



**AGENDA
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
REGULAR MEETING
DECEMBER 6, 2022
10:30 AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 5. NEW BUSINESS**
 - 5.1 Board consideration of green space versus parking.
- 6. STAFF REPORT**
- 7. 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.

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: BOARD CONSIDERATION OF GREEN SPACE VERSUS PARKING ON THE WATERFRONT.

ITEM TYPE: New Business

REQUESTED ACTION:

SYNOPSIS: This item is placed on the agenda following consensus of the CRAAB at their November 2, 2022 Regular Meeting.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: November 30, 2022

Submitted By: Jacob Platt, Assistant Project Manager

COMMISSION ACTION:

CRA Advisory Committee

Recommendations to City
Regarding Riverfront Development
Nov. 29, 2020 Draft

- Objective 7, "Parking" of the 2004 Waterfront Area of the Community Redevelopment Plan should be modified to provide: Parking West of the RR should be minimized. Retained parking West of RR should prioritize waterfront vendors and boat launching over general downtown parking.
- There should be no parking on the East side of Front Street adjacent to RR tracks.
- Sidewalks should be installed adjacent to the entire West side of Front Street.
- Interconnected sidewalks should be installed throughout park adjacent to the river's edge.
- Effort should be made to replace lost parking West of RR into areas East of the RR.
- Parking which remains West of RR should be relocated away from waterfront and clustered along West right-of-way of Front Street
- City should continue process of acquiring Simmons property and completion of the seawall and contiguous sidewalk on West side of Front Street.
- Planning for public space should take into account:
 - Sustainability in the 100-year floodplain.
 - Sidewalk implementation on both river side and street side of improvements.
 - Trash Collection and servicing for waterfront businesses.
 - Loading and unloading zone(s) for patrons of marina vendors.
 - Consolidated common signage for marina businesses and vendors.
 - Bike parking and security.

Other considerations not yet discussed

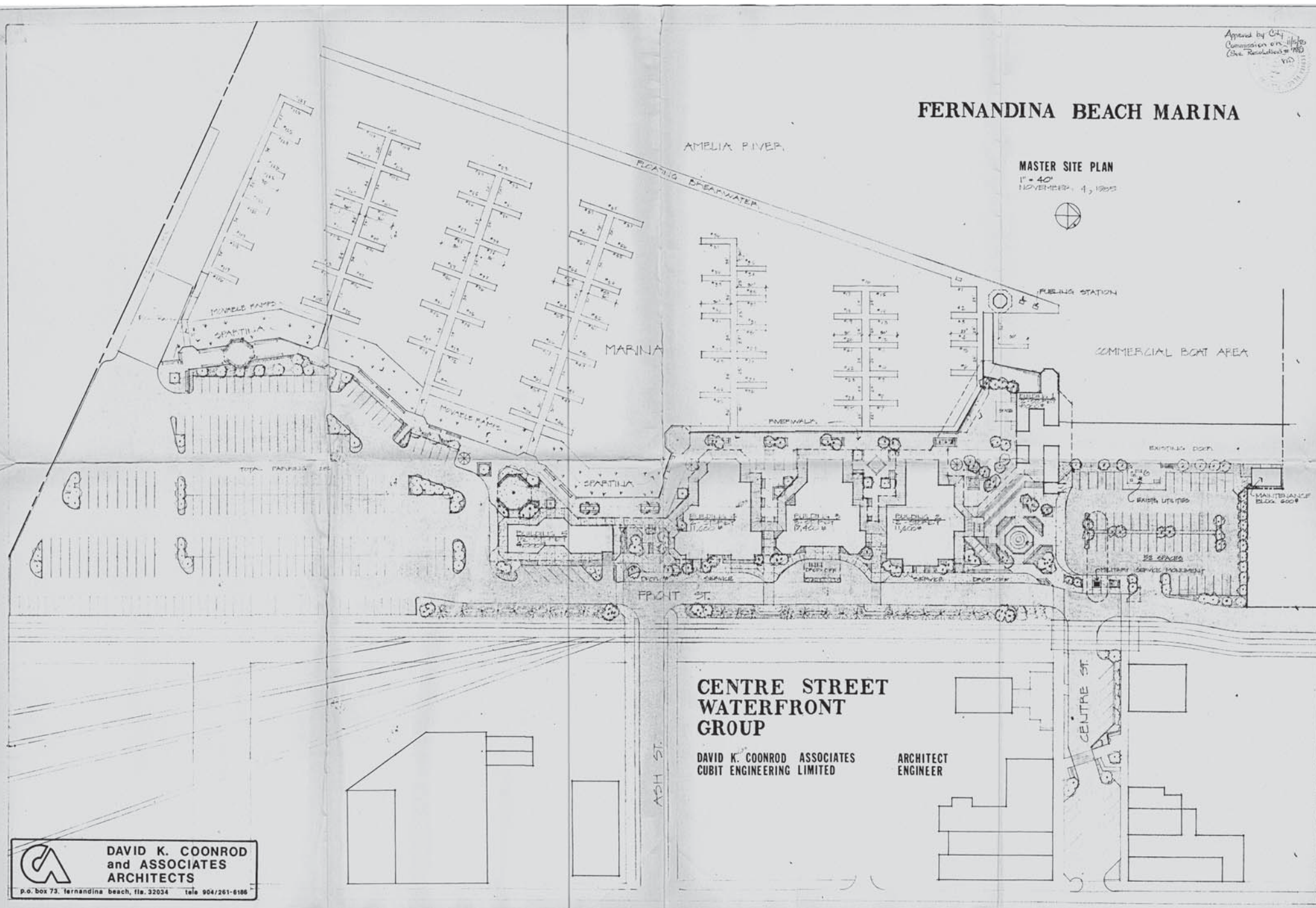
- All parking should be brought into compliance with current LDC standards.
- Tour bus and trolley pick-up and discharge area should be included.
- Large live oak in Lot C should be protected.
- Alachua and Ash Streets view corridors should remain unobstructed.
- Parking Lot D should include ability to turn-around Tour Buses, vehicles with large boat trailers, semi-trucks and Fire Trucks
- Boat trailer parking should be pull-thru.
- Entirety of Front Street should accommodate two-way traffic.
- Front Street minimum width should be 20 feet.
- Adequate pedestrian seating and lighting should be included.

Approved by City
Commission on 11/15/85
(See Resolution # 180)
VLD

FERNANDINA BEACH MARINA

MASTER SITE PLAN

1" = 40'
NOVEMBER 4, 1985



CENTRE STREET WATERFRONT GROUP

DAVID K. COONROD ASSOCIATES
CUBIT ENGINEERING LIMITED

ARCHITECT
ENGINEER



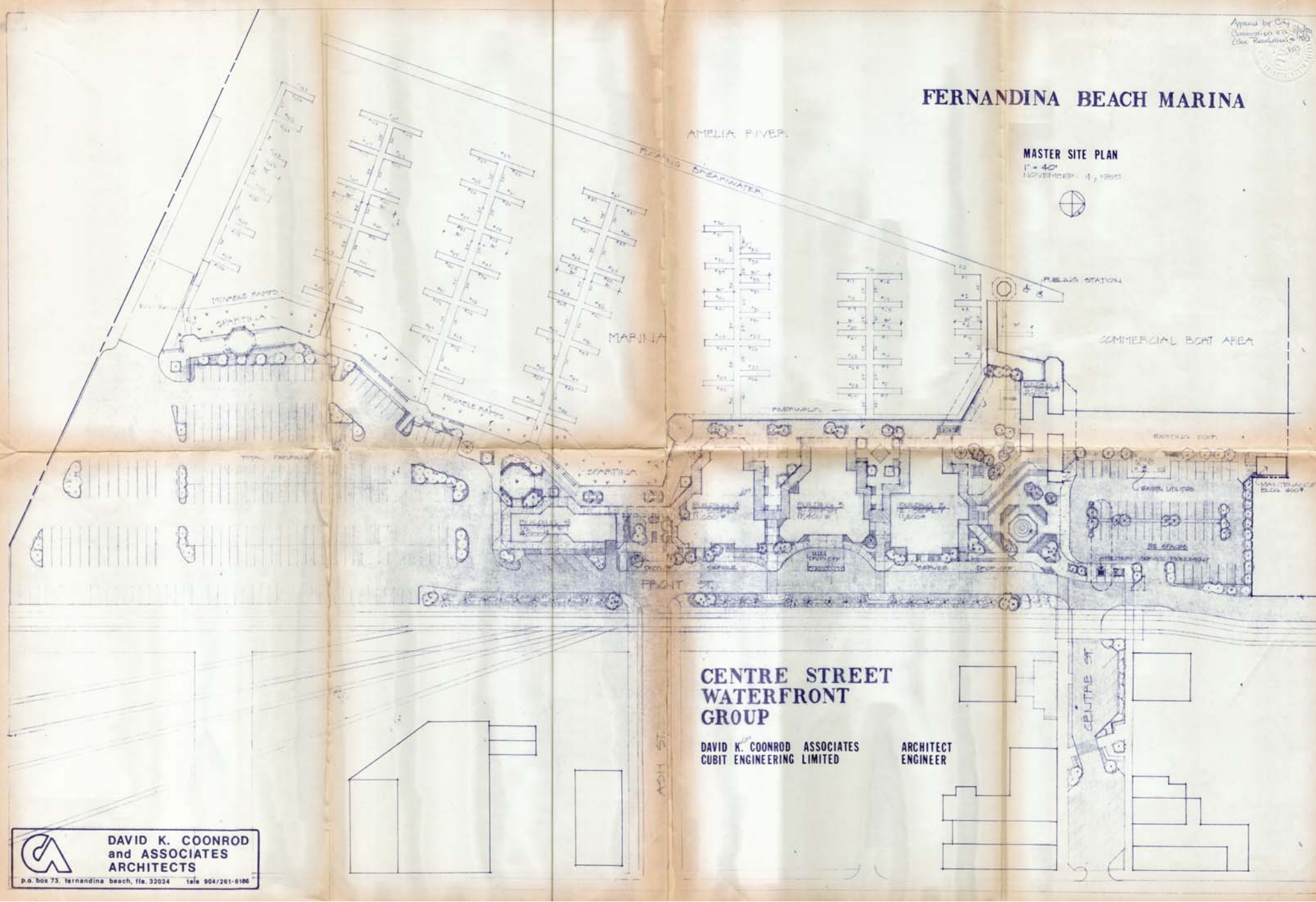
DAVID K. COONROD
and ASSOCIATES
ARCHITECTS

p.o. box 73, fernandina beach, fls. 32034 tele 904/261-6186

Approved by City
Commission on 11/13/83
(See Resolution # 780)
11/13/83

FERNANDINA BEACH MARINA

MASTER SITE PLAN
1" = 40'
NOVEMBER 4, 1983



CENTRE STREET WATERFRONT GROUP

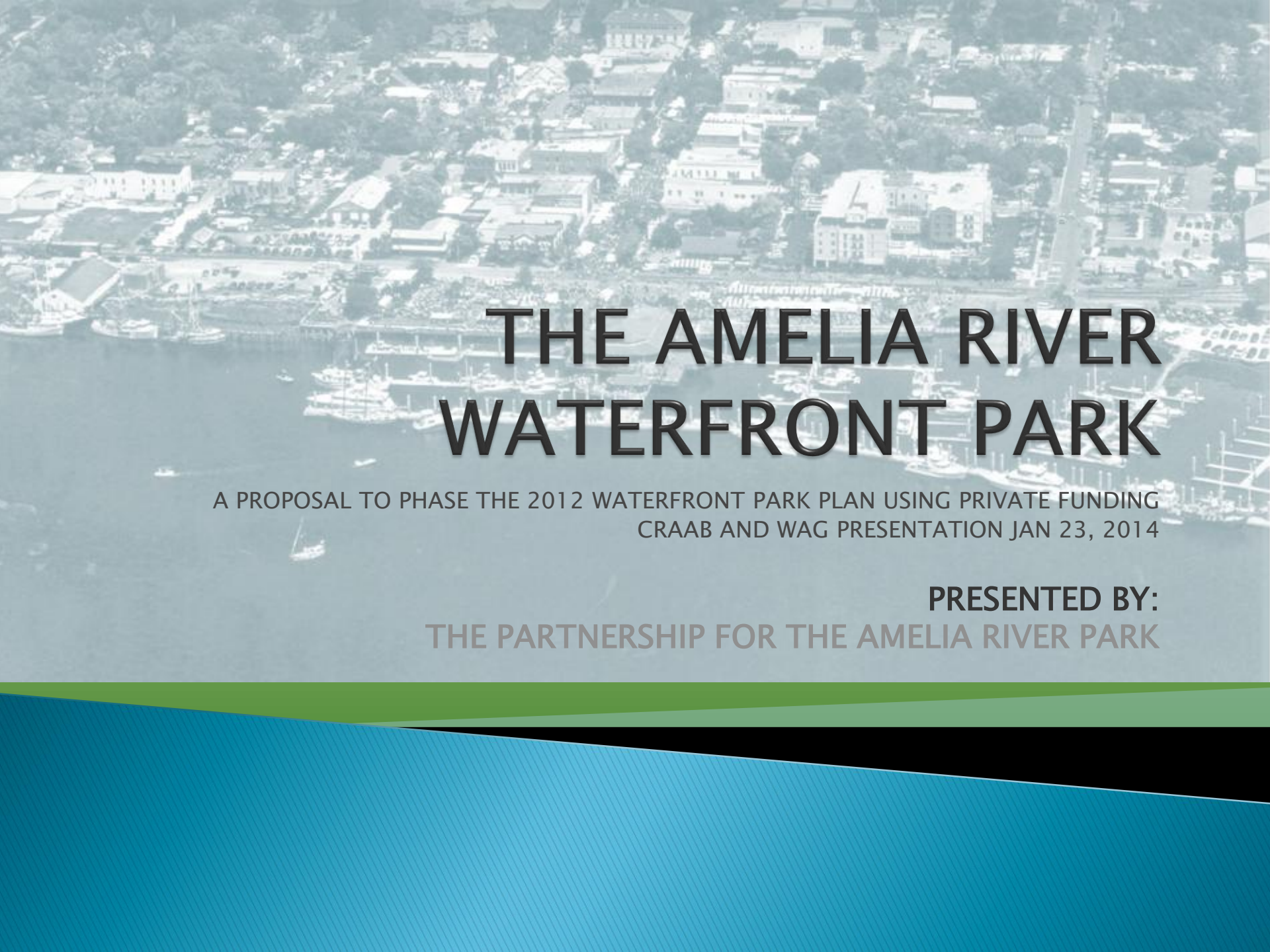
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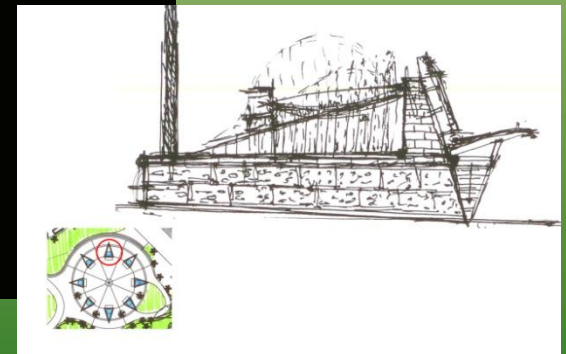
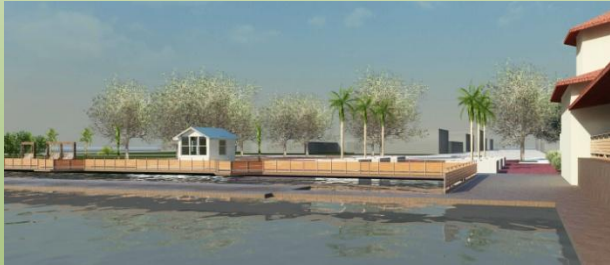
An aerial photograph of a waterfront city, likely Savannah, Georgia. The image shows a dense urban area with various buildings, including a prominent white domed structure. A large marina with numerous boats is visible in the foreground. The water is a deep blue, and the sky is a light blue. The overall scene is a mix of urban development and natural water features.

THE AMELIA RIVER WATERFRONT PARK

A PROPOSAL TO PHASE THE 2012 WATERFRONT PARK PLAN USING PRIVATE FUNDING
CRAAB AND WAG PRESENTATION JAN 23, 2014

PRESENTED BY:
THE PARTNERSHIP FOR THE AMELIA RIVER PARK

CRAAB WAG 01-23-2014



PREPARED BY THE PARTNERSHIP FOR THE AMELIA RIVER PARK

Partnership for the Amelia River Park



1. FBCC QUESTIONS

- ❖ *“How will the Park effect specific businesses in the park district”*
 - *River Cruise Services*
 - *Charter Boat services*
 - *Restaurant Parking*
- ❖ *“How will the Park effect day to day downtown parking”*
- ❖ *“How will park festival parking effect the overall parking downtown”*
- ❖ *“What should be the City’s long term parking expansion plan for the CRA and neighboring districts”*
- ❖ *“How will the proposed Park plan effect the underground infrastructure working design going forward.”*



AMELIA RIVER

MWC
PORCH

8 FLAGS PLAZA

C LOT

AMELIA RIVER
FESTIVAL PLAZA

LAWN

FRONT STREET

S Front St

E LOT
PARKING
60 SPACES
SHOWN

S 2nd St

CITY HALL

S 2nd St

Centre St

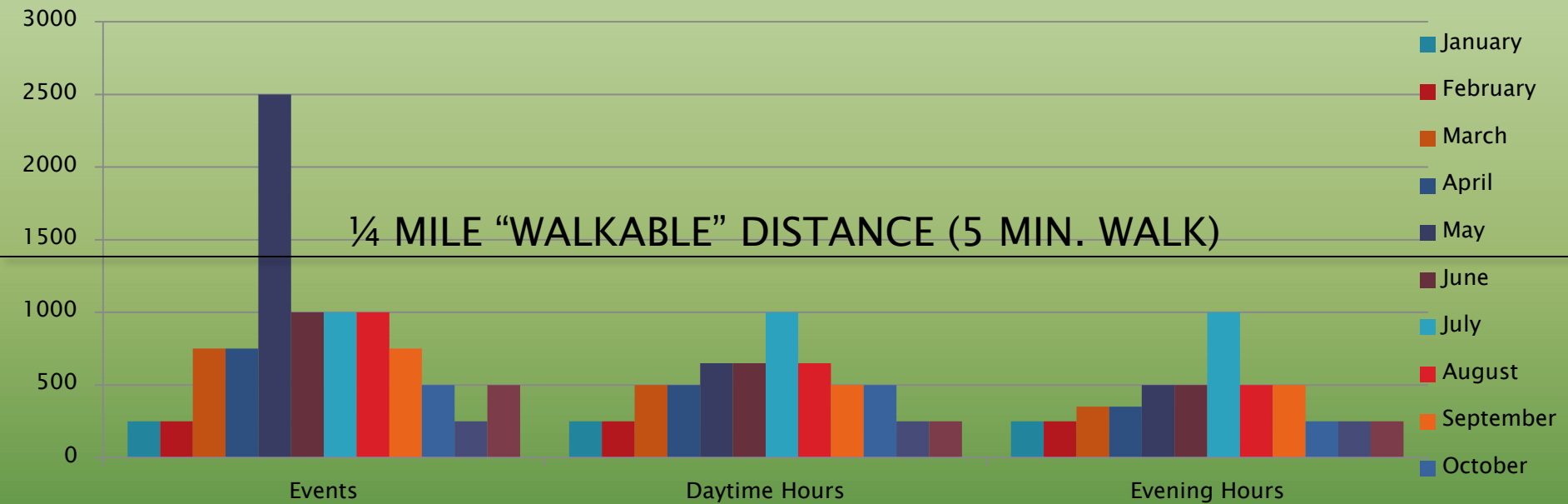
N 2nd



LEASEABLE
LAND FOR
40 P'KG
SPACES

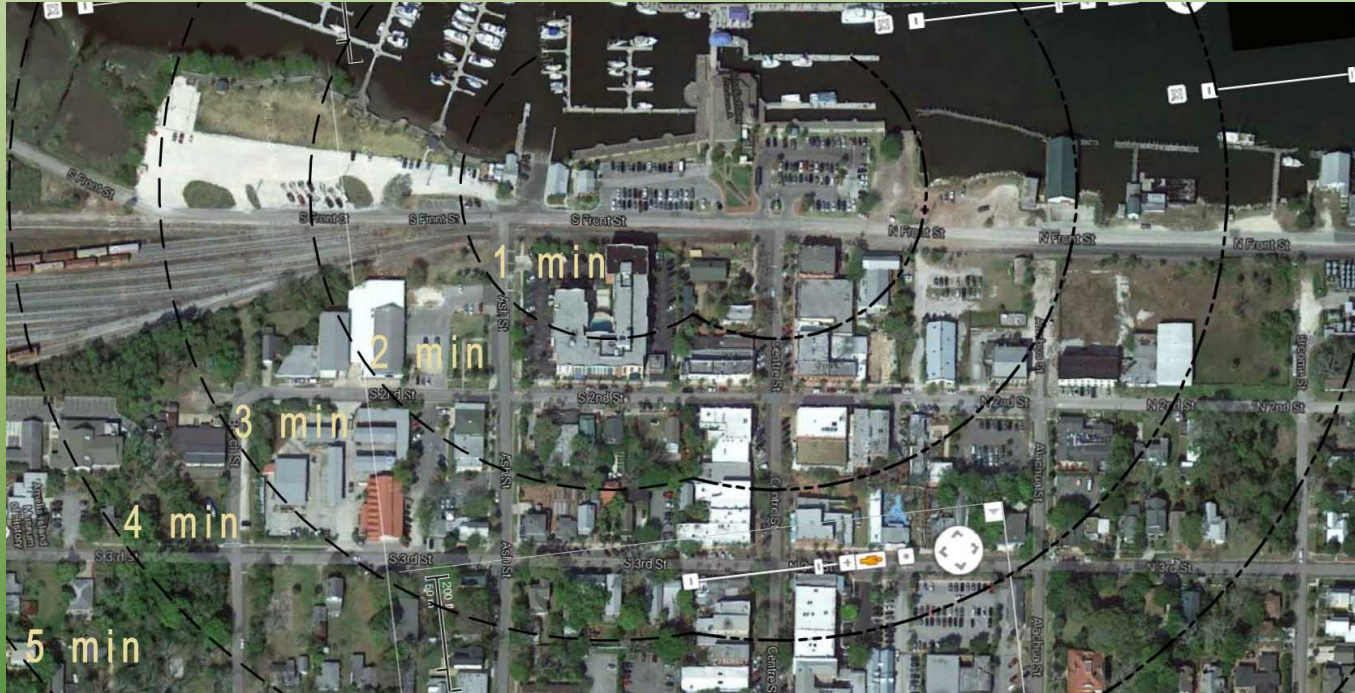
PARKING AS PRESENTED TO COMMISSION

PARKING INTENSITY GRAPH – PEAK LOAD/MONTH BY WALKING DISTANCE



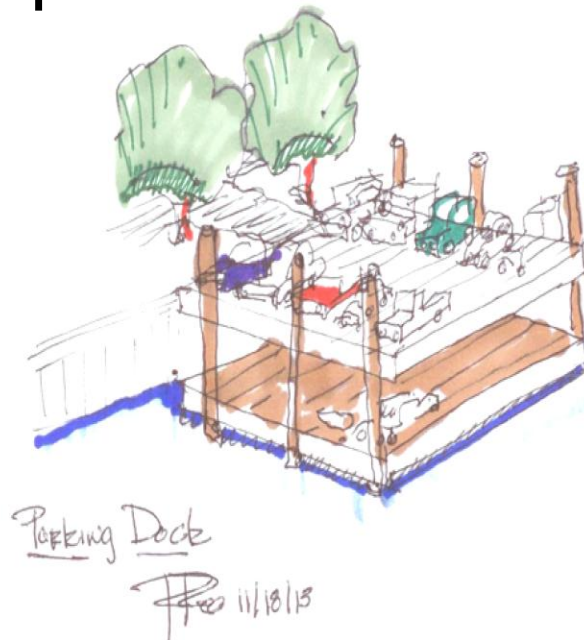


WALK TRAVEL TIME TO THE WATERFRONT



PARKING SCENARIO REVIEW

- ▶ Amelia River Cruises
- ▶ Fishing Charters
- ▶ Evening Dinner Crowd, Peak Season
- ▶ Park Parking
- ▶ Festival Event Parking Options
- ▶ CRA Parking Options



PARKING SCENARIO REVIEW

▶ Amelia River Cruises

- The concern for this business is primarily access for the elderly who use the cruise in large numbers. They arrive by both car and bus.
 - Solution 1 Program the A lot vista to allow for additional elderly parking, at peak times.
 - Solution 2 Negotiate additional parking reserved for Cruise parking or other Marina activity in the available lot to the north. Some improvements could be made to part of the lot to improve access.
 - Solution 3 Use the new drop off area for buses and cars to facilitate access to docks.
 - Solution 4 Work with neighboring businesses or with the City to provide Peak Season valet assistance.



- ▶ PROGRAM FOR ELDERLY OVERFLOW
 - ORANGE AREA PROVIDES 12 H.C. SPACES
 - DROP OFF AREA FOR 5 CARS
 - PROSPECTIVE LEASE SPACE FOR 45 CARS TO THE NORTH

AMELIA RIVER CRUISES

PARKING SCENARIO REVIEW

► Fishing Charters

- The concern for these businesses is parking for patrons and close access for supplying the boat.
 - Solution 1 Ample morning parking. Later day Charters will have E lot parking and overflow parking in C and D lots.
 - Solution 2 Use the new drop off area to facilitate moving supplies to and from the docks.
 - Solution 3 Spread the later day charter access during peak times away from the base of Centre Street, taking advantage of the ample parking in the C and D lots. Alternately make use of empty lot to north via lease.
 - Solution 4 Enhance charter businesses by organized signage.



LEASEABLE
LAND FOR
40 P'KG
SPACES

FISHING CHARTERS

PARKING SCENARIO REVIEW

▶ Peak Season Evening Dinner Crowd

- The concern is by relocating parking, riverside restaurants may lose customers.
 - Solution 1 Follow Sliders example and provide valet for Friday and Saturday Summer Nights.
 - Solution 2 Use the parking in the E lot.
 - Solution 3 Use the new drop off area to facilitate easy access for most patrons.
 - Solution 4 In the longer term, provide a summer trolley service.
 - Solution 5 Allow longer walking periods to restaurants, increasing foot traffic in the district.

PARKING SCENARIO REVIEW

▶ “Park” Parking

- By adding a Park to the district, we are increasing the use of the area. Where would the people using the park park their cars?
 - Solution 1 Assume most park users are going to the park as part of their larger Historic District experience and allow the city grid to absorb the park users.
 - Solution 2 Use the additional 5 spaces in the E lot
 - Solution 3 Create public parking signage at the The City Hall lot, showing when it is open to the public.
 - Solution 4 Add 10 spaces along the unused eastern curb of the C lot

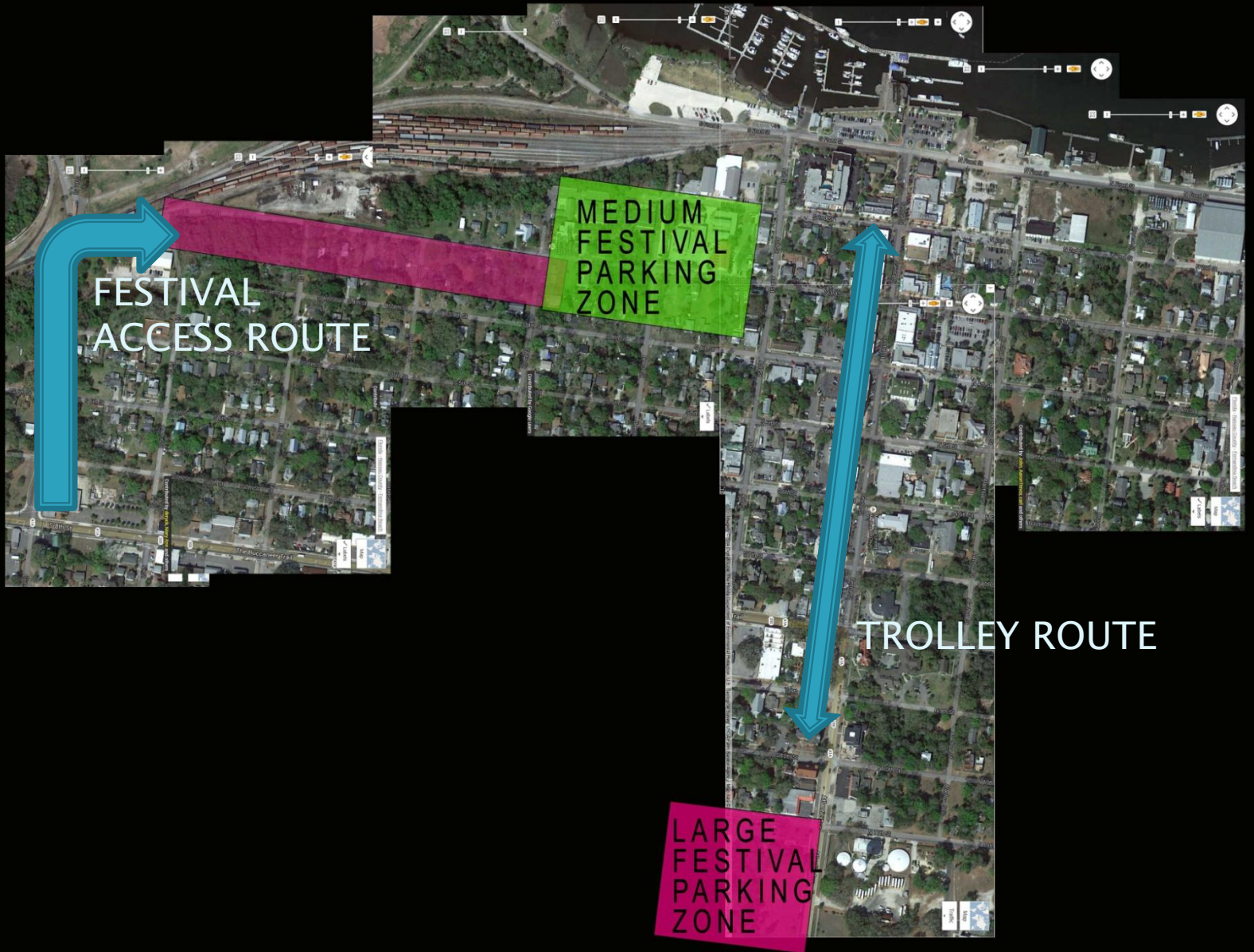


PARK PARKING AREAS

PARKING SCENARIO REVIEW

▶ Festival and Event Parking

- How would parking be programmed for festivals
 - Solution 1 Establish a festival parking district along 3rd Street.
 - Solution 2 Provide a festival Trolley service to bring visitors in from Central Park
 - Solution 3 Program Festivals and Events when they most benefit the town, where added population would be welcome and special parking would not be necessary.
 - Solution 4 Avoid programming events when the City is already at capacity, or where the organizer cannot produce an acceptable parking strategy.



FESTIVAL PARKING OPTIONS

UNDERUTILIZED
PARKING AREAS
PROSPECTIVELY
AVAILABLE FOR FESTIVAL
PARKING – 200 SPACES

+/-

FESTIVAL PARKING OPTIONS



PARKING SCENARIO REVIEW

▶ Long Term CRA Parking

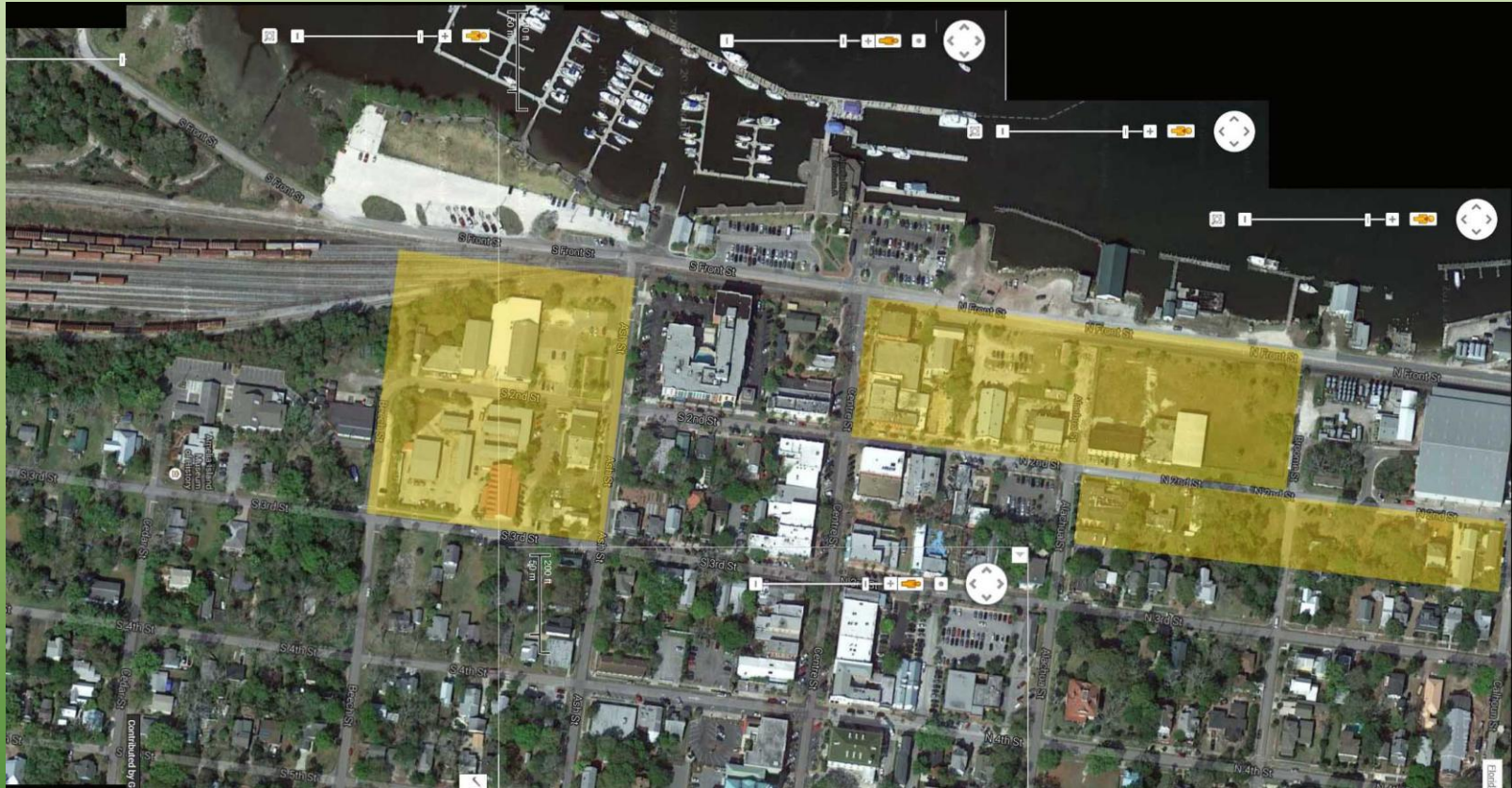
- What are the prospects for long term CRA parking?
 - There was discussion in the Commission about having a parking deck. You will find from our walk diagrams that currently a deck is not really needed, but there may be a time when it is useful. To that end we would like to suggest a rethinking regarding the CRA and how to maximize parking spaces and minimizing cars, which is really the key.
 - Give density bonus for public/private parking lots, where there are interior lots surrounded by exterior businesses, so the lot goes away (Lane Development was going to do this strategy)

PARKING SCENARIO REVIEW

▶ Long Term CRA Parking

◦ Cont.

