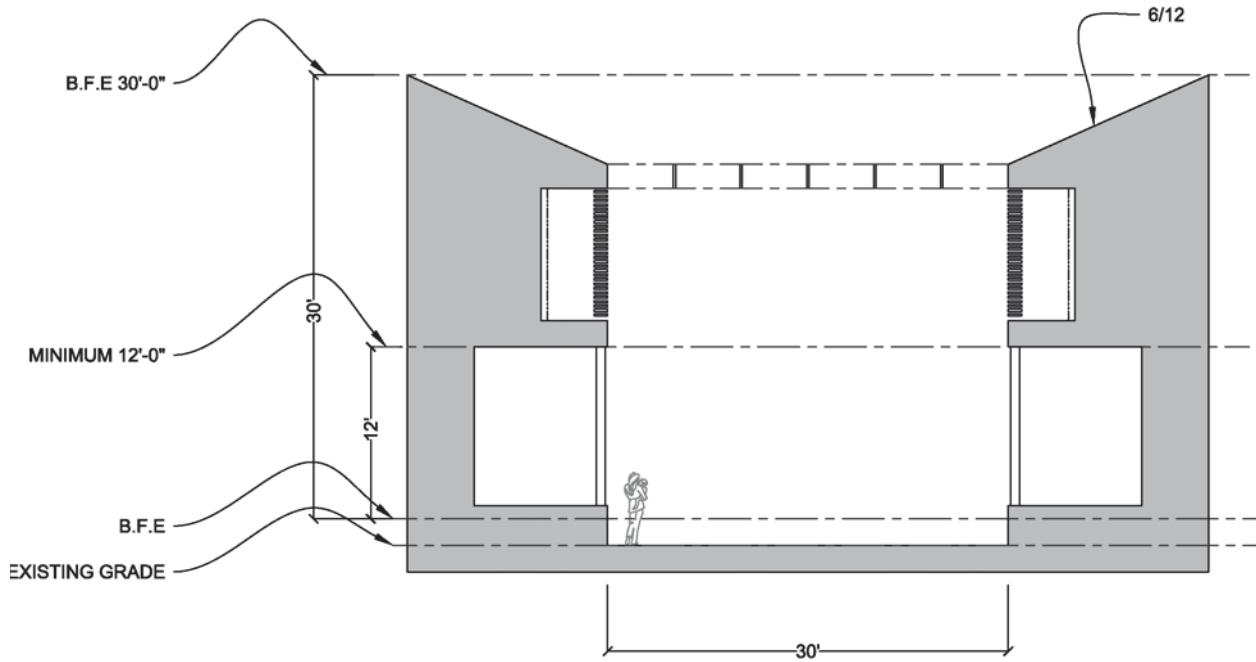
Three design approaches to the Mid-Block Corridors are illustrated below. The first example, corridors that are open to the sky, is preferred.

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

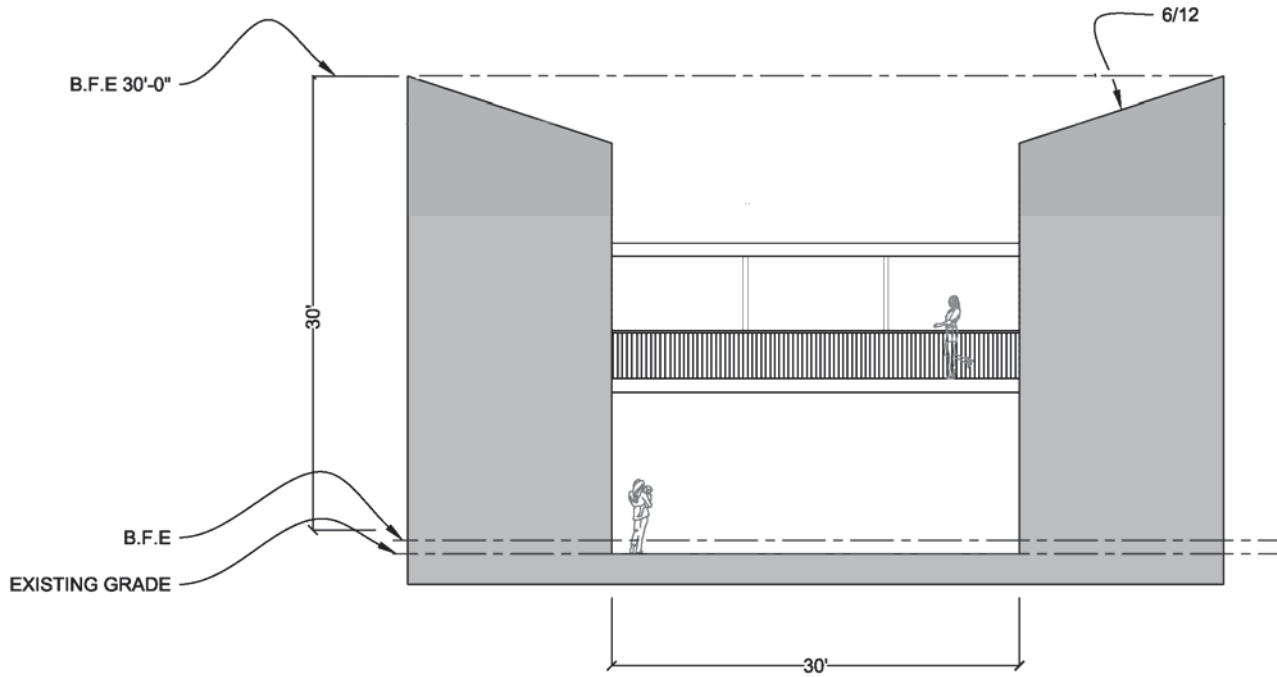


(fig. 4.39) Mid Block Corridor open to the sky.

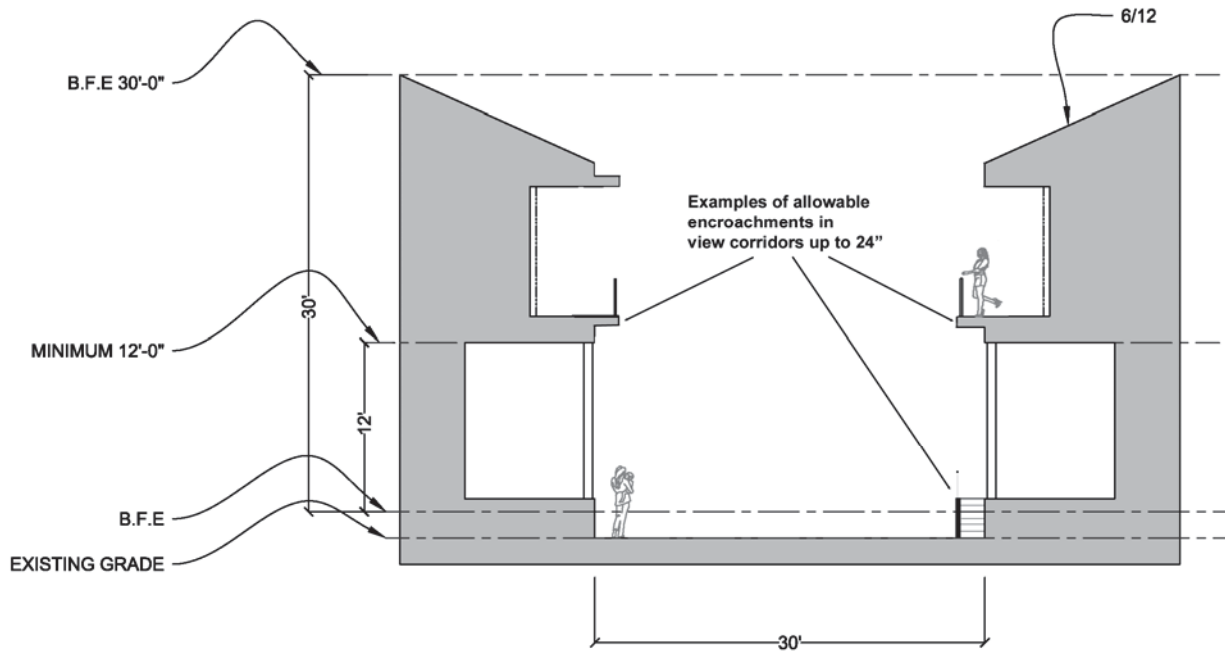
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(fig. 4.40) Mid-Block Corridor with trellis above.



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



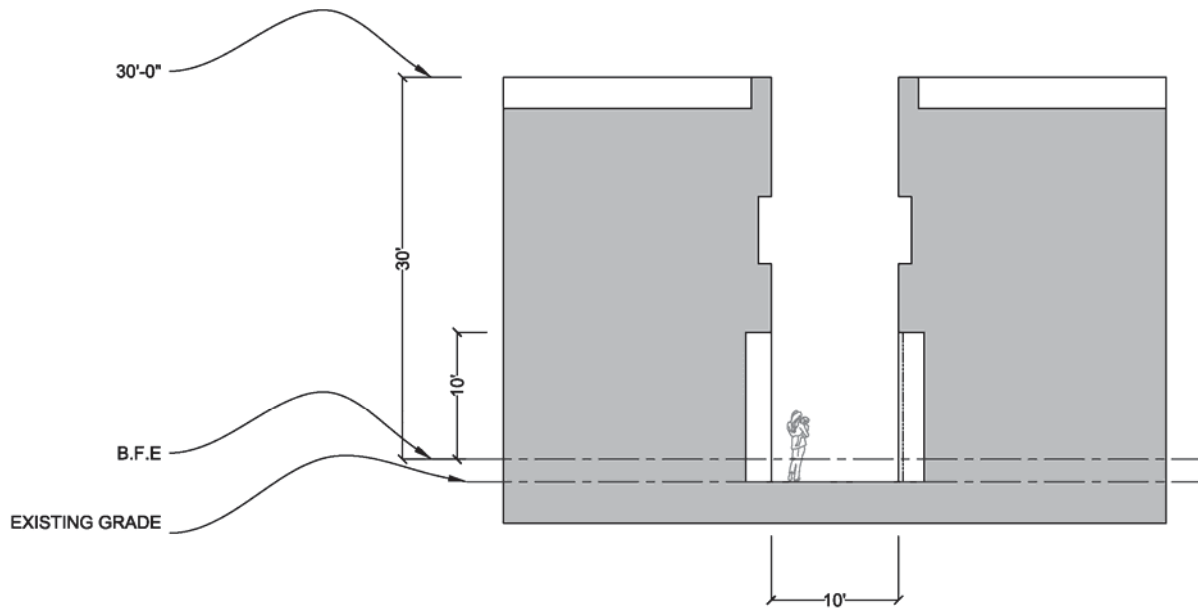
(fig. 4.42) Side Yard Setback allowable encroachments.

