



**AGENDA  
COMMUNITY REDEVELOPMENT AGENCY BOARD  
AND  
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD  
JOINT MEETING  
AUGUST 15, 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. DISCUSSION - DIRECTION - ACTION ITEMS**
  - 4.1 2005 CRA Plan Objectives & Strategies
  - 4.2 CRA Executive Board Comments
  - 4.3 Request for Letter of Interest for 101 N. Front Street
  - 4.4 Project Status Update
- 5. ADJOURNMENT**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the City Manager.

## Objectives & Strategies

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

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

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

### Waterfront & Transitional Area Initiatives

#### Objective 1. City Marina Facilities

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

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

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

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

##### Strategy 1.2: (timeframe – short-term)

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

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

## **Objective 2. Promote a mix of uses**

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

### Strategy 2.1: (timeframe - immediate)

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

### Strategy 2.2: (timeframe - immediate)

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

### Strategy 2.3: (timeframe - immediate)

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

### Strategy 2.4: (timeframe - as needed)

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

### **Objective 3. Utilities**

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

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

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

- Construct a water main along Broome Street to 6<sup>th</sup> 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 3<sup>rd</sup> 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 2<sup>nd</sup> Street.

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

#### Strategy 3.2: (timeframe – immediate)

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

#### Strategy 3.3: (timeframe – short-term)

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

#### Strategy 3.4: (timeframe – immediate)

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

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

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

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

Strategy 3.6: (timeframe – on-going)

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

**Objective 4. Pedestrian and Vehicular Circulation**

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

Strategy 4.1: (timeframe - immediate)

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

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

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

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

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

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

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

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

Strategy 4.5: (timeframe – long-term)

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

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

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

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

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

Strategy 4.3: (timeframe – long-term)

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

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

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

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

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

## **Objective 5. Public Access to the Water**

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

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

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

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

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

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

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

### Strategy 5.4: (timeframe – on-going)

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

### Strategy 5.5: (timeframe – on-going)

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

## **Objective 6. Protect view corridors to the River**

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

### Strategy 6.1: (timeframe – with design standards)

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

Strategy 6.2: (timeframe – on-going)

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

**Objective 7. Parking**

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

Strategy 7.1: (timeframe – with park redesign)

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

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

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

Strategy 7.3: (timeframe – with design standards)

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

**Objective 8. Maintaining a “Working Waterfront”**

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

Strategy 8.1: (timeframe – on-going)

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

Strategy 8.2: (timeframe – on-going)

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

Strategy 8.3: (timeframe – long-term)

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

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

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

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

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

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

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

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

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

### Strategy 9.4: (timeframe – long-term)

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

### Strategy 9.5: (timeframe – on-going)

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

## **Objective 10. Clean-up Efforts**

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

### Strategy 10.1: (timeframe – on-going)

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

Strategy 10.2: (timeframe – on-going)

The CRA shall promote clean-up and amnesty days.

**Objective 11. Marketing and Programming**

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

Strategy 11.1: (timeframe – on-going)

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

Strategy 11.2: (timeframe – on-going)

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

Strategy 11.3: (timeframe – on-going)

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

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

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

CITY OF FERNANDINA BEACH, FLORIDA  
REQUEST FOR LETTER OF INTEREST  
REDEVELOPMENT OF 101 N FRONT ST PROPERTY

**INTRODUCTION**

The City of Fernandina Beach, Florida is accepting Expressions of Interests for the redevelopment of the City's 101 N. Front Street property, a vacant Amelia River waterfront property located at the western end of Alachua Street. The intent of this effort is to solicit interest from qualified and experienced development individuals/groups to lease and redevelop the waterfront property within the current design regulations of the City of Fernandina Beach and in accordance with other federal and state regulations.

The City will receive sealed submittals at the location stated below not later than **2:00PM (EST), September 15, 2022.**

Any submittal received after the above stated time and date will not be considered. It will be the sole responsibility of the Respondent to have its submittal delivered to the City of Fernandina Beach, by U.S. Mail, hand-delivery, or any other method available; however, facsimile or electronic submittals will not be accepted. Delay in delivery will be the sole responsibility of the Respondent. Submittals received after the deadline will not be considered.

The original submittal (**1 original, 4 copies and 1 electronic copy, CD, or thumb drive**) must be delivered to City Hall in a sealed package, clearly marked on the outside, **LETTER OF INTEREST – 101 N FRONT STREET** and addressed to:

City of Fernandina Beach  
Attn: City Clerk's Office  
204 Ash Street  
Fernandina Beach, FL 32034

Hand delivered Submittal is to be taken to the City Clerk's Office at the above address.