- Understanding density bonus economics. Right now the CRA density bonus requires a parking space for every residential unit, even the so called working class units.
- This requirement is flawed in that many working class people do not have cars and cannot afford cars. But we want them to live downtown, so that there will be people working downtown without driving into downtown.
- So make the working class unit parking requirement go away, reducing construction costs by \$15,000 per unit, and disincentive owning a car in the CRA through a permit system.
- If you park a car in the street Downtown you must have a permit. It is free if you do not live in the CRA. Otherwise it is \$30 a month or something. This will keep the person out of town all winter from dropping a car in a lot for no reason and taking up a space.



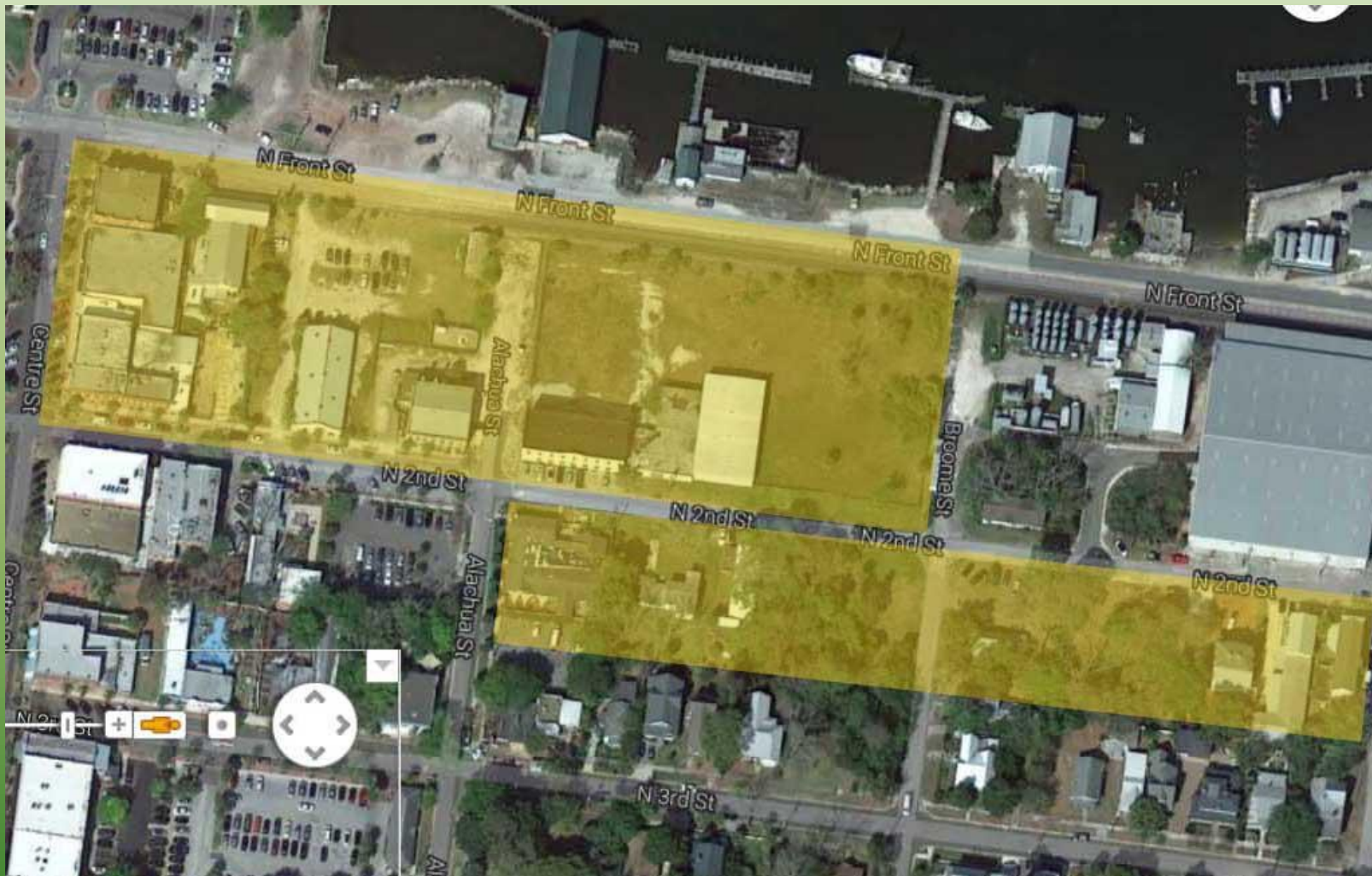
CRA LANDS EAST OF FRONT STREET

CRA PARKING



CRA

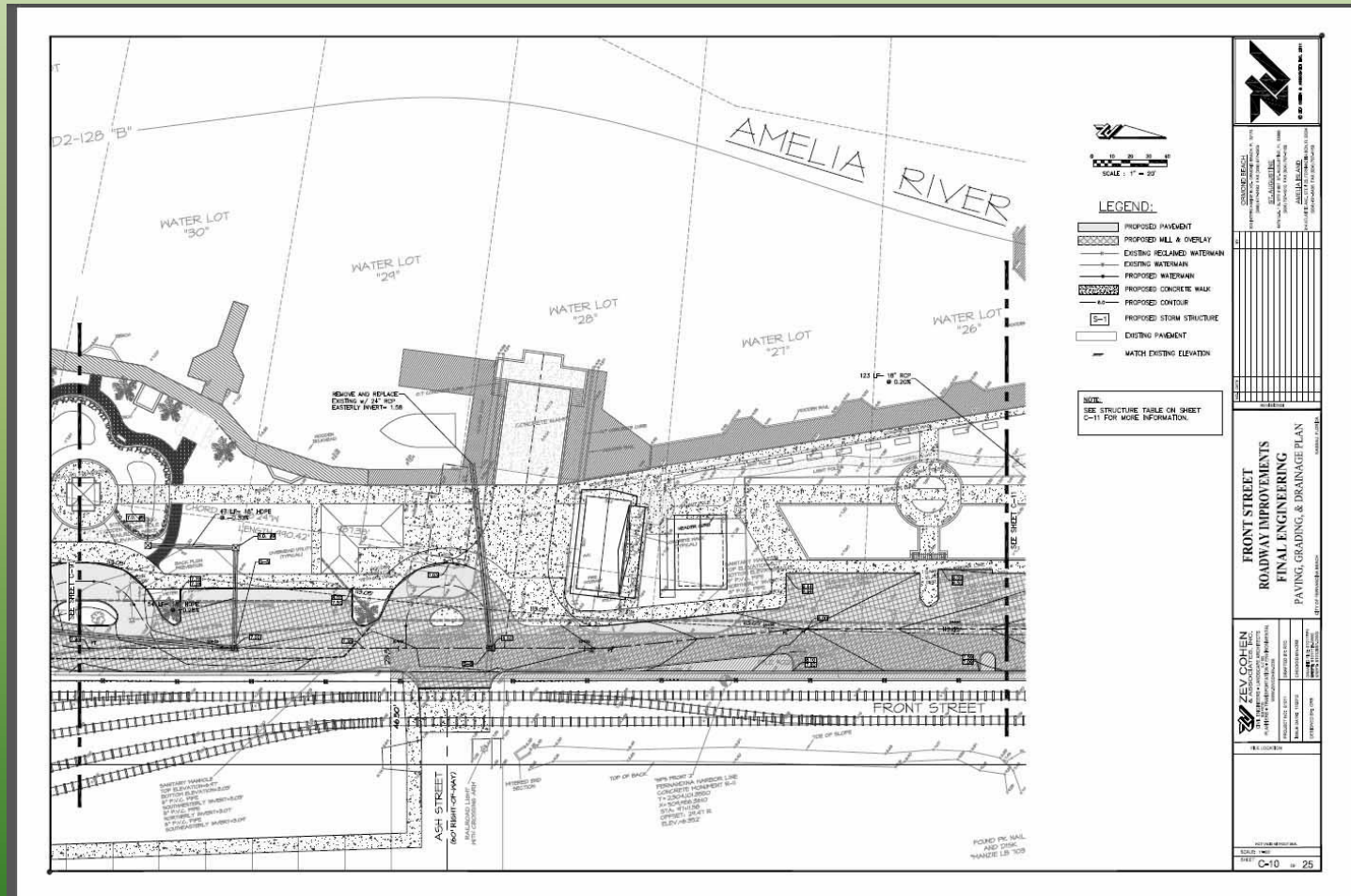
CRA LANDS EAST OF FRONT STREET
AND SOUTH OF CENTRE



CRA LANDS EAST OF FRONT STREET
AND NORTH OF CENTRE STREET

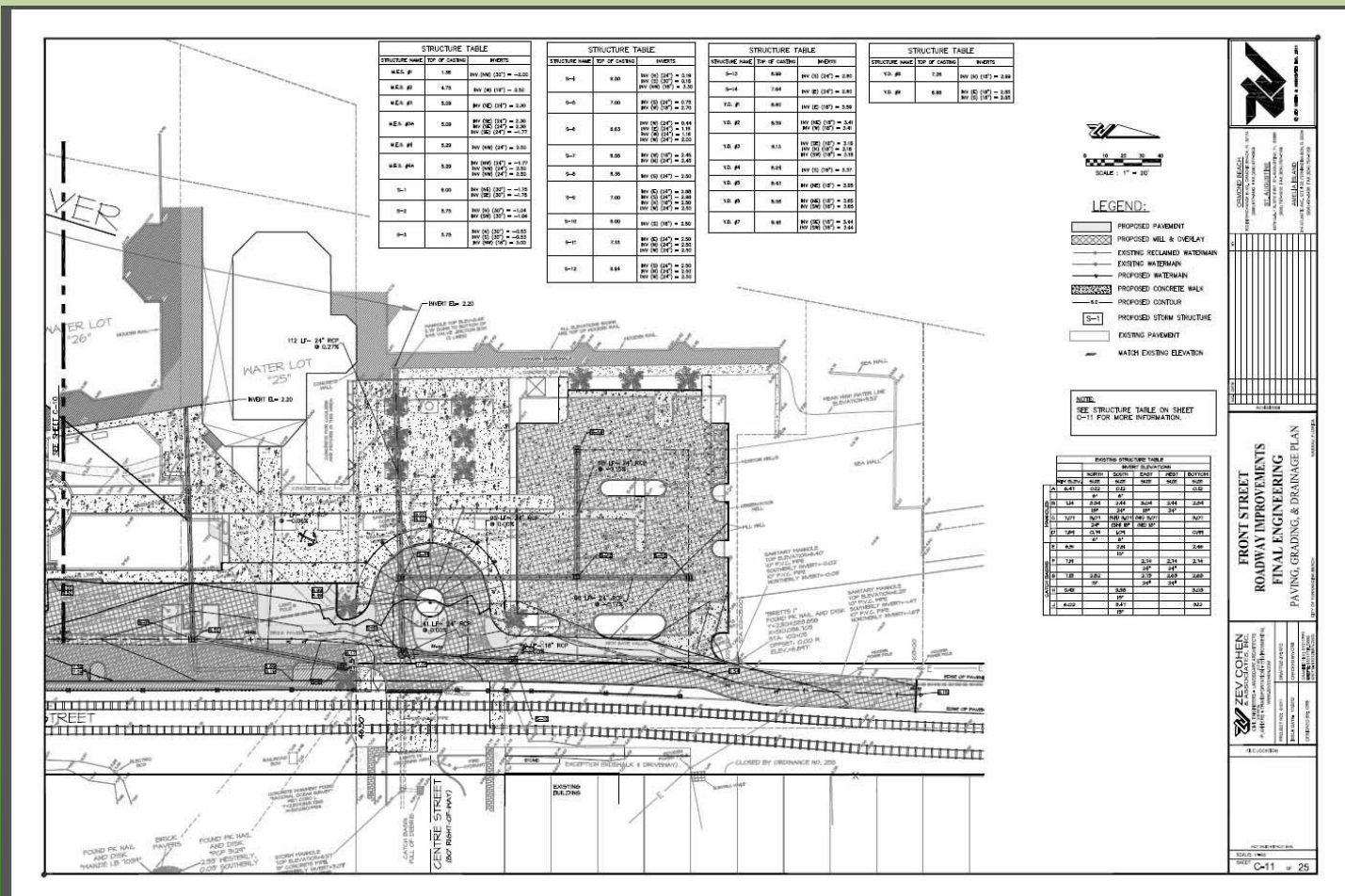
CRA

INFRASTRUCTURE



2012 Drainage Plan "B Lot"
Zev Cohen and Associates

INFRASTRUCTURE



2012 Drainage Plan "A Lot"
Zev Cohen and Associates

INFRASTRUCTURE

- ▶ The 2012 plan shows significant infrastructure improvements along Front Street.
- ▶ These improvements are not part of the modified plan.
- ▶ We intend to work with SJRWD and provide cost effective installs for drainage, retention, and irrigation that would work with the long term City plans with the District as well as short term needs for better stewardship of the river today.
- ▶ We would come back to the City with an engineered plan once the plan has a go ahead that would consider both the City's long term plan and what SJRWD grants require today.
- ▶ We would anticipate that this plan would go through TRC for final approval.

City Roles

- ▶ Authorize the use of the city lands in question to be used for the purposes proposed,
- ▶ Authorize city staff to assist in grant writing, legal issues, and other project activities,
- ▶ Facilitate a streamlined administrative path through the appointment of a City Park Liaison,
- ▶ Pay the Permit fees for the park,
- ▶ Provide assistance with construction tasks where City Staff has expertise.

Design Process

► Fall 2013

SJRWD
DEADLINE
MARCH 2014

► Spring 2014

► Summer 2014

► Summer 2014

► Fall 2014

C
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Commission
Authorization

CITY COMMISSION PROJECT APPROVAL

Citizen Input

FINAL DESIGN SUBMITTAL

Fundraising, Design
Development

FINAL DESIGN SUBMITTAL

Final Design Review

HDC APPROVAL

TRC APPROVAL

PERMIT

Implement Park



Thank you for your interest and support. >>

“See you at the park!”

AMELIA RIVERFRONT PARK **FINAL MASTERPLAN**

January 19, 2021 | ML+H Project 19.34.1 and 19.34.2 | Task 2.1B1F





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SECTION



Final Master Plan | Phasing + Next Steps

Introduction to Fernandina Beach From Mayor Lednovich

Fernandina Beach is a community of 'easy living.' Each day begins with sunrise reflecting off the Atlantic onto expansive beaches, and ends with red hued sunsets on the Amelia River. Our locals are warm and relaxed. Restaurants and bars offer an array of delights. You can waltz along our unique shops and watch our wildlife under the canopy shade of majestic oaks. Welcome to a very special place.



City of Fernandina Beach

204 Ash Street
Fernandina Beach, Florida 32034
904.277.7300
dmartin@fbfl.org

City Commission

Mayor **Michael A. Lednovich**

Vice-Mayor **Len Kreger**

Commissioner **Bradley Bean**

Commissioner **Ronald "Chip" Ross**

Commissioner **David Sturges**

Steering Committee

Parks & Recreation Advisory Committee **Theresa Duncan**

Marina Advisory Board **Kevin McCarthy**

Main Street Fernandina Beach **Arlene Filkoff**

Historic District Council **Mike Spino**

City Staff

Dale L. Martin

City Manager



Marquis Latimer + Halback
LANDSCAPE ARCHITECTURE · PLANNING

34 Cordova Street, Suite A

St. Augustine, FL 32084

904.825.6747

www.halback.com

Jeremy Marquis, RLA, LEED AP BD+C

President + Project Manager

Elijah George, RLA, ISA

Co-Project Manager

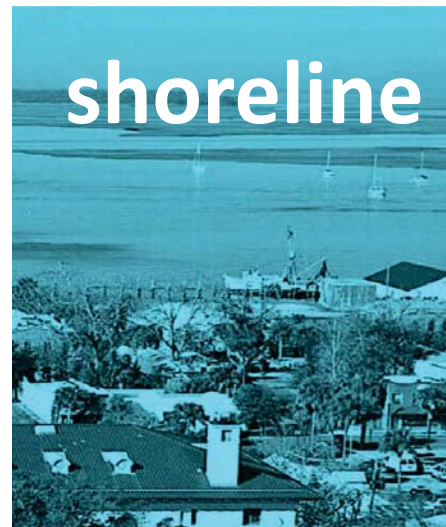
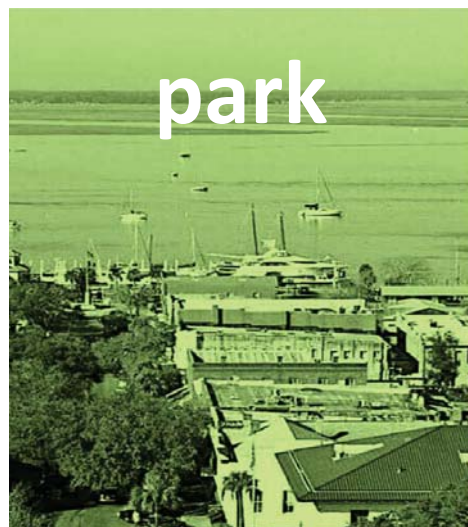
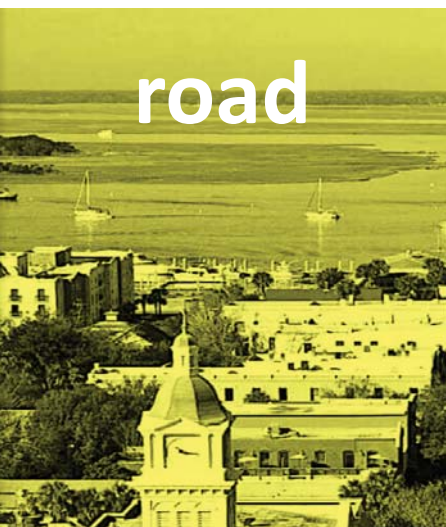
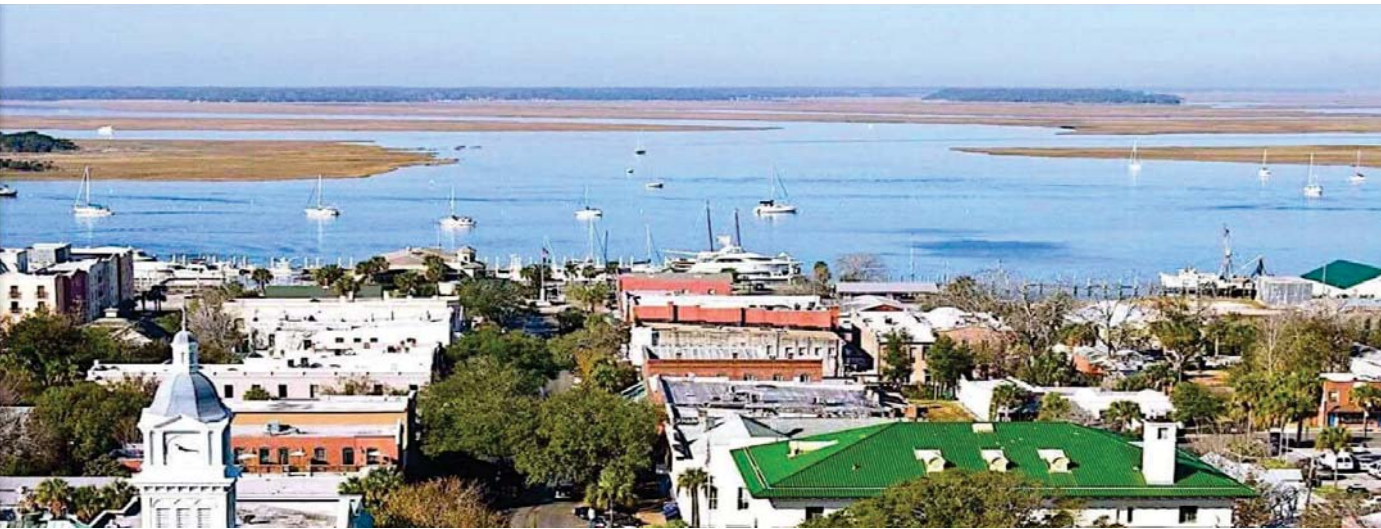


A horizontal strip of a historical map, likely from the 19th century, showing a coastal area. The word "FERNANDINA" is visible in the center of the map strip. The map is sepia-toned with various geographical features and text labels.

ML+H Introductions + Framework Plan

intro





Understanding the

COMMUNITY GOALS

The aim of the *Amelia Riverfront Park* master plan is to develop a **vision for a waterfront gathering space** that extends the downtown character to the Amelia River. In doing so, the authenticity of the community should be reflected in comfortable spaces for families and events, along with rich materials that are iconic and endemic to Fernandina and Amelia Island.

Currently, the site is separated from Centre Street both visually and literally, especially with the functional railroad tracks that run along Front Street. There are multiple projects that are running in parallel with different consultants to address both this disconnect and storm resiliency.

There are three main elements:

- **Roadway** modifications to Front Street, including the addition of on-street angled parking and safety improvements to the railroad crossings for vehicles and pedestrians.
- **Park** space between Front Street and the shoreline / resilient edge. This is the main focus of this master plan document.
- **Shoreline** and resiliency armoring for the City of Fernandina Beach to better absorb impacts from hurricanes, tropical systems, and seasonal flooding. This project is being led by a separate civil engineering firm.

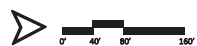
The final master plan included herein is developed to reflect community feedback for the selected 'Concept E' as presented in the January 28, 2020 Commission Workshop.

LEGEND

- Broken Vehicular Connections
- Railroad
- Vehicular Circulation
- Pedestrian Circulation
- Broken Pedestrian Connections
- Marine Traffic
- Cumberland Sound Ferry
- Public Parking Zones
- Existing Canopy
- Proposed Flood Protection Line
- Critical Elevation Zones
- 1 Amelia Island Visitors Bureau
- 2 Remnant Docks (Folly)
- 3 Military Monument
- 4 Anchor
- 5 William Batram Trail Marker
- 6 Shrimping Monument
- 7 Christmas Tree Setting
- 8 Ticketing Booth
- 9 Memorial Benches & Boardwalk
- 10 Loading & Lockers
- 11 Brett's Waterway Cafe
- 12 ACT Utilities
- 13 Marina Office
- 14 Welcome Center & Museum
- 15 Boater's Lounge
- 16 Atlantic Seafood Bait & Tackle
- 17 Overlook & Pavilion
- 18 Electric Transformer
- 19 Petanque Courts

PARKING FIGURES

LOT	# of spaces
A	57
B	50
C	22
D	44
TOTAL	173



FRAMEWORK PLAN



ML+H

WHAT WE HAVE HEARD

Through several one-on-one meetings with Commissioners and Steering Committee members alike, we have heard a good deal about the park as:

- **The River is the Attraction.**
- **Greenspace**, specifically focused on large swaths of open lawn for informal and specialty gatherings.
- **Connecting the space with downtown**, especially as an extension of Centre Street.
- Spaces for **families to gather**, including an **informal play area**, a **bandstand** (not an amphitheater), and a **sunset plaza**.
- **Resiliency**, including ways to incorporate walls and flood dams to better protect the historic downtown.
- Access to the water and marina.

See the January 28, 2020 presentation and summary for much more information and detailed graphics.



Honoring History & Culture



Sunset Viewing



Flexible Public Space



Arrival Plaza



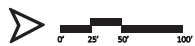
Open Greenspace

Images by others.

ML+H
Final Master Plan
Illustrative Site Plan

A





ILLUSTRATIVE SITE PLAN





Final Master Plan

ILLUSTRATIVE

Amelia Riverfront Park will create an engaging and authentic greenspace to experience the Amelia River while reflecting the unique character of Fernandina Beach.

There are two main zones of the park:

RIVERFRONT PLAZA

The central gathering space is designed to extend the aesthetics and materials from Centre Street to the waterfront.

A new **brick drop off and plaza** visually connects to downtown while also providing an area for users of the marina, tours, and so forth to have convenient loading/unloading.

On axis with this intersection is an **expanded Veteran's Monument**, which centers the current monument within a distinctive site wall, shade trees, and American and State flags. This point of prominence reflects the strong military roots of the city.

Orthogonal pathways extend from the urban grid of this *Law of the West Indies* town plan and continues from the drop off to the wooden paths and Riverwalk. These are designed to bring visitors and the community to beautiful "long views".

Lawn panels with seating walls provide informal gathering areas with orientation towards the water, flanked with palms and trees to provide shade.

Note that the walls are all envisioned as part of the **resiliency barrier** and have been coordinated with the City's resiliency engineering consultant.





SOUTH EVENT LAWN

On the south end, the **Riverwalk continues with the resiliency barrier**, which also functions as a seat wall to enjoy views of the water.

Adjacent to the wall, the greenspace opens into a **sculpted, earthen berm**. A new arcing pathway ascends this mound to an **elevated overlook plaza** for even higher, more dramatic views of the river. The Shrimping Monument is also placed at this overlook, adjacent to the water.

This plaza also provides additional seating for the **overall lawn / bowl**, which is oriented for the **southern bandshell**. This orientation keeps the music and sound from the bandshell moving northwest, towards the river, as opposed to moving towards the neighborhoods and commercial center of town. The bandshell also has **restrooms** incorporated on the back portion of the stage.

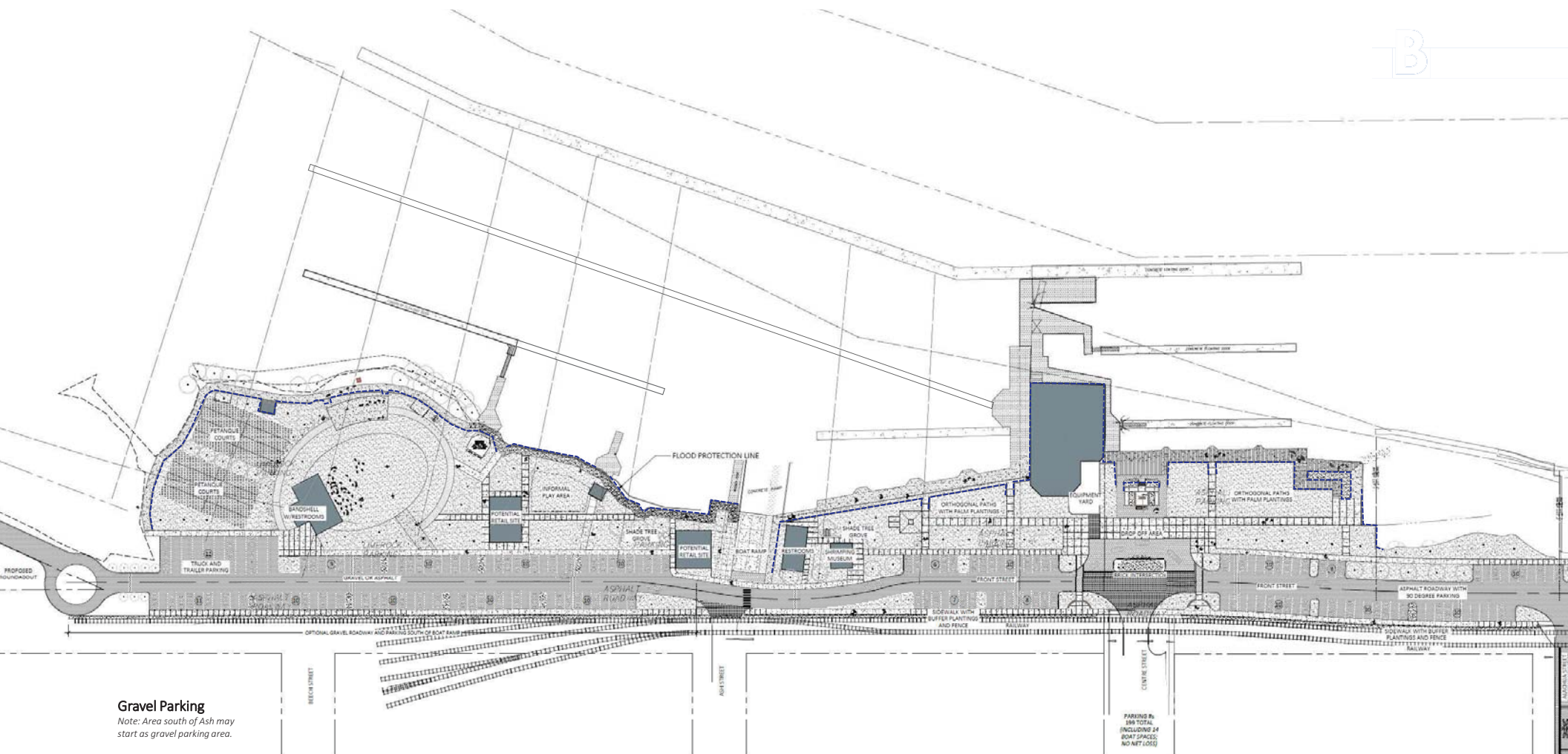
Other elements to the south event lawn include **petanque courts** (expanded to include 16 permanent courts, along with the ability to have overflow in the gravel parking area), an **informal play area** for children (with boulders, wooden elements, and other “real” textures), and two **potential retail sites** for a ship’s store and the like.



ML+H Final Master Plan Site Development Plan

B



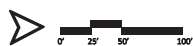


Gravel Parking
Note: Area south of Ash may start as gravel parking area.

LEGEND

---- Resiliency Defense Line

Note that this is envisioned as a combination of natural shoreline (south), seawall or sea walls (central), and continued seawall (north). A separate engineering firm is designing this portion, but this is provided as a suggested layout.



SITE DEVELOPMENT PLAN



ML+H Final Master Plan Photorealistic Renderings





PERSPECTIVE | Riverfront Plaza, viewed from Centre Street



 Marquis Latimer + Halback
LANDSCAPE ARCHITECTURE • PLANNING





PERSPECTIVE | South Event Lawn

ML+H Final Master Plan Theme & Character Details





Sunset Viewing



Petanque Courts



Bandshell



Flexible Public Space



Riverwalk



Informal Play







 Marquis Latimer + Halback
LANDSCAPE ARCHITECTURE PLANNING



 Marquis Latimer + Halback
LANDSCAPE ARCHITECTURE PLANNING

ML+H Final Master Plan Phasing + Next Steps



Final Master Plan

PHASING

Implementation phasing is suggested as follows:

PHASE 1

Phase 1 is suggested to include the south event lawn, with the bandshell included in a future phase.

- FIND-funded waterfront walk
- FDOT-funded railroad crossing improvements at Ash Street and Centre Street
- Bandshell added to south
- Earthen Berm
- Overlook Plaza
- Outlook Structure
- Petanque Courts
- Informal Play Area
- Improved plaza / connection at boat ramp

PHASE 2

Phase 2 completes the intersection connections to the park from the railroad crossings.

- Improved brick intersection / extension of Centre Street
- Veteran's Monument

PHASE 3

Phase 3 is suggested to include the remaining portions of the Riverfront Plaza, flanking the Veteran's Monument.

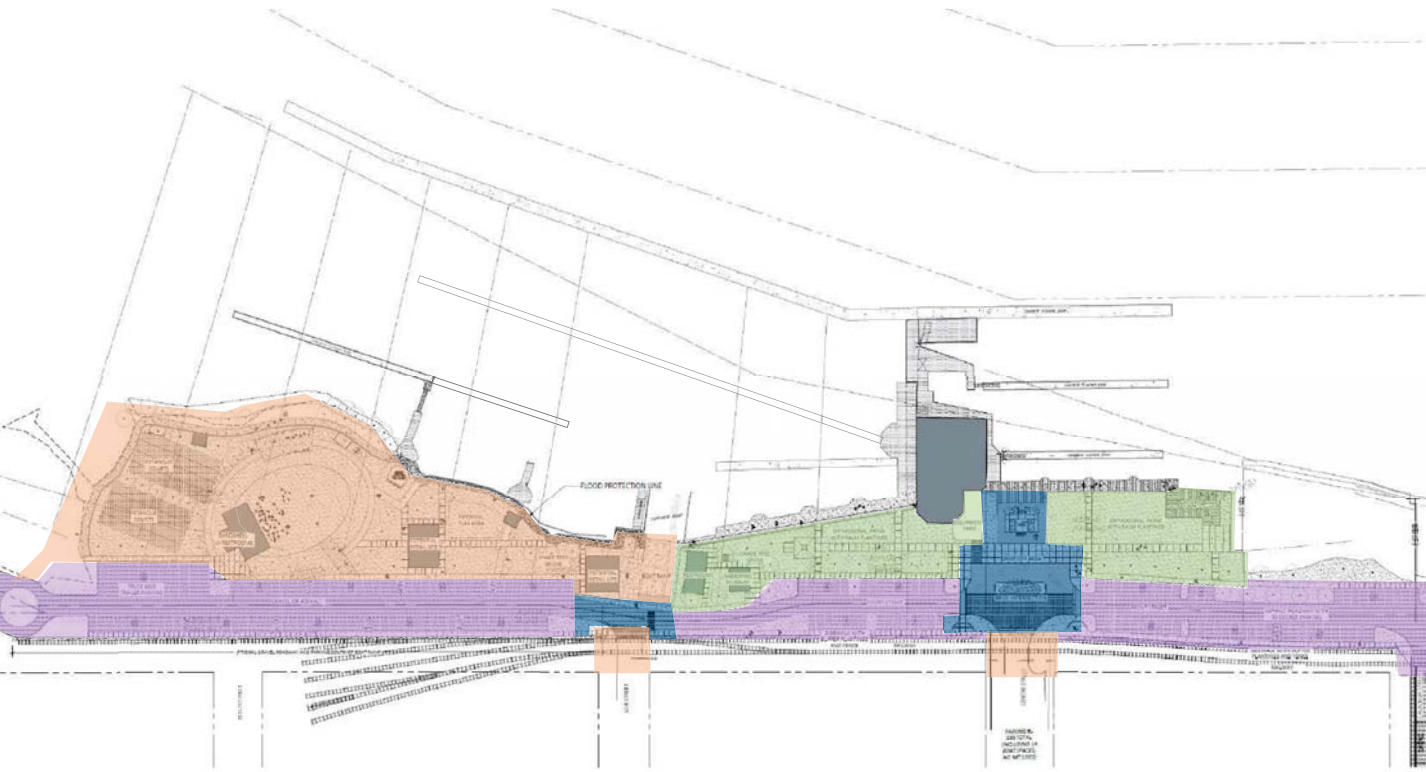
- Radial Pathways + Lawns

PHASE 4

Phase 4 is suggested to complete Front Street, including the angled parking and streetscape.