Pedestrian Accessways

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

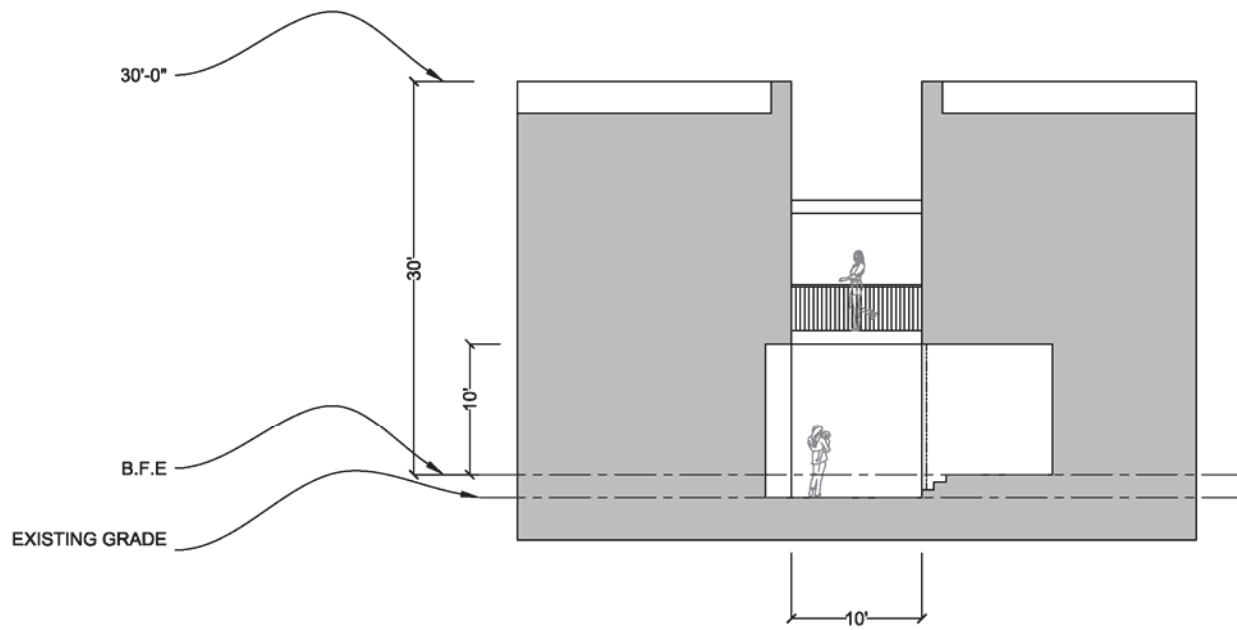
Guidelines

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

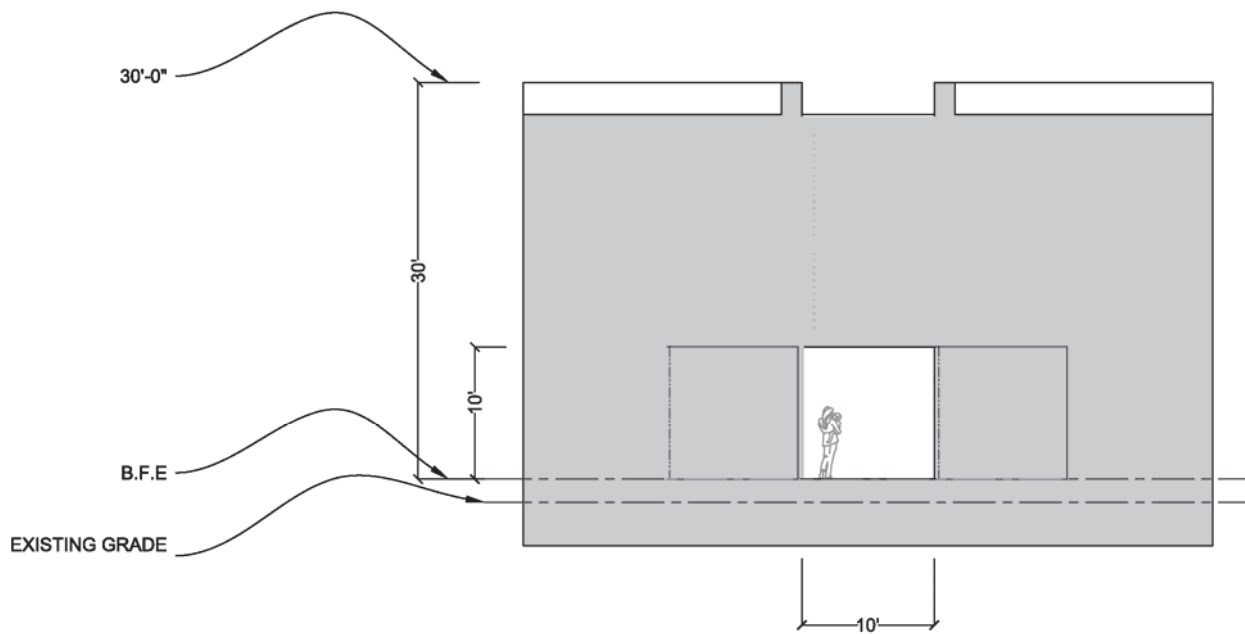


(fig. 4.43) Pedestrian Accessway open to sky.

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(fig. 4.44) Pedestrian Accessway with open bridge.



(fig. 4.45) Pedestrian Accessway with minimal passageway.

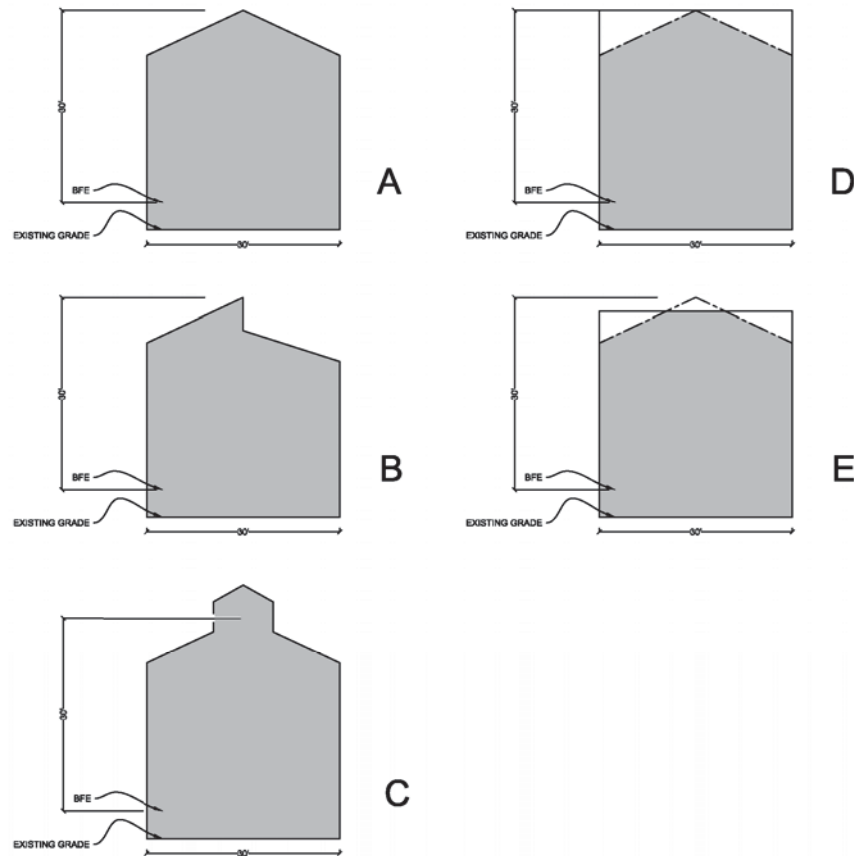
Building Height

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

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

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

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



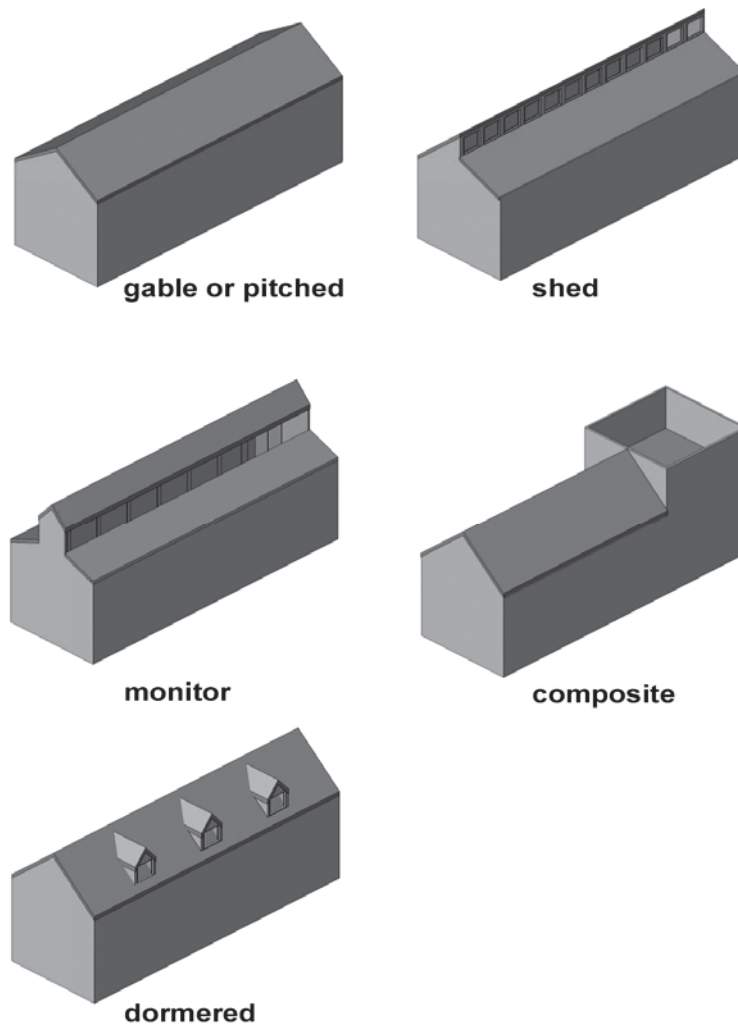
(fig. 4.46) Building Height calculation for recommended roof forms.