The submittal must be provided on the specified **Contact Sheet (1 original, 3 copies)**, hereto attached as "**Exhibit "A"**". All information on the Price Submittal form must be provided, or the submittal may not be accepted.

**CONTACT**

Questions during the submittal period must be submitted in writing to Wanda Weaks, Purchasing Agent, [wweaks@fbfl.org](mailto:wweaks@fbfl.org) and Mr. Dale Martin, City Manager, [dmartin@fbfl.org](mailto:dmartin@fbfl.org).

Respondents are hereby notified that no contact will be made with any of the City Commission members, other City staff, or others that may be involved in this process to discuss this request or to influence the outcome.

**ADDENDA**

A written response to Respondent questions will be issued via Addendum and posted on the City's website at [www.fbfl.us/bids](http://www.fbfl.us/bids) and DemandStar at [www.demandstar.com](http://www.demandstar.com). It is the Respondent's responsibility to check the City's website for Addenda prior to submitting their Letter of Interest. The deadline for questions is ten days before submittal deadline.

If an Addendum is necessary, it becomes part of the original Request for Letter of Interest and must be acknowledged by attaching a copy of the Addendum, signed by an authorized

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representative of the person or company submitting the proposal. Failure to do so may disqualify proposal.

**SCHEDULE**

<b>Request for Letter of Interest</b>	<b>Date</b>
Publication	August 16, 2022
Deadline for submission of written questions	September 05, 2022
Deadline for submission of Letter of Interest	September 15, 2022

**1.1 SCOPE OF SERVICES:** The City seeks a Lessee for the development and operation of a new waterfront commercial operation at the City’s 101 N. Front Street property along the Amelia River (see survey attached). Although the subject parcel totals approximately 0.70 acres, only about forty percent of the site (approximately 0.25 acres) is “developable uplands.” Following the demolition of a previous structure, the City has retained the ability to re-build a 5,000 square foot pile-based structure that extends over the water. The subject property is zoned as Waterfront Industrial (I-W) which is described as:

*2.01.16 Waterfront Industrial (I-W)*

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.

Permissible land uses associated with the I-W zoning classification are listed in the City’s Land Development Code, Chapter 2, Table 2.03.02:

[https://www.fbfl.us/DocumentCenter/View/16365/CHAPTER-2\\_April-2022?bidId=](https://www.fbfl.us/DocumentCenter/View/16365/CHAPTER-2_April-2022?bidId=)

**1.2 TERM OF LEASE/CONTRACT:** The City of Fernandina Beach will negotiate a lease of the property with a selected Lessee to subsequently to develop and operate the commercial business at the subject waterfront property. The City has completed a fair market appraisal (June 2022) which indicates an initial estimated triple-net rent of \$85,000 per year.

**1.1.1** The proposed lease and operating agreement at the conclusion of this process will be for an initial term of forty years, with, if desired, a subsequent extension of an additional forty years (based upon the mutual consent of both Parties).

**1.3 STANDARD OF SERVICE:** The Lessee will strive to implement and sustain exceptional customer service using consistently high-quality products. Any commercial operations will be conducted in a professional business manner.

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1.3.1 **STAFFING:** The Lessee will solely bear all responsibility for the staffing, and operations to provide the success of the proposed commercial business. The Lessee will adhere to all federal, state, and local regulations regarding wages, other benefits, and all conditions of employment.

1.3.2 **BUILDING/EQUIPMENT/FURNISHINGS:** The Lessee will be responsible for the design, permitting, and construction of the facility to provide the successful development of the commercial property. The Lessee will adhere to all federal, state, and local regulations regarding construction and operations. The Lessee will adhere to all federal, state, and local regulations regarding construction and operations.

1.3.3 **MAINTENANCE OF EQUIPMENT/FURNISHINGS:** The Lessee will be responsible for all maintenance of equipment and furnishings.

1.3.4 **MAINTENANCE OF PREMISES:** The Lessee will be responsible for the routine maintenance of the structure and interior including, but not limited to, structural repairs and upkeep, exterior finishes, accesses, etc. and cleaning of the interior.

1.3.5 **UTILITIES:** The City will be responsible for the cost of providing to the property water, sanitary sewer, and electrical services. The Lessee will be responsible for the operational costs of those services.