- Front Street modifications

See estimate of probable project costs (cost modeling) in separate document.

**ABOVE | PHASING**

Suggested phasing is overlaid on the overall master plan.



Phase 1



Phase 2



Phase 3



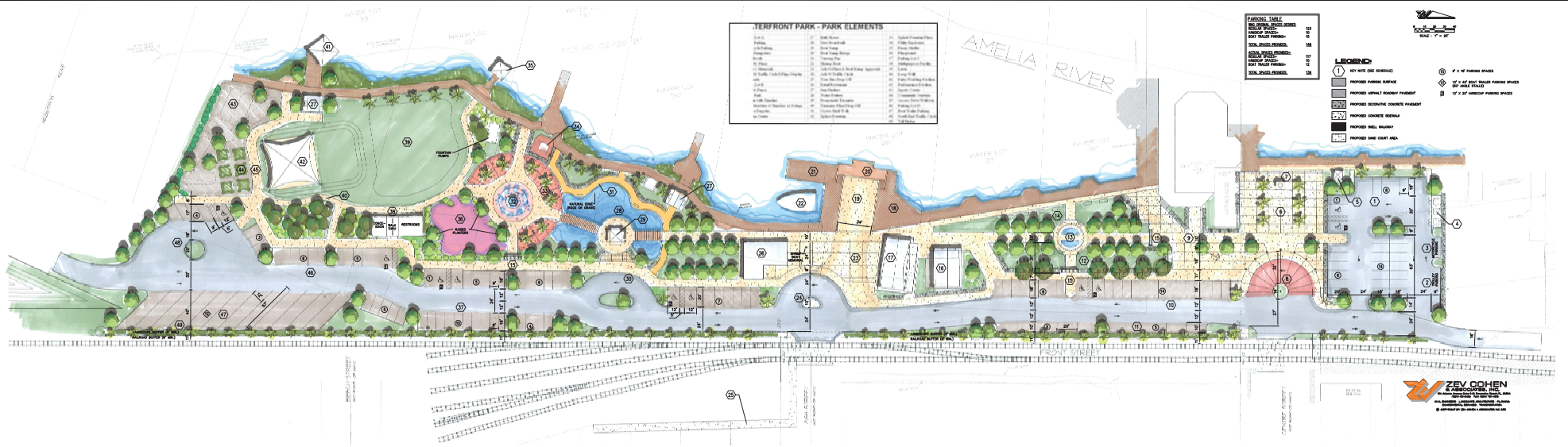
Phase 4

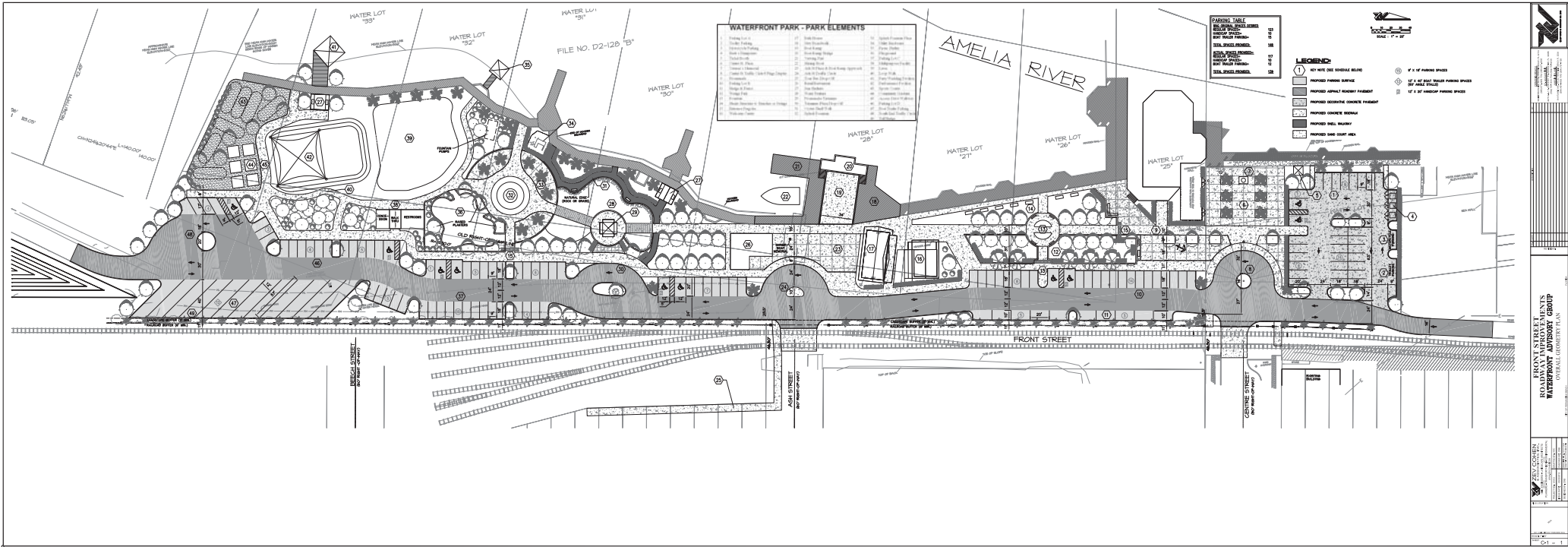


POTENTIAL PHASING PLAN









PERMIT SET:
NOT FOR CONSTRUCTION

ENGINEERING PLANS

FOR

DOWNTOWN RIVERFRONT PARK:
LOT B

FOR

CITY OF FERNANDINA BEACH

GILLETTE & ASSOCIATES, INC.

CIVIL & ENVIRONMENTAL ENGINEERING
MECHANICAL & STRUCTURAL ENGINEERING
PERMITTING & CONSTRUCTION MANAGEMENT

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G & A[®]

PERMITTING AGENCIES

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SJRWMD: 904-730-6270

UTILITY PROVIDERS

WATER/SEWER: CITY OF FERNANDINA BEACH
ELECTRIC: FLORIDA PUBLIC UTILITIES
CABLE: COMCAST
TELEPHONE: AT&T

G&A Project
No.:15-10.18

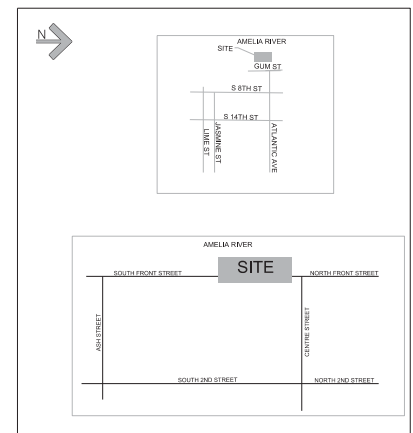
Issue Date: December 18, 2015
Revision Date: March 7, 2016

DOWNTOWN RIVERFRONT PARK:
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FOR

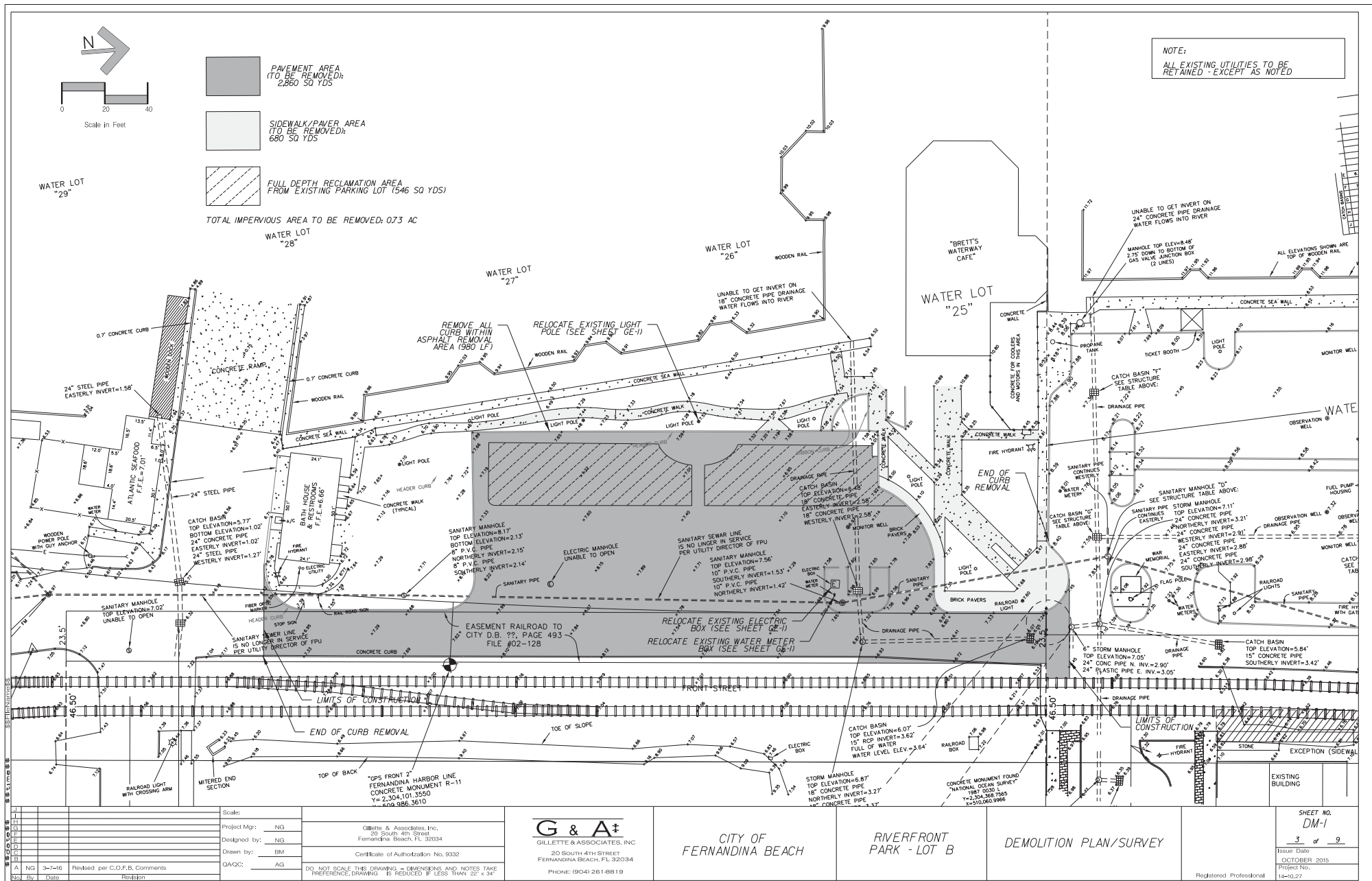
CITY OF FERNANDINA BEACH

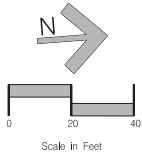
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SITE LOCATION MAP



GENERAL NOTES										INDEX											
SITE / GEOMETRY										WATER NOTES										SHEET	DESCRIPTION
1. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER. ALL SAFETY RULES AND GUIDELINES OF OSHA SHALL BE FOLLOWED. THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR AN INQUIRY OF HIS EMPLOYEES, AND DAMAGE TO PRIVATE PROPERTY OR PERSONS DURING THE COURSE OF THIS PROJECT. ALL COSTS ASSOCIATED WITH COMPLYING WITH OSHA REGULATIONS AND THE FLORIDA TRENCH SAFETY ACT MUST BE INCLUDED IN THE CONTRACTOR'S PRICE FOR PERFORMING THE WORK. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE JOB SITE PRIOR TO PREPARING THE BID FOR THE PURPOSE OF FAMILIARIZING HIMSELF WITH THE NATURE AND EXTENT OF THE WORK AND LOCAL CONDITIONS. EITHER SURFACE OR SUBSURFACE WORK MAY AFFECT THE WORK TO BE PERFORMED AND THE EQUIPMENT, LABOR AND MATERIALS REQUIRED. FAILING TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF COMPLETE PERFORMANCE UNDER THIS CONTRACT. THE CONTRACTOR IS WISHED TO TAKE COLOR PHOTOGRAPHS ALONG THE ROUTE OF THIS PROJECT TO RECORD EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND TO AID IN RESOLVING POSSIBLE FUTURE COMPLAINTS THAT MAY OCCUR DUE TO CONSTRUCTION OF THE PROJECT. ALL COSTS ASSOCIATED WITH PREPARING INVESTIGATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. 3. ALL IMPROVEMENTS SHOWN ARE TO BE WARRANTED BY THE CONTRACTOR TO THE DEVELOPER. 4. ELEVATIONS ARE BASED ON NAVD 1988. 5. TOPOGRAPHIC AND BOUNDARY INFORMATION WAS PROVIDED BY: COASTAL LAND SURVEYORS (120-89250) 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING, RIGHT-OF-WAY PERMITS NOT PROVIDED AND INSURANCE REQUIRED FOR THE PROJECT. 7. THE CONTRACTOR SHALL COORDINATE THE WORK WITHIN CITY OR STATE RIGHT-OF-WAY WITH THE PROPER AGENCIES FOR MAINTENANCE OF TRAFFIC AND METHOD OF CONSTRUCTION & REPAIR. 8. THE CONTRACTOR SHALL ADVISE THE OWNER'S AUTHORIZED REPRESENTATIVE OF PLANNED WORK SCHEDULE. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION WITH ALL OTHER CONTRACTORS ON THE EVENT OF ANY CONFLICT. WHATSOEVER THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD AND THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION. 9. AS-BUILT DRAWINGS - AS-BUILTS ARE REQUIRED TO BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR. THEREFORE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTRACT WITH A LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA FOR THE PREPARATION, FIELD LOCATIONS, CERTIFICATION AND SUBMITTAL OF AS-BUILT DRAWINGS. 10. AS-BUILT RECORD DATA AND INFORMATION SHALL BE MAINTAINED BY THE CONTRACTOR. RECORD DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER. 11. IF THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL SURVEY AND PROPERTY MONUMENTS, A MONUMENT IS DESTROYED, THE CONTRACTOR SHALL CONTRACT WITH THE SURVEYOR OF RECORD FOR REINSTALLATION OF THE MONUMENT. 12. ALL DEBRIS RESULTING FROM ALL ACTIVITIES SHALL BE DISPOSED OF OFF-SITE BY CONTRACTOR ON A DAILY BASIS. 13. ALL EXCESS SLOTTED AND UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE ENGINEER. 14. ALL EXISTING TREES LISTED TO REMAIN SHALL BE PRESERVED AND PROTECTED. 15. IF THE LOCATION OF ALL EXISTING UTILITIES, STRUCTURES, AND IMPROVEMENTS ON THE DRAWINGS ARE BASED ON LIMITED INFORMATION AND MAY NOT HAVE BEEN FIELD VERIFIED, THE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY RESPECTIVE UTILITY OWNERS AND FIELD VERIFY LOCATIONS OF EXISTING UTILITIES AND OTHER IMPROVEMENTS PRIOR TO COMMENCING ANY CONSTRUCTION. IF THE LOCATIONS SHOWN ARE IN ACCORD WITH THE CITY OF FERNANDINA, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF THE DISCREPANCY. THE DISCREPANCY SHOULD BE RESOLVED PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS NEAR EXISTING UTILITY IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR REPAIRS OR DAMAGES TO ALL DAMAGE MADE TO EXISTING UTILITIES OR OTHER IMPROVEMENTS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. THE CONTRACTOR SHALL VERIFY ALL GRADES, INVERTS, AND TYPE OF MATERIAL OF EXISTING UTILITIES TO WHICH THEY SHALL CONNECT. 16. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER ON ALL MATERIALS FOR REVIEW AND APPROVAL PRIOR TO PURCHASE OR CONSTRUCTION OF ANY UTILITY OR STRUCTURE. 17. UNSUITABLE MATERIALS UNDER WATER, SEWER, OR STORM PIPE AND/OR STRUCTURES SHALL BE REMOVED AND REPLACED WITH SELECTED BACKFILL COMPACTED TO 98% OF IT'S MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D2922).										18. ALL WATER & SEWER CONSTRUCTION SHALL BE ACCOMPLISHED BY AN UNDERGROUND UTILITY CONTRACTOR LICENSED UNDER THE PROVISIONS OF CHAPTER 489, FLORIDA STATUTES. 19. WHEN SEWERING CAPACITY REQUIRES A PERMIT, THE CONTRACTOR SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE PERMIT THROUGH THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. 20. WATER MAINS SHALL BE Laid AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SANITARY HAZARDOUS DISTANCE SHALL BE MAINTAINED TO EGOEWHERE PARALLEL WATER AND SEWER MAINS HAVE LESS THAN 10 FOOT HORIZONTAL SEPARATION. 20 FOOT LENGTHS OF 3000 CORROSION RESISTANT PIPE SHALL BE USED WITH THE JOINTS STAGGERED AT 10 FOOT INTERVALS. THE PIPES SHALL BE PLACED IN SEPARATE TRENCHES WITH THE WATER MAIN AT LEAST 18 INCHES ABOVE THE SEWER. 21. WATER MAINS CROSSING SANITARY HAZARDOUS SHALL BE Laid TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER MAIN WHERE WATER AND SEWER MAINS CROSS WITH BETWEEN 18 INCHES AND 6 INCHES OF VERTICAL SEPARATION. A 20 FOOT SECTION OF 3000 CORROSION RESISTANT PIPE SHALL BE CENTERED ON THE POINT OF THE CROSSING. THE CONTRACTOR SHALL FIELD VERIFY THE VERTICAL SEPARATION. THE MINIMUM SEPARATION BETWEEN WATER AND SEWER PIPES TO BE 6 INCHES OUTSIDE TO OUTSIDE DIAMETER. 22. A WATER MAIN PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SEWER MANHOLE. 23. 18" SAN 24. TRACER WIRE SHALL BE PROVIDED ON ALL WATER MAINS AND FORCE MAINS. TRACER WIRE SHALL BE A MINIMUM OF 1/4 GAUGE, SOLID COPPER WIRE, COATED AND SUITABLE FOR BURIAL. WIRE SHALL BE ATTACHED DIRECTLY TO TOP OF PIPE AND BROUGHT INTO EACH VALVE BOX AND COILED TO ALLOW FOR EASY ACCESS AND EXTENSION ABOVE FINISHED GRADE FOR ATTACHMENT OF LOCATING EQUIPMENT. 25. ALL PIPE LENGTHS ARE APPROXIMATE. DIMENSIONAL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED TO CONFORM WITH TYPICAL SECTIONS AND DETAILS AS SHOWN ON THE MISCELLANEOUS DETAILS SHEET AND IN ACCORDANCE WITH THE SPECIFICATIONS. 26. ALL UNDERGROUND UTILITIES MUST BE INSTALLED PRIOR TO PREPARATION OF SUBGRADE FOR PAVEMENT. 27. GRADES SHOWN ON PLANS ARE EDGE OF PAVEMENT FINISHED GRADES UNLESS OTHERWISE NOTED. 28. SHOULD THE SURFACE OR SUBSURFACE CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. 29. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND MULCHED UNLESS OTHERWISE SPECIFICALLY STATED. 30. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTROL OF SEDIMENT-LADEN RUNOFF RESULTING FROM STORM EVENTS DURING THE CONSTRUCTION PHASE. EROSION CONTROL FACILITIES SHOULD BE INSTALLED EARLY DURING THE CONSTRUCTION PERIOD SO AS TO PREVENT THE TRANSPORT OF SEDIMENT INTO SURFACE WATERS, VEGETATION AND STABILIZATION OF DISTURBED AREAS SHOULD BE ACCOMPLISHED IMMEDIATELY TO REDUCE THE POTENTIAL FOR FURTHER SOIL EROSION. 31. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND THE CITY OF FERNANDINA BEACH BEFORE COMMENCING WORK. 32. MINIMUM COVER OVER PIPES SHALL BE 36" UNLESS OTHERWISE INDICATED. 33. ALL UNDERGROUND UTILITY COMPANIES SHALL BE CONTACTED AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION. 34. IN ADDITION TO THE SPECIFICATIONS AND DETAILS PROVIDED FOR THIS CONTRACT, THE NASSAU COUNTY STANDARD DETAILS AND SPECIFICATIONS (LATEST REVISION) SHALL ALSO BE USED FOR ANY ITEMS NOT COVERED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A SET OF STANDARD DETAILS AND SPECIFICATIONS FROM THE CITY OF FERNANDINA BEACH. 35. BACKFILL MATERIAL SHALL BE COMPACTED TO 98% OF 120 PER NASSAU COUNTY REQUIREMENTS UNDER EXISTING AND PROPOSED ROADWAYS. 36. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN TO BE MADE WITHOUT PRIOR APPROVAL OF THE ENGINEER. 37. STATIONING REFERS TO THE CENTERLINE OF THE ROADWAY EXCEPT AS NOTED ON PLANS WHERE PAVEMENT SPITS. THE STATIONING FOLLOWS THE INSIDE EDGE OF PAVEMENT UNTIL ROADWAY TRANSITIONS BACK TO THE TYPICAL ROADWAY SECTION. 38. ALL CONSTRUCTION MATERIAL AND WORKMANSHIP ARE TO BE IN ACCORDANCE WITH THE CITY OF FERNANDINA BEACH AND CITY OF FERNANDINA BEACH STANDARDS.										1. WATER MAINS SHALL HAVE A MINIMUM OF 36" COVER UNDER PAVEMENT OR 30" COVER FROM FINISHED GRADE UNLESS OTHERWISE SHOWN. ALL WATER MAINS SHALL BE FLUSHED IN ACCORDANCE WITH AND UNDER THE DIRECTION OF THE UTILITY COMPANY. 2. THRUST RESTRAINTS ARE REQUIRED IN ACCORDANCE WITH THE UTILITY COMPANY STANDARDS WHERE WATER MAINS ARE TERMINATED AND AT ALL BENDS AND TEES. 3. 18" RIGGS SHALL BE INSTALLED ON ALL VALVES LOCATED AT FITTINGS, ALL 10" AND LARGER VALVES AND LARGER SHALL REQUIRE 1/4" RIGGS. MEGA LUG JOINT RESTRAINTS MAY BE USED FOR THRUST BLOCKS OR THE RIGGS. 4. UNLESS OTHERWISE NOTED, WATER MAINS ARE TO BE PVC DRAIN-25-300 (UL158/CUL350). 5. ALL WATER MAINS SHALL BE BACTERIOLOGICAL AND PRESSURE TESTED IN ACCORDANCE WITH ANMA C600-00 CONNECTION TO EXISTING POTABLE WATER SYSTEM SHALL BE ALLOWED UNTIL ALL PROPOSED WATER MAINS HAVE BEEN PRESSURE TESTED, DISINFECTED AND CLEARED FOR SERVICE. THE UTILITY COMPANY'S AUTHORIZED REPRESENTATIVE MUST BE NOTIFIED 48 HOURS PRIOR TO PERFORMING THE PRESSURE TEST AND MUST BE PRESENT. 6. THE CONTRACTOR SHALL AVOID SERVICE INTERRUPTIONS AND MAINTAIN ANY EXISTING WATER SERVICE TO MEET THE SYSTEM DEMANDS AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF AFFECTED CUSTOMERS OF THE UTILITY A MINIMUM OF 48 HOURS IN ADVANCE OF ANY INTERRUPTION OF SERVICE. SOL WATER MAINS SHALL BE DELIVERED IN ACCORDANCE WITH THE UTILITY COMPANY SOL WATER MAIN REQUIREMENTS. 7. ALL MAIN FLUSHING PONTS SHALL BE SAME SIZE AS MAIN UP TO 8 INCH WATER MAINS. FLUSHING PONTS FOR MAINS LARGER THAN 8 INCH SHALL BE REDUCED TO 8 INCH. 8. ALL WATER MAINS SHALL BE DISINFECTED USING LIQUID CHLORINE OR HYPOCHLORITES IN ACCORDANCE TO ANMA C608-06. WATER IN MAIN SHALL MAINTAIN A CHLORINE RESIDUAL OF 50 MG/L FOR A MINIMUM OF 24 HOURS. WATER MAIN SHALL NOT BE PLACED IN SERVICE UNTIL CLEARANCE HAS BEEN PROVIDED BY THE APPROPRIATE REGULATING AGENCY AND UNITED WATER FLORIDA. 9. IF SOLVENT CONTAMINATION IS FOUND IN THE PIPE, TRENCH, OR MAIN, THE PIPE, FITTINGS, AND SOLVENT RESISTANT CASSETT MATERIAL, SUCH AS FLOOR CARBON SHALL BE USED IN THE CONTAMINATED AREA. THE CASSETT, IRON PIPE SHALL EXTEND AT LEAST 100 FEET BEYOND ANY SOLVENT NOTED. AN OVERFLOWED SOIL THAT IS EXCAVATED SHALL BE PLACED ON AN IMPERMEABLE MAT AND COVERED WITH A WATER PROOF COVERING. THE PROPER AUTHORITIES WILL BE NOTIFIED AND THE CONTAMINATED SOIL HELD FOR PROPER DISPOSAL. 10. FLUSHING HYDRANTS SHALL BE INSTALLED AT ALL DEAD END LINES AND MAIN LINE STUB-OUTS. 11. A SEPARATE WATER SERVICE SHALL BE REQUIRED FOR EACH UNIT SERVICE AND SHALL BE INSTALLED 3 FEET EITHER SIDE OF PROPERTY LINE. ALL WATER SERVICE SHALL BE MARKED WITH A "W" ETCHED ON THE CURB. ALL VALVES SHALL BE MARKED WITH A "V" ETCHED ON THE CURB. 12. ALL BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED IN ACCORDANCE WITH THE UTILITY COMPANY'S STANDARDS. 13. ALL BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED AT THE CONSUMER'S METER OR AT THE PROPERTY LINE WHEN A METER IS NOT USED. 14. BACKFLOW PREVENTION ASSEMBLIES SHALL BE TESTED BY A STATE OF FLORIDA LICENSED BACKFLOW TECHNICIAN. TEST RESULTS SHALL BE SUBMITTED TO AND APPROVED BY THE UTILITY COMPANY PRIOR TO ACCEPTANCE OF INSTALLATION. 15. MAXIMUM DEPTH ON WATER SERVICES TO METER TO BE 36".	1. COVER SHEET 2. INDEX SHEET 3. DEMOLITION PLAN 4. GEOMETRY PLAN 5. POST DEVELOPMENT DRAINAGE PLAN 6. LANDSCAPE PLAN 7. IRRIGATION PLAN 8. MISCELLANEOUS DETAILS 9. AUTOUTURN DETAIL
										FIRE NOTES											
										1. WHERE UNDERGROUND WATER MAINS AND HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED AND IN SERVICE PRIOR TO COMMENCING CONSTRUCTION WORK ON ANY STRUCTURE. (INFA 1.6.3.13, 2009 EDITION) 2. CLEARANCES OF SEVEN AND ONE HALF FEET (7'6" IN) FROM FRONT OF AND TO THE SIDES OF THE FIRE HYDRANT WITH A FOUR FOOT CLEARANCE TO THE REAR OF THE HYDRANT. (INFA 1.6.3.12, 2009 EDITION) 3. NEW FIRE HYDRANT(S) SHALL BE INSTALLED SO THAT POSITIONED NOT MORE THAN 7 FEET 6 INCHES AWAY FROM CURB OR BERM OF THE ROADWAY.											
LEGEND										SEWER NOTES											
-----+----- EXISTING VALVE -----WM----- EXISTING WATER LINE -----SAN----- EXISTING SANITARY SEWER -----+----- EXISTING FIRE HYDRANT -----SAN----- PROPOSED SANITARY SEWER -----WM----- PROPOSED WATER LINE -----+----- PROPOSED FIRE HYDRANT -----+----- PROPOSED FIRE																					





- NEW PAVEMENT AREA (1,670 SQ.YDS) - 15" SP-9.5
- PROPOSED BRICK (3,009 SF)
- PROPOSED PAVERS
8XB PAVERS (5,495 SF)
- PROPOSED FOUNTAIN PAVERS (508 SF)
- BONDED RUBBER MULCH (1,079 SF)
- CONCRETE (1,102 SF)
- PERVIOUS PAVERS (5,946 SF)

NOTES:
40 PARKING SPACES SHOWN
EXISTING LIMESTONE FROM PARKING LOT TO REMAIN UNDER PROPOSED PAVERS BRIC SIDEWALK

TOTAL IMPERVIOUS AREA: 24,080 SF

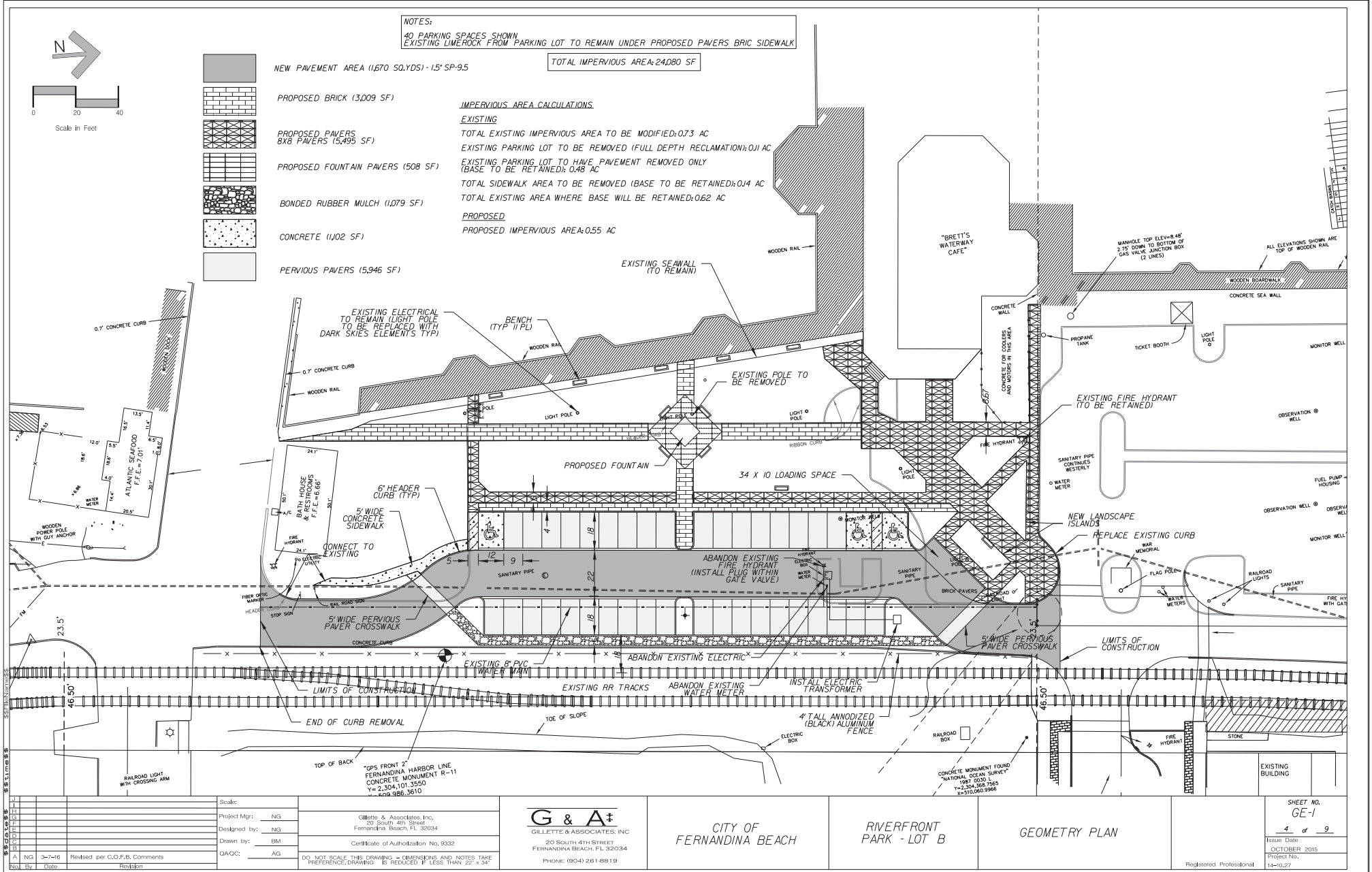
IMPERVIOUS AREA CALCULATIONS:

EXISTING

TOTAL EXISTING IMPERVIOUS AREA TO BE MODIFIED: 0.73 AC
EXISTING PARKING LOT TO BE REMOVED (FULL DEPTH RECLAMATION): 0.11 AC
EXISTING PARKING LOT TO HAVE PAVEMENT REMOVED ONLY (BASE TO BE RETAINED): 0.48 AC
TOTAL SIDEWALK AREA TO BE REMOVED (BASE TO BE RETAINED): 0.14 AC
TOTAL EXISTING AREA WHERE BASE WILL BE RETAINED: 0.62 AC

PROPOSED

PROPOSED IMPERVIOUS AREA: 0.55 AC



Scales:

Project Mgr: NG

Designed by: NG

Drawn by: BM

QA/QC: AG

Gillette & Associates, Inc.
20 South 4th Street
Fernandina Beach, FL 32034

Certificate of Authorization No. 9332

DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"