Roof Forms

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

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

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



(fig. 4.47) Diagram of recommended roof forms.

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Building style

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

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



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



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

Reliance on frame construction



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

Expression of construction through simple exposed connections



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

Building envelope and surfaces of wood, metal siding or combinations



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



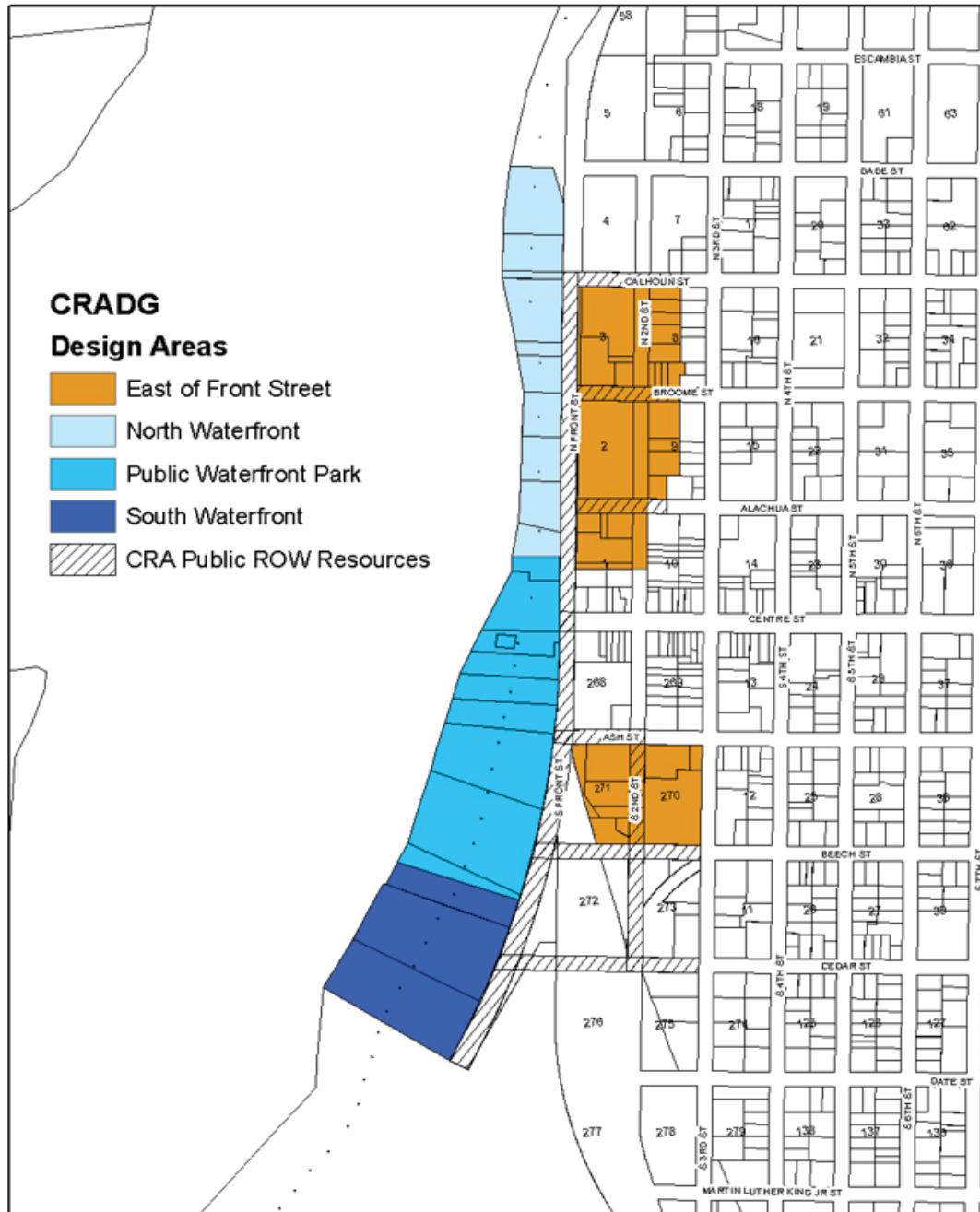
(fig. 4.53) Corrugated metal cladding system used in new construction in warehouse district of Petaluma, CA.

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

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

4.4 EAST OF FRONT STREET DESIGN AREA



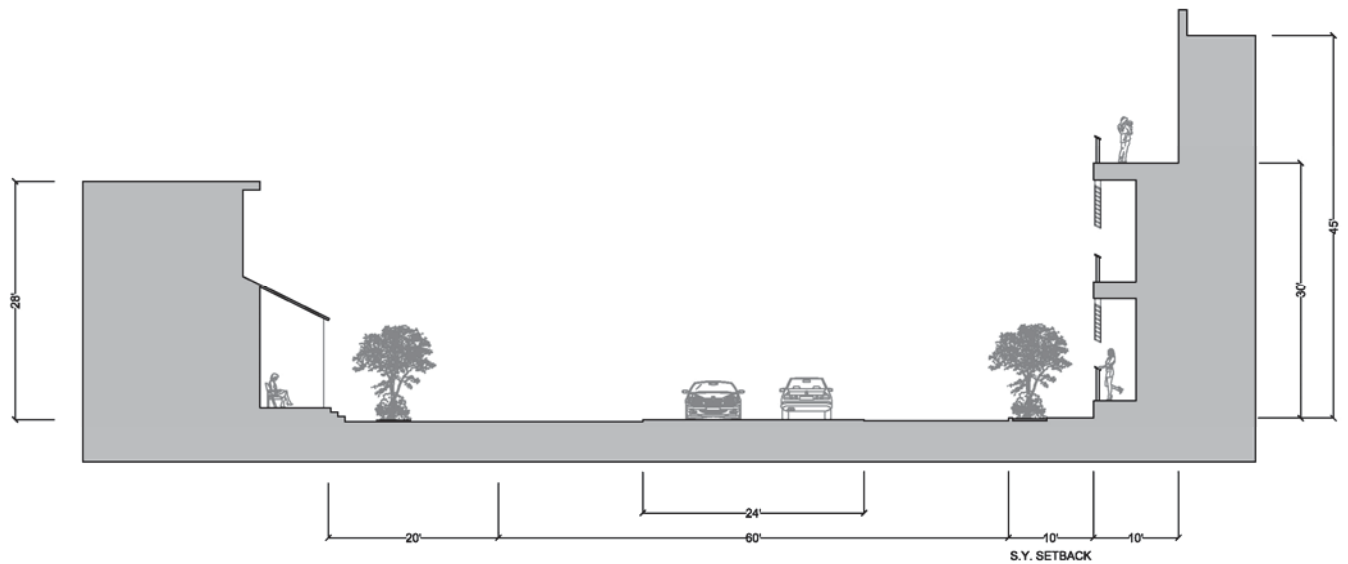
(fig. 4.54) East of Front Street Design Area (brown).

Building Heights and Setbacks

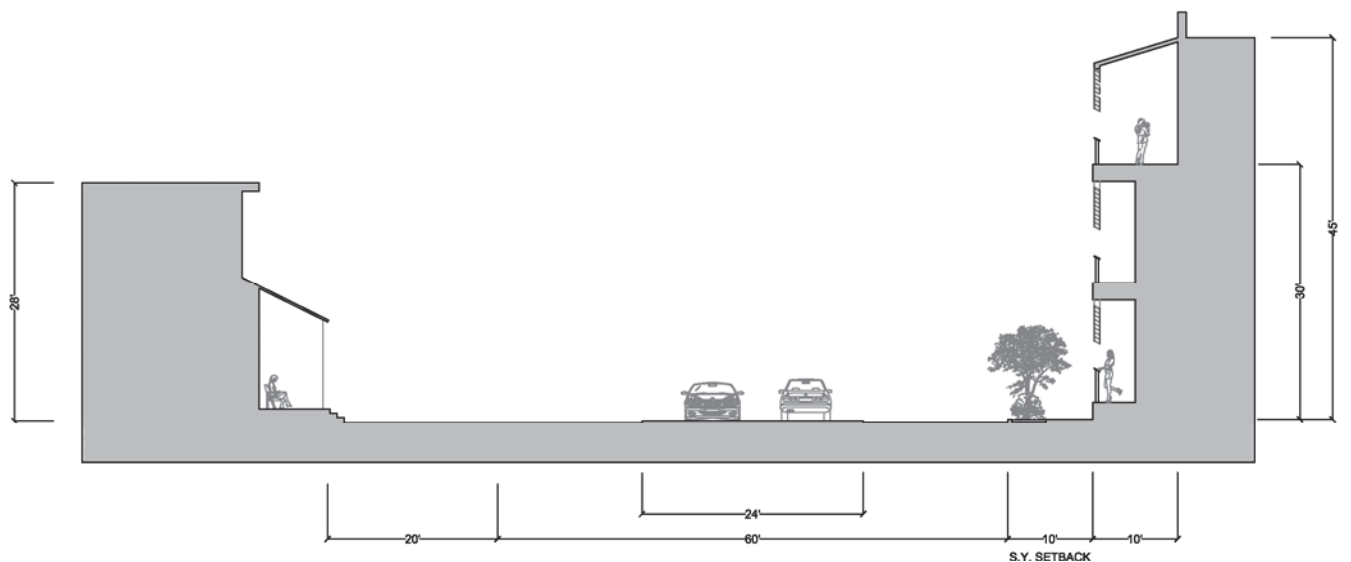
Properties located within the CRA east of Front Street are subject to the following standards:

Guidelines

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



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

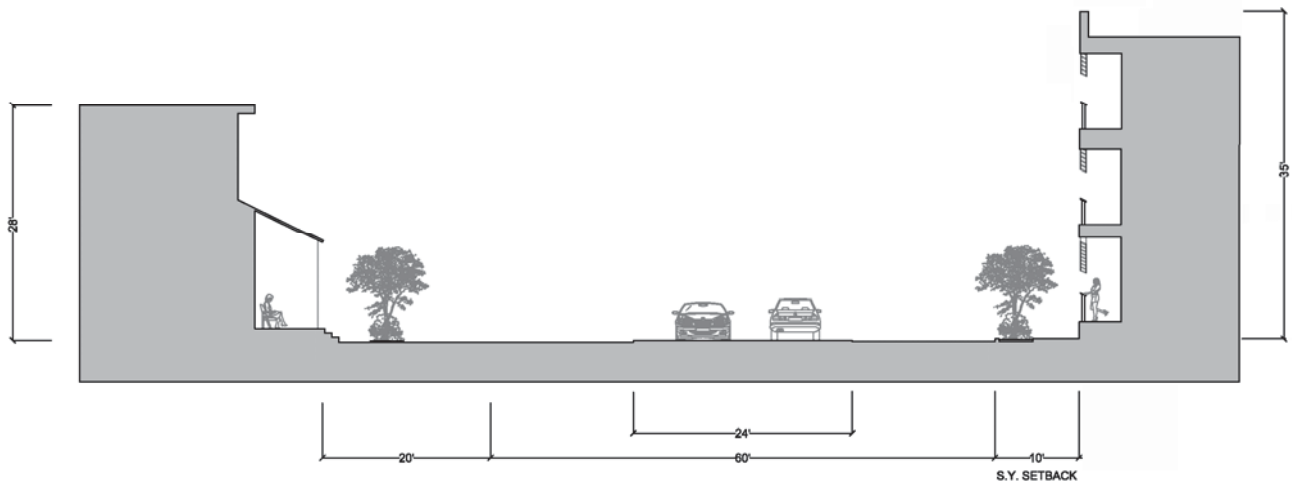


(fig. 4.56) New building height setbacks covered and screened by an awning and a louvered balcony.

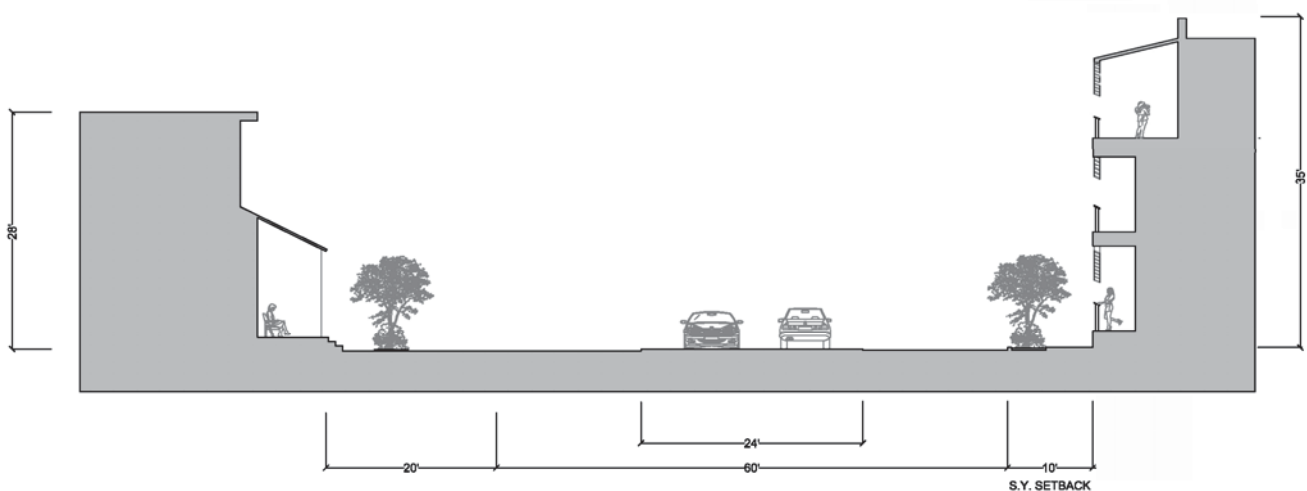
Properties adjacent to residential non-CRA properties

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

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



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



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

Building Style

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

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



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

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



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



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



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



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



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

Awnings and Canopies

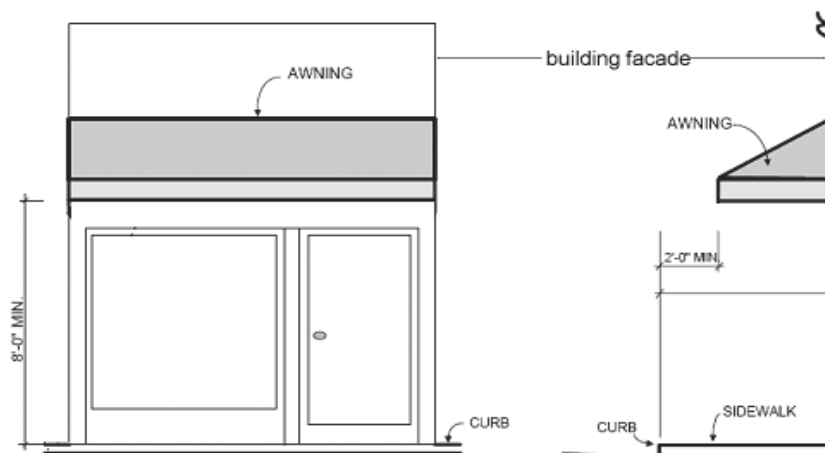
Historic photographs of Fernandina reveal that awnings were used where needed to protect shop interiors from the sun, mostly on the south side of the street. Flat-roofed fixed canopies and awnings can be decorative as well as functional, and should be designed to complement the architecture. Today, as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

Guidelines

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

Avoid

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



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

Enclosing a setback space

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

Guidelines

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



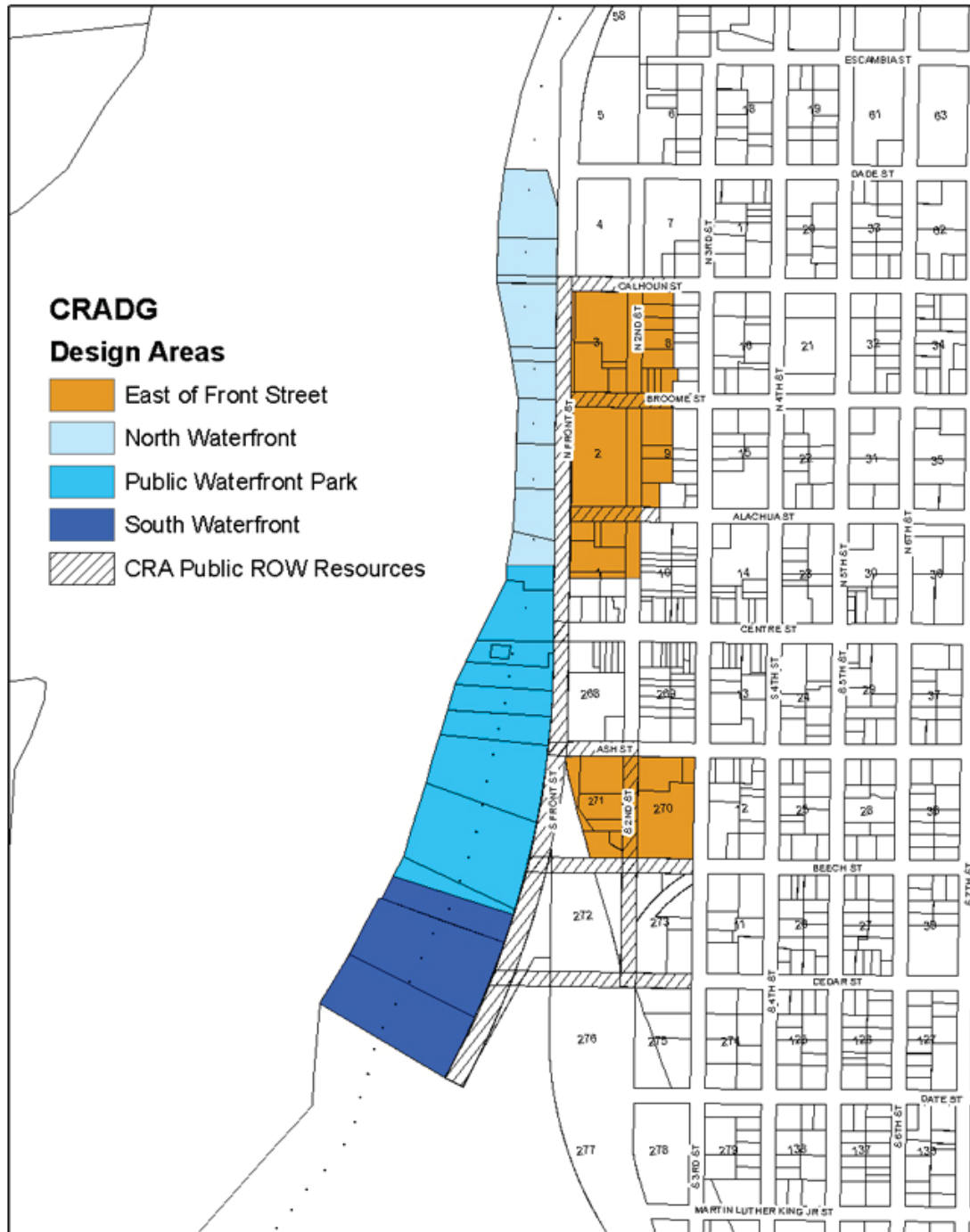
(fig. 4.67) Covered porch in a setback area (residential area seen in background for scale comparison).