1.3.6 **LICENSING/PERMITS:** The Lessee will be responsible for securing all appropriate licenses and permits necessary to conduct food and beverage operations. At all times, the Lessee will comply with relevant health rules, regulations, and requirements.

1.3.7 **SIGNAGE:** The Lessee will be responsible for all interior signage desired (at its expense). The signage must be in good taste and be approved by the City before installation.

1.3.8 **SALES AND PROPERTY TAXES:** The Lessee will be responsible for the prompt and timely payment of all taxes associated with the operations and the lease of the leased area, including, but not limited to, ad valorem, sales, and use taxes.

1.3.9 **RECORDS AND REPORTS:** The Lessee will be responsible for maintaining typical business records and providing monthly and annual reports to the City. The list of records and reports will be described in the final lease agreement.

**1.4 ADDITIONAL NOTES OF INTEREST:**

1.4.1 **REQUEST FOR LETTER OF INTEREST SUBMISSION:** All submissions in response to this REQUEST must include City of Fernandina Beach Exhibit "A".

1.4.2 A narrative describing the proposer's conceptual business plan and description of intended use and estimated timelines must be attached to Exhibit "A".

**1.5 EVALUATION AND SELECTION:** Upon timely receipt of all submittals, the City Manager will appoint an Evaluation Committee to review the submittals for recommendations to the City's Community Redevelopment Area Advisory Board, which will, in turn, offer a recommendation to the City Commission (acting as the Community Redevelopment Area Executive Board).

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- 1.5.1 The Evaluation Committee will score each submittal based upon the factors below, that in totality, represent the best value to the City:
- 1.5.2 Experience (previous similar developments); (40 points)
- 1.5.3 Demonstrated financial capabilities (40 points)
- 1.5.4 Intangibles (factors such as, but not limited to, concepts on type of operations, community and/or similar waterfront type development; (20 points)
- 1.5.5 Upon consideration of the recommendation, the Community Redevelopment Area Executive Board will authorize City staff to commence negotiations with representatives of the selected proposal.
- 1.5.6 If negotiations with the first recommended party are unsuccessful, following notification to the Community Redevelopment Area Executive Board, City staff will commence negotiations with the second-highest scored party. This sequence will continue until a successful lease has been completed or until efforts with all parties have been exhausted.
- 1.5.7 The negotiated contract will be presented to the City Commission for final approval.

# MAP OF TOPOGRAPHIC SURVEY

LEGAL DESCRIPTION  
(OFFICIAL RECORDS BOOK 1193, PAGES 1703-1705)

ALL THAT CERTAIN PIECE OR PARCEL OF LAND, LYING AND BEING THE NORTH 105.00 FEET OF WATER LOT 2 AND THE SOUTH 100.00 FEET OF WATER LOT 3, CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857, AND ENLARGED, REVISED AND RE-ISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901 AND LANDS LYING WATERWARD OF SAID WATER LOTS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF BEGINNING, COMMENCE AT THE NORTHEAST CORNER OF WATER LOT 2, AFOREMENTIONED; THENCE S72°29'25"W, ALONG THE WESTERLY RIGHT-OF-WAY OF FRONT STREET (HAVING A 60 FOOT RIGHT-OF-WAY), A DISTANCE OF 105.00 FEET TO AN IRON; THENCE N70°36'35"W, A DISTANCE OF 77.91 FEET TO AN IRON; THENCE CONTINUE N70°36'35"W, A DISTANCE OF 95.04 FEET TO A POINT AT THE WESTERLY SIDE OF DOCK PILING; THENCE N20°08'12"E, ALONG THE WESTERLY SIDE OF DOCK PILING, A DISTANCE OF 19.55 FEET TO A POINT, THENCE N25°50'31"E, ALONG THE WESTERLY SIDE OF DOCK PILING, A DISTANCE OF 28.28 FEET TO A POINT, THENCE N17°17'03"E ALONG THE WESTERLY SIDE OF DOCK PILING, A DISTANCE OF 12.41 FEET TO A POINT, THENCE N19°51'25"E, ALONG THE WESTERLY SIDE OF DOCK PILING; A DISTANCE OF 19.59 FEET TO A POINT, THENCE N21°57'07"E, ALONG THE WESTERLY SIDE OF DOCK PILING, A DISTANCE OF 16.33 FEET TO A POINT, THENCE N9°52'23"E, ALONG THE WESTERLY SIDE OF DOCK PILING, A DISTANCE OF 76.31 FEET TO A POINT THAT LIES N82°30'35"W, A DISTANCE OF 112.91 FEET FROM AN IRON; THENCE S82°30'35"E, A DISTANCE OF 112.91 FEET TO SAID IRON; THENCE S82°30'35"E, A DISTANCE OF 29.58 FEET TO AN IRON ON THE WESTERLY RIGHT-OF-WAY OF FRONT STREET (HAVING A 60 FOOT RIGHT-OF-WAY); THENCE S72°29'25"W, ALONG SAID RIGHT-OF-WAY, A DISTANCE OF 100.00 FEET TO THE POINT OF BEGINNING, CONTAINING 28,634.0 SQUARE FEET (657 ACRES), MORE OR LESS.