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CITY OF
FERNANDINA BEACH

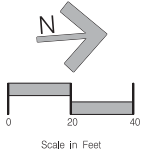
RIVERFRONT
PARK - LOT B

GEOMETRY PLAN

SHEET NO.
GE-1

Issue Date:
OCTOBER, 2015
Project No.
14-10-27

Registered Professional

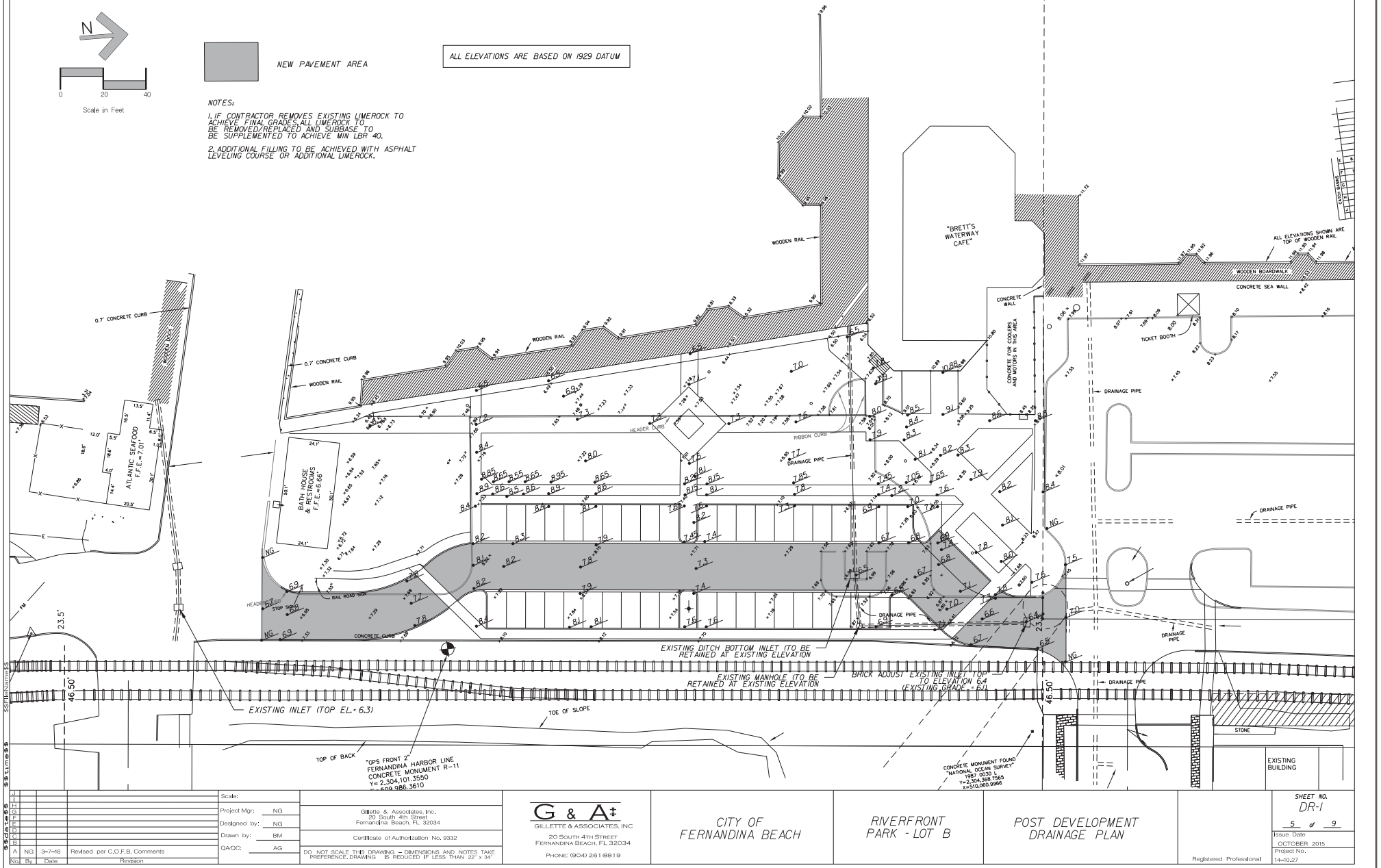


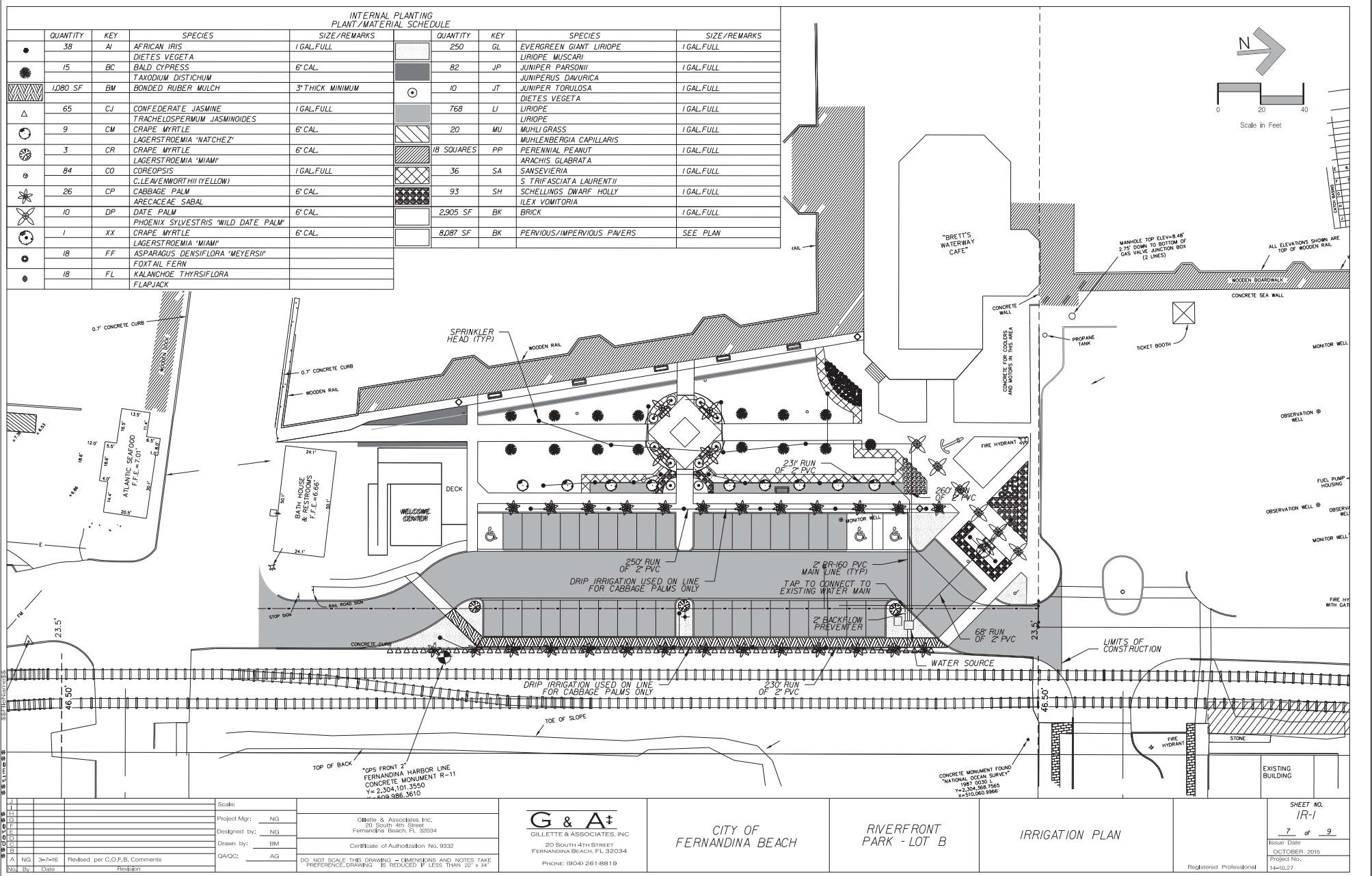
NEW PAVEMENT AREA

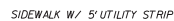
ALL ELEVATIONS ARE BASED ON 1929 DATUM

NOTES:

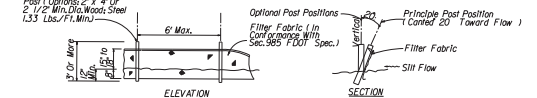
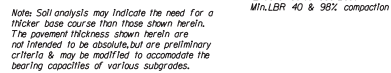
1. IF CONTRACTOR REMOVES EXISTING UMEROCK TO ACHIEVE FINAL GRADES, ALL UMEROCK TO BE REMOVED/REPLACED AND SUBBASE TO BE SUPPLEMENTED TO ACHIEVE MIN LBR 40.
2. ADDITIONAL FILLING TO BE ACHIEVED WITH ASPHALT LEVELING COURSE OR ADDITIONAL UMEROCK.

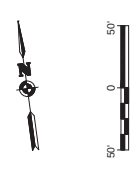
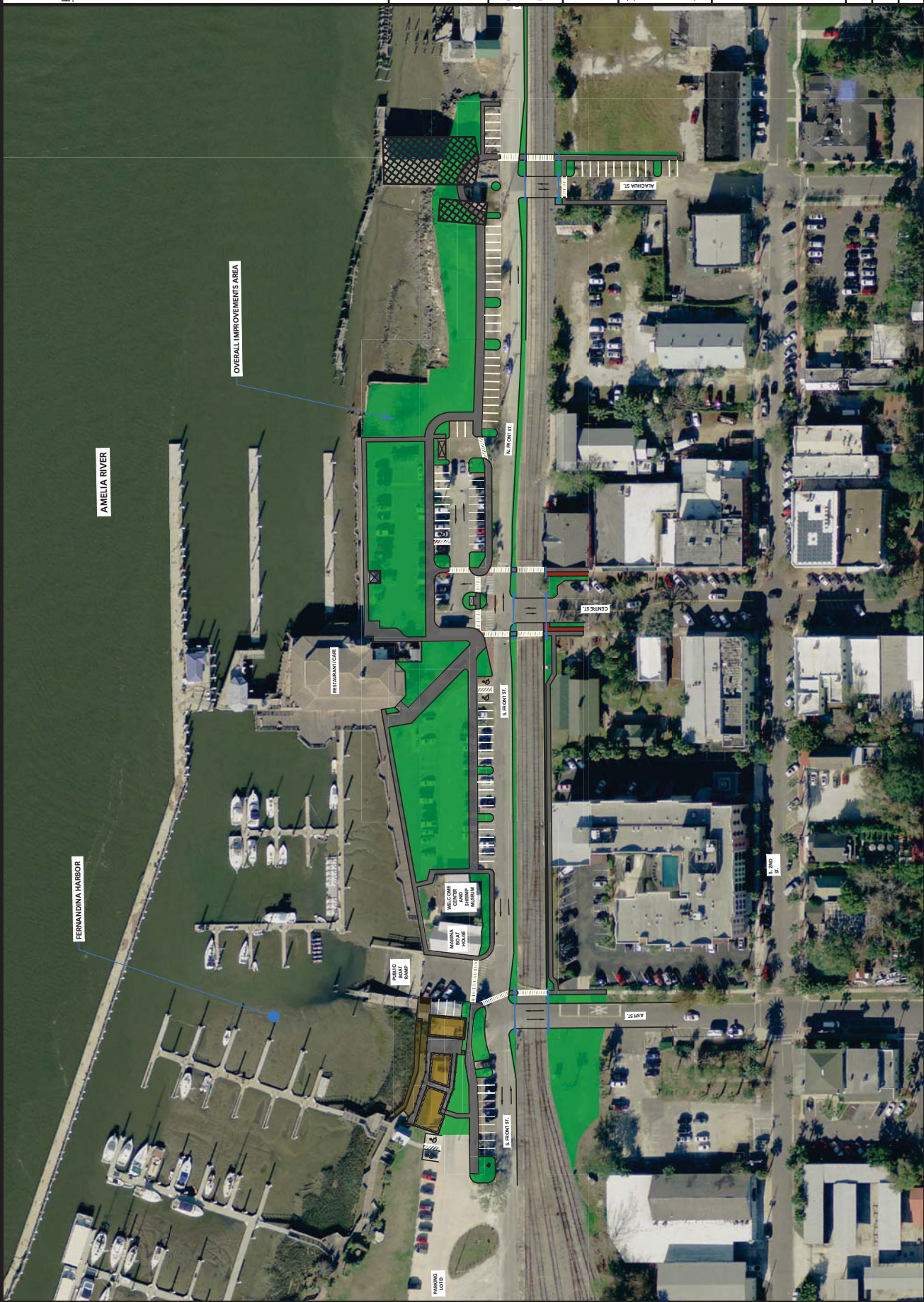






The technical drawings illustrate the Post-Filtering System components and their assembly. The **ELEVATION** view shows a cross-section of the system with a 6' maximum length. It includes a post labeled 'Post (Options: 2" x 4" Or 2" 1/2" Min. Dia. Wood/Steel 1.33 Lbs./Ft. Min.)' and a 'Filter Fabric (In Conformance With Sec. 305 P-001 Spec.)'. Dimensions include a 3" or more gap, a 6" gap, and a 1/2" gap. The **SECTION** view shows the 'Principle Post Position (Canted 20° Toward Flow)' and 'Filter Fabric' with 'Silt Flow' indicated. 'Optional Post Positions' are also shown.

[illegible]



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Andrew M. Hodelco, C.M.
Project Manager
Christopher Nardone, AIA
Design by
Leah D. Segelstein
Devisions

No.	Date	By	Description

UNITS PROVIDED AS THE AGENCIES OF AGED PERSONS TO THIS DRAFTING IS IN VIOLATION OF STATE EDUCATION LAW ARTICLE 14A SECTION 708 AND

Overall Improvements Area

Amelia Riverfront- Engineering Study

County: Nassau	State: Florida
Project No.	99000047.0090

Drawing No.	1
Date	

JULY 2019







City of Fernandina Beach, Florida

**Waterfront Area
Community Redevelopment Plan**

September 2004

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

Prepared by:

Ivey Planning Group, LLC

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1.0 INTRODUCTION

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

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

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

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

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

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

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

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

- Existing conditions analysis;
- Community involvement summary;

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

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

2.0 EXISTING CONDITIONS ANALYSIS

Finding of Necessity Overview

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

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

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

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

Inadequate street layout, parking facilities

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

Unsanitary or unsafe conditions

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

Deterioration of site or other improvements

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

Inadequate and outdated building density patterns

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

Legal Description

LEGAL DESCRIPTION

CITY OF FERNANDINA BEACH COMMUNITY REDEVELOPMENT AREA NASSAU COUNTY, FLORIDA

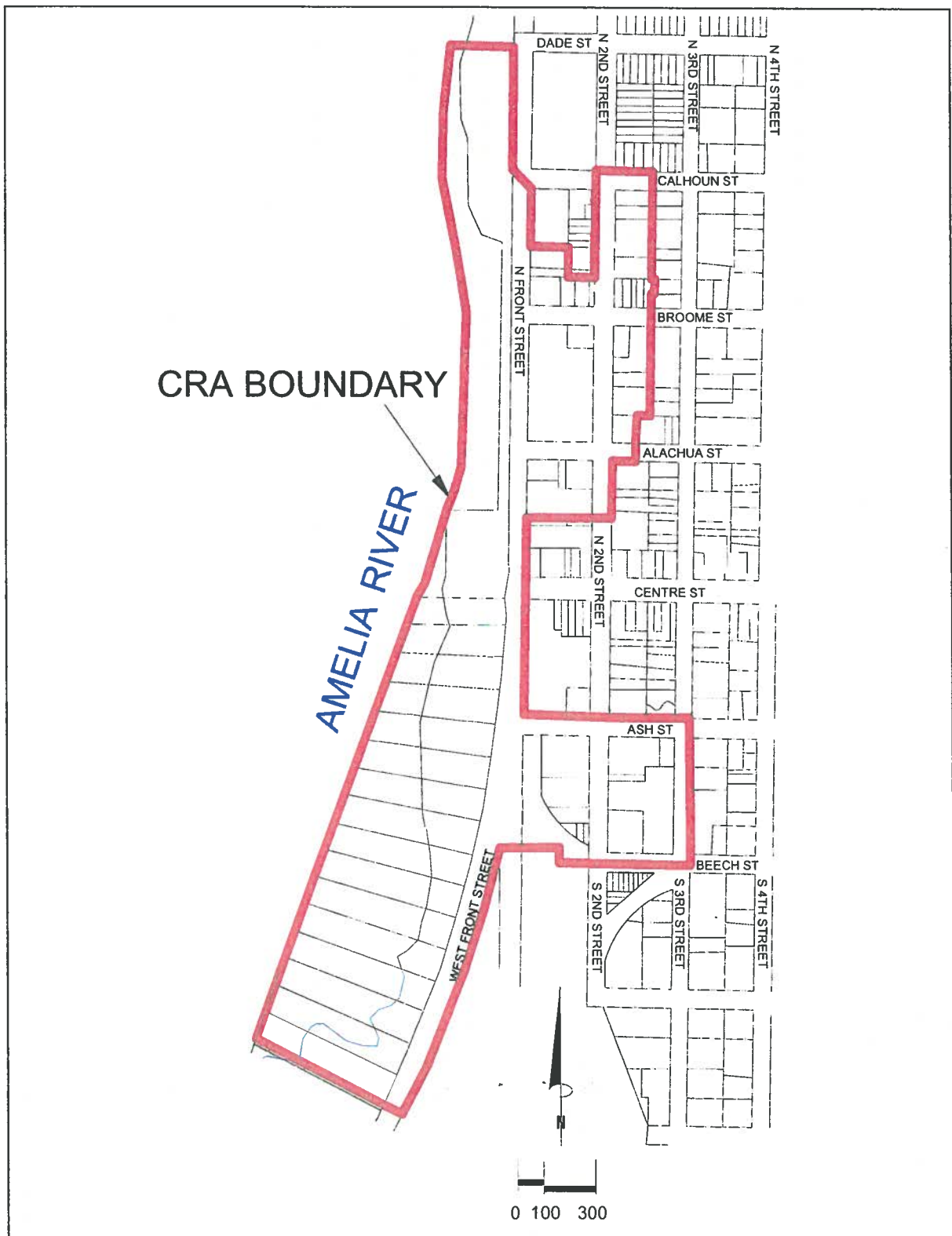
A PORTION OF THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901), BEING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

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

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

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

Figure 1. CRA Boundary



Future Land Use

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

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

General Commercial (GC)

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

Industrial (IN)

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

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

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

Industrial Waterfront (IW)

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

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

Public & Institutional (PI)

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

Summary of Land Use Issues

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

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

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

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

Zoning

The following zoning districts occur within the CRA boundary:

IW – Industrial Waterfront District

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

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

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

IM – Industrial Manufacturing District

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

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

C-2 – General Commercial District

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

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

C-3 - Central Business District

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

Other Regulations Affecting Lands within the CRA

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

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

Summary of Zoning-Related Issues

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

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

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

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

Historic District Overlay

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

Public Infrastructure

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

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

Water Distribution System

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

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

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

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

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

Sanitary Sewer Collection System

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

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

Roadways

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

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

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

Stormwater System

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

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

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

Electrical Distribution System

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

Marina

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

3.0 COMMUNITY INVOLVEMENT OVERVIEW

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

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

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

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

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

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

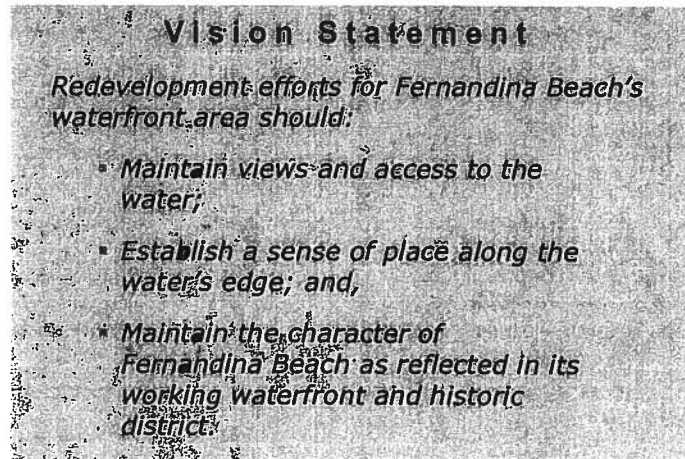
Additionally, the community was able to review the draft Plan and provide both written and verbal comments to the City. The Plan was revised to reflect a range of comments provided to staff by the City Commission, the Planning Advisory Board, the Historic District Council, the Amelia Island Museum of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

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

4.0 REDEVELOPMENT PLAN

Redevelopment Plan Vision Statement

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



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

Purpose of Redevelopment Initiatives

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

Initiatives for Waterfront and Transitional Areas

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

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

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

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

Initiatives for Public Waterfront Lands

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

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

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

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

Objectives & Strategies

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

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

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

Waterfront & Transitional Area Initiatives

Objective 1. City Marina Facilities

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

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

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

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

Strategy 1.2: (timeframe – short-term)

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

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

Objective 2. Promote a mix of uses

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

Strategy 2.1: (timeframe - immediate)

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

Strategy 2.2: (timeframe - immediate)

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

Strategy 2.3: (timeframe - immediate)

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

Strategy 2.4: (timeframe - as needed)

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

Objective 3. Utilities

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

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

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

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

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

Strategy 3.2: (timeframe – immediate)

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

Strategy 3.3: (timeframe – short-term)

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

Strategy 3.4: (timeframe – Immediate)

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

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

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

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

Strategy 3.6: (timeframe – on-going)

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

Objective 4. Pedestrian and Vehicular Circulation

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

Strategy 4.1: (timeframe – immediate)

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

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

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

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

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

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

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

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

Strategy 4.5: (timeframe – long-term)

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

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

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

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

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

Strategy 4.3: (timeframe – long-term)

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

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

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

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

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

Objective 5. Public Access to the Water

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

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

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

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

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

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

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

Strategy 5.4: (timeframe – on-going)

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

Strategy 5.5: (timeframe – on-going)

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

Objective 6. Protect view corridors to the River

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

Strategy 6.1: (timeframe – with design standards)

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

Strategy 6.2: (timeframe – on-going)

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

Objective 7. Parking

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

Strategy 7.1: (timeframe – with park redesign)

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

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

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

Strategy 7.3: (timeframe – with design standards)

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

Objective 8. Maintaining a “Working Waterfront”

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

Strategy 8.1: (timeframe – on-going)

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

Strategy 8.2: (timeframe – on-going)

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

Strategy 8.3: (timeframe – long-term)

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

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

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

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

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

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

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

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

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

Strategy 9.4: (timeframe – long-term)

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

Strategy 9.5: (timeframe – on-going)

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

Objective 10. Clean-up Efforts

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

Strategy 10.1: (timeframe – on-going)

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

Strategy 10.2: (timeframe – on-going)

The CRA shall promote clean-up and amnesty days.

Objective 11. Marketing and Programming

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

Strategy 11.1: (timeframe – on-going)

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

Strategy 11.2: (timeframe – on-going)

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

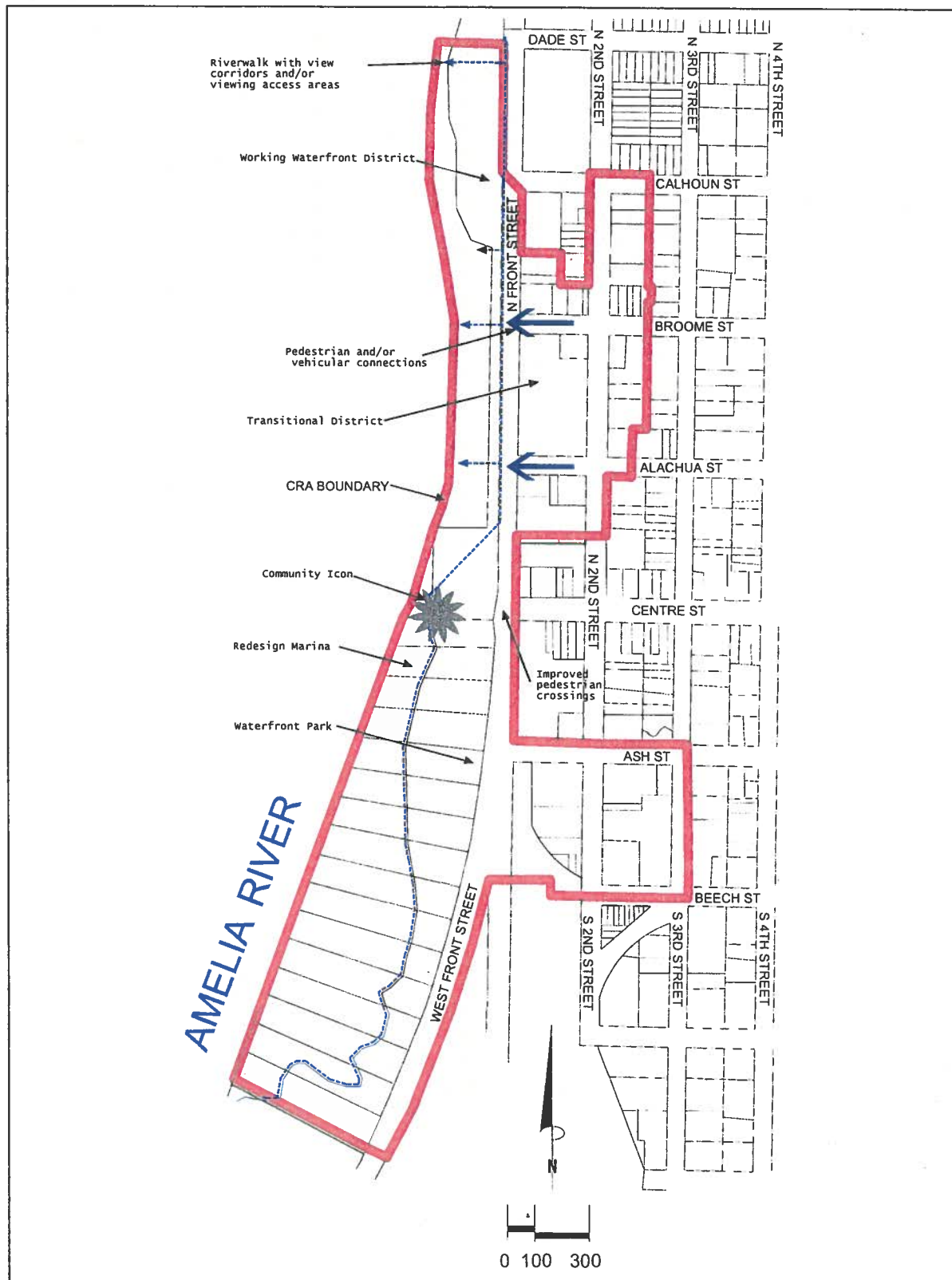
Strategy 11.3: (timeframe – on-going)

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

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

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

Figure 2. Redevelopment Initiatives Diagram



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

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

Identification and Securing Equitable Funding and Financing Mechanisms

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

Programs that Encourage Public-Private Partnerships

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

Financial Analysis and Planning

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

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

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

Tax Increment Revenue Forecasts

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Capital Improvement Plan and Operating Budget

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

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

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

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

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

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

Candidate Projects – Opinion of Costs

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

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

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

Funding Sources

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

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

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

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

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

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

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

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

Application of Sources

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

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

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

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

Neighborhood Impact Assessment

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

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

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

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

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

6.0 IMPLEMENTATION PLAN

The Redevelopment Trust Fund

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

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

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

Redevelopment Powers

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

Eminent Domain Powers

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

Daily Administration

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

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

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

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

Duration of the Plan

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

Plan Modification

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

Severability

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

Safeguards, Controls, Restrictions or Covenants

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

APPENDIX A. CONFORMITY WITH THE CITY'S COMPREHENSIVE PLAN

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

Future Land Use Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy 1.05.08. The FLUM shall depict the historic district as an overlay district. Areas delineated as being within the historic district shall be planned and managed using a regulatory framework designed to preserve the form, function, image, residential balance, and ambiance of the historic Centre Street and surrounding area.

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

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

Traffic & Circulation Element

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

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

Coastal and Conservation Element

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX B. COMMUNITY COMMENTS

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

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

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

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

Acceptable Uses on Private Lands

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

Uses NOT desirable

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

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

Residential Improvements

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

Other Comments

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

Summary of comments from Saturday, April 3rd, 2003

17 forms returned, 30 individuals signed in

Do you generally like the redevelopment concepts?

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

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

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

Density issues also need to be addressed 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

FERNANDINA BEACH PARKING SURVEY - DEC 2019

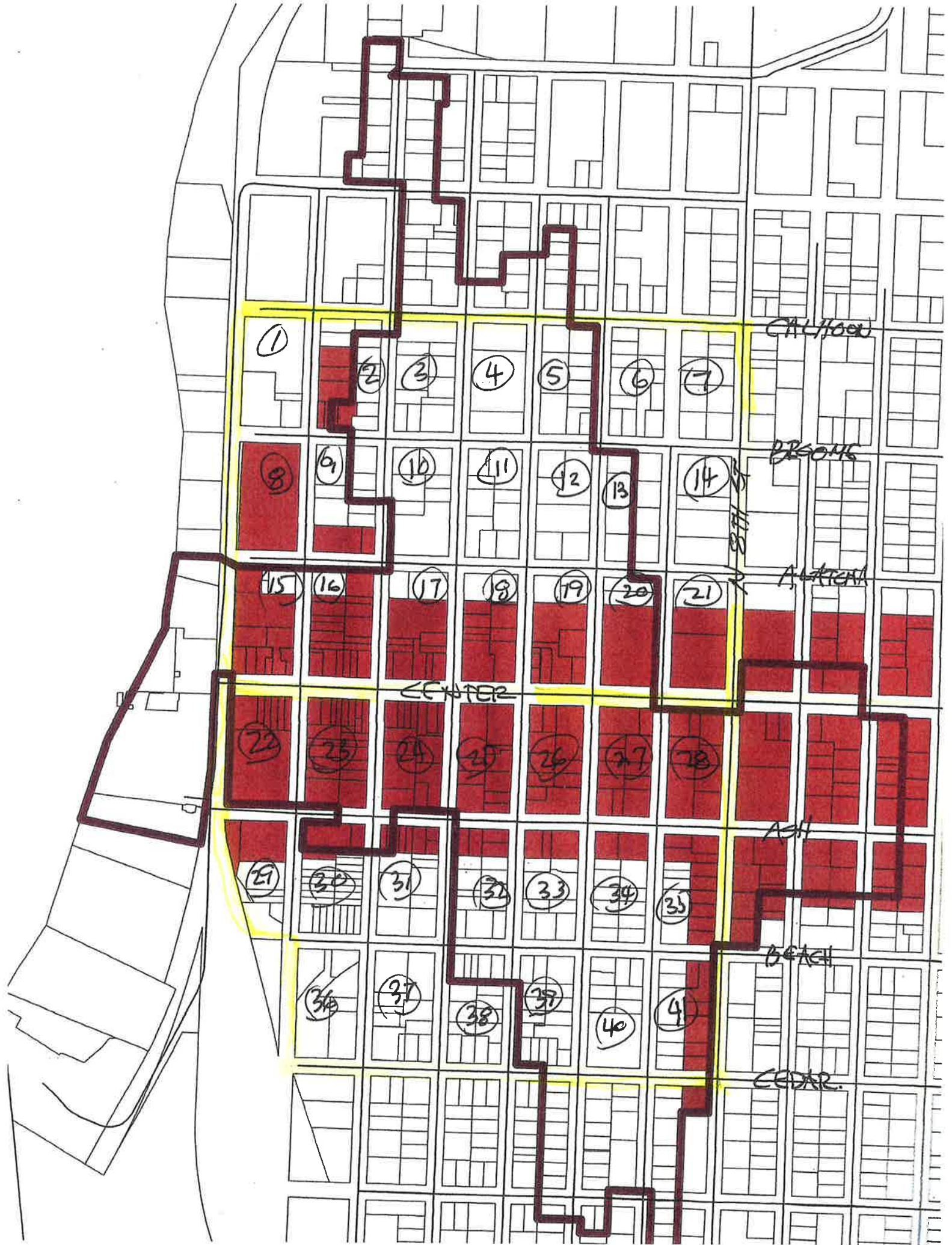
Block No.	NORTH		EAST		SOUTH		WEST		
	R	U	R	U	R	U	R	U	
1			15			4			E - City or Port?
2		6	7			12		6	
3	3		6		7		6		
4	9	3	25		8		10		mixed with church
5	4			6	8		49		W- city lot On 5th st.
6		8				8		7	
7		8				8			
8			35			4			E - part of private parking?
9	28			7			8	6	N - city parking
10		3		6		3		8	
11		4		6		4		5	
12		3		7		2		7	
13		4		7				6	
14		4				4		8	
15			12		11				
16	42		26		7		27		N - 35 city parking lot
17	4	3	15		6		80		W - 70 city parking lot
18	7		23		7		14		N - private?
19		3	16		9				
20				8	15		16		
21					7		9	4	
22	6		10						
23	12		19				18		
24	12		5				8		
25	11		23				19		
26	9		9		5		11		
27	11		10				13		
28	8						14		
29	44		3						N - 44 City parking lot
30	8		8		4		8		
31	8		6				6		
32	8						5		
33	3		4		2		3		
34	3				2		4		
35							9		
36		3		8					
37		2		6		1		6	
38		1		6		2		6	
39	1			4		1		4	
40	1			6		2	6		
41		4				3	6		
TOTALS	242	59	277	77	98	58	349	73	ALL 1233

Methodology - Regular spaces were counted as-is. Unmarked spaces are those possible parallel spaces along non curbed streets, which were figured at 24 ft for each space. Some value judgements were made where ditches or other problems would prevent reasonable parking. Accuracy is estimated at 5% for Regular Spaces and 5-15% deviation for Unmarked spaces

Regular Parking	966
Unregulated	267
check	1233

R= Regular spaces are those either marked along curbs or having parking stops.

U= Unmarked, possible parking along non curbed streets



①

②

③

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CALHOUN

BRSON

ALAMEDA

CENTER

ASH

BEACH

CEDAR

City of Fernandina Beach, Florida

**Waterfront Area
Community Redevelopment Plan**

September 2004

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

Prepared by:

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

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.