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

5.0 GENERAL STANDARDS

The general standards covering parking, landscaping, lighting and signage covered in this section are applied to all Design Areas outlined in Section 4.0 unless otherwise noted.



(fig. 5.1) General Standards apply to all CRA Design areas.

5.1 PARKING

General

New private projects which add residential and retail, along with improvement of the CRA, will increase demand for vehicular access and space devoted to vehicles. At the same time, giving over current parking space along the river to public pedestrian activities will require a strategic analysis of parking relocation and additional facilities to maintain the demands of a working waterfront. Discussions of parking in many public meetings are largely anecdotal, and are rarely based on current facts or placed in the context of an approved overall plan. The last parking study of Fernandina was conducted by Walker Parking Associates in July 2002 prior to the adoption of the CRA. John D. Edwards in his book *Parking Handbook for Small Communities* remarks that “if multiple departments and agencies are independently involved in the planning design, promotion, enforcement and adjudication of parking, it is almost impossible to operate a system efficiently and cohesively” (Edwards 1996: 6).

Recommendations

1. Prepare a new parking study to be conducted by staff or a parking consultant familiar with small towns to assess current parking situation. Parking studies must be periodically conducted to assess the effects of new construction as the CRA evolves.
2. Examine practical means of reducing parking requirements for new developments through lot sharing, modifications to the Land Use Code, and land use code modifications.
3. Ensure, through the public planning process, that pedestrian-oriented public space remains a high priority in decision making.
4. Ensure that successful operations of marine-based enterprises (the “working waterfront”) are not compromised by these plans.



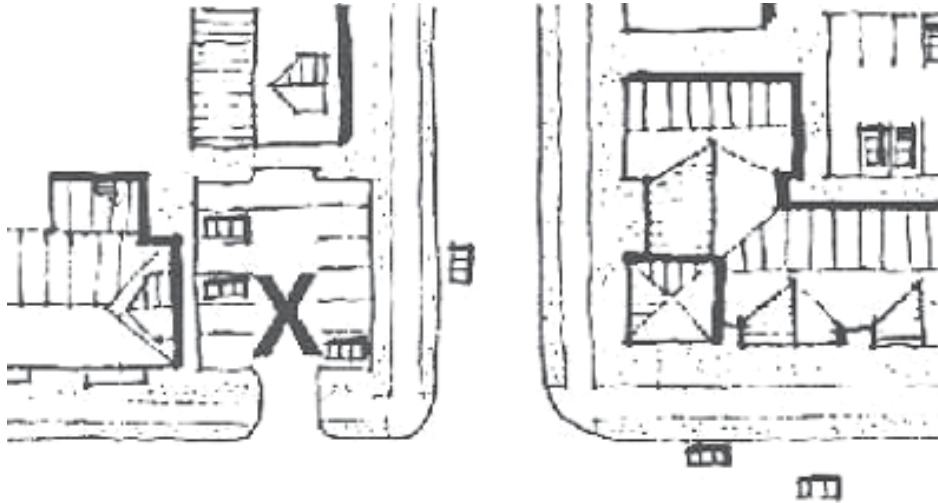
(fig. 5.2) Parking that can be screened by liner buildings along Front Street.

Access to parking

Designers are encouraged to provide off-street vehicle access to parking areas on adjacent properties to provide for convenience, safety, and efficient circulation. Shared pedestrian access between adjacent properties is also strongly encouraged.

Guidelines

1. Parking, including parking garages, shall be accessed from an alley or secondary frontage when possible (fig. 5.3).
2. The opening of a parking lot or garage on a frontage shall not exceed two lanes in width.
3. Parking lots shall not be located on a street corner.
4. Pedestrian entrances to all parking lots and parking garages shall be directly from a frontage line.



(fig. 5.3) Preferred location of parking for new construction.



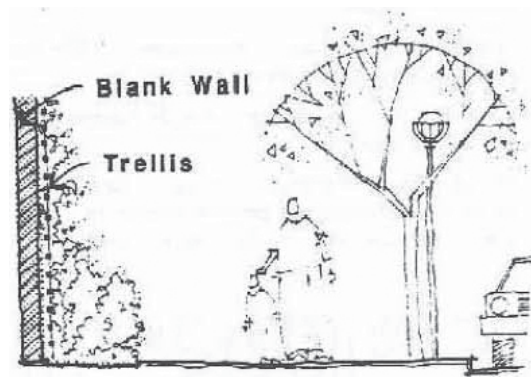
(fig. 5.4) Handicap accessible gravel system.

Parking Garages

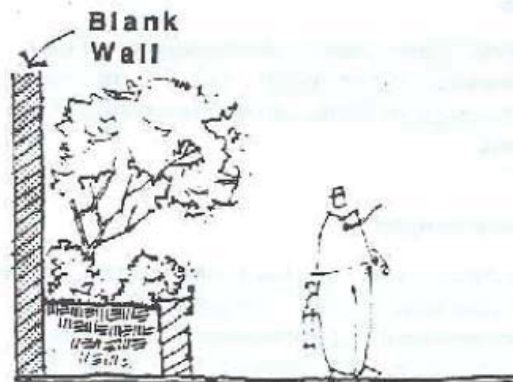
Stand-alone parking garages for communities fewer than 50,000 people are not recommended due to their cost of construction and difficulty relating their scale to the smaller scale of the town (Edwards 1996: p. 59). Parking structures that are integral to a project are acceptable, provided that they are surrounded by other building functions such as retail, commercial, and housing (see “liner buildings” in Glossary).

Guidelines

1. Every side of a building within the CRA is exposed to public view and shall be designed as such using architectural elements like structural expression, brick coursing, and fenestration. If such architectural elements cannot be employed, blank walls should be screened with landscape elements (figs. 5.5, 5.6).
2. On principle frontages (north/south, east/west streets) parking shall be masked by inhabitable spaces or a “liner building” (figs. 5.7, 5.8, 5.9).
3. On secondary frontages, i.e., midblock shared lot lines or alley ways, screening parking with landscape or architectural screening devices shall be provided (fig. 5.10).

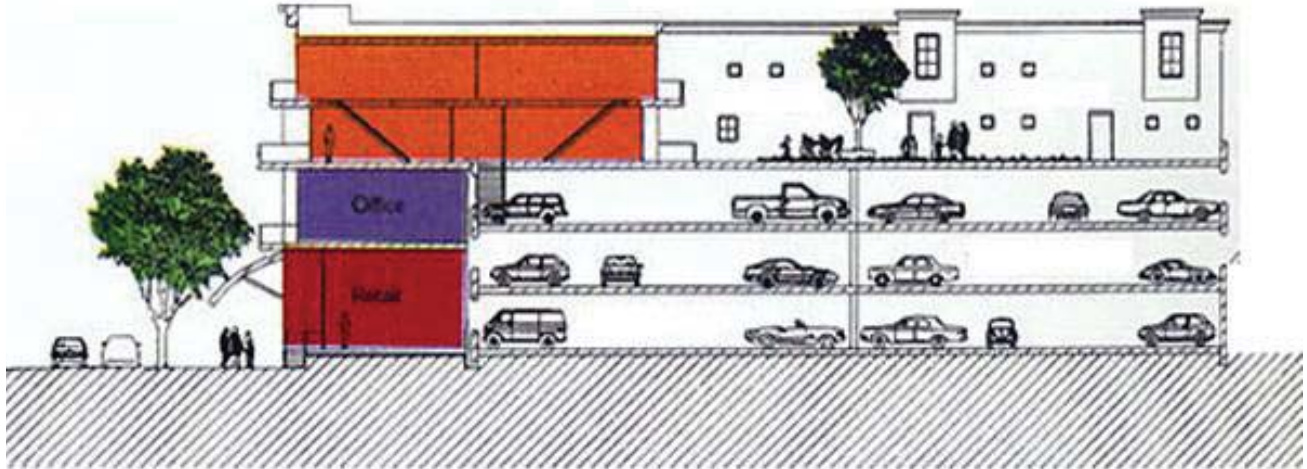


(fig. 5.5) Screening blank wall with Landscape elements- trellis.

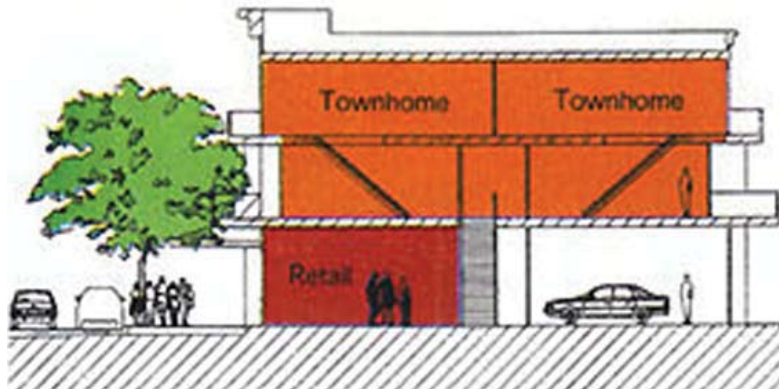


(fig. 5.6) Screening blank wall with Landscape elements- planter.