TOGETHER WITH EASEMENT RIGHTS RESERVED IN THAT CERTAIN DEED RECORDED IN OFFICIAL RECORDS BOOK 417, PAGE 147, AND REFERRED TO IN THAT CERTAIN CORRECTIVE WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 976, PAGE 1995 AND ASSIGNED IN THAT CERTAIN WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 977, PAGE 1 OF THE PUBLIC RECORDS OF NASSAU COUNTY, FLORIDA.

LEGAL DESCRIPTION FOR NON-DISCLAIMED AREA  
(OFFICIAL RECORDS BOOK 1193, PAGES 1703-1705)

ALL THAT CERTAIN PIECE OR PARCEL OF LAND, LYING AND BEING A PORTION OF THE NORTH 105.00 FEET OF WATER LOT 2, CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND RE-ISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901 AND LANDS LYING WATERWARD OF SAID WATER LOT AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: FOR A POINT OF REFERENCE COMMENCE AT THE NORTHEAST CORNER OF WATER LOT 2, AFOREMENTIONED; THENCE N82°30'35"W, ALONG THE NORTH LINE OF SAID WATER LOT 2, A DISTANCE OF 56.06 FEET TO THE MEAN HIGH WATER LINE AS ESTABLISHED ON JANUARY 19, 1998 AND RECORDED IN THE PUBLIC REPOSITORY OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, BUREAU OF SURVEY AND MAPPING AS MEAN HIGH WATER SURVEY FILE 1815; THENCE N48°35'57"E, ALONG SAID MEAN HIGH WATER LINE, A DISTANCE OF 2.37 FEET; THENCE N13°57'25"E, ALONG SAID MEAN HIGH WATER LINE, A DISTANCE OF 0.84 FEET; THENCE N82°36'26"W, A DISTANCE OF 85.13 FEET; THENCE S07°23'34"W, A DISTANCE OF 8.50 FEET; THENCE N82°36'26"W, A DISTANCE OF 6.00 FEET TO THE POINT OF BEGINNING; THENCE S20°08'05"W, A DISTANCE OF 5.58 FEET; THENCE S17°17'03"W, A DISTANCE OF 12.82 FEET; THENCE S25°50'31"W, A DISTANCE OF 28.48 FEET; THENCE S20°08'12"W, A DISTANCE OF 19.05 FEET; THENCE N70°36'35"W, A DISTANCE OF 7.75 FEET; THENCE N20°08'12"E, A DISTANCE OF 19.55 FEET; THENCE N25°50'31"E, A DISTANCE OF 28.28 FEET; THENCE N17°17'03"E, A DISTANCE OF 12.41 FEET; THENCE N19°51'25"E, A DISTANCE OF 16.33 FEET; THENCE S82°36'26"E, A DISTANCE OF 7.95 FEET TO THE POINT OF BEGINNING, CONTAINING 503 SQUARE FEET (0.012 ACRES), MORE OR LESS.

Easement and Riparian Rights  
(Official Records Book 417, Pages 147-148)

Party of the First Part (herein "Grantor") reserves for itself and its successors and assigns an easement over and upon the walkways and docks located on the water side of said lands for the purpose of docking, loading, unloading and maintaining fishing boats and other watercraft. The easements over said walkways shall be nonexclusive, but the easement over and upon the right use said docks for mooring boats and other watercraft shall be exclusively Grantor's. Grantee shall not intentionally interfere with Grantor's aforesaid use of said docks. Grantor also reserves such riparian rights as are necessary for the use and maintenance of said docks and walkways. In connection with its use of the docks, Grantor may alter or reconfigure the docks, add docks and connect them to walkway, provided such alterations, reconfigurations and/or additions do not unreasonably interfere with Grantee's use of the aforesaid lands and the walkway. Grantor agrees to maintain in good condition in the present docks and walkways and any alterations, reconfigurations or additions thereto created by Grantor. Parties of the Second Part (herein "Grantees") may add additional walkways to the existing walkway at their expense, but Grantees shall maintain in good condition any such additional walkways. Any additions constructed by Grantees shall not interfere with Grantor's use of the walkway and docks. Grantees shall maintain all driveways and loading ramps in good condition and shall not alter or relocate them without the consent of Grantor.