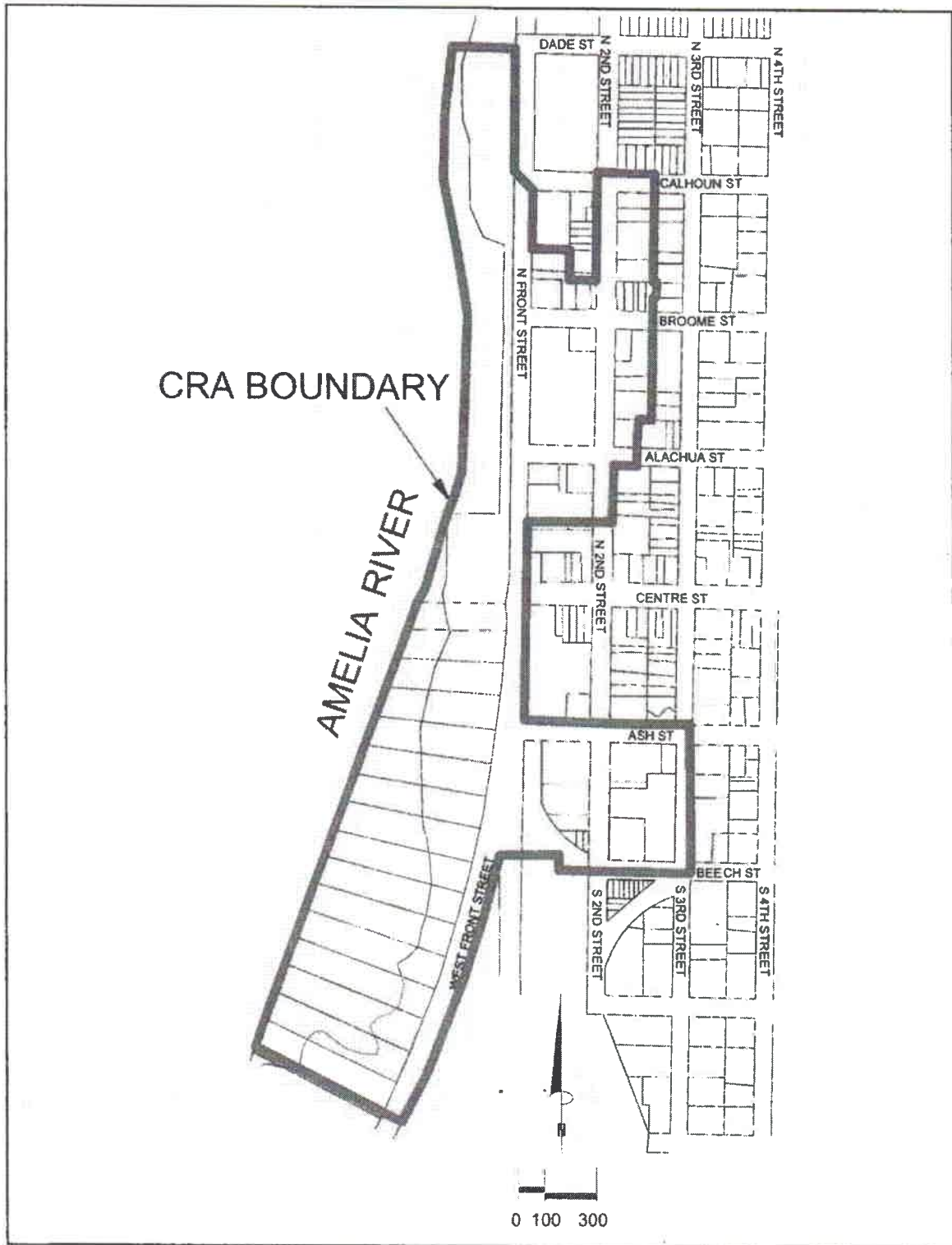
Strategy 8.2: (timeframe – on-going)

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.

Figure 1. CRA Boundary



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.

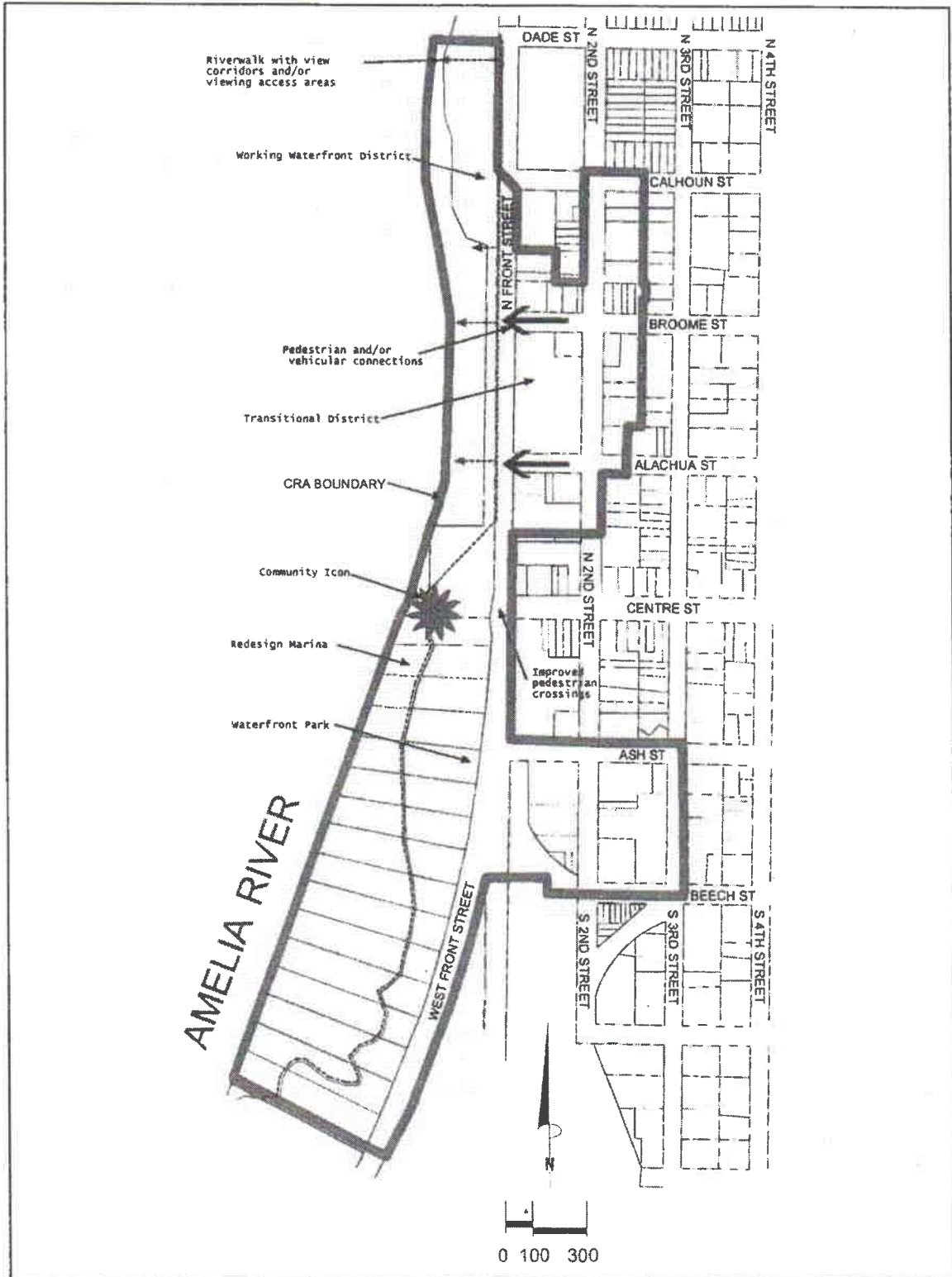
Strategy 4.6: (timeframe – mid to long-term)

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.

Figure 2. Redevelopment Initiatives Diagram



Estimated Current Parking West of the Railroad Tracks*

- Parking Lot A – 52 +/-
- Parking Lot B – 46 +/-
- Parking Lot C & D 78 regular +/- and 10 boat trailer
- North of Center on Front Street ROW 19 +/-

*Some spaces are not regulation size, no ADA spaces, no landscaping



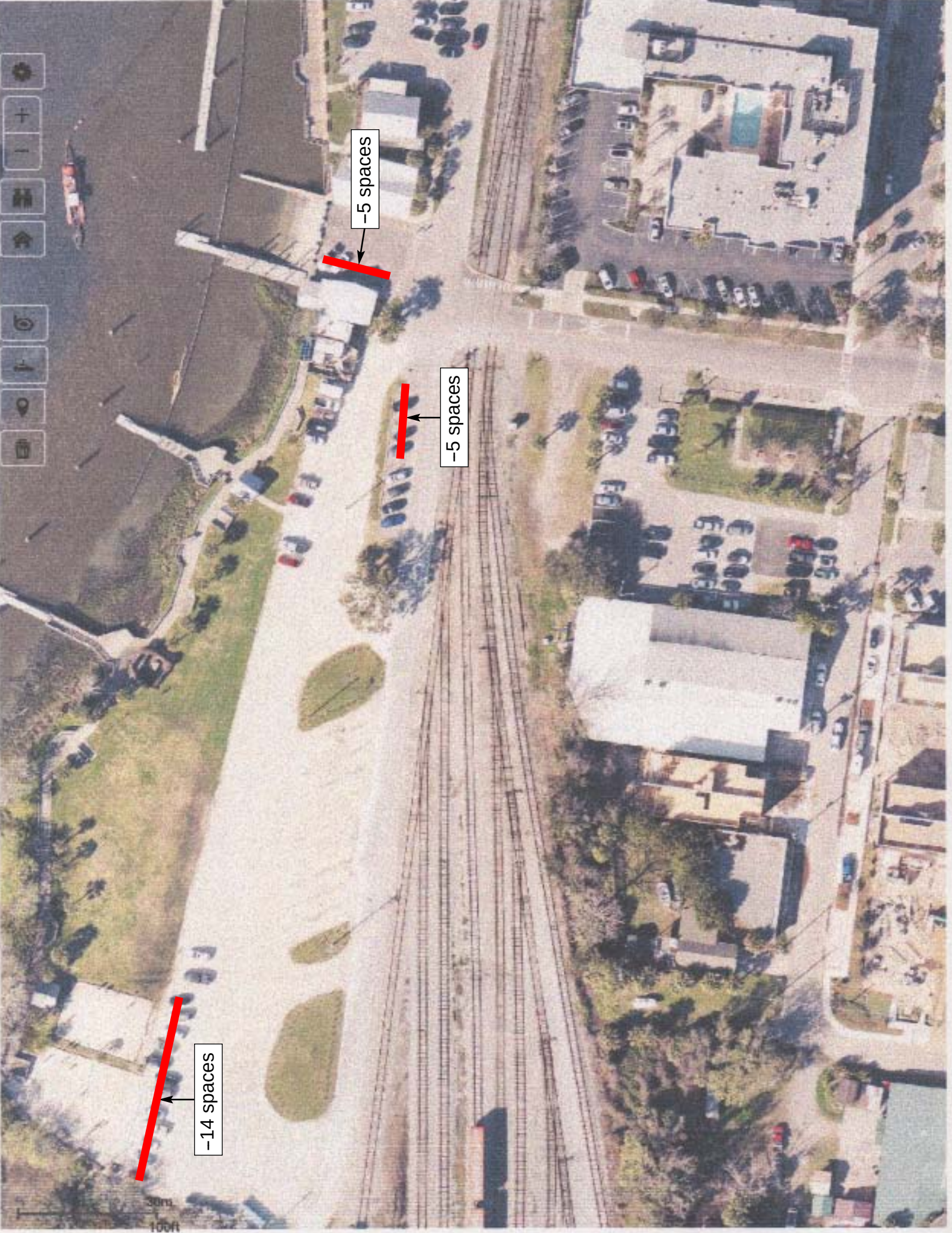
30m
100ft



-8 spaces

-2 spaces

-19 spaces



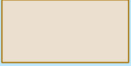
PIN_DSP	Acres	SqFt	USEDESC
00-00-31-1203-000A-0000	0.07	3,128	CONDO OFFI
00-00-31-1203-000B-0000	0.07	3,128	CONDO OFFI
00-00-31-1203-000D-0000	0.07	3,128	CONDO OFFI
00-00-31-1203-000F-0000	0.07	3,128	CONDO OFFI
00-00-31-1760-0001-0010	0.72	31,250	MUNICIPAL
00-00-31-1760-0001-0020	0.88	38,529	VACANT IND
00-00-31-1760-0002-0000	0.71	30,897	MUNICIPAL
00-00-31-1760-0003-0000	0.66	28,659	WAREHOUSE-
00-00-31-1760-0004-0000	0.63	27,491	VACANT COM
00-00-31-1760-0005-0010	0.24	10,359	VACANT IND
00-00-31-1760-0005-0020	0.56	24,442	WHOLESALE
00-00-31-1760-0006-0000	1.41	61,610	WHOLESALE
00-00-31-1760-0007-0000	1.37	59,882	PACKING PL
00-00-31-1760-0007-0020	0.82	35,892	COUNTY
00-00-31-1760-0025-0000	3.29	143,169	MUNICIPAL
00-00-31-1760-0025-001L	0.17	7,442	LEASEHOLD
00-00-31-1760-0025-002L	0.01	227	MUNICIPAL
00-00-31-1760-0025-003L	0.03	1,297	LEASEHOLD
00-00-31-1760-0025-004L	0.01	400	LEASEHOLD
00-00-31-1760-0025-005L	0.02	1,000	LEASEHOLD
00-00-31-1760-0029-0010	2.56	111,435	MUNICIPAL
00-00-31-1760-0031-0020	3.65	159,146	MUNICIPAL
00-00-31-1760-0034-0000	3.42	148,985	VACANT IND
00-00-31-1760-0037-0020	1	43,699	STATE VAC
00-00-31-1760-0039-0000	4.72	205,643	V IN W/XFO
00-00-31-1800-0001-0011	0.1	4,473	STORES, 1
00-00-31-1800-0001-0012	0.11	4,988	RESTAURANT
00-00-31-1800-0001-0013	0.09	3,710	STORES, 1
00-00-31-1800-0001-0050	0.21	9,365	RESTAURANT
00-00-31-1800-0001-0080	0.62	26,808	V C W/XFOB
00-00-31-1800-0001-0170	0.03	1,250	MUNICIPAL
00-00-31-1800-0001-0180	0.23	10,001	RESTAURANT
00-00-31-1800-0001-0220	0.06	2,500	VACANT COM
00-00-31-1800-0001-0230	0.06	2,500	STORE/OFFI
00-00-31-1800-0001-0240	0.06	2,500	STORE/OFFI
00-00-31-1800-0001-0250	0.06	2,501	VACANT COM
00-00-31-1800-0001-0260	0.06	2,500	VACANT COM
00-00-31-1800-0001-0300	0.08	3,578	NIGHTCLUB/
00-00-31-1800-0001-0310	0.26	11,424	NIGHTCLUB/
00-00-31-1800-0001-0330	0.04	1,818	STORES, 1
00-00-31-1800-0002-0010	1.77	77,262	V C W/XFOB
00-00-31-1800-0002-0290	0.29	12,440	STORES, 1
00-00-31-1800-0003-0010	0.63	27,356	VACANT COM
00-00-31-1800-0003-0090	1.29	55,976	COUNTY
00-00-31-1800-0003-0300	0.17	7,361	WAREHOUSE-
00-00-31-1800-0004-0010	2.02	88,184	COUNTY
00-00-31-1800-0009-0010	0.39	16,909	TOURIST AT
00-00-31-1800-0009-0020	0.07	3,125	VACANT
00-00-31-1800-0009-0030	0.07	3,125	VACANT
00-00-31-1800-0009-0040	0.07	3,126	VACANT
00-00-31-1800-0009-0050	0.07	3,125	VACANT
00-00-31-1800-0009-0060	0.14	6,251	STORE/OFFI
00-00-31-1800-0009-0080	0.43	18,752	MUNICIPAL
00-00-31-1800-0009-0230	0.1	4,501	SINGLE FAM
00-00-31-1800-0009-0250	0.11	5,000	SINGLE FAM
00-00-31-1800-0010-0010	0.1	4,250	MULTI STOR
00-00-31-1800-0010-0011	0.02	750	STORES, 1
00-00-31-1800-0010-0020	0.07	3,125	NIGHTCLUB/
00-00-31-1800-0010-0030	0.12	5,125	RESTAURANT
00-00-31-1800-0010-0050	0.1	4,251	V C W/XFOB
00-00-31-1800-0010-0060	0.07	3,125	STORES, 1
00-00-31-1800-0010-0070	0.14	6,251	CLUBS/LODG
00-00-31-1800-0010-0090	0.36	15,628	MUNICIPAL
00-00-31-1800-0010-0150	0.29	12,503	RESTAURANT
00-00-31-1800-0010-0320	0.11	5,001	STORES, 1
00-00-31-1800-0012-0050	0.35	15,430	SINGLE FAM
00-00-31-1800-0268-0010	0.3	13,126	MUNICIPAL
00-00-31-1800-0268-0060	1.42	61,877	HOTELS AND
00-00-31-1800-0268-0300	0.07	3,125	STORE/OFFI
00-00-31-1800-0268-0310	0.07	3,125	OFFICE BUI
00-00-31-1800-0268-0320	0.07	3,126	STORES, 1
00-00-31-1800-0268-0330	0.07	3,125	VACANT
00-00-31-1800-0268-0340	0.06	2,500	STORES, 1
00-00-31-1800-0269-0010	0.11	5,000	STORE/OFFI
00-00-31-1800-0269-0020	0.14	6,251	RESTAURANT
00-00-31-1800-0269-0040	0.07	3,125	PARKING/MH

PIN_DSP	Acres	SqFt	USEDESC
00-00-31-1800-0269-0050	0.13	5,501	PARKING/MH
00-00-31-1800-0269-0070	0.12	5,438	RESTAURANT
00-00-31-1800-0269-0090	0.11	4,688	SINGLE FAM
00-00-31-1800-0269-0100	0.23	10,000	RESTAURANT
00-00-31-1800-0269-0140	0.06	2,501	V C W/XFOB
00-00-31-1800-0269-0150	0.23	9,998	RESTAURANT
00-00-31-1800-0269-0190	0.09	3,750	OFFICE BUI
00-00-31-1800-0269-0210	0.09	3,750	RESTAURANT
00-00-31-1800-0270-0010	0.5	21,875	MUNICIPAL
00-00-31-1800-0270-0031	0.11	5,000	SINGLE FAM
00-00-31-1800-0270-0050	0.07	3,125	SINGLE FAM
00-00-31-1800-0270-0060	0.07	3,126	SINGLE FAM
00-00-31-1800-0270-0070	0.07	3,125	SINGLE FAM
00-00-31-1800-0270-0080	0.07	3,125	SINGLE FAM
00-00-31-1800-0270-0090	0.07	3,125	SINGLE FAM
00-00-31-1800-0270-0100	0.12	5,300	VACANT
00-00-31-1800-0270-0120	0.06	2,640	VACANT
00-00-31-1800-0270-0130	0.06	2,635	SINGLE FAM
00-00-31-1800-0270-0140	0.06	2,628	SINGLE FAM
00-00-31-1800-0270-0150	0.06	2,622	SINGLE FAM
00-00-31-1800-0270-0160	0.06	2,615	SINGLE FAM
00-00-31-1800-0270-0170	0.06	2,610	SINGLE FAM
00-00-31-1800-0270-0180	0.06	2,603	SINGLE FAM
00-00-31-1800-0270-0190	0.06	2,500	VACANT
00-00-31-1800-0270-0200	0.06	2,500	VACANT
00-00-31-1800-0270-0210	0.06	2,500	VACANT
00-00-31-1800-0270-0220	0.06	2,500	VACANT
00-00-31-1800-0270-0230	0.06	2,500	SINGLE FAM
00-00-31-1800-0270-0240	0.06	2,500	SINGLE FAM
00-00-31-1800-0270-0250	0.06	2,500	VACANT
00-00-31-1800-0270-0260	0.06	2,500	VACANT
00-00-31-1800-0270-0270	0.11	5,004	STORES, 1
00-00-31-1800-0271-0010	0.6	25,984	MUNICIPAL
00-00-31-1800-0271-0011	0.18	7,725	MUNICIPAL
00-00-31-1800-0271-0070	0.39	17,013	LIGHT MANU
00-00-31-1800-0271-0091	0.06	2,578	VACANT IND
00-00-31-1800-0271-0110	0.08	3,433	SINGLE FAM
00-00-31-1800-0271-0120	0.07	2,986	SINGLE FAM
00-00-31-1800-0271-0131	0.35	15,310	WAREHOUSE-
00-00-31-1800-0271-0201	0.07	3,072	WAREHOUSE-
00-00-31-1800-0272-0000	0.54	23,544	VACANT IND
00-00-31-1800-0273-0010	0.3	12,923	LIGHT MANU
00-00-31-1800-0273-0020	0.25	10,945	SINGLE FAM
00-00-31-1800-0273-0050	0.81	35,238	THEATER/AU
00-00-31-1800-0273-0150	0.4	17,495	CULTURAL G
00-00-31-1800-0273-0220	0.11	5,000	SINGLE FAM
00-00-31-1800-0273-0271	0.18	7,736	STORES, 1
00-00-31-1800-0275-0000	0.69	30,002	UTILITIES
00-00-31-1800-0275-0060	0.52	22,488	SINGLE FAM
00-00-31-1800-0275-0230	0.39	16,860	SINGLE FAM
00-00-31-1800-0275-0270	0.47	20,604	SINGLE FAM
00-00-31-1800-0278-0000	1.98	86,058	UTILITIES
00-00-31-1840-0000-0000	251.26	10,944,832	HEAVY MANU
17-3N-28-0000-0002-0010	0.61	26,631	VAC GOVERN
00-00-31-1800-0011-0010	0.43	18,694	VACANT
00-00-31-1800-0012-0100	0.3	12,945	VACANT
00-00-31-1800-0279-0012	0.43	18,611	SINGLE FAM
00-00-31-1800-0279-0060	0.28	12,362	VACANT
00-00-31-1800-0279-0101	0.12	5,169	VACANT
00-00-31-1800-0279-0120	0.12	5,168	SINGLE FAM
00-00-31-1800-0280-0020	0.23	10,001	MULTI-FAMI
00-00-31-1800-0280-0040	0.46	20,004	VACANT
00-00-31-1800-0280-0060	0.23	10,000	SINGLE FAM
00-00-31-1800-0280-0080	0.11	5,001	VACANT
00-00-31-1800-0280-0120	0.23	10,000	SINGLE FAM
00-00-31-1800-0281-0002	0.37	16,113	SINGLE FAM
00-00-31-1800-0281-0010	0.06	2,500	SINGLE FAM
00-00-31-1800-0281-0020	0.43	18,891	VACANT
00-00-31-1800-0281-0060	0.92	40,264	VACANT
00-00-31-1800-0281-0210	0.11	5,001	VACANT
00-00-31-1800-0281-0320	0.06	2,500	VACANT
00-00-31-1800-0281-0330	0.06	2,500	VACANT
00-00-31-1800-0281-0340	0.06	2,500	VACANT
00-00-31-1800-0282-0000	0.71	31,022	UTILITIES
00-00-31-1800-0287-0001	1.69	73,713	CLUBS/LODG



DOWNTOWN FERNANDINA BEACH

Parcels Affected by the FEMA (AE) 100yr Flood Zone

-  FEMA AE 100yr Flood Zone
-  Parcels in FEMA AE Zone
-  Parcels

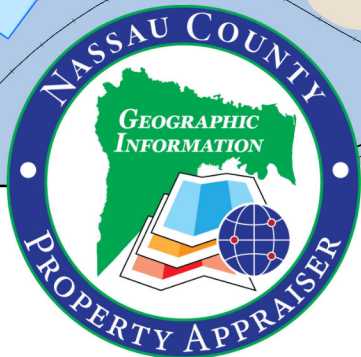


Involved Properties: 151
Total Acres: 312
Total SqFt: 13,590,000

AE

AE

AE



0 0.1 0.2 Miles

Prepared by:
Nassau County Property Appraiser
April 27, 2022

4

CHAPTER 4

SITE DESIGN REQUIREMENTS

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4.05.06 MINIMUM REQUIREMENTS FOR NON-RESIDENTIAL AND MIXED USE DEVELOPMENT

A. Minimum Landscaped Area

At least twenty (20) percent of the total gross land area of a development site shall be landscaped except within the Central Business District/ C-3 zoned and the 8th street Mixed Use (MU8)/MU-8 zoning properties where a minimum of 10% of the total gross land area shall be landscaped. New construction and landscaped areas shall be located on the site in such manner as to maximize preservation of existing trees with priority given to specimen trees. Minimum landscaped area requirements may be achieved through use planters and rooftop gardens. Planting areas which fulfill landscape design strategies located within public rights-of-way shall count towards the minimum planting area, if installed and paid for by the developer or property owner.

B. Minimum Tree Planting

Nonresidential development shall provide one (1) shade tree for each 1,500 square feet of gross site area, or fraction thereof.

4.05.07 PARKING LOT LANDSCAPING

A. Intent: It is the intent of this section to promote vehicular and pedestrian safety; limit physical site access to established points of ingress and egress; delineate and buffer the bounds of abutting vehicular use areas so that distractions of movement, noise and glare from one area do not adversely affect the activity in another area; break up large expanses of pavement; and to reduce heat island effect within the vehicular use areas of a site.

B. Off-Street Parking: All off-street parking lots with six (6) or more required parking spaces and vehicular use areas (access driveways, service drives, and loading areas) are required to include landscaping. Required parking lot landscaping shall be in addition to requirements for protection of existing trees.

C. Perimeter Landscaping:

1. A landscaped area not less than ten (10) feet in width, exclusive of impervious area, using vertical layering of landscape materials shall be located around the perimeter of the parking lot in order to provide visual screening from the right-of-way. Perimeter landscape area requirements shall not apply to shared vehicular access areas or to the portion of the perimeter areas where physical interconnections exist.

2. When perimeter landscape areas are required on adjacent properties, the owners of such adjacent properties may agree to the installation of only one such landscape area on the adjacent boundary, as long as such agreement is binding on both property owners and their successors in the interest and is approved as part of the site plan review process.

3. Where the parking lot is in a side or rear yard and a buffer "C" or "D" is provided pursuant to Section 4.05.05, the buffer shall satisfy the requirement for providing landscaping between the parking lot and the abutting street.

4. Where a buffer "A" or "B" is required pursuant to Section 4.05.05, the landscaped area shall also include a continuous unbroken hedge, planted in a double-staggered row to form a solid visual screen within one (1) year of planting.

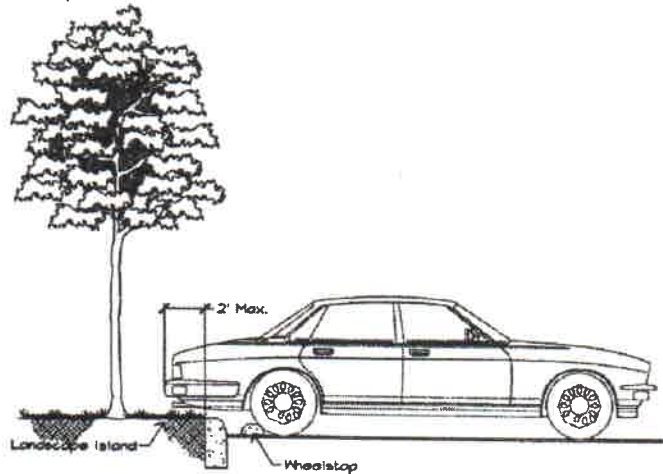
5. An access, not exceeding four (4) feet in width, may be provided through the buffer to an adjacent sidewalk public street or sidewalk.

6. Trees within the perimeter landscaped area shall be determined using a ratio of one (1) tree for each 20 linear feet of required landscape perimeter area, or

major portion thereof, with no less than 75% of said trees being shade trees.
Creative design and spacing is encouraged

7. A visual screen is required within perimeter landscape areas, running the entire length of such areas excluding areas of ingress and egress. The visual screen may be provided using:
 - a. Shrubs or Ornamental Grasses. Shrubs or Ornamental Grasses shall be spaced a minimum of three feet to a maximum of six feet on center dependent on the inherent growth of the species. Creative design and spacing is encouraged.
 - b. Contoured berms or embankments. Contoured berms or embankments shall be a minimum of twenty-four (24) inches in height, measured from the adjacent parking surface level, at the time of planting and landscaped appropriately.
 - c. Plant material must be non-deciduous for full year-round screening.
- D. Interior Parking Lot Landscaping:
 1. Planting areas within parking lots and vehicular use areas shall equal not less than ten (10) percent of the gross area devoted to vehicular use. The perimeter landscaping shall not count toward meeting the required interior landscaping.
 2. Interior planting areas shall be located in tree islands, at the end of parking bays, and between rows of parking spaces. There shall be not more than ten (10) contiguous parking spaces (or twenty (20) parking spaces in a double row) between planting areas.
 - a. Planting areas may also be located within driveway medians, provided the median is a minimum of twelve (12) feet wide.
 - b. One (1) shade tree shall be installed for each 400 square feet of required planting area. Alternatively, a minimum of two, three-inch or three, two-inch, caliper shade trees together with other landscape material shall be planted within each required planting area. Spacing shall be no closer than fifteen (15) feet on center and no greater than eighteen (18) feet on center.
 3. Interior planting areas shall be located to effectively accommodate stormwater runoff, as well as to provide shade in large expanses of paved areas. Use of swales, vegetated filter strips, and bioretention areas (rain gardens) shall be incorporated into the overall stormwater plan, grading plan, and landscape strategy for the entire parking area. Plant species should be selected based on their ability to tolerate urban stresses such as expected pollutant loadings, highly variable soil moisture conditions, ponding water fluctuations, and Soil pH and texture.
 4. If stabilized grass parking is utilized, the parking spaces shall be delineated with parking stops and the required landscape islands with trees and stubs installed to break up rows of ten (10) consecutive parking spaces.
 5. The design of interior landscaped areas shall comply with the specifications set forth in Section 4.05.03 and 7.01.04(C).
 6. A continuous curb or other means of protection shall be provided to prevent injury to vegetation within the planting areas.
 - a. Curbs shall be designed to allow percolation of water to the root systems of the plants. Where existing trees are preserved, tree wells, tree islands, or a continuous curb shall be installed to protect the trunk and root system from damage. A drainage system shall be provided within the area defined by the drip line of the tree(s).
 - b. Vehicle stops or other design features shall be used to prevent parked vehicles from overhanging more than two (2) feet into any landscape area.

Example:



- E. In order to allow for flexibility and creativity in design standards, hedges may be replaced or interrupted in areas which provide for a decorative wall and berms and other creative landscape features, and landscape materials may be clustered so long as the parking area remains screened from the public right-of-way and adjacent private property, as set forth in Section 4.05.12.

4.05.08 FREESTANDING SIGN LANDSCAPING

- A. All monument signs shall have shrubbery or flowers planted around the perimeter of the sign. Signs shall be located so as to provide both adequate visibility from the public rights-of-way and to preserve protected trees.
- B. If a freestanding sign cannot be shifted to allow the required room for perimeter plantings between the sign and the parking area without obscuring visibility to the sign, then the City shall allow a five (5) foot radius from the base of the freestanding sign in which lower accent plantings are allowed in lieu of perimeter plantings.

4.05.09 MECHANICAL EQUIPMENT SCREENING PLANTINGS

Structures such as dumpster enclosures, mechanical equipment, backflow preventers, wells, pumps, tanks, buffer walls, HVAC units, transformers, lift stations, utility cabinets, electrical panels, or cable television equipment shall be fully screened with planting beds in areas visible from the public rights-of-way.

- A. The height of such screening shall be a minimum of 30 inches at the time of installation.
- B. Required access ways to these utilities are exempt from the screening provisions. Other uses which require high visibility and easy access, such as fire hydrants, public and emergency telephones, mailboxes, and school bus shelters/benches, are exempt from these provisions.

4.05.10. RETENTION AND DETENTION PONDS

Stormwater retention/detention ponds are required be naturally shaped (without geometric straight sides) and must meet the following minimum requirements:

- A. All wet detention ponds must incorporate a combination of aquatic and non-aquatic native plants to completely surround the perimeter to filter runoff of fertilizers, herbicides, and pesticides.
- B. Wet detention ponds must incorporate, at a minimum, a littoral zone or a littoral zone alternative Per Chapter 40C-42, Florida Administrative Code.



CHAPTER 7

INFRASTRUCTURE AND CONCURRENCY REQUIREMENTS

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7.01.03 Sidewalks and Bicycle Facilities

- A. For the safety of pedestrians, all development shall provide sidewalks, except as otherwise provided in Section 7.01.03(B) as follows:

Table 7.01.03(A). Sidewalk Requirements

Functional Classification	Sidewalk Placement
Arterial	Both sides
Collector, City responsibility	Both sides
Local Streets	One side

- B. For development in the RE district, sidewalks are not required along local streets.
- C. When sidewalks have already been installed or approved on contiguous properties, new sidewalks will be provided consistent in location and width with the existing sidewalk pattern.
- D. The required sidewalks shall comply with current standard specifications for City sidewalks and with all ADA requirements. Sidewalks shall be constructed to meet the following requirements:
1. Sidewalks shall be sixty (60) inches wide, six (6) inches thick, 3,500 pounds per square inch concrete, with an expansion joint installed at a minimum of every twelve (12) feet and an expansion joint at the property line.
 2. If a bicycle path is adjacent to the sidewalk, the combined width of the sidewalk plus the bicycle path shall be no less than eighty-four (84) inches wide. All sidewalks and bicycle paths shall be elevated a minimum of one (1) inch, with a slope adequate for drainage.
 3. At driveway and street intersections, sidewalks and bicycle paths shall be sloped down to the grade of the street or driveway.
 4. All sidewalks and bicycle paths shall be immediately adjacent to the edge of the right-of-way unless otherwise approved by the City.
- E. Bicycle parking shall be provided at multi-family developments on two (2) or more acres, parks and recreation facilities, and commercial establishments according to the following standards:
1. The number of bicycle spaces required is as follows:

Table 7.01.03(E). Required bicycle spaces for specified uses.

Type of Use	Minimum Number of Bicycle Spaces
Parks and recreation facilities	1 space per 10 required vehicle parking spaces
Commercial uses	1 space per 25 required vehicle parking spaces
Multi-family development	1 space per 20 required vehicle parking spaces

2. Bicycle parking spaces may be provided as either bicycle racks or other storage facilities, provided that the following standards are met:
 - a. Facilities shall be designed to allow each bicycle to be secured against theft;
 - b. Facilities shall be installed to resist removal;
 - c. Facilities shall be installed to resist damage by rust, corrosion, or vandalism;
 - d. Facilities shall accommodate a range of bicycle shapes and sizes and allow easy locking without interfering with adjacent bicycles; and
 - e. Facilities shall be located not to interfere with pedestrian or vehicular movement.