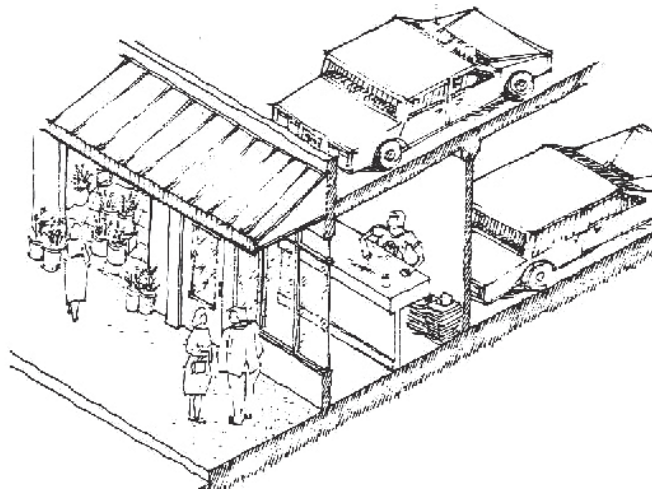
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(fig.5.7) Lining structured parking with inhabitable space for larger project.



(fig.5.8) Lining structured parking with inhabitable space for smaller project.



(fig.5.9) Parking masked by a liner functions on secondary frontages.



*(fig. 5.10) Screening parking with landscaping and architectural construction adjacent to pedestrian path.
Maximum 24 encroachments (example from Charleston, SC).*

Landscaping Parking Facilities

General

Landscaping shall be used to reinforce the city's desire to "protect and preserve native tree species, protect and preserve the natural landscape, foster and encourage maintenance of natural vegetation, and minimize loss of trees to development" (LDC Sec. 4.05.01). This is particularly important in mitigating the visual and environmental impact of parking facilities.

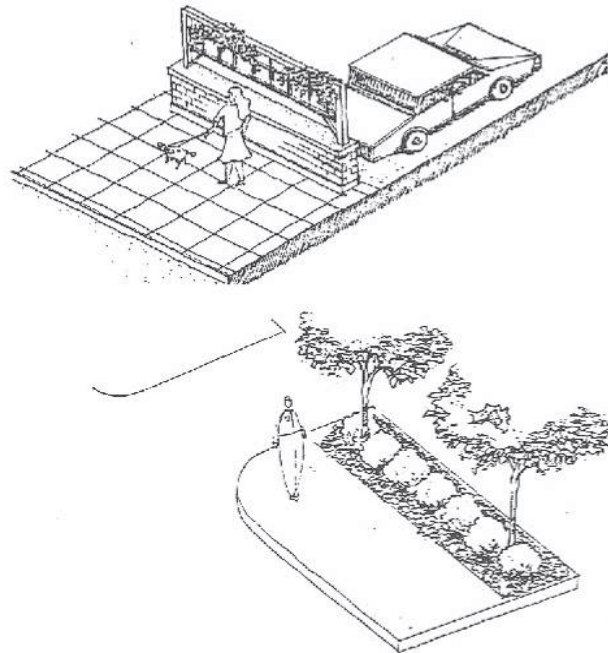
These standards are provided to meet the following specific purposes:

1. Improving the appearance of the City.
2. Providing shade for ground surfaces.
3. Buffering adjacent potentially incompatible land uses.
4. Screening vehicular movement and mechanical equipment from pedestrian and public view.
5. Providing for the protection and preservation of trees and native vegetation.
6. Reducing storm water runoff and pollution through good landscape design practices.

Guidelines

Parking areas shall be landscaped in compliance with the following requirements:

- A parking area for nonresidential use that abuts a residential use shall provide landscape, architectural or combination buffers that will mitigate compatibility issues such as view, nuisance, noise, and light/glare (fig. 5.11).



(fig. 5.11) Screening parking with landscape elements.

Pervious Surfaces

The City desires to reduce storm water run-off and water pollution, and to allow for the replenishment of groundwater. For parking areas, the goal is to reduce the amount of run-off generating surface area. Therefore, pervious surfaces for parking and maneuvering areas shall be provided in all CRA Design Areas.

Guidelines

Acceptable permeable surfaces include:

1. Pervious concrete
2. Pervious pavers
3. Gravel, bark or grass when reinforced to provide adequate load-bearing requirements (including prefabricated geotechnical structures shown in figs. 5.12, 5.13)
4. Other permeable surfaces may be approved by Staff as more effective technology evolves. Applicants shall provide documentation and research support for submissions. (Note: Approval of previous surface constructions may require separate approval from the St. Johns River Water Management District).



(fig. 5.12) Pervious parking surfaces.



(fig. 5.13) Grass parking system capable of handling significant vehicle loads.

5.2 STREET FURNITURE

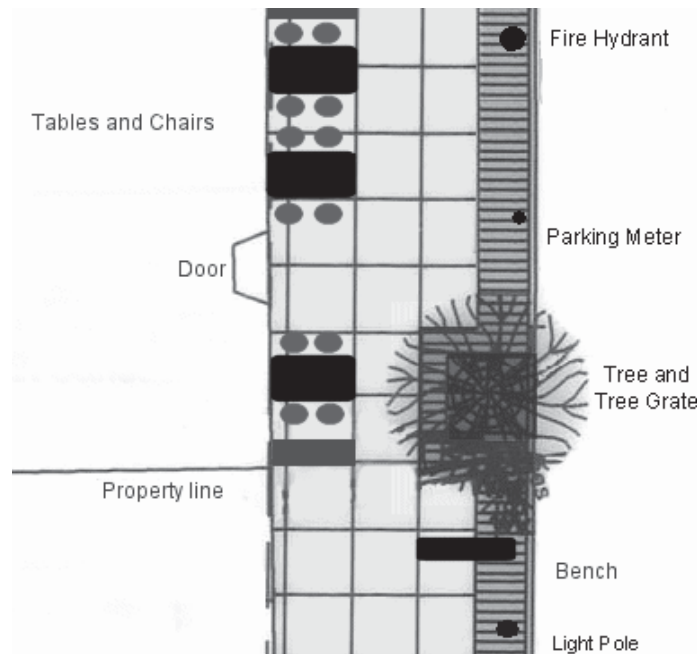
General

Carefully designed and positioned street furniture contributes to the walkability of streets. The purpose of this section is to coordinate the design of selected street furniture elements so that the appearance and quality of these amenities is improved. Street furniture includes, but is not limited to, tables, chairs, benches, planters, trash receptacles, bicycle racks, and multi-publication structures (newspapers, tourist information, etc.) placed in right of ways that are accessible and/or visible to the general public. This section also includes mechanical systems, satellite dishes, and solar panels.

Note: These guidelines apply to sidewalks along streets and view corridors that are outlined in Section 4.0.

Guidelines: Placement

1. Street furniture and planters shall only be placed on the sidewalk in front of the applicant's place of business and directly adjacent to the building wall.
2. A minimum of 5 feet of pedestrian clearance must be maintained on the sidewalk and within view corridors (fig. 5.14).
3. The 5 feet of clearance shall not include tree grates, benches, trees, parking meters, streetlights, or other sidewalk obstructions.
4. Placement of street furniture and planters must not interfere with crosswalks, curb ramps, access to buildings, driveways, or access to any fire escape.
5. Placement of street furniture and planters on the sidewalk must conform to all federal, state and local laws and regulations.



(fig. 5.14) Placement diagram for street furniture showing required 5 foot clearance.

FINAL CRA SUBMITTAL

Guidelines: Quality and Appearance

1. Street furniture should be strong and highly durable, requiring low maintenance and the need for replacement (figs. 5.15, 5.16).
2. Table and chairs shall be comprised of metal or wood and the color and finish shall compliment the architecture of the building (fig. 5.16).
3. Planter style and construction shall compliment the architecture of the building (fig. 5.17).
4. It is desirable that any private street furniture compliment public street furniture.
5. Bicycle racks should be placed in high use areas so as not to impede pedestrian movement (fig. 5.18).
6. Mechanical systems such as air-conditioning units, generators, electrical boxes, water meters, solar panels, and satellite dishes shall be located so they are not visible from public view, unless they are integral to the architectural design (i.e. integrated photovoltaic roof systems) (fig. 5.19).
7. Trash enclosures shall be enclosed with materials and construction compatible with the architecture of the building.



(fig. 5.15) Cast stone bollard-seats with integrated lighting in a public space.



(fig. 5.16) A cypress and cast aluminum seaside bench.

FINAL CRA SUBMITTAL



(fig. 5.17) Enameled metal bench integrated into a planter.



(fig. 5.18) Stainless steel bike rack with sculptural form located between sidewalk and seating area.



(fig. 5.19) Photovoltaic panels integrated into an awning.

5.3 LIGHTING

Efficient and adequate parking lot lighting is important, but there is considerable public and business interest in the economic, security, aesthetic, and equity advantages of well-designed commercial, industrial, street lighting, and sign illumination applications, particularly among those who share their property borders. These guidelines are intended to reduce light pollution that will detract from the appreciation of the city- particularly the waterfront at night.

Recommendation

The city should consider adopting lighting standards following the LEED Standards for New construction (LEED-NC), the Illuminating Engineering Society of North America, or the International Dark-Sky Association (IDSA). IDSA, for example, is the authoritative voice on light pollution. IDSA has developed the Fixture Seal of Approval (FSA) program for dark-sky friendly fixtures. The Fixture Seal of Approval provides objective third-party certification for luminaires that minimize glare, reduce light trespass, and do not pollute the night sky.

Guidelines

Lighting within all CRA Design Areas shall comply with the following requirements- lighting shall be energy-efficient and shielded or recessed so that:

1. The light source (i.e., bulb, etc.) shall not be visible from off-site.
2. Glare and reflections shall be confined to the maximum extent feasible within the boundaries of the site.
3. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way (fig. 5.20).
4. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness as determined by Staff or design review.
5. Selection of light fixtures on private property shall be consistent with the overall project design and:
 - Be consistent with existing lighting design where relevant (example: extension of lighting fixtures along Second Street).
 - Reflect an industrial or nautical aesthetic (applies principally to Front Street and the Waterfront Public Park)
 - Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.



(fig. 5.20) Bollard type lights along pedestrian path.

5.4 SIGNAGE

The sign ordinances for the Historic District outlined in LDC Sec. 5.03.11 “Specific Provisions for Signs within the Historic District” shall apply to the CRA along with these additional qualifications.