THIS IS NOT A BOUNDARY SURVEY.

FOR BOUNDARY INFORMATION, INCLUDING "FEE SIMPLE LANDS", "NON-DISCLAIMED AREAS" & "STATE LANDS" INFORMATION, SEE SURVEY, BY THIS FIRM, DATED 12/19/2015. (MANZIE & DRAKE FILE C-698)

### REVISIONS:

1. REVISED ON 07/19/2022 TO SHOW WITNESS PROPERTY CORNERS ON THE NORTH & SOUTH LINES OF SUBJECT PROPERTY. (WKO)

LINE TABLE		
LINE	BEARING	LENGTH
L1	N20°08'12"E	19.55'
L2	N25°50'31"E	28.28'
L3	N17°17'03"E	12.41'
L4	N19°51'25"E	19.59'
L5	N21°57'07"E	16.33'

- LEGEND**
- E = CENTERLINE
  - CONCRETE FLATWORK
  - FIRE EXTINGUISHER
  - WV = WATER VALVE
  - SM = SEWER MANHOLE
  - TP = TELEPHONE PEDESTAL
  - WOOD FLATWORK
  - CP = WOOD POWER POLE
  - PARCEL IDENTIFICATION NUMBER
  - (D) = DEED
  - (M) = MEASURED
  - (P) = PLAT
  - USCGS = UNITED STATES COAST & GEODETIC SURVEY