7.01.04 Parking Standards and Parking Lot Design

A. Parking space requirements

1. Minimum off-street vehicular parking spaces shall be provided at the time of the construction of the principal building or at the time of the conversion of a building having a previously existing use to a more intensive use of the same property.
2. The minimum number of parking spaces shall conform to the standards in Table 7.01.04(A).
3. Due to the nature and character of properties within the central business district (C-3) and the Amelia River Waterfront Community Redevelopment Area waterfront lots containing industrial waterfront (I-W) or waterfront mixed use (W-1), the provision of off-street parking will not be required, except for triplex and multi-family dwelling units, lodging accommodations and bed and breakfast inns. For Triplex and Multi-family dwellings, off-street parking shall meet the Supplemental Standards in Section 6.02.32. Single Family and Duplex dwelling units shall meet the standards of the underlying zoning districts. For lodging accommodations and bed and breakfast inns the off-street parking requirements shall be satisfied within 1,000 feet of the property involved and as otherwise required under this chapter and any applicable Supplemental Standards.
4. Calculation of required parking
 - a. Where floor area determines the amount of off-street parking required, the floor area of a building shall be the sum of the gross horizontal areas of every floor of the building, using exterior wall dimensions.
 - b. For places of public assembly, the number of seats shall be the maximum occupancy load established for the building by the Fire Marshal.
5. Requirements for off-street parking for uses not specifically mentioned in this chapter shall be the same as required for the use most similar to the one sought.
6. Any development adjacent to a public beach access shall be prohibited from interfering in any manner with the public use of the beach access, including but not limited to blocking the parking, removing parking, or interfering with the normal flow of traffic within the beach access area.
7. Off-street parking may not exceed 10% of the required parking amount on any site.
8. Up to two (2) on-site internal non-illuminated signs per business may be allowed to designate specific on-site parking areas. Signs are exempt from permitting requirements and are limited to four (4) square feet and no tall than eight (8) feet.

Table 7.01.04(A). Parking Space Requirements

Type of Use or Activity	Minimum Number of Spaces
Assembly places (religious facilities, funeral homes, schools, theaters, auditoriums, arenas, civic centers, and facilities with an auditorium, sanctuary, or gathering place, whether fixed seats or open area)	1 space per 4 seats
Business and commercial activities, including retail sales, and business activities not otherwise specified	1 space per 300 ft ² of gross floor area
Clubs and lodges (including fraternities, sororities, and	1 space per 4 seats in the largest

other social or civic membership organizations)	assembly area
Day-care and child-care centers	1.5 spaces per employee on the largest shift
Drive-in establishments	1 space per 60 ft ² of gross floor area
Duplex dwellings	2 per unit ²
Gasoline service stations	1 space per 350 ft ² of floor area, plus 3 spaces per repair bay
Hospitals, nursing homes, rest homes, convalescent homes, assisted care facilities, other similar facilities, and other medical facilities providing overnight accommodations	0.25 spaces per 1 bed plus, 1 space for each 2 employees on the largest shift
Lodging accommodations, without restaurants or lounges	1 space per sleeping room
Lodging accommodations, with restaurants or lounges	1 space per sleeping room, plus 50% of the parking required by this section for the restaurant or lounge
Libraries and museums	1 space for each 500 ft ² of gross floor area
Manufacturing, warehousing and industrial uses	1 space for each 2 employees on the largest shift, plus 1 space for each company vehicle operating from the premises
Marinas	0.5 space for each boat berth, plus 1 space per each 2 employees on the largest shift ¹
Medical offices and clinics	1 space per 250 ft ² of gross floor area
Mortuary and funeral homes	1 space for each 4 seats in the chapel, plus 1 space for each 3 employees
Multi-family dwellings	2 spaces per dwelling unit ³
Offices (general, professional, or government)	1 space per 300 ft ² of gross floor area
Public parks and recreation facilities	1 space per 1,000 ft ² feet of active use area
Restaurants, eating, drinking, or entertainment establishments (without drive-in facilities)	1 space per 50 ft ² of the customer services area or 1 space per 250 ft ² of the gross floor area for those establishments without customer service areas (such as take-out windows only)
Schools and educational uses; Elementary, middle, and junior high schools	2 spaces for each classroom, office, and kitchen
Schools and educational uses; High schools	6 spaces for each classroom, plus 1 space for each staff member
Schools and educational uses; Vocational, trade, and business schools	1 space per 300 ft ² of gross floor area
Single-family dwellings	2 per unit ²
Triplex dwellings	2 per unit ³

¹If a marina features a boat-launching ramp; at least fifty percent (50%) of the required parking spaces shall be designed to accommodate both a vehicle and boat trailer.

²Consistent with LDC policy 8.01.02(D)(4), Dwellings units within the CRA must provide two (2) spaces per dwelling unit on-site but are permitted the following exceptions: all units 1,000 sq. ft or under are only

required to provide one (1) space per dwelling unit on-site and all units 1,001-1,250 sq. ft are only required to provide one and one-half (1.5) spaces per dwelling unit on-site.

³Triplex and Multi-family dwelling units located in the Central Business District/ C-3 zoning and not within the CRA are required to provide parking as consistent with the supplemental standards directed in LDC Section 6.02.32.

B. Parking Flexibility – This section recognizes that minimum parking requirements, in certain circumstances, may result in excess provision of parking. Excess parking supply results in the inefficient use of land at the expense of additional landscaped areas, civic space, enhanced site design or building area and the reduction in subsequent tax revenue and employment opportunities. Therefore, off-street parking requirements may be met through additional and alternative measures provided in this subsection. These measures shall be requested during site plan review.

1. Shared Parking Provisions

a. Shared parking may be applied when land uses have different parking demand patterns and can use the same parking spaces/areas throughout the day or night. Shared parking may also be applied when an existing development can demonstrate excess parking. Factors evaluated to establish shared parking arrangements shall include operating hours, seasonal/weekly/daily peaks in parking demand, the site's orientation, location of access driveways, accessibility to other nearby parking areas, pedestrian connections, distance to parking area, and availability of parking spaces.

b. Shared parking is subject to an agreement that addresses the following:

1. The agreement is valid only as long as the conditions described in the application for the shared parking exist, the City must be a party identified in the agreement requiring a signature from the City Manager, and the agreement must be in a form acceptable to the City Attorney recorded with the Nassau County Clerk of Courts.

2. A copy of the recorded agreement shall be submitted to the City Attorney and City Manager within ten (10) days of its recording.

2. Off-Site Parking – Up to 50% of the overall required parking may be met in off-site parking areas through a shared parking agreement. The off-site parking area must be located within 600 feet walking distance of the structures' nearest public entrance. A pedestrian connection providing a safe, well lighted walking environment shall be required. No more than two (2) off-site non-illuminated signs per business shall be allowed in order to designate or direct use of off-site parking spaces. Signs are exempt from permitting requirements and are limited to four (4) square feet and no taller than eight (8) feet.

3. Existing Sites – If the parking deficit on an existing site is within 20% of the required additional parking generated by proposed alterations or expansions in use then, those spaces may be provided in unimproved parking areas.

4. Valet Parking – On-site or off-site valet parking is permitted. All off-site locations shall require a recorded parking agreement, meeting the requirements for shared parking arrangements. Motor vehicles may be stacked for valet operations.

5. The City may require, or an applicant may request, the elimination of up to 20% of the required parking spaces in order to preserve specimen trees. The site plan shall show the location of all required parking and the spaces eliminated to preserve the trees.

6. On-Street Parking – The City Manager may grant a parking waiver for use of on-street parking spaces immediately adjacent to the site of a commercial use, not to exceed 10% of the required parking spaces when the following conditions exist:
 - a. On-street parking is permitted on both sides of the right-of-way;
 - b. Sufficient improved right-of-way width is evidenced and maintained;
 - c. A linear length of at least 25 feet along the right-of-way for each alternative space;
 - d. On-street spaces shall not be located closer than 30 feet from an intersection or 15 feet from a driveway;
 - e. The maximum utilization of other off-street parking alternatives for the commercial site shall be implemented prior to the granting of a parking waiver.

C. Parking lot design requirements

1. All parking areas shall be arranged for convenient access and safety of pedestrians, bicyclists, and vehicles. All new non-residential development parking lots shall be located in the side or rear of buildings. All non-residential redevelopment shall incorporate strategies for masking parking areas and creating a more pedestrian-oriented environment whereby the majority of required parking is screened through landscaping or other design strategies.
2. Parking Material: All new and redeveloping properties shall incorporate the use of pervious parking materials for a minimum of 75% of the required parking. Pervious parking materials that require regular maintenance through activities such as, vacuum sweeping, must demonstrate their ability to perform regular maintenance of the site. Pavement systems must be maintained in a smooth, well-graded, and drained condition. Parking materials may consist of standard paving, pavers and alternate paving systems. Use of grass or alternate lawn surface as parking material may be considered for up to one-third (1/3) of the required off-street parking facilities. All accessible spaces must comply with all requirements set by ADA.
3. All parking areas shall be adequately drained and maintained in a dust-proof condition. All non-residential developments parking lots shall incorporate the use of Low Impact Development (LID) facilities such as use of pervious paving materials or pervious pavers, open section drainage, vegetative swales, and bio retention basins that exhibit unique design characteristics. The design of the parking lot shall be incorporated into the development's stormwater management plan.
4. Parking areas shall be designed with consideration given to future shared parking arrangements. All non-residential site development shall be designed to allow for vehicular cross accesses to adjacent non-residential properties. Where there are existing stub-outs on adjoining properties, the site under review shall complete the connection. The cross access must be designed to the same standards as internal circulation within the parking and circulation area.
5. If the parking area is artificially lighted:
 - a. All lighting shall be designed, arranged, and constructed such that no source of such lighting is visible from any adjoining or nearby property used or zoned for residential purposes.
 - b. All lighting shall be designed, arranged, and constructed to shield public roadways and all other adjacent properties from direct illumination.
 - a. For all areas adjacent to beach areas, the lighting shall be designed, arranged, and constructed consistent with Section 3.05.02 of the LDC regarding outdoor lighting in beach areas.
6. Individual spaces and internal aisles shall be designed according to the standards below;

- a. Parking space dimensions shall be a minimum of nine (9) feet by eighteen (18) feet.
- b. The number, design, and location of accessible parking spaces shall comply with the ADA standards for accessible design.
- c. The minimum width for a one-way internal aisle shall be twelve (12) feet, and the minimum width for a two-way internal aisle shall be twenty-two (22) feet.
7. When drop-off areas are provided, the drop-off area shall be fully separated from driveways and parking areas. The separate drop-off area shall allow a person to enter or exit a vehicle directly to a sidewalk abutting the entrance to an establishment.
8. The atmosphere of parking lots for all non-residential developments is intended to be park like and shall comply with all landscaping provisions for parking areas contained in LDC Section 4.05.06. All parking areas shall be designed with landscaping and buffering which serve to reduce heat-island effect.
- D. Pedestrian circulation
 1. Large retail development projects shall provide parking areas that enhance pedestrian safety, efficiency, and connectivity with a clear definition between vehicular areas and pedestrian walkways.
 2. Pedestrian and vehicular circulation systems are required to be adequately separated for pedestrian safety. Pedestrian connectivity between building entrances and parking areas shall be clearly indicated through the use of landscaped areas; walkways made of materials such as scored concrete, pavers, or bricks; or paint striping.
 3. Internal pedestrian walkways, located between two (2) rows of parking spaces and not in the vehicular aisles, shall be provided at focal points of pedestrian activity, such as store entrances. Additionally, such walkways shall be at least five (5) feet wide and shall include landscaping adjacent to the walkways.
 4. New and redeveloping non-residential properties shall, where feasible, be required to provide or enhance pedestrian connectivity to adjacent residential neighborhoods.
 5. New and redeveloping non-residential properties shall, where feasible, be required to establish pedestrian connections to the transportation network including but, not limited to, sidewalks, bike lanes or trails, or transit systems.

7.01.05 Specific Parking Restrictions for Commercial Vehicles, Recreational Vehicles, Boats, and Trailers

A. Prohibitions

Any commercial motor vehicle which has a gross vehicle weight of 8,000 pounds or more shall not be parked in any residential, commercial, wetland protection, or recreational district or area, except as otherwise provided in Section 7.01.05(B).

B. Exceptions

The prohibition in Section 7.01.05(A) shall not apply to parking of such vehicles in the specified districts or areas:

1. For the time required for normal loading and unloading of such vehicles; or
2. For the time required to perform the legally permitted service provided by such vehicles.

C. Mobile homes, travel trailers, travel campers, recreational vehicles, and similar vehicles regularly or periodically utilized for dwelling purposes shall not be parked overnight in any zoning district except in an area specifically designated by this LDC for that purpose. Mobile homes, travel trailers, travel campers, recreational vehicles, and similar vehicles, when unoccupied, may be parked or stored in a completely enclosed building, a carport attached to a principal building, or in a side or rear yard.

D. Boats, boat trailers, utility trailers, and similar vehicles shall not be parked overnight in any zoning district except in an area specifically designated by this LDC for that

purpose. Such vehicles, when unoccupied, may be parked or stored in a completely enclosed building, a carport attached to a principal building, or in a side or rear yard.

7.01.06 Loading Space Standards and Design

- A. Off-street loading spaces shall be provided as follows:
1. Commercial centers, commercial uses, hotels, hospitals, and institutional uses with less than 10,000 square feet of gross floor area shall provide one (1) off-street loading space.
 2. Commercial centers, commercial uses, hotels, hospitals, and institutional uses with 10,000 square feet or more of gross floor area shall provide one (1) space for the first 10,000 square feet of gross floor area, plus one (1) space for each additional 20,000 square feet, or fraction thereof.
 3. Industrial uses shall provide one (1) space for each 10,000 square feet of gross floor area.
 4. Offices shall provide one (1) space for each 20,000 square feet of gross floor area.
- B. Off-street loading spaces shall meet the following design requirements:
1. Loading spaces shall not block streets, alleys, or sidewalks. Loading spaces shall not impair the movement of vehicles or pedestrians on streets, alleys, or sidewalks.
 2. Every loading space shall meet the following minimum dimensions:
Length 30 feet
Width 12 feet
Height 14 feet

7.01.07 Drive-Through Facilities and Stacking Lanes

- A. All uses and facilities providing drive-up or drive-through service shall provide stacking lanes in compliance with the standards of this section.
- B. Restaurants with drive-up or drive-through facilities shall provide a minimum stacking space to accommodate eight (8) vehicles. A by-pass lane shall be required.
- C. Banks and financial institutions shall provide stacking spaces according to Table 7.01.07(C). A by-pass lane shall be provided.

Table 7.01.07(C). Stacking Lane Requirements for Banks and Financial Institutions.

Number of Drive-Through Lanes	Total Number of Vehicles to be Accommodated
1	8
2	12
3	18
Each additional lane	2 additional vehicles accommodated

- D. A solid wall or fence shall be provided along a property line abutting lots or parcels zoned for residential purposes in order to block lights from vehicles in the stacking lanes or drive-through facility.
- E. Stacking lanes shall not be located within a designated delivery area or area designated for loading spaces.

7.01.08 Visibility at Intersections

Downtown Parking & Circulation

North of Centre Street

- Our Downtown has historically hosted a mixture of uses; the Central Business District is intended to encourage such a mixture.
- The Area north of Centre Street hosts a mixture of land uses, but is predominated by residential uses to the north of Alachua Street.
- During peak periods of parking demand, conflicts can arise among these uses.
 - Residential driveways are sometimes blocked; visibility from driveways can be impeded.
 - On-street parking is unorganized and haphazard; there are often encroachments into the travel lane by improperly parked vehicles.

Downtown Parking & Circulation

North of Centre Street

- Pavement widths of some streets (particularly Alachua, Broome and Calhoun) are not adequate to support parking on both sides of the street while maintaining a 2-way flow of traffic.
- Public safety may be jeopardized by the current parking and circulation pattern. Both Police and Fire confirm difficulty in safely maneuvering in this area during peak parking demand.
- Area residents have been expressing a need for relief for years.



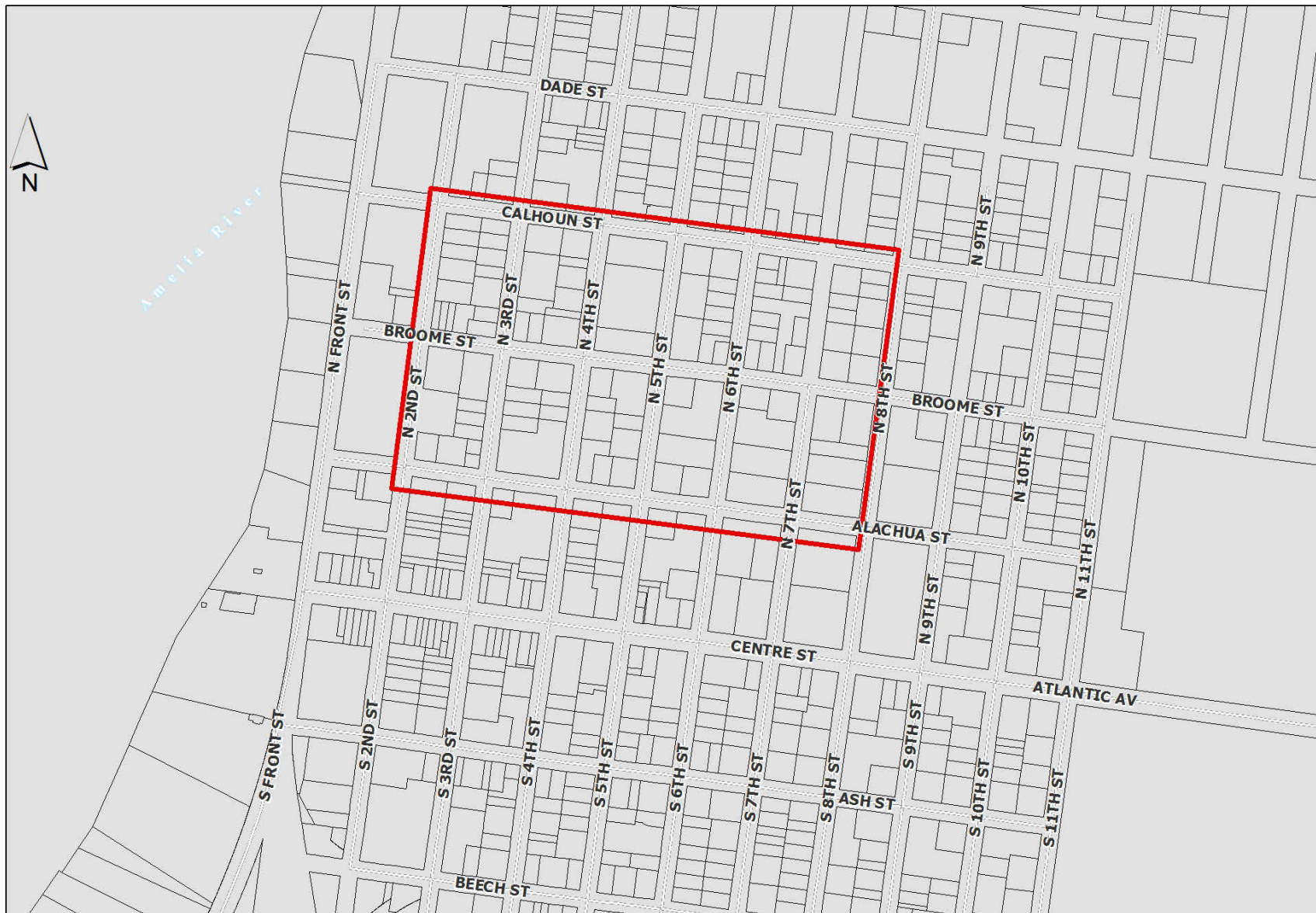








Area of Parking and Circulation Assessment



Considerations:

- Eliminate parking on both sides of streets which are not wide enough to accommodate.
- Simply eliminating parking will improve circulation in the area but will displace the parking need to other areas.
- Proper pavement markings are needed to provide order and clarification of designated parking areas.
- Public safety relies upon predictable, orderly parking configurations and adequate travel lane widths.

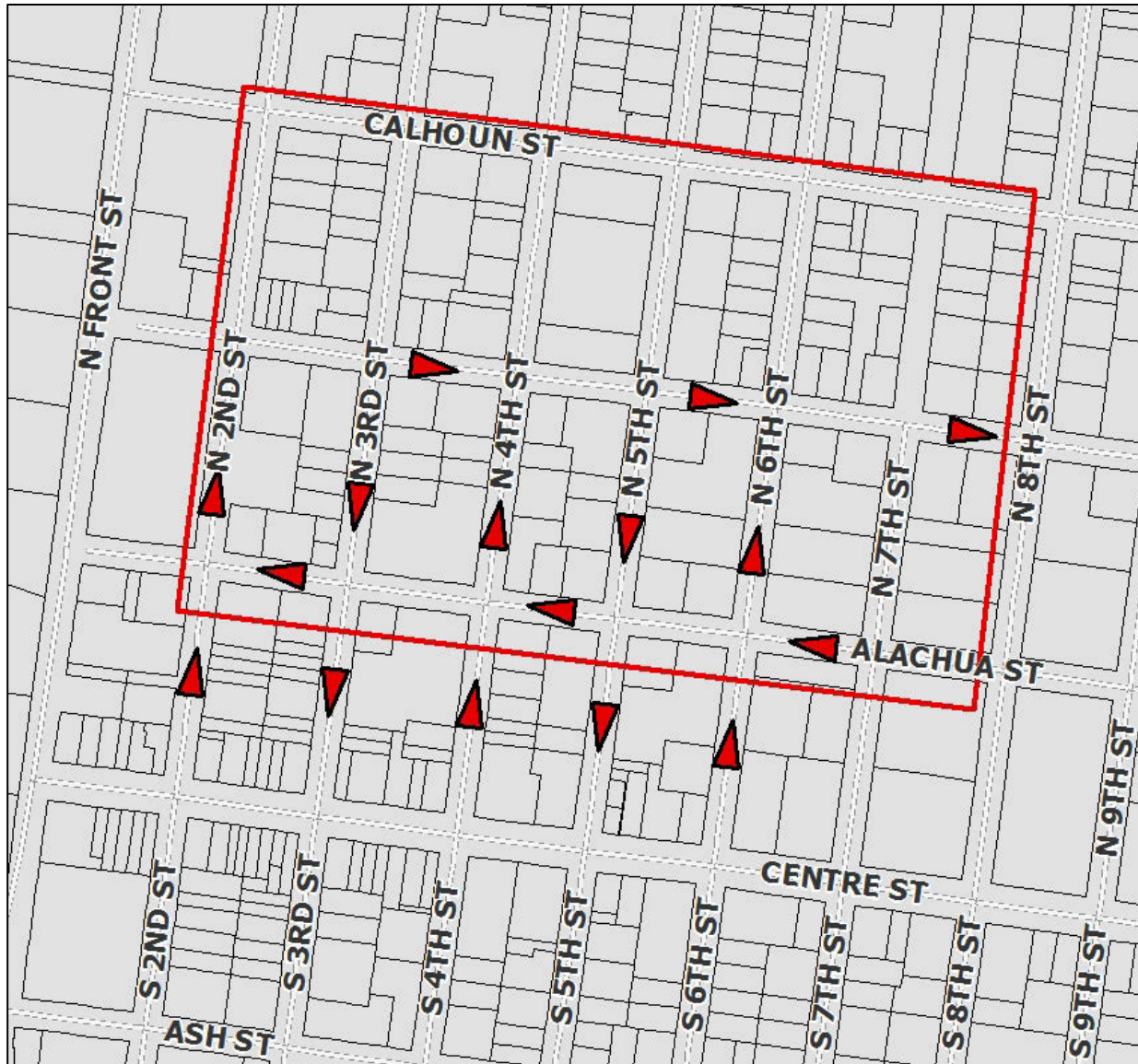
Solutions need to accomplish:

- Ensure safe travel widths for emergency response vehicles.
- Do not shift the parking problem from one downtown area to another.
- Ensure on-street parking is easy to use:
 - Minimize opportunities for blocking driveways
 - Ensure adequate visibility at driveways and intersections
 - Ensure drivers know where they can and cannot park
- Ensure traffic patterns are compatible with our overall downtown circulation.

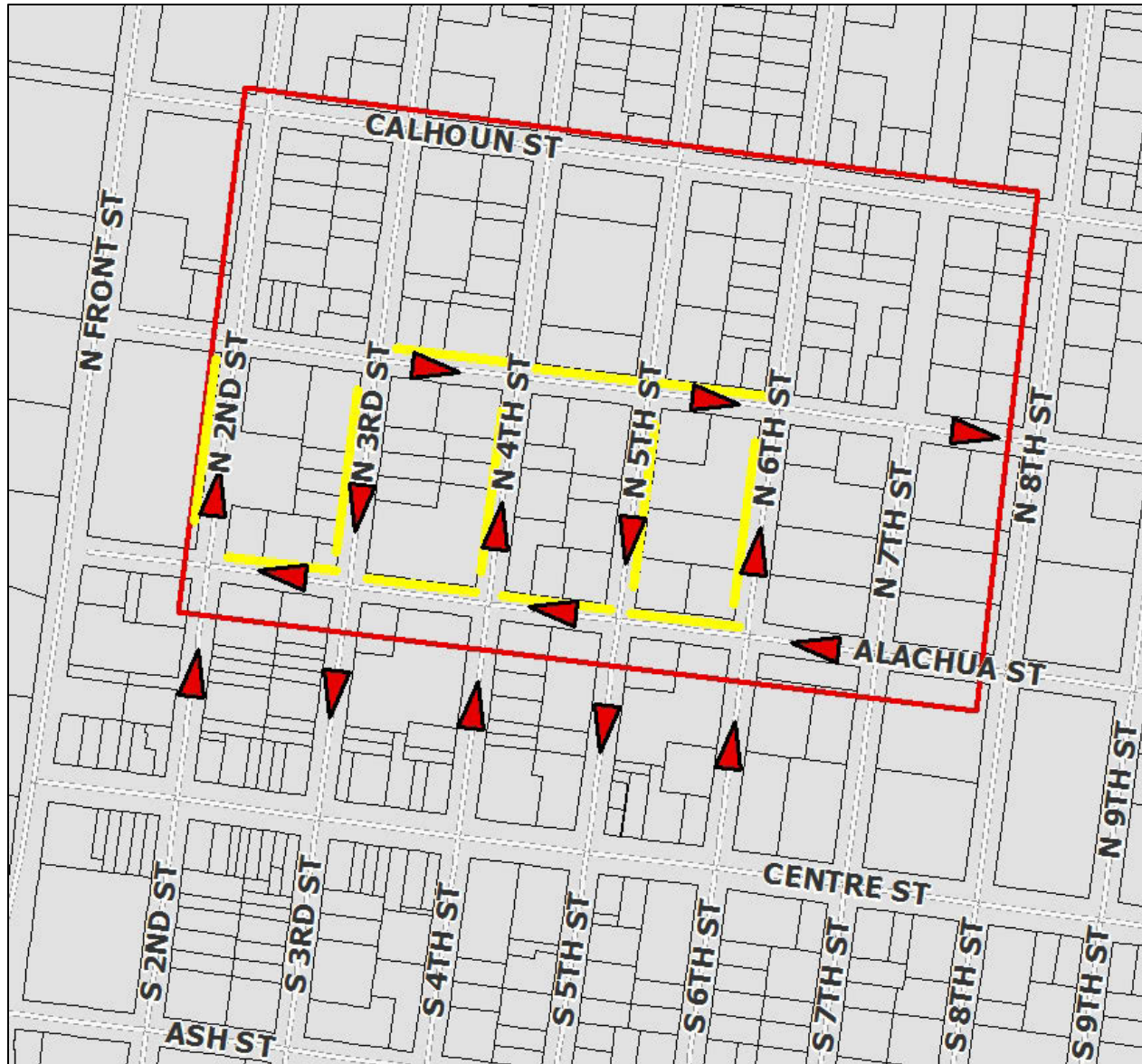
Recommendations:

- Convert Alachua and Broome Streets to one-way streets (Alachua to the west and Broome to the east).
- Provide for angled parking on one side only of Alachua and Broome Streets (north side).
- Continue the existing one-way street configuration between Centre and Alachua Streets north to Broome Street.
- Provide for angled parking on one side only of the newly one-way segments of N. 2nd, N. 3rd, N. 4th, N. 5th and N. 6th Streets.

What does that circulation look like?



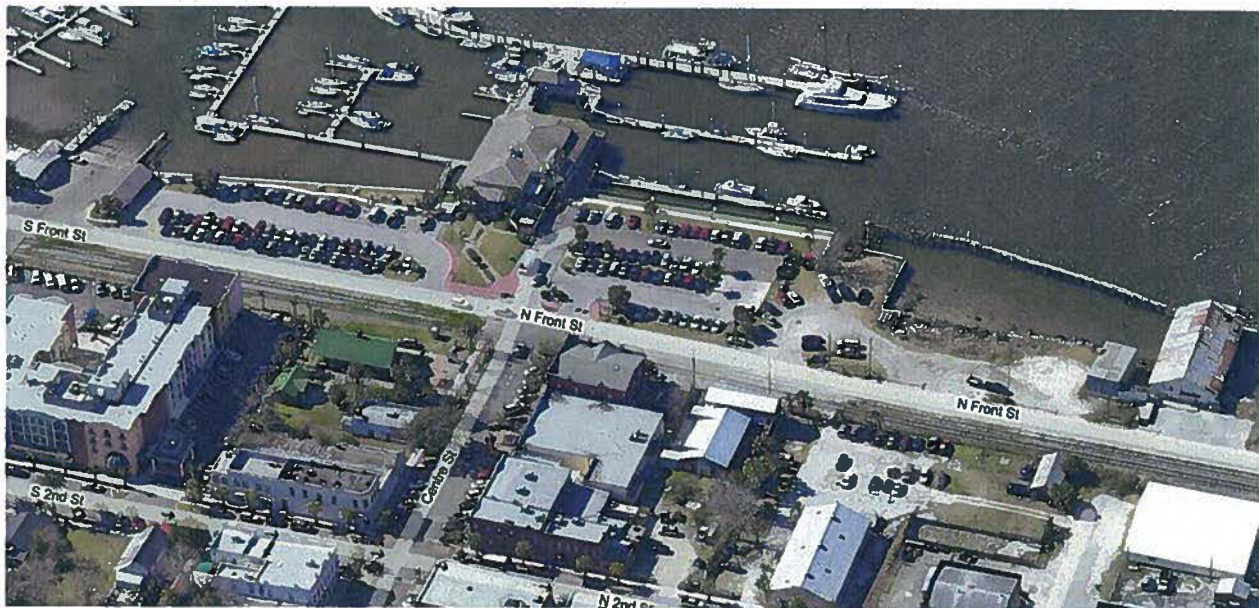
And, what about the parking?



Implementation will require:

- Posting notice of impending circulation changes for at least 30-days.
- Installation of some new signage and striping of parking spaces.
- Initially, a high level of monitoring and enforcement to ensure compliance.

Waterfront CRA Master Plan Traffic Circulation and Parking Study



Prepared by:





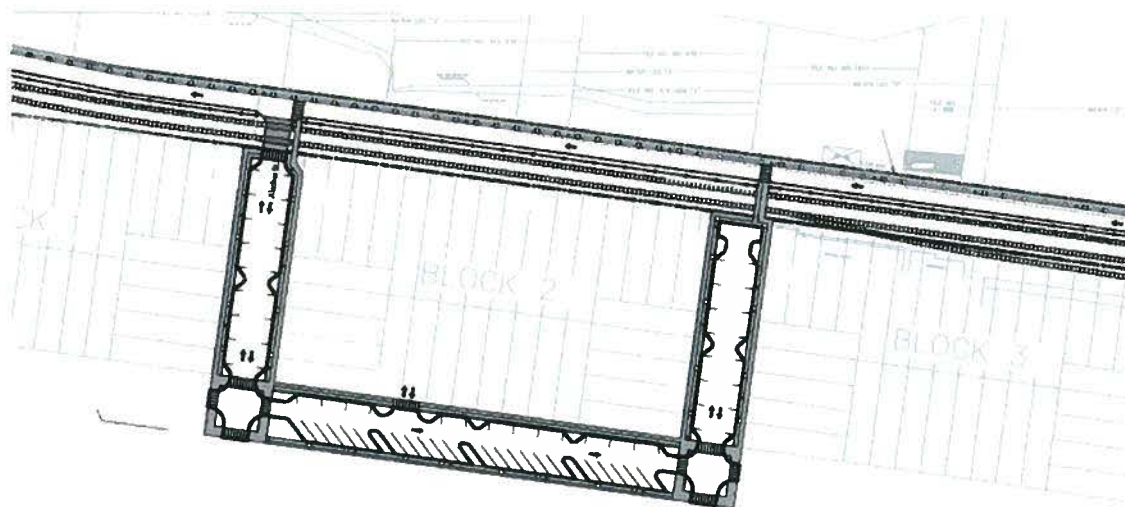
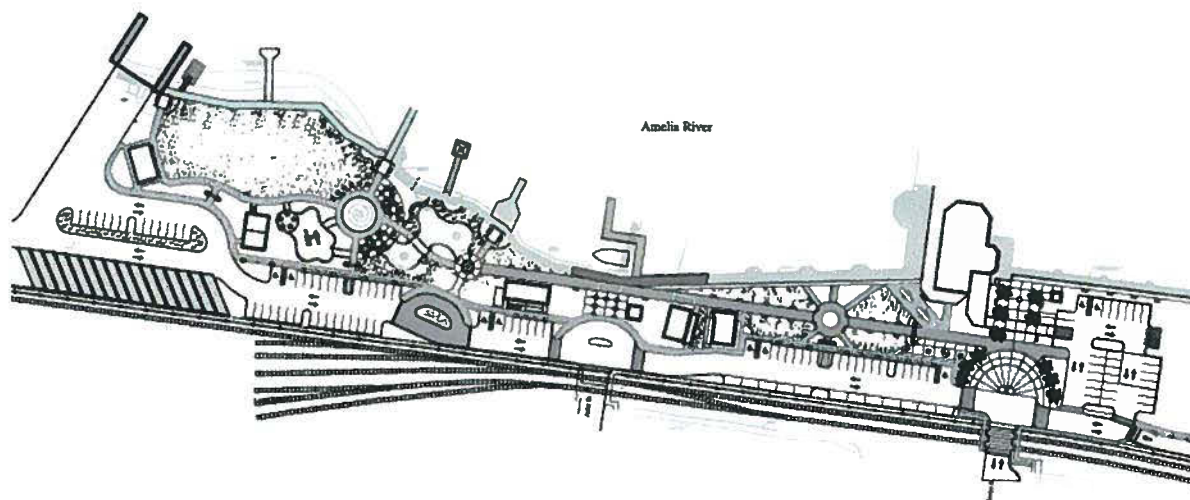
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EXECUTIVE SUMMARY

The focus of this study is to determine transportation-related improvements necessary to support development and implementation of the Front Street improvements and the Waterfront Master Plan, currently under conceptual design and development, as shown below.



The Waterfront Master Plan and Front Street improvement concepts are generally consistent with and further the vision of the “Waterfront Area Community Redevelopment Plan – Amended May 2005”, which encompasses the 34-acre Waterfront Community Redevelopment Area (CRA) in downtown Fernandina Beach, Florida.