Guidelines

1. Building signs should be located so as not to dominate the building, and so as to emphasize architectural elements; such signs should not obscure architectural details nor cover windows or moldings (fig. 5.21).
2. Window signs and temporary on-site signs attached to or painted on a window may not cover more than 25 percent of the window surface area.
3. For buildings with multiple tenants, one sign for all tenants is encouraged.
4. Window signs should be painted or gold-leafed directly on windows.
5. Logos and symbols may be incorporated into signage, but must otherwise conform to the criteria contained in these guidelines.

Avoid:

1. Signs that are illuminated by fluorescent or back-lighting. The use of indirect lighting is allowed.
2. A sign or a portion of a sign that rotates (with the exception of a wind device, the motion of which is not restricted), or traditional barber's pole.
3. A roof sign.
4. A sign which flashes or blinks at intervals.
5. Handbills, posters, placards, or other advertising placed temporarily on a structure.
6. The use of a fluorescent color on a sign.



(Fig. 5.21) New signage and color system for adaptive use of an historic commercial building which would be consistent with the CRADG.

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: The CRA is required (by state statute) to publish an annual report. Please find attached a copy of the draft report prepared by City staff. Staff will seek formal approval of the report at the March 14 CRAAB meeting.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Dale Martin, City Manager

A handwritten signature in blue ink that reads 'Katie A. Newton'.

Date: February 07, 2022

Submitted By: Katie Newton, Legal Assistant

COMMISSION ACTION:



City of Fernandina Beach
Community Redevelopment Agency
Annual Report
FY 2020-21
October 1, 2020 – September 30, 2021

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COMMUNITY REDEVELOPMENT BOARD OF DIRECTORS

Fiscal Year 2020-2021

The City Commission of the City of Fernandina Beach sits as the CRA Board.



Mayor
Michael A. Lednovich



Vice Mayor
Len Kreger



Commissioner
Bradley Bean



Commissioner
Chip Ross



Commissioner
David Sturges

City Staff Support

City Manager Dale L. Martin
City Attorney/Board Counsel Tammi E. Bach

City Clerk/Board Secretary Caroline Best
City Comptroller Pauline Testagrose

INTRODUCTION.

A Community Redevelopment Agency (CRA) refers to a public entity created by a city or county to implement the activities outlined under the Community Redevelopment Act of 1963 (Chapter 163, Part III, Florida Statutes). The purpose of the CRA is to identify objectives and strategies for addressing the conditions of blight in a manner appropriate to the community. The CRA is established by the local government and functions within that local government.

A CRA revolves around a publicly customized plan, funded by the increase in assessed values overtime, called the increment. It is intended for revitalization of a public area and preservation of a community's history. The CRA is about building cohesiveness within our community.

The Amelia Waterfront CRA was established in 2005 by the City Commission of the City of Fernandina Beach based upon the findings of necessity accepted in 2004. The findings showed that the area had the following conditions present: inadequate street layout, inadequate parking facilities, unsanitary or unsafe conditions, deterioration of site, and inadequate or outdated building density patterns. The railroad divides the waterfront district from the Centre Street area, limiting access to the waterfront. Lack of pedestrian facilities and deteriorating pier structures created a sense of unsafe conditions.



The City Commission sits as the Community Redevelopment Agency and makes all final decisions on actions or expenditures within the CRA. The Amelia River Waterfront CRA is intended to act as a catalyst for change by creating functional and aesthetic improvements to spark redevelopment, to take a leadership role in efforts to show that the City believes in itself, and to generate activity and renewed interest by expanding recreational opportunities and improved pedestrian access.

The Amelia Waterfront CRA area totals 39.5 acres and approximately eighty total properties. While several properties are publicly owned, most of the properties are privately owned.

Community Redevelopment Area



Prepared by: City of Fernandina Beach Planning Department 4-4-2005

Map 1. Amelia Island Waterfront Community Redevelopment Area

REQUIREMENTS FOR ANNUAL REPORT.

Pursuant to Section 163.356(3)(d) and 163.371(2), Florida Statutes, the Amelia River Waterfront CRA is required to file with the governing body, on or before March 31 of each year, a report of its activities for the preceding fiscal year. The report must include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of the fiscal year. At the time of filing of this report, the agency will publish in a newspaper of general circulation in the community a notice to the effect that such report has been filed with the municipality and that the report is available for inspection during business hours in the office of the City Clerk and in the office of the agency.

The Amelia River Waterfront Community Redevelopment Agency Annual Report for Fiscal Year 2020-21 covers all activities for the period October 1, 2020, through September 30, 2021. It includes a complete financial statement of the Agency's revenues and expenses, amount of tax increment funds collected, and a record of activities for the fiscal year.

FUNDING SOURCE.

The major funding source for the Amelia River Waterfront Community Redevelopment Agency is tax increment revenue. Tax increment revenue is a mechanism available to cities and counties to re-invest all new property tax dollars within a targeted redevelopment area. When a CRA is created, the current assessed values of the property as determined by the Property Appraiser are designated as the base year value. Taxing authorities that contribute to the tax increment continue to receive ad valorem revenue based on the base year value. Ad valorem revenues from increases in real property value above the base year amount ("increment") are deposited in a redevelopment trust fund and dedicated to the community redevelopment area. Since the tax increment is used to finance and fund redevelopment, the term tax increment is commonly referred to as tax increment financing or tax increment funding (TIF).

The Amelia River Waterfront CRA base year was first established in 2005 and was reset in 2013.

OVERVIEW OF THE AMELIA RIVER WATERFRONT CRA.

The Amelia River Waterfront Community Redevelopment Area encompasses approximately thirty-four acres. Located along the City's waterfront, the CRA is made up of approximately eighty parcels including working waterfront businesses, vacant and underutilized parcels, the City's marina, and transitional commercial uses.

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 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 led to a decline in the local seafood industry, leaving many waterfront properties in an underutilized and deteriorating state.

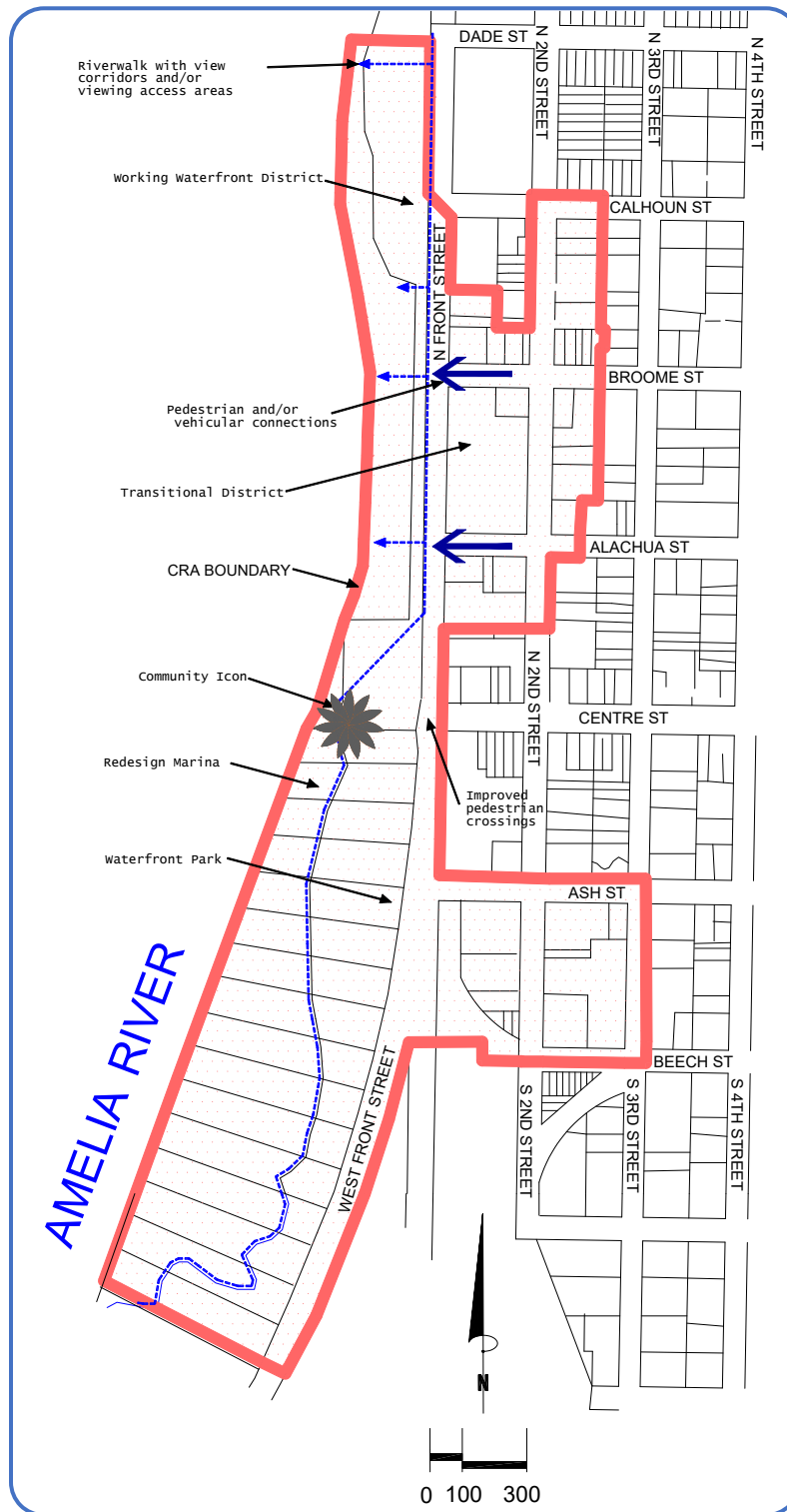
The City's marina facility was first constructed in the 1960s and later redeveloped in the mid-1980s. Siltation problems resulting from its design and position relative to river currents have caused significant issues in its operation. These problems have diminished the marina's ability to function at an optimal level. Hurricane Matthew (October 2016) destroyed a significant portion of the marina facilities, which was not restored to full operation until early 2021.