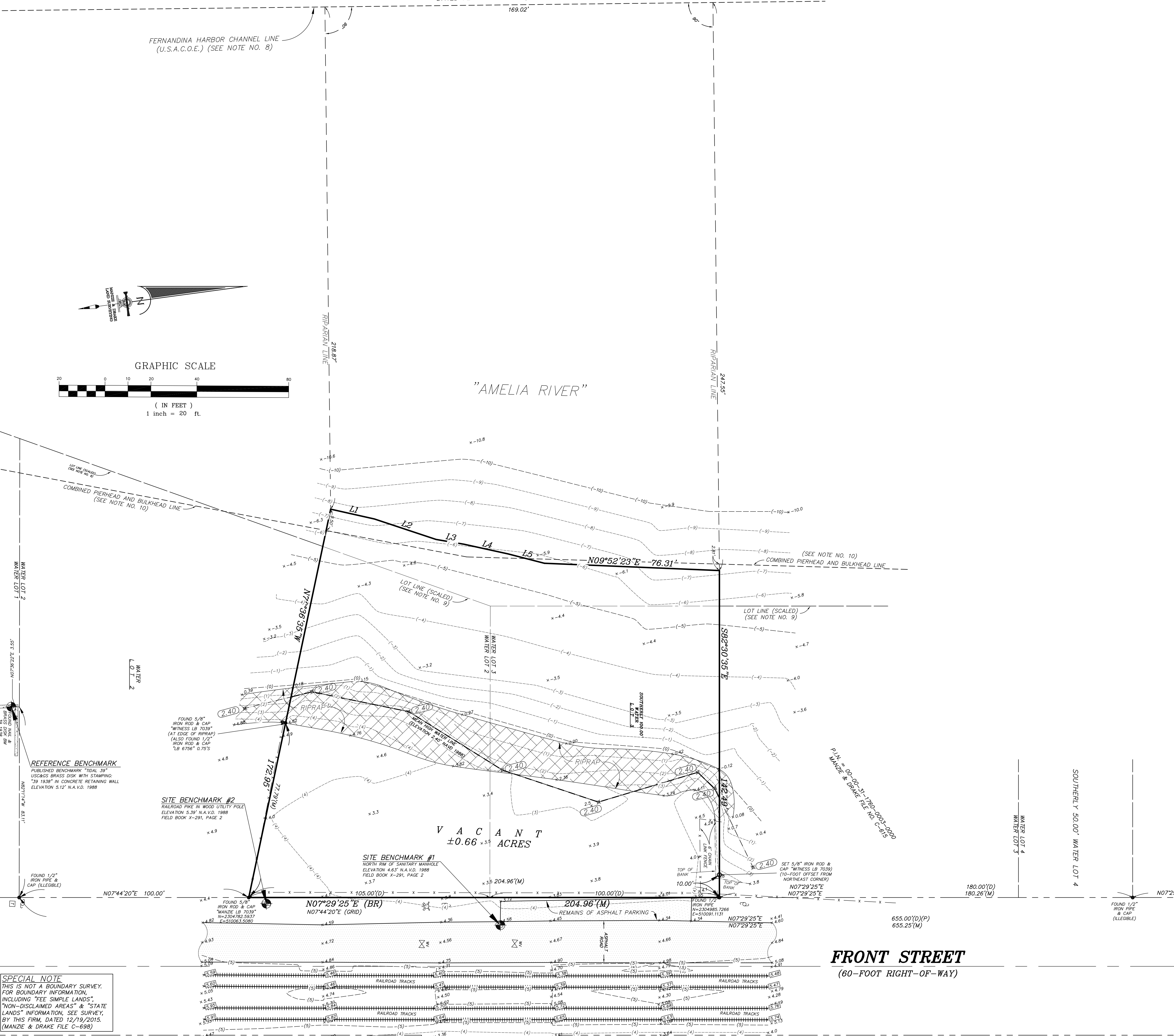
- SURVEY NOTES:**
1. Reproductions of this sketch are not valid unless sealed with an embossed surveyor's seal.
  2. The "Legal Description" hereon is in accord with the description provided by the client.
  3. Underground improvements not located or shown.
  4. Lands shown hereon were not abstracted by this Office for easements, rights-of-way, ownership or other instruments of record.
  5. Bearings shown hereon are relative to deed bearings. The westerly right-of-way line of North Front Street bears North 07°29'25" East. The bearing reference line is indicated as thus (B.R.).
  6. "Unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper, this map/report is for informational purposes only and is not valid."
  7. Elevations shown hereon refer to North American Vertical Datum of 1988.
  8. The Reference Benchmark is published USCGS benchmark Tidal 39, (Elevation = 5.12' N.A.V.D. 1988). Site Benchmarks are as shown hereon.
  9. Bearings and horizontal control data (State Plane Coordinates) shown hereon are based on State Plane Coordinate System (Florida East Zone) North American Datum of 1983/1990 (NAD 83/90), and were obtained by utilizing either a "Leica GST4" Rover" or the "Trimble VRS" real time kinematics state-wide GPS network.
  10. The "Channel Line" location shown hereon is based on State Plane Coordinates shown on map prepared by the U. S. Army Corps of Engineers, Jacksonville District, for the Fernandina Harbor, Florida, titled "Project Condition Survey 28, 35 & 36 Foot Project" (Sheet 10 of 10), dated February, 2008.
  11. The westerly line of Water Lots lying north of Centre Street are shown to scale based on historical surveys in the area and the plot of City of Fernandina Beach (formerly named Fernandina), Nassau County, Florida, as shown on the official plot 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).
  12. The "Combined Pierhead and Bulkhead Line" shown hereon is based on map prepared by the U. S. Army Corps of Engineers Office Savannah District in 1938. We have found that the map does not mathematically close by 15-30 feet depending which control points are held as good. The only "Original reference monument to be found still intact is "R-11" as shown on above referenced map. The map calculations along the "Combined Pierhead and Bulkhead Line" were translated over "R-11" and not rotated.

THE INFORMATION SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 54-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.007, FLORIDA STATUTES.

MICHAEL A. MANZIE, P.L.S. 4069

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 Certificate of Authorization Number "LB 7039"  
 "OUR SIGHTS ARE ON THE FUTURE. SET YOUR SITES ON US."

SCALE: 1"=20' JOB NO: 17280 DATE: 06/27/2022 CADD: WKO  
F.B. NO: X-291 PAGE NO: 1 CREW: GS/SS FILE NO: C-1164



**SPECIAL NOTE**  
THIS IS NOT A BOUNDARY SURVEY. FOR BOUNDARY INFORMATION, INCLUDING "FEE SIMPLE LANDS", "NON-DISCLAIMED AREAS" & "STATE LANDS" INFORMATION, SEE SURVEY, BY THIS FIRM, DATED 12/19/2015. (MANZIE & DRAKE FILE C-698)