Process

Previous studies and plans that have been conducted by the City were reviewed to determine the status and feasibility of previous findings and recommendations. Data was collected (traffic counts, pedestrian counts) and professional observations were made of traffic flow, parking utilization and the need for transportation improvements to support redevelopment of the area.

Findings

Previous Study Findings

These findings are from previous studies. The current status of each is noted below.

<u>Parking Improvements</u>	<u>Status</u>
Relocate waterfront parking east of RR	See Front St./Waterfront Master Plan
Evaluate public land for additional parking	See Recommendations
Enforce Regulations	Policy varies
Implement 2-3 hour limits – Centre St.	Policy implemented
Implement 6-7 hour limits – Side Streets	Policy varies
Retain City Property for parking	Varies – see recommendations
Improve signage	Varies – see recommendations
Consider fee-based system	Policy not yet implemented
Overnight permits for lots C & D	Policy not yet implemented
Prohibit overnight parking – lots A & B	Policy not yet implemented
Impose time limits or fee – lots A & B	Policy not yet implemented
Implement residential parking permits	Policy not yet implemented
Improve lighting conditions	See recommendations
<u>Front Street Improvements</u>	<u>Comments</u>
Eliminate one RR track	Not Feasible
Frontage road on E. side of RR	See Recommendations
Connect Alachua to Front St.	See Recommendations
Provide pedestrian crossing at Broome	See Recommendations
<u>Pedestrian Improvements</u>	<u>Comments</u>
Construct Sidewalks, as needed	See Recommendations
Provide pedestrian-scale lighting	See Recommendations
Develop way-finding program	See Recommendations

Waterfront Master Plan Traffic Study Findings

The following findings are a result of the Waterfront Master Plan Traffic Study.



Network Capacity – is the number of trips (volume) that can be supported on roadway links and the level of delay at intersections.

- There is ample capacity available in the existing grid transportation network in the downtown area to accommodate substantial additional development and redevelopment.
 - Centre Street, the most heavily traveled roadway in the downtown at 2,625 trips per day, is currently operating at only 36% of its daily capacity at the adopted level of service standard.
 - Centre Street and 2nd Street intersection (with future development of 900,000 sq. ft. of non-retail and 300 dwelling units) is projected to operate with a 28-second approach delay northbound and a 24-second approach delay westbound; These are both within the adopted LOS standard.
- Because the transportation network consists of numerous, highly connected roadways that provide mobility by giving more options for reaching a destination and dispersing traffic; the existing network should be adequate to handle projected increases in traffic due to even a very aggressive redevelopment program.

Network Connectivity – is the degree to which walkways and roadways allow direct pedestrian or vehicular travel between destinations.

- Pedestrian Connectivity Findings
 - Standard - Spacing of 300' - 400' between connections
 - Downtown Area – Standard is generally met with 200'-400' block sizes; exceptions are in primarily residential areas where sidewalks are missing
 - CRA area/east of Front St. – Standard is not met.
 - 475' Ash to Centre
 - 1,750' Centre to Dade
- Vehicular Connectivity Findings
 - Standard - 6 intersections
 - Downtown Area - 39 intersections – exceeds standard
 - CRA/Front St. – 3 intersections – does not meet standard. Additional connectivity is needed
- Connectivity Recommendations
 - Missing sidewalks need to be filled in to improve pedestrian connectivity. Design & Construct Sidewalks - Fill in missing links with minimum 5' wide sidewalks, pedestrian amenities, lighting and signage, as shown in the Study Recommendations. There are approximately 18,000 linear feet of missing sidewalks within the downtown area, not including the provision of sidewalks



along the length of Front Street (which are presumed to be included in the Front Street project).

- Railroad crossing(s) need to be obtained to improve connectivity along Front Street and 2nd Street.
 - Alachua Street Crossing, at a minimum
 - Ideally, crossings at Alachua and Broome

Traffic Circulation

- Front Street
 - South of Centre Street – Two-way design will allow pedestrian connectivity through provision of sidewalk and parking.
 - North of Centre Street – One-way verses two-way will depend on:
 1. Success of obtaining railroad crossing
 2. Provision of Riverwalk
 3. Provision of sidewalks on private property easements
 4. Success of redevelopment efforts and change in character of the area. Front Street design, north of Centre Street, will continue to evolve as other associated decisions are made.
- Ash Street - From an operational standpoint (truck traffic and general mobility) making Ash Street one-way is not warranted at this time.
- Truck Traffic
 - The only significant truck traffic along Ash Street occurs between Front Street and 3rd Street.
 - Truck traffic currently mixes with pedestrians along Front Street due to Front Street being part of the current truck route designation. This will not be desirable as pedestrian traffic increases in this area due to park improvements and redevelopment.
 - The only significant truck traffic along Ash Street occurs between Front Street and 3rd Street.

Parking

- Previous Study – Many of the policy recommendations from the Parking Master Plan have not been fully implemented which may indicate that parking issues have not been insurmountable to date. Many of these recommendations can be implemented through policy changes.



- Capacity - Parking capacity does not appear to be a problem currently. With 420 +/- spaces in the surface parking lots and 422 on-street parking spaces spread throughout the downtown area, these 842 spaces currently provide ample parking within a reasonable proximity to all of the areas downtown.
- Location – The walking level of service (LOS) from public parking areas is LOS B, or better, for most of the study area. Missing sidewalks cause isolated areas to operate at LOS F.
- Visibility - Visibility is a key factor for retail uses. Appropriate signage and way-finding will be an important factor in providing a “sense of visibility” for parking. Directing non-retail users (office, government) away from prime parking locations can also help address this issue.

Key Study Recommendations

The attached table summarizes the key recommendations from the traffic study. The recommendations are prioritized by short-term and longer-term improvements. The key study recommendations are graphically portrayed in the attached figure.

Next Steps

The City of Fernandina Beach should develop cost estimates for the recommended improvements and incorporate them in the City’s Capital Improvement Program, in order of City priority. The following short-term recommendations would make a big impact on traffic circulation in the CRA.

- Design and construct Front Street and Waterfront Plan improvements, including associated improvements at existing and proposed crossings.
- Design and construct the 18,000 ± linear feet of missing sidewalks (and lighting). Prioritize areas and develop a program to make improvements on an annual basis. Identify and/or obtain funding for improvements. This will address connectivity concerns and parking level of service deficiencies.
- Design and construct improvements to parking lot west of City Hall and conceptually design identified improvements to potential parking locations.
- Develop Wayfinding Program – Timing is key to include signage improvements with sidewalk, park and parking improvements.
- Develop Bicycle Master Plan for City, making bicycling a more viable mode for residents and visitors.

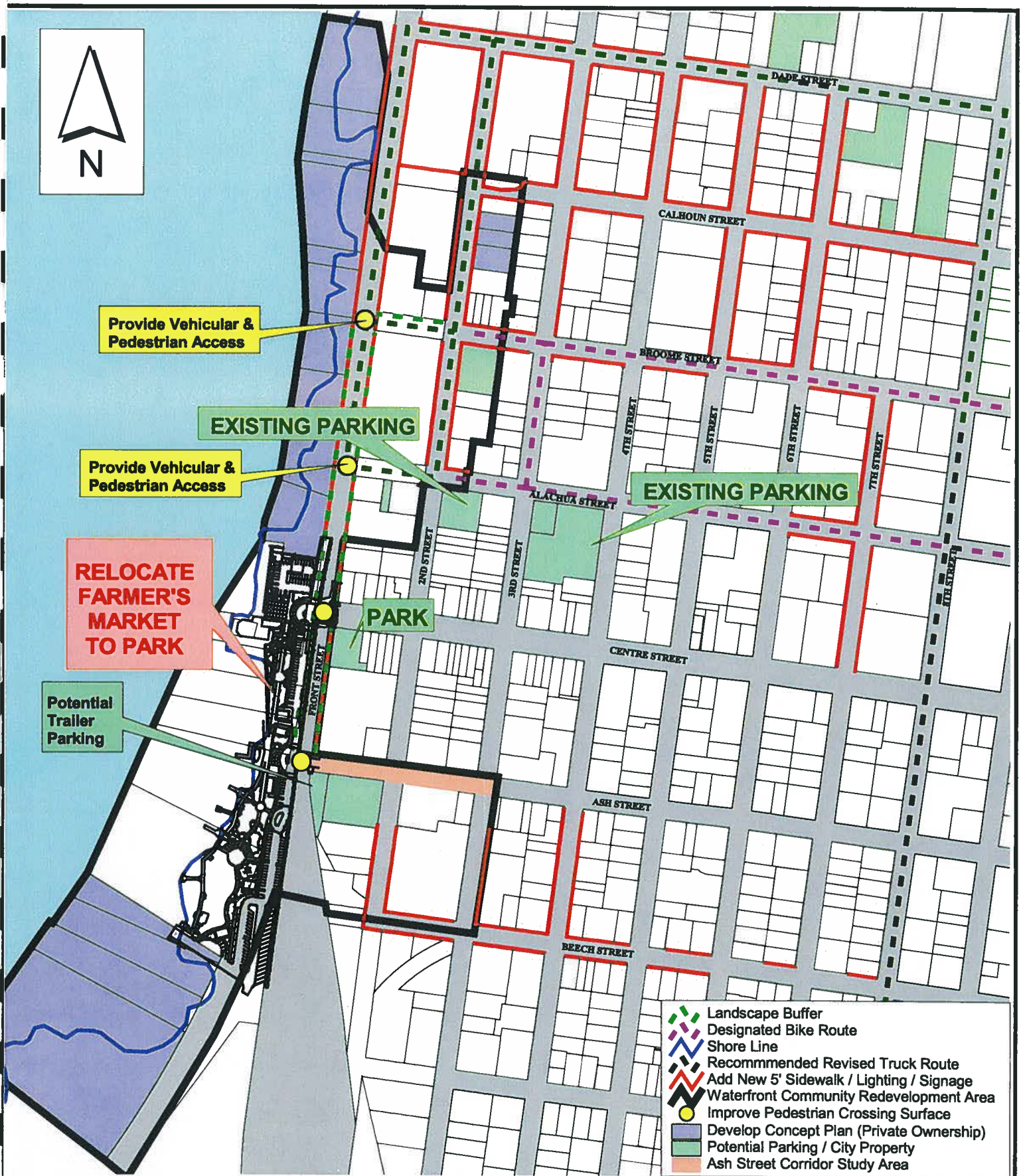
KEY STUDY RECOMMENDATIONS

Short Term Recommendations

Land Use - Obtain vehicular and pedestrian railroad crossing(s) at Alachua Street and/or Broome Street. * Separate incompatible uses through traffic flow, buffering and landscaping once crossing is achieved.	Access and Connectivity <i>Front Street Corridor Improvements</i> * Create a landscaped buffer and pedestrian sidewalk/path with pedestrian-scaled amenities on both sides of the rail line north to Broome Street, subject to obtaining railroad crossing(s). * Pedestrian Amenities – Provide activities and pedestrian-scaled facades along the building faces fronting the railroad. * Improve the walking surface at the existing and proposed crossings of the rail lines for pedestrians. * Pedestrian-scaled lighting should be installed on all existing and proposed sidewalks at an average spacing of 100 feet (50 feet staggered). <i>Pedestrian Improvements beyond Front Street</i> * 18,000 linear feet of missing sidewalks in residential areas should be provided. <i>Bicycle Improvements</i> * A designated route should be established on low volume streets to access core locations in the downtown. * Bicycle parking racks should be provided in public parking lots, parks and along the bike route at other key destinations. * A bicycle master plan should be developed for the island to establish safe designated bike routes and identify the need for improvements to better connect residential areas with the downtown.
Parking - Identify additional locations within one-quarter mile of the waterfront for parking and develop a parking lot layout to maximize number of spaces and use of the property. * The City-owned property to the west of City Hall should be improved and striped for parking (at least in the near-term). * The City-owned property on the southeast corner of Broome and Second Streets is a good candidate for future parking. - Develop wayfinding program and provide signage for public parking locations and primary retail uses/areas served by those parking lots/spaces. - Provide sidewalk connections, lighting and other pedestrian amenities along roadways to parking areas and surrounding destinations.	

Long-Term Recommendations

Land Use - Revise the future land use designation and zoning classifications on properties in the waterfront CRA in accordance with the provision of a new rail crossing (industrial/working waterfront to the north and waterfront mixed use/pedestrian-oriented south of the new connection). - A development opportunity assessment should be considered for the 13 privately-owned parcels along the waterfront in order for the City to effectively implement the design of the Waterfront Park and Front Street - If the Lane property develops as proposed, a pedestrian facility on the east side of the tracks is recommended, along with street level amenities and activities at the building face along the block. - A corridor study should be conducted for Ash Street to identify opportunities for redevelopment.	Truck Traffic - Revise designated truck route to provide a clear separation of industrial uses and heavy traffic from the tourists/retail and residential uses and keep heavy trucks out of these areas. - Reduce truck traffic impacts in residential areas.
Parking - Conduct a shared parking analysis for existing peak and off-peak private users downtown. - Upon completion of the Waterfront Park improvements, relocate the Farmer's Market to the waterfront area.	



Source : Nassau County Property Appraiser

Date : 03/12/09

200 0 200 400 Feet



KEY STUDY RECOMMENDATIONS
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

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Waterfront CRA Master Plan Traffic Circulation and Parking Study



March 20, 2009

Prepared by:





INTRODUCTION

Purpose of the Study

The purpose of this study is to evaluate the need for transportation related improvements for the 34-acre Waterfront Community Redevelopment Area (CRA) in downtown Fernandina Beach, Florida, as shown in Figure 1. The study's focus is to recommend improvements that are necessary to support development and implementation of the Waterfront Master Plan.

Background

The Waterfront CRA was established by the City of Fernandina Beach Community Redevelopment Agency in 2005. In the three years since completion of the Redevelopment Plan, the City has achieved the following in the Waterfront CRA:

- Adopted the CRA Capital Improvements Plan
- Adopted CRA design guidelines
- Secured grant funding from Florida Inland Navigation District
- Secured grant funding from Florida Fish and Wildlife Conservation Commission (Boating Infrastructure Grant Program)
- Secured grant funding from the Waterfronts Partnership
- Established Florida Waterfronts Committee
- Created a Waterfront Mixed Use Land use category
- Completed Front Street Concept Plan

Review of Previous Studies

CRA Master Plan

The “*Waterfront Area Community Redevelopment Plan – Amended May 2005*” details the objectives, strategies and projects that were adopted to guide redevelopment. Some of the key elements of the CRA Plan relating to transportation are as follows:

Vision Statement

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



Source : City of Fernandina Beach
& USGS 2004 Aerial

Date : 03/11/09

250 0 250 500 Feet

FIGURE 1
COMMUNITY REDEVELOPMENT
AREA LIMITS MAP
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

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Objectives and Strategies

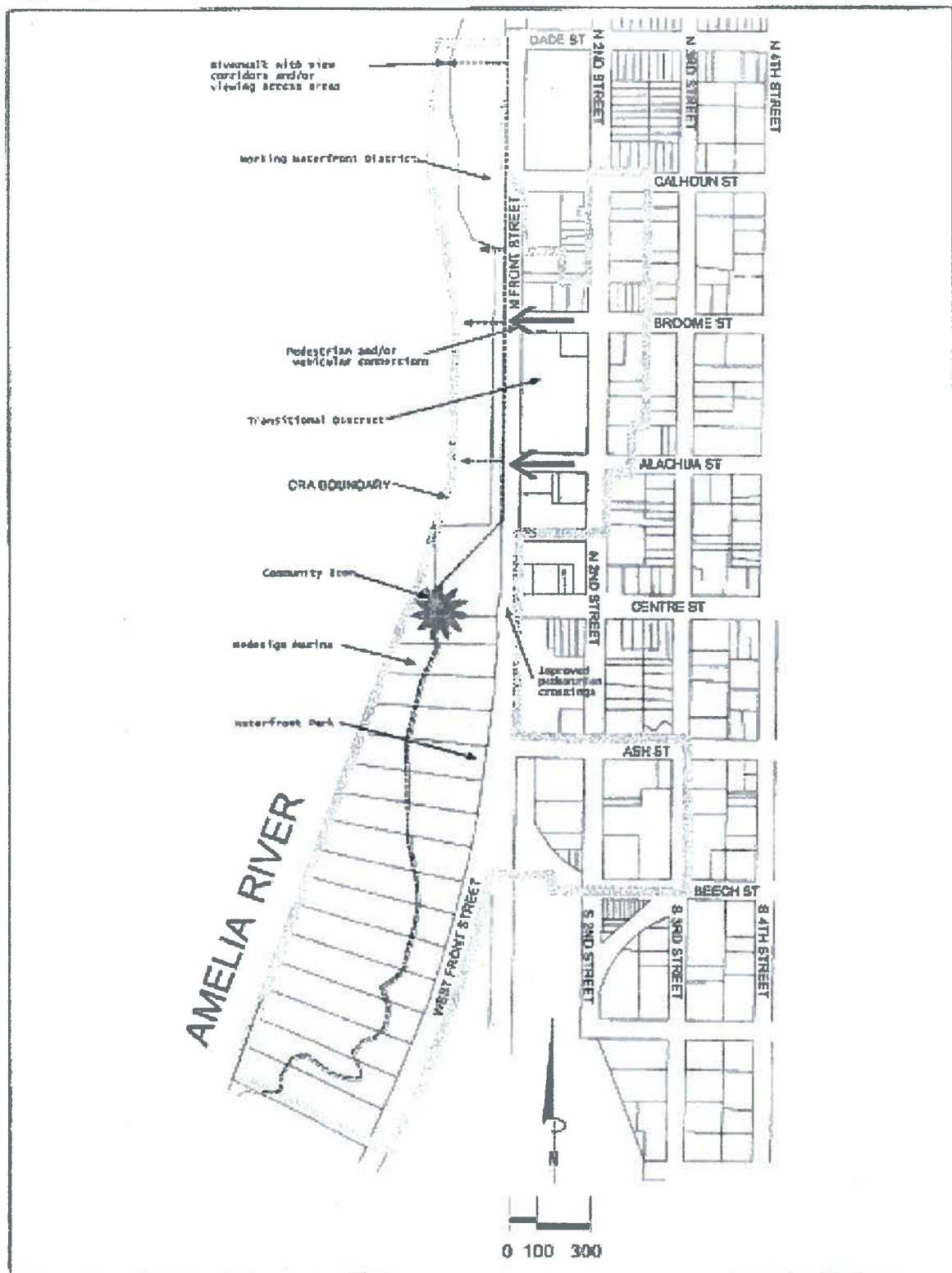
- Front Street improvements
 - Eliminate one of the railroad tracks to provide additional right of way
 - Frontage road on east side of tracks to allow frontage
 - Connect Alachua to Front Street for vehicular and pedestrian traffic
 - Provide a pedestrian crossing at Broome Street or full vehicular access with traffic calming and limitation on trucks.
 - Design elements consistent with Centre Street
- Construct sidewalks, as needed
- Pedestrian-scale street lighting throughout CRA, consistent in style with Centre Street lighting
- Develop a way-finding signage program throughout the historic downtown
- Restrict street sweeping and refuse collection to early morning and late night to avoid conflicts with pedestrian and vehicular traffic flow.
- Public access to the water
 - Redesign public waterfront lands to provide enhanced park facilities
 - Provide a community icon at Centre Street/Front Street intersection
 - Provide a riverwalk system along the water
 - Provide incentives for water views and/or pedestrian connections on private lands
- Parking – relocate waterfront parking to lands east of the railroad tracks
 - Evaluate City-owned property and rights-of-way for additional parking
 - Incorporate screening and landscape standards for new off-street parking facilities

These redevelopment objectives are portrayed graphically in Figure 2, Redevelopment Initiatives Diagram, from the Waterfront Area Community Redevelopment Plan. (Note: Waterfront designs/plans may have changed since this study.)

Parking Master Plan

A Parking Master Plan (PMP) was completed for the City of Fernandina Beach in July 2002. The PMP divided the 35-block study area from Dade Street, to Ash Street, to 8th Street to the Amelia River into three sub-areas: Downtown Sub-Area, Marina Sub-Area, and Residential/Church Sub-Area. The PMP relied on the Parking Supply/Demand

Figure 2. Redevelopment Initiatives Diagram



Source : City of Fernandina Beach
Waterfront Area Community Redevelopment Plan

Note : Waterfront designs/plans may have changed since this study.



Study conducted previously in 1999. Extensive consensus building was undertaken to address parking issues and identify potential future parking location and number of spaces. The PMP did not address the portion of the CRA located to the west of the RR that is outside of the Marina Sub-Area. The PMP Action Plan high and medium priority recommendations are summarized as follows:

Downtown Sub-Area

- Enforce parking regulations on a consistent and regular basis
- Implement two to three hour time limits or a fee based system along Centre Street
- Implement six to seven hour time limits or fee based system along perpendicular roads
- Retain some of City property for future parking, especially in high demand areas
- Add a parking requirement or an in-lieu fee to the Zoning Ordinance
- Increase patrol officer visibility during business closing hours
- Improve signage to/from parking areas
- Consider a fee-based system

Marina Sub-Area

- Implement overnight parking permits for lots C and D
- Prohibit overnight parking for lots A and B
- Implement time limits or fee based system for lots A and B

Residential Church Sub-Area

- Implement a residential parking permit in problematic areas – where businesses and residential units are merged in close proximity to each other
- Improve lighting conditions to encourage residents to walk to and from downtown

Land Development Traffic Assessment for Lane Company Downtown Fernandina Project

This study was conducted in September 2006 to project the traffic impacts from the proposed development of 3 parcels of land, consisting of 3.3 acres and 8,000 sq. ft. of retail with 4 lofts above and 32 townhouse units. The project was projected to generate 566 daily trips and 36 p.m. peak hour trips. The general findings of this study were:

- There will be no failing roadway links within the project impact area.



Front Street/2nd Street Traffic Circulation Scenarios

A study was conducted in June 2008 to evaluate various scenarios for traffic circulation on Front Street and Centre Street, based on future development of the Waterfront CRA. The future development assumptions included 400,000 square feet of light industrial/warehouse, 300 residential dwelling units, 100,000 square feet of office, and 400,000 square feet of retail, which was assumed to be a maximum development level. The primary purpose of the analysis was to determine the potential for opening the Alachua Street railroad crossing and the possible impacts of closing the Centre Street crossing. The following are the stated conclusions of the study:

- In the future motorists will experience significant delay in the area around Centre and 2nd Streets (*Note: Centre/2nd St. intersection – westbound - 24 seconds approach delay – LOS C; northbound - 28 seconds approach delay - LOS D*)
- Closing the Centre Street crossing would be detrimental to the goals of the City of Fernandina Beach.

ANALYSIS

Study Area

As stated earlier, the purpose of this study is to evaluate the need for transportation related improvements for the Waterfront Community Redevelopment Area (CRA). The study's focus is to recommend improvements that are necessary to support development and implementation of the Waterfront Master Plan. The primary study area will focus on the area of the CRA that is west of the railroad tracks, along the waterfront.

In order to properly evaluate traffic flow and circulation and the level of connectivity needed along the waterfront, it is important to understand key travel origins and destinations, major generators and the characteristics of the *surrounding* street network. To better understand the transportation context, the study area, shown on Figure 1, is defined as follows:

Primary Study Area (PSA)

Waterfront Community Redevelopment Area property west of the railroad

Secondary Study Area (SSA)

- Dade Street on the north
- 8th Street on the east
- Beech Street on the south
- Amelia River on the west

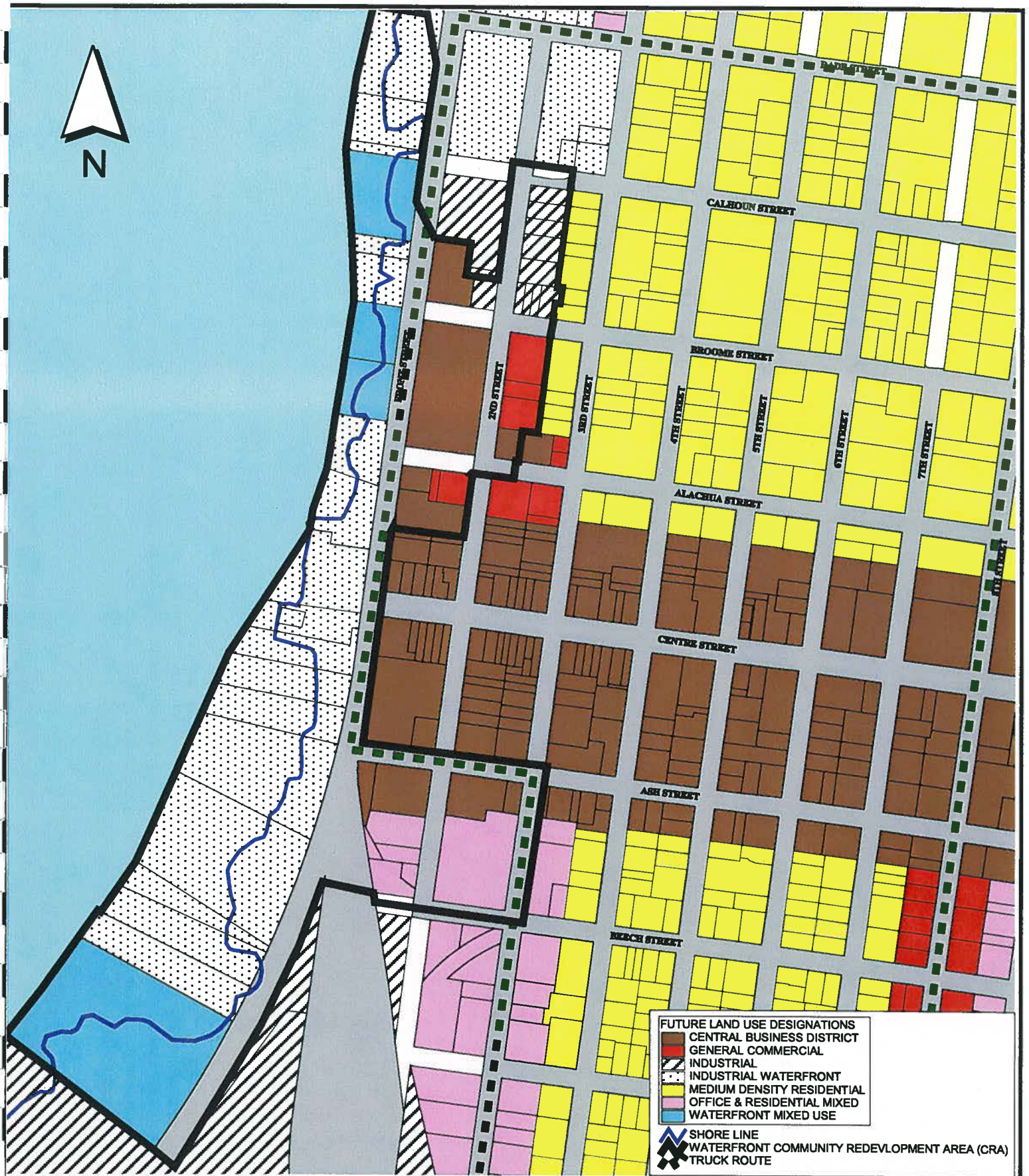


Land Use

Primary Study Area (PSA)

The PSA, located to the west of and including the RR consists of 13 private parcels and seven City-owned parcels. To the north along the water front are the Port Facility and Smurfit Stone Paper Plant and to the south is Rayonier Paper Plant. The RR and marine industries characterize the area. The existing land uses consist of marina, marine industrial, commercial fuel docks, and restaurant.





Source : Nassau County Property Appraiser
& City of Fernandina Beach

Date : 03/11/09

200 0 200 400 Feet

FIGURE 3
CRA FUTURE LAND USE DESIGNATIONS
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

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designation. The CRA Waterfront Development Plan proposed a somewhat larger area that would incorporate 6 parcels. (Note that the northernmost parcel that was changed to Waterfront Mixed Use was envisioned as part of the Working Waterfronts area {not mixed use} in the Waterfront Area Community Redevelopment Plan.)

The allowable zoning is reflective of Coastal High Hazard Area restrictions on the increase in entitlements and the City's desire to maintain the characteristics of a working waterfront at a scale of development consistent with the historic development pattern.

Much of the Primary Study Area (waterfront) has physical development constraints that, along with City and State regulations and adopted CRA design guidelines, will limit the scale and impact of redevelopment. There are, however, opportunities for private and public/private redevelopment. The City of Fernandina Beach has developed a concept plan for improvements to Front Street and is currently designing a waterfront park for the seven City-owned parcels.

Land use and site design of the redevelopment of waterfront parcels will determine if the CRA becomes predominantly an auto-dominated or a pedestrian-oriented area. The site design of the building, circulation, parking and landscaping will create the context for a walkable environment or a driving environment. With Front Street lacking connectivity to the larger grid system, the small shallow lots on the waterfront leaving no other opportunities for connectivity, and parking provided between uses and Front Street, the creation of an urban pedestrian environment will be a challenge. Alternatively, allowing the PSA to become a predominantly vehicular environment creates conflicts with the City's Vision Statement to establish a sense of place along the water's edge, maintain views and access to the water, and provide public access to the water. A vehicular-driven development pattern will likely restrict development opportunities of private development parcels along the waterfront.

Secondary Study Area (SSA)

Directly across the railroad from the waterfront properties is the Secondary Study Area located between 8th Street on the east, the rail line on the west, Dade Street on the north and Beech Street on the south and consisting of the downtown and portions of the Historic District. Unlike the CRA, most of the Historic District has a substantially built out sustainable mix of uses with a highly walkable commercial





core, civic and recreational uses, and a diverse residential area. This is an area where people enjoy living, working, playing and visiting time and again.

While the SSA is substantially built out, there are some opportunities, primarily for redevelopment (First Baptist Church, the post office, etc.). Please refer to Figure 4, Development/Redevelopment Opportunities. The likelihood is that the majority of redevelopment over time will come from the continued increase in the attraction of Downtown/Historic Fernandina to tourist and daily visitors. This will cause continued intensification from small scale redevelopment in and around Centre Street.

The scale of the development and redevelopment allowed by City regulations along with the size of parcels within the tightly defined urban block and street grid will limit the severity of traffic impacts from the limited number of individual projects.

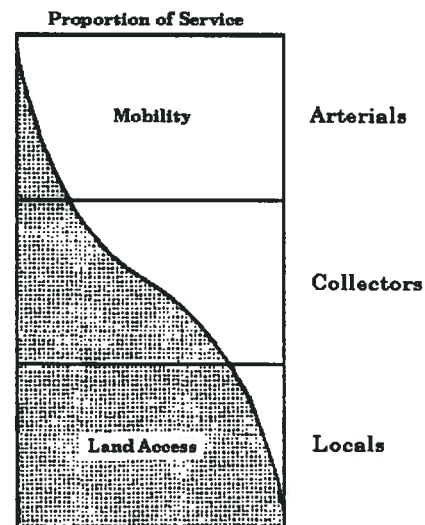
Mobility

The City's overall downtown roadway network with short blocks and frequent connections (intersecting streets) provides excellent mobility, by dispersing traffic and offering multiple route choices. In a downtown network, the primary purpose of most of the roadways is to provide pedestrian and vehicular *access* to properties in the downtown. Access is an inverse function of mobility, as shown in the figure. The more access a roadway provides to properties, the less mobility it provides.

As such, the desired characteristics for a typical downtown roadway network do not focus on roadway capacity but rather focus on:

- **Slow speeds** – this is achieved through side friction (parking, etc. along the street), short blocks with stop controlled intersections and other traffic calming devices, such as pavement treatments for pedestrian crossings. The City's network generally exhibits these characteristics. The **highest recorded average speed** on the downtown network was **20.7 mph** on westbound Beech Street.
- **Evenly dispersed traffic volumes** - this is achieved through the provision of a network of multiple intersecting roadways, providing a variety of route choices. The downtown network generally exhibits low traffic volumes, due to the dispersed traffic patterns. Centre Street is the highest volume roadway, at 2,625 vehicles per day. The other streets in the network typically experience less than 1,000 trips per day, as follows.

Relationship of functionally Classified Systems in Serving Traffic Mobility and Land Access





Source : Nassau County Property Appraiser
& 2004 USGS True Color Aerial
Date : 03/11/09

FIGURE 4
DEVELOPMENT / REDEVELOPMENT
OPPORTUNITIES
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

200 0 200 400 Feet

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- **Pedestrian-oriented environment** – this is achieved through the provision of pedestrian-scaled amenities such as furnishings, and architecture to evoke a sense of place, providing a secure environment through lighting and safe crossings. The SSA network generally exhibits these characteristics, while the PSA significantly lacks these characteristics. More detailed information regarding the pedestrian environment is provided in the connectivity section of this report.

The Existing Transportation Facilities are shown in Figure 5. Pedestrian and vehicular transportation facilities are shown, as well as the designated truck route through the area. In general, the SSA network is an excellent high-capacity grid network, both for vehicles and pedestrians. There are some missing links of the network that hinder it from operating at its maximum level of efficiency.

Vehicular classification counts were taken the week of December 14, 2008. This information is shown in Figure 6, Existing Daily Traffic Volumes, and is provided in Appendix A, Existing Daily Traffic Volumes. The data collected includes average speed, vehicle class (truck, motorcycle, passenger car, etc.), and volumes. Additional information is provided in the Vehicular Mix/Truck Traffic section of this report. Key count locations are summarized below.