Through community outreach, the following was established as a vision statement:

Vision Statement

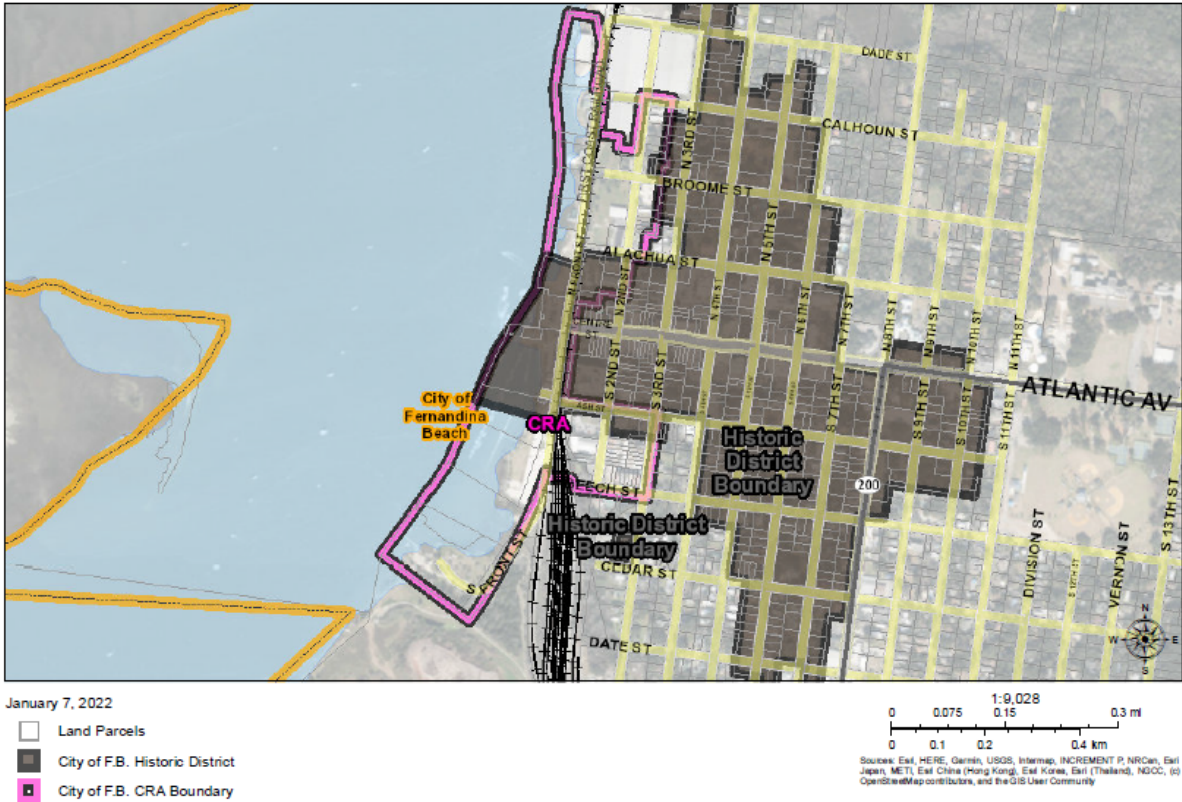
Redevelopment efforts for Fernandina Beach's waterfront area should:

- *Maintain views and access to the water;*
- *Establish a sense of place along the water's edge; and,*
- *Maintain the character of Fernandina Beach as reflected in its working waterfront and historic district.*



Map 2. Redevelopment initiatives diagram

CRA/Downtown Historic District Boundary



Map 3. CRA & Historic District Overlay

AMELIA RIVER WATERFRONT CRA ACTIVITIES (highlights).

Fiscal Year 2015-2016

City acquires the property located at 101 N. Front Street (\$850,000, but CRA funds were not utilized). The property was desired for the purpose of acquiring additional riparian rights for expanded Marina operations as well as the demolition of the dilapidated structure and potential redevelopment of the site.

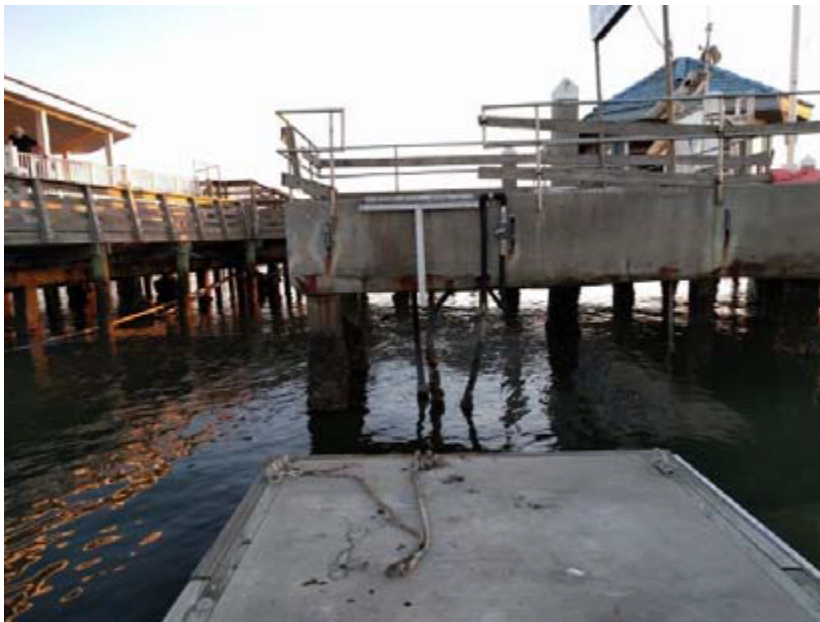
No significant private CRA activities.

Fiscal Year 2016-2017

No CRA funds were expended.

No significant private CRA activities.

City Marina destroyed by Hurricane Matthew (Oct 2016)



Fiscal Year 2017-2018

No CRA funds were expended.

Efforts to reconstruct the Marina continued (United States Army Corps of Engineers [USACE], Federal Emergency Management Agency [FEMA])

CRA waterfront property owners were unresponsive to City efforts to utilize State of Florida Stan Mayfield Working Waterfront grant to acquire and redevelop subject properties.

Redevelopment of the former lumberyard (117 S. 3rd Street) into a series of townhouses begins. When completed, this effort will lead to the first substantial infusion of revenue to the CRA.

Fiscal Year 2018-2019

No CRA funds were expended.

No new significant private CRA activities. Townhouse construction at 117 S. 3rd Street continues.

Fiscal Year 2019-2020

No CRA funds were expended.

A sidewalk was constructed parallel to the railroad, connecting Ash Street to Centre Street. Planned fencing adjacent to sidewalk remains to be installed (design approved by railroad officials and Historic District Commission).

City staff, with assistance of consultants planned for several improvements, including waterfront resiliency and a waterfront park. To support development of the waterfront park, the City initiated eminent domain proceedings on the one privately-owned waterfront property between the southern limit of Parking Lot D and Alachua Street.

Additionally, City staff continued discussions with State and railroad officials regarding the re-opening of the Alachua Street railroad crossing (original effort: 2005).

No new significant private CRA activities. Townhouse construction at 117 S. 3rd Street continues.

Fiscal Year 2020-2021

No CRA funds were expended.

The City Marina was restored to full operations, including fuel sales, in May 2021.

No capital improvements within the CRA were constructed in 2020-2021, but planning efforts continued for the waterfront resiliency and the waterfront park. City Commissioners ceased the eminent domain effort initiated in 2019-2020.



Discussions with State and railroad officials continued for railroad improvements and crossings at Ash, Centre, and Alachua Streets.

Federal American Rescue Act funds (approximately \$2,800,000) were tentatively allocated to stormwater improvements within the CRA.

Due to the provisions of the lease (expires 2026) related to the proposed construction of a boardwalk, discussions with the leaseholder of Atlantic Seafood regarding the future disposition of that structure began.

A preliminary structural/space assessment was completed for City Hall (original construction: 1905).

The City, following an engineering assessment, declared the structure housing Brett's Waterway Café as unsafe.

Two significant vacant/underutilized properties at Alachua and N. 2nd Street were purchased and proposed for commercial and residential redevelopment.

Townhouse construction at 117 S. 3rd Street continues. Additional commercial and residential redevelopment of underutilized/vacant sites on N. 2nd Street commenced.



Fiscal Year 2021-2022 (projected)

Construction of Amelia River waterfront resiliency components, including seawall, shoreline stabilization, and a boardwalk, began (\$2,600,000).



Following completion of formal agreements between the City, the State, and railroad officials, railroad crossing improvements will be constructed. The funding for the Alachua Street re-opening (including crossing and other associated street improvements) will be allocated from bond proceeds (\$1,000,000), with associated debt service paid by CRA revenues.

Development/redevelopment efforts (commercial and residential) of the S. 3rd Street and N. 2nd Street properties will continue.

FINANCIAL STATEMENT.

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 33100 PROFESSIONAL SERVICES	-	-	-	-	-	0.0%
180 34000 TRAINING/TRAVEL	-	-	-	-	-	0.0%
180 34700 PRINTING	-	-	-	-	-	0.0%
TOTAL	-	-	-	-	-	0.0%
CAPITAL OUTLAY						
180 36300 IMPROVEMENTS	-	-	-	-	1,000,000	0.0%
180 36400 EQUIPMENT	-	-	-	-	-	0.0%
180 36401 NON CAP EQUIP	-	-	-	-	-	0.0%
TOTAL	-	-	-	-	1,000,000	0.0%
DEBT SERVICE						
180 37100 PRINCIPAL	-	-	-	-	52,000	0.0%
180 37200 INTEREST	-	-	-	-	35,000	0.0%
180 37300 FINANCING COSTS	-	-	-	-	50,000	0.0%
TOTAL	-	-	-	-	137,000	0.0%
TRANSFERS OUT						
180 39100 TRANSFER TO GENERAL FUND	-	-	-	-	-	0.0%
TOTAL	-	-	-	-	-	0.0%
180 39990 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%