Street	Link	Count ¹	LOS C Capacity	% Capacity Used
Centre St.	2 nd to 3 rd	2,625	7,280	36%
Centre St.	Front to 2 nd	1,868	7,280	26%
Ash St.	Front to 2 nd	1,223	7,280	17%
Front St.	Centre to Ash	944	7,280	13%
Alachua St.	2 nd to 3 rd	730	7,280	10%
2 nd St.	Centre to Alachua	514	4,400 ²	12%

Notes: ¹24-hour volume; ²one-way segment

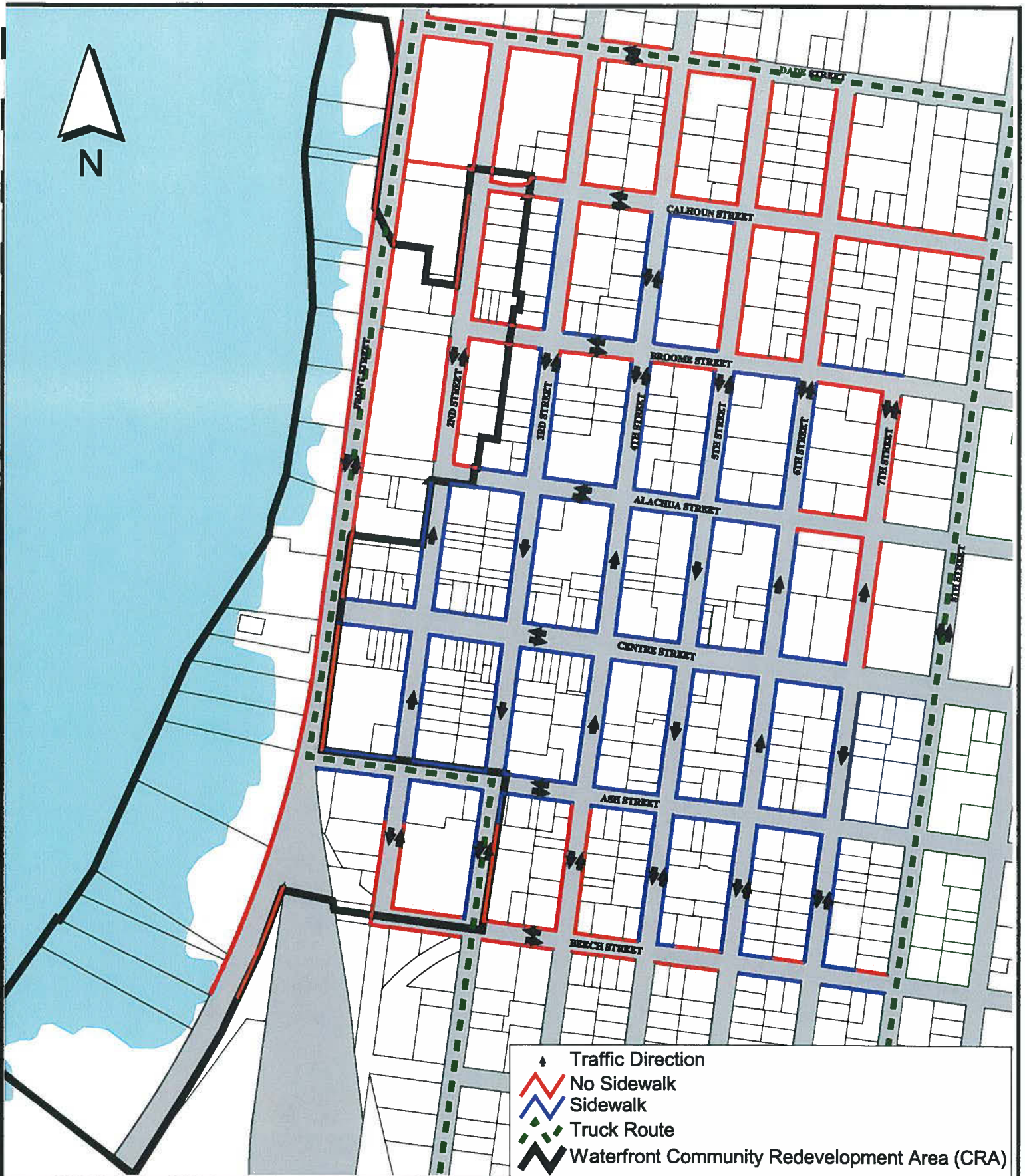
Primary Study Area – Front Street

The 24-hour volume counts for southbound (SB) and northbound (NB) Front Street are shown on Figure 7, Directional Daily Traffic Volumes, and are summarized below:

Front St. Link	SB	NB	Total
Dade to Centre	135	115	250
Centre to Ash	494	450	944
South of Ash	108	74	182

Centre Street to Ash Street

Existing traffic volumes on Front Street are low, particularly north of Centre Street and south of Ash Street. Most of the traffic on Front Street is between Centre and Ash. Of that, nearly half of the traffic (41% inbound and 30% outbound) from Centre Street is



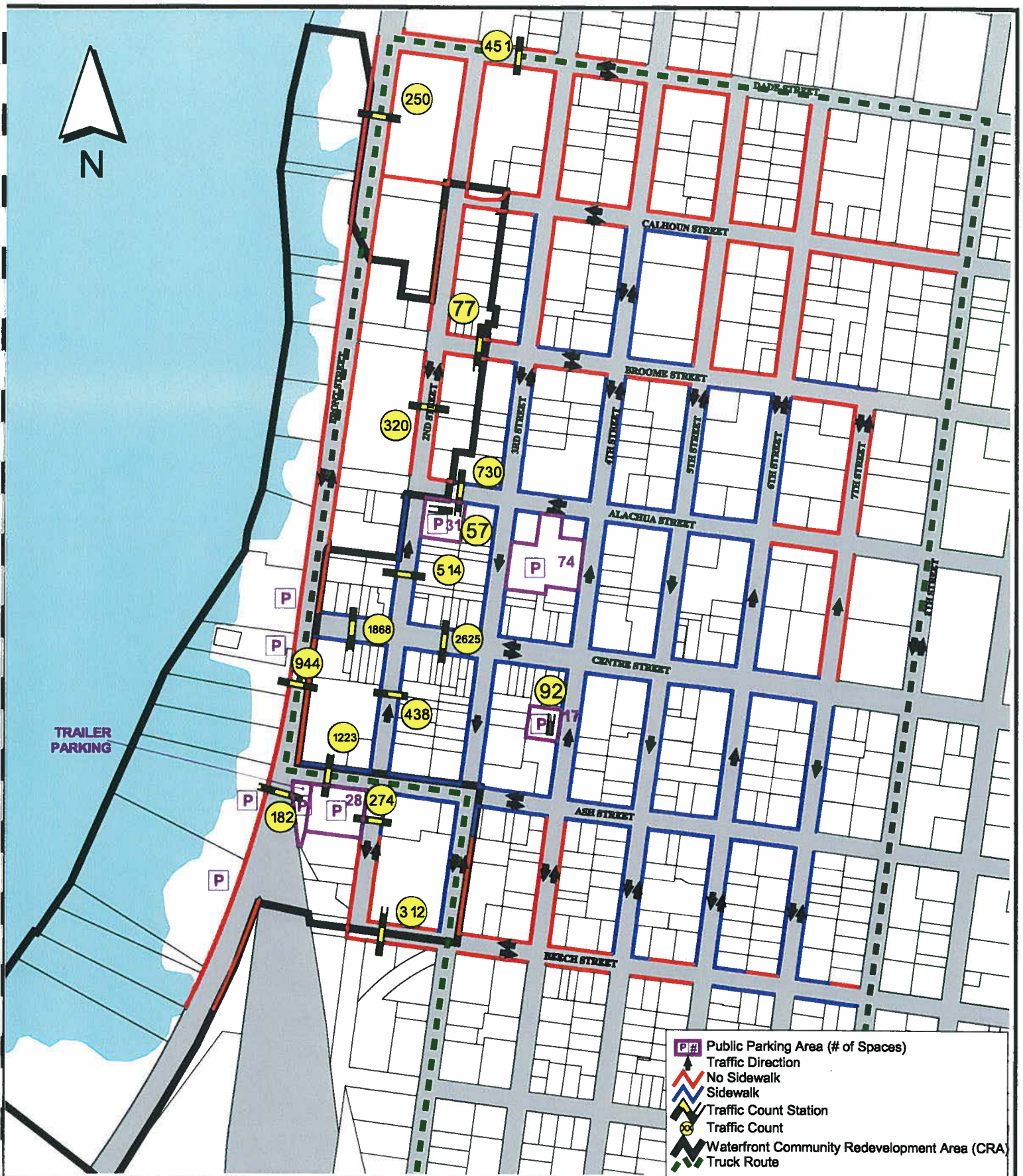
Source : Nassau County Property Appraiser

Date : 03/11/09

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FIGURE 5
EXISTING TRANSPORTATION FACILITIES
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

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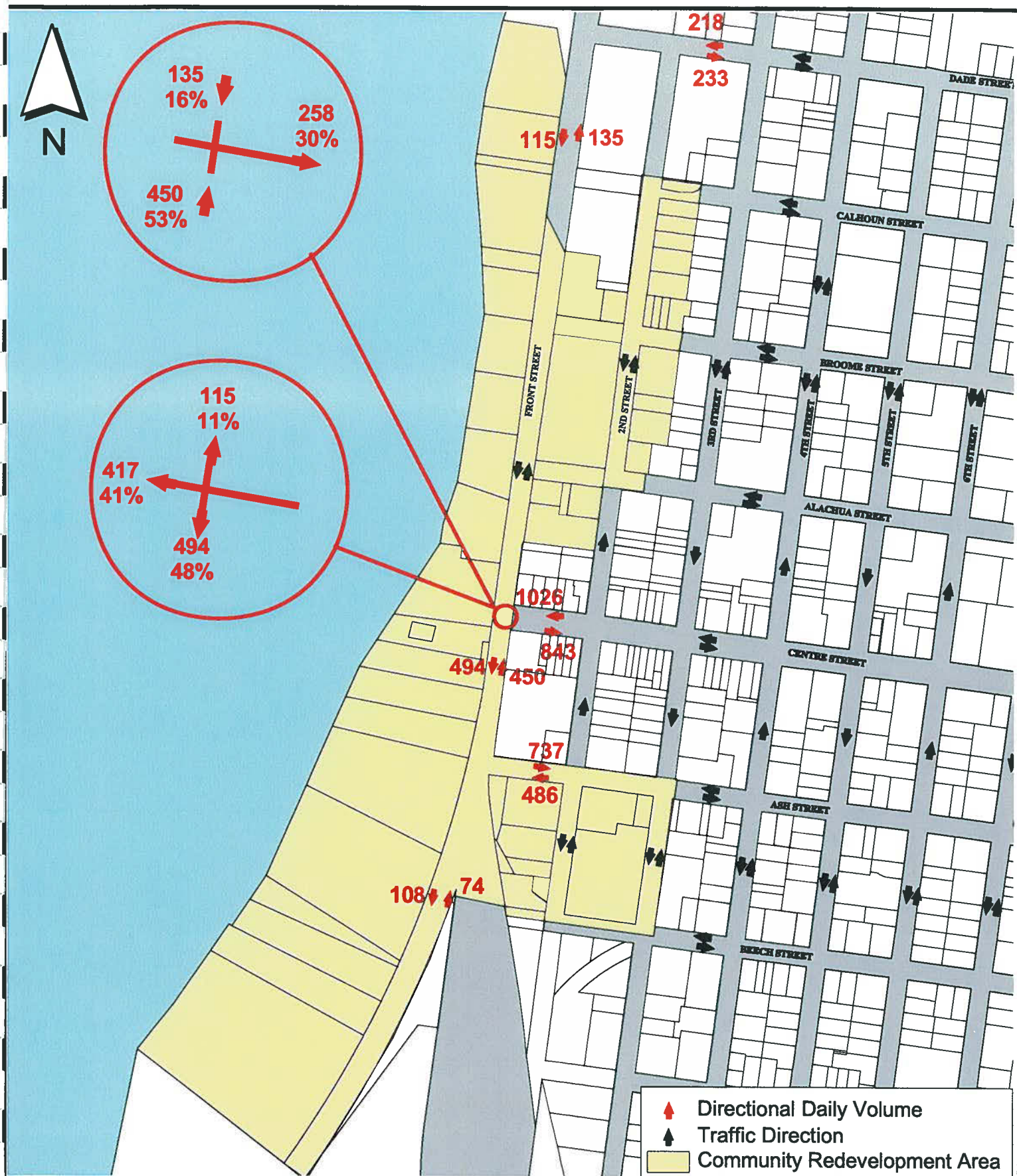
Source : Nassau County Property Appraiser

Date : 03/05/09

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FIGURE 6
EXISTING DAILY
TRAFFIC VOLUMES
WATERFRONT MASTER PLAN
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Source : Nassau County Property Appraiser

Date : 03/11/09

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FIGURE 7
DIRECTIONAL DAILY VOLUMES
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

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coming from/to the parking lots and not directly accessing Front Street for any significant distance. This traffic circulation pattern could change, depending on how the waterfront area is built-out. If parking remains a primary use along the waterfront, the traffic circulation pattern between Centre and Ash Streets is not likely to change significantly.

Dade Street to Centre Street

Between Dade Street and Centre Street, only 11% of the 1,026 trips heading westbound on Centre Street at Front Street proceed north on Front Street to Dade Street. About 16%, (135 trips) of the eastbound trips at Centre Street are heading southbound on Front Street. The peak direction for Front Street, between Centre and Dade is currently southbound. The directional split is 54% (southbound), which is pretty typical for a peak directional flow.

Front Street could operate effectively, between Dade and Centre, as a one-way facility, from a mobility standpoint. However, the one-way facility will further limit vehicular accessibility and further amplifies the need for additional connections to Front Street (at Alachua and/or Broome). The assessment of whether Front Street should be one-way is also dependent on how the properties along Front Street redevelop.

South of Ash Street

The count for Front Street, south of Ash was 182 bi-directional trips per day. It has a predominantly southbound (SB) directional flow (59%). About 7 heavy trucks use this segment per day (5 SB and 2 NB).

Secondary Study Area

The City has an excellent grid transportation network in the downtown area, providing many route choices. Centre Street is the major roadway running east-west through the downtown. It is a 2-lane undivided facility with diagonal parking along both sides. As expected, Centre Street carries the most traffic (2,625 trips per day) of any downtown roadway. The maximum service volume of Centre Street at LOS C is 7,280 vehicles per day. **Centre Street, the most heavily traveled roadway in the downtown, is currently operating at only 36% of its daily capacity.**

The low volumes indicate that the City has substantial capacity available in the existing roadway network to accommodate additional development and redevelopment. Because the SSA is an effective network of highly connected internal roads that provide mobility by giving more options for reaching a destination and dispersing traffic, the road network should be able to handle projected increases in traffic due to even a very aggressive redevelopment program.



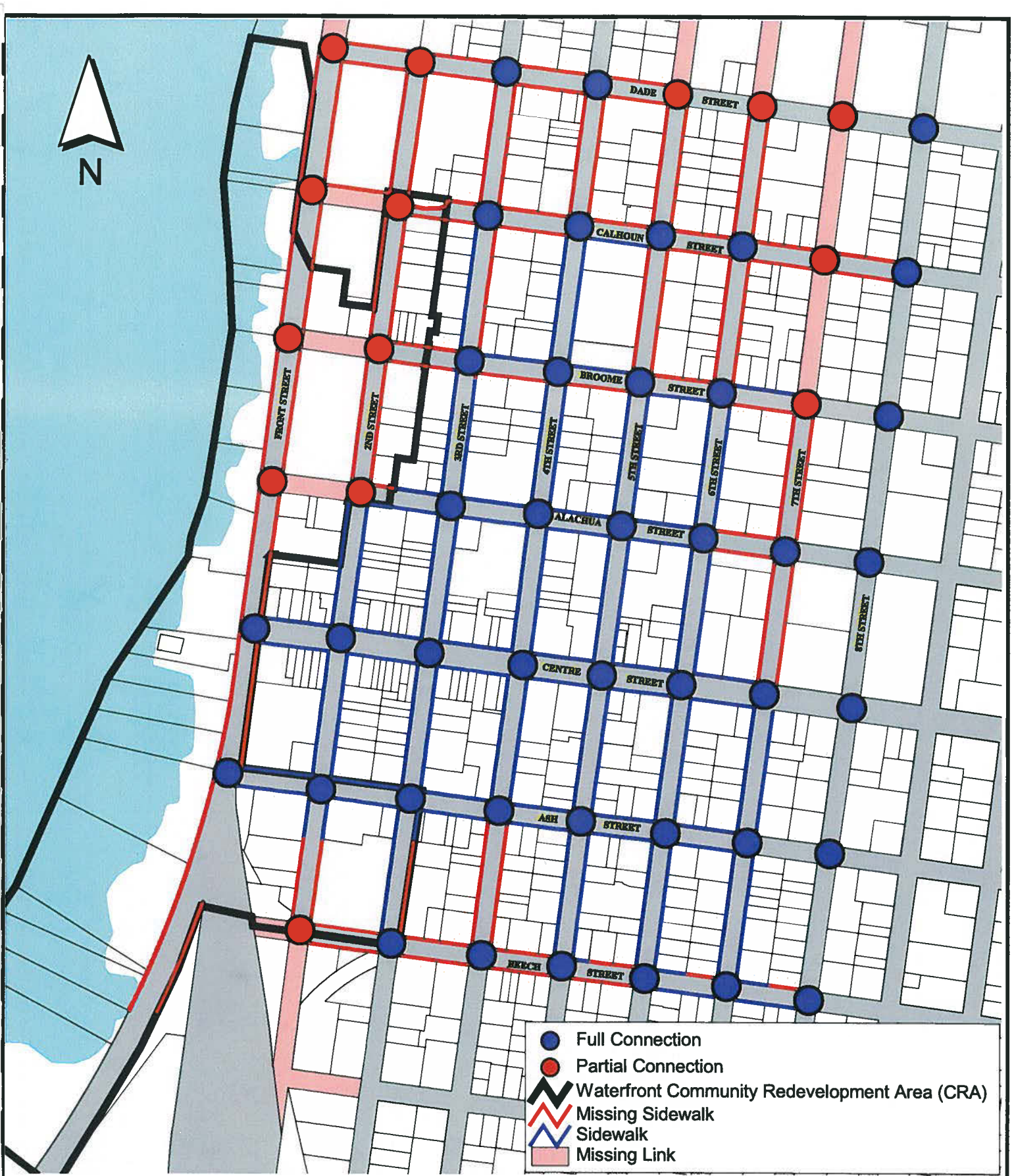
Network Connectivity

Network connectivity is the degree to which walkways and roads are connected to allow direct travel between destinations. The overall network is shown on Figure 8, Network Connectivity. A connectivity index can be used to quantify how well a roadway network connects destinations. Indices can be measured separately for vehicular and pedestrian travel, as noted below.

Primary Study Area Connectivity

Within the Primary Study Area, the City's finding of necessity Resolution identified inadequate street layout (connectivity), and lack of pedestrian or bicycle facilities and parking as blighting influences. Front Street and the PSA exhibit the following characteristics:

- **Vehicular**
 - **Internal Connectivity:** This area is not well connected to an internal road network. Front Street is the only roadway facility west of the RR tracks, with properties accessing the roadway directly. There is no internal street network.
 - **External Connectivity:** This area is not well connected to an external roadway system with only three connections (Dade, Centre, and Ash) in the eight-block area. In comparison, the adjacent SSA system has eight connections in the eight-block area.
- **Pedestrian**
 - **Connectivity:** Walkable communities limit block sizes to 300 feet to 400 feet. The spacing of connections (effective block size) along Front Street ranges from approximately 475 feet between Ash Street and Centre Street to 1,750 feet between Centre Street and Dade Street.
 - **Recommended Spacing:** The recommended spacing for pedestrian connections is 330 feet. The recommended spacing is a challenge, due to the regulations restricting the spacing of railroad crossings, as noted below.
- **Railroad:** The rail line is an unsightly physical barrier. Although the railroad is critical to the City's port facility and economic well being, it is also a major design constraint to the redevelopment of the CRA. Front Street is the only street providing vehicular access for the waterfront. Running north and south, Front Street is a two-way street squeezed tightly along the west side of the rail line (six feet or less from the edge of track – three feet from the edge of a railroad car when a train is present). In certain areas, the tracks sit at a significantly higher grade than the neighboring property to the east, creating a substantial separation and visual barrier. The rail cars sitting on the most westward track for lengthy periods of time add to the physical barrier effect, creating a constraint to achieving an urban level of vehicular and pedestrian



Source : Nassau County Property Appraiser

Date : 03/11/09

200 0 200 400 Feet



FIGURE 8
NETWORK CONNECTIVITY
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accessibility. An application for a new crossing has been made by the City of Fernandina Beach for a new railroad crossing at Alachua Street and Front Street. It is currently under review by the Florida Department of Transportation, CSX railroad and Railtec (the short-line operator). **Railroad crossings are typically required to be spaced at least one-half mile (2,640 pedestrian crossings/connections every 300 feet and vehicular connections every 1,320 feet.**

Summary: The PSA has poor accessibility and connectivity that are not conducive to redevelopment.

Because of the limitations in the PSA described above, every opportunity to create a more walkable and interconnected business environment should be incorporated into the design of the Waterfront Master Plan. Obtaining a railroad crossing at Alachua Street is a core improvement, key to obtaining a more walkable, interconnected environment. A traditional urban environment would mimic Centre Street with parking located on the street and behind buildings, with a continuous line of attached building fronts oriented to the street. This will not occur in its ideal form within the PSA due to physical constraints, but measures taken to improve urban form will increase opportunities for redevelopment.

Secondary Study Area Connectivity

Within the SSA, the small city block (average of 200 feet by 400 feet) and street grid system, located between 8th Street on the east, the Rail line on the west, Dade Street on the north and Beech Street on the South is a well connected network and provides good accessibility. The short blocks create frequent stop-controlled intersections, keeping speeds low. It should be noted that this level of connectivity is diminished for the blocks located between 2nd Street and the rail line because there is no form of public access (vehicular or pedestrian) on the west side of the blocks adjacent to the railroad.

○ **Vehicular:**

- **Internal Connectivity:** Within the SSA described above there are **39 intersections within a one-quarter square mile**. An index of 25 intersections per square mile (**6.25 intersections per one-quarter square mile**) is indicative of a highly connected system. As apparent by the index, the network is a very highly connected grid system, providing the highest level of route choice, connectivity and mobility.
- **External Connectivity:** Neighborhoods within the area have connections to the larger external street system at every block, or approximately at one-eighth mile intervals. An index of connections to the larger street system at every one-quarter mile is indicative of a highly connected system; Fernandina's network



performs twice as good as the standard indicator. A few streets at the outer edges of the SSA (2nd, Beech, 7th) are not continuous, as shown on Figure 7. However, due to the location of these “missing links”, the low traffic volumes, and strong grid around these areas, the lack of connectivity on these few segments is not much of a constraint for the overall network.

○ **Pedestrian:**

- **Connectivity:** Walkable communities limit block sizes to 300 feet to 400 feet. The spacing of connections throughout the SSA ranges from approximately 400 feet between east-west streets to 200 feet between north-south streets. The pedestrian connectivity throughout the SSA is excellent.
- **Recommended Improvements:** Some areas (primarily residential) do not have sidewalks, as shown on Figure 8, Network Connectivity. The areas without sidewalks can be improved by the addition of sidewalks to the grid system over time.

Summary: The area has excellent accessibility and connectivity, with the exception of missing sidewalk connections for pedestrians., particularly in the residential areas.

Vehicle Mix/Truck Traffic

Informal interviews of various business owners, City Staff and Port Authority Staff were conducted to determine loading and delivery locations, parking issues and truck routes. Summaries of key interviews are provided in Appendix D. The following information was obtained from the discussions:

- Business deliveries generally occur in loading zones on side streets and the merchandise is carted to the business.
- Existing loading/delivery options appear to work acceptably. No specific changes regarding loading and delivery in the downtown are recommended at this time.

In addition to interviews, vehicular classification counts were collected the week of December 14, 2008, to determine the vehicle mix on the area roadway network. The Federal Highway Administration uses 13 classes to categorize vehicles, as follows:

- Class 1- Motorcycles
- Class 2- Passenger Cars
- Class 3- Other Two-Axle, Four-Tire, Single Unit Vehicles
- Class 4- Buses
- Class 5- Two-Axle, Six-Tire, Single Unit Trucks
- Class 6- Three-axle Single unit Trucks
- Class 7- Four or More Axle Single Unit Trucks

Table 1: Summary of Vehicle Classification Counts

Roadway	Segment	Direction	Speed (mph)		Vehicle Class					Daily Volume	
			85th Percentile	Average	1 - 3	4	5	6 - 13	Heavy Truck	Directional	Total
Alachua	2nd/3rd	Eastbound	19.7	15.6	97.0%	0.0%	2.2%	0.9%	597	730	
		Westbound	22.6	16.9	96.3%	0.0%	2.3%	1.5%	133		
Ash	Front/2nd	Eastbound	21.9	17.5	95.2%	2.3%	3.1%	1.4%	737	1223	
		Westbound	24.6	19.1	95.7%	0.0%	2.9%	1.4%	486		
Beech Street	2nd/3rd	Eastbound	19.9	16.9	84.1%	2.8%	11.2%	1.9%	107	312	
		Westbound	23.7	20.7	93.7%	0.0%	5.9%	0.5%	205		
Broome	2nd/3rd	Eastbound	17.4	14.0	96.1%	0.0%	3.9%	0.0%	51	77	
		Westbound	18.6	15.9	96.1%	0.0%	3.8%	0.1%	26		
Centre	Front/2nd	Eastbound	13.4	10.5	98.5%	0.0%	1.2%	0.0%	843	1868	
		Westbound	13.2	10.8	97.5%	0.0%	1.3%	1.3%	1026		
Centre	2nd/3rd	Eastbound	13.6	10.9	98.6%	0.2%	1.1%	0.0%	1166	2625	
		Westbound	14.5	11.7	97.8%	0.3%	1.6%	0.2%	1459		
Dade	2nd/3rd	Eastbound	21.0	15.3	83.7%	0.4%	3.4%	12.4%	233	451	
		Westbound	22.1	16.9	87.1%	0.9%	1.4%	10.6%	218		
2nd	Alachua/Centre	Northbound	17.0	13.6	97.8%	0.0%	1.8%	0.4%	514	514	
2nd	Broome/Alachua	Northbound	22.1	18.6	96.8%	0.0%	2.5%	0.6%	150	313	
		Southbound	22.8	18.5	96.1%	0.0%	1.6%	2.9%	163		
Front	South of Dade	Northbound	19.5	15.1	93.9%	0.0%	4.3%	1.8%	115	250	
		Southbound	19.2	15.2	94.8%	0.7%	0.0%	4.4%	135		
2nd	Ash/Beech	Northbound	21.3	16.7	94.9%	0.0%	4.6%	0.5%	194	274	
		Southbound	20.6	15.3	93.9%	0.0%	6.3%	0.0%	80		
2nd	Centre/Ash	Northbound	17.2	12.9	98.0%	0.0%	1.8%	0.2%	438	438	
Front	Centre/Ash	Northbound	20.1	15.6	95.8%	0.0%	2.7%	1.6%	450	944	
		Southbound	20.6	16.3	93.7%	0.4%	2.2%	3.6%	494		
Front	South of Ash	Northbound	19.7	14.1	94.6%	0.0%	2.4%	2.8%	74	182	
		Southbound	18.6	14.8	92.6%	0.0%	2.8%	4.6%	108		



- Class 8- Four or Less Axle Single Trailer Trucks
- Class 9- Five-Axle Single Trailer Trucks
- Class 10- Six or More Axle Single Trailer Trucks
- Class 11- Five or Less Axle Multi-Trailer Trucks
- Class 12- Six-Axle Multi-Trailer Trucks
- Class 13- Seven or More Axle Multi-Trailer Trucks

More detailed descriptions and representative samples of the 13 classes are provided in Appendix B. For purposes of this analysis, the 13 classifications were combined into four overall categories:

1. Class 1-3 (Passenger vehicles/primarily private use),
2. Class 4 (Buses),
3. Class 5 (Fed-Ex style trucks/EMS vehicles), and
4. Class 6 and above (big trucks)

PSA

Front Street serves some heavy truck traffic and is part of the City's designated truck route as shown on Figure 5. Because of the mix of uses along Front Street (industrial, public, retail), there is also a mix of traffic. Pedestrians are currently forced to interact with trucks, trains and other heavy vehicles. This conflict will escalate as the waterfront develops and increased pedestrian activity occurs in this area.

SSA

Truck traffic has been an issue for some of the residential areas. Neighborhood complaints along Dade Street include: trucks parking in a no parking zone, staging work east of 3rd Street, blocking of access, and safe flow of traffic.

The truck traffic from the port utilizes 8th Street to Dade Street and generally avoids Front Street and the downtown. Trucks utilize the same route in-bound and out-bound. Likewise, Smurfit Stone to the north utilizes 8th Street and 14th Street. Rayonier to the south utilizes Gum Street for access to its site. Therefore, some of the heaviest users are able to avoid routing trucks through the downtown.

Florida Petroleum utilizes 2nd Street, north to Dade for its bulk facility. For the facility located on Front Street, trucks proceed down Front Street to Ash to 3rd to Gum Street.

If a vehicular crossing were obtained (at Alachua or Broome Street), Florida Petroleum could route southbound trucks on Front Street across the new connection to Second Street north to Dade Street and out to 8th Street. This would provide many advantages:

1. The more industrial nature of the working waterfront uses could be better defined and separated from the tourist-oriented commercial and public uses along the waterfront (by making the land use north of the new connection



industrial/working waterfront and the land south of the new connection waterfront/mixed use).

2. Industrial (truck) traffic could be separated from the pedestrian-oriented uses on Front Street south of the new connection.
3. The crossing would be centrally located between the current crossings at Dade Street and Centre Street.
4. Homeland Security issues require that pedestrians be kept off of the Florida Petroleum property. Any pedestrian connections at Broome should route pedestrians along the south side of the right of way and buffer the Florida Petroleum site from unintended pedestrian access.
5. If the crossing (at Alachua or Broome) is not provided, Front Street will need to accommodate large trucks, which do not mix well with the pedestrian-oriented nature of the park and waterfront.



In order to pursue a crossing at Broome Street, Railtec will need to be consulted to determine options to storing rail cars on the western-most track.

There are decisions regarding truck traffic that need to be addressed to reduce the conflict between incompatible traffic mixes. If a connection is made to Front Street from (Alachua Street or Broome Street) the truck route could be re-designated to reduce impacts along Front Street and in the office/residential mixed use areas to the south of downtown.

Traffic Circulation

One-Way Streets Overview

Several streets in the SSA are one-way for one block north and one block south of Centre Street, as shown in Figure 5, Existing Transportation Facilities. The north/south streets alternate direction, beginning at 2nd Street (northbound) and continuing with 3rd Street (southbound) to 6th Street (northbound). 7th Street is one-way northbound north of Centre Street and one-way southbound south of Centre Street. These one-way sections are one lane, with diagonal and parallel parking. They function acceptably from a mobility standpoint, as traffic volumes are relatively low and the grid network is highly efficient.



Ash Street

The question of whether to make Ash Street one-way eastbound to facilitate truck traffic exiting the downtown has been raised by the City. The only significant truck traffic along Ash Street occurs along the 2 blocks between Front Street and 3rd Street. Florida Petroleum trucks travel down Front Street to Ash Street. From Ash Street, they turn south on 3rd Street to Gum Street to access the Rayonier site. This would not warrant making Ash Street one-way.

The benefits of making Ash Street one-way include the ability to provide diagonal parking (if it is reduced to a single lane) and creating additional pedestrian/landscaped area. This could spur redevelopment and additional private investment along Ash Street. Besides Centre Street (and one block of Second/Front Street), Ash Street is the only area downtown that has a Central Business District Future Land Use designation and is zoned C-3, which allows high intensity development. In addition, lots of record can develop at a density of 17 dwelling units per acre.

Further, one-way streets are typically created in parallel pairs. That is, if Ash Street were one-way eastbound, Centre Street or Beech Street should be evaluated for one-way westbound. This could provide an opportunity, in the future, to route more traffic down Ash Street to help spur redevelopment.

From an operational standpoint, (truck traffic and general mobility), making Ash Street one-way is not warranted at this time.

Front Street

One of the alternatives in the Front Street Concept Plan is to make Front Street a one-lane, one-way roadway between Dade Street and Centre Street. Based on the current daily traffic volumes along Front Street, as shown on Figure 6, Front Street does not need to be a two-lane facility. Just south of Dade, the traffic count is 250 vehicles per day (vpd); between Centre and Ash Streets it is 944 vpd; and, south of Ash it is 182 vpd. Southbound is the peak travel direction, as follows:

<u>Link</u>	<u>SB</u>	<u>NB</u>	<u>Total</u>
South of Ash -	108	74	182
Centre St. to Ash St.-	494	450	944
South of Dade -	135	115	250

It will be easier to make Front Street a one-lane, one-way facility if heavy vehicles do not have to be accommodated in the design (turning radius, width, etc.). This could be accomplished by redefining the truck route and obtaining a new railroad crossing at Alachua Street.



Making Front Street a one-lane, one-way facility will also make it easier (by reducing the right-of-way required for the roadway lanes) to achieve the objectives and strategies that were identified in the Waterfront CRA Plan for Front Street improvements, as follows:

- “Eliminate one of the railroad tracks to provide additional right of way.
- Frontage road on east side of tracks to allow frontage.
- Connect Alachua to Front Street for vehicular and pedestrian traffic
- Provide a pedestrian crossing at Broome Street or full vehicular access with traffic calming and limitation on trucks.
- Design elements consistent with Centre Street”

Parking

Previous Studies

The City’s Comprehensive Plan, adopted May 4, 2004, specifically addressed parking downtown, as follows:

Objective 2.08. Downtown Parking

The City shall ensure an adequate parking supply to serve downtown businesses, while maintaining the character of the downtown area and retaining the integrity of residential neighborhoods. The City shall ensure that an inadequate parking supply does not detract from the economic viability of downtown businesses.

Policies

2.08.01. The City shall prepare and implement a financially feasible plan for providing downtown parking.

2.08.02. The City shall monitor the supply and demand for parking facilities in the downtown area. The City shall determine fiscally responsible alternatives for resolving parking issues, while preserving the character of the downtown area and the integrity of the residential neighborhoods within and adjacent to the downtown.”

Further the Waterfront CRA Plan recommended the following Parking objectives and strategies:



- Relocate waterfront parking to lands east of the railroad tracks
 - Evaluate City-owned property and rights-of-way for additional parking
 - Incorporate screening and landscape standards for new off-street parking facilities

The Parking Master Plan Action Plan high and medium priority recommendations are summarized as follows:

Downtown Sub-Area

- Enforce parking regulations on a consistent and regular basis
- Implement two to three hour time limits or a fee based system along Centre Street
- Implement six to seven hour time limits or fee based system along perpendicular roads
- Retain some of City property for future parking, especially in high demand areas
- Add a parking requirement or an in-lieu fee to the Zoning Ordinance
- Increase patrol officer visibility during business closing hours
- Improve signage to/from parking areas
- Consider a fee-based system

Marina Sub-Area

- Implement overnight parking permits for lots C and D
- Prohibit overnight parking for lots A and B
- Implement time limits or fee based system for lots A and B

Residential Church Sub-Area

- Implement a residential parking permit in problematic areas – where businesses and residential units are merged in close proximity to each other
- Improve lighting conditions to encourage residents to walk to and from downtown

Analysis

Part-Time Impacts

The weekly farmers' market attracts a large number of visitors, causing crowded on-street parking within the block surrounding the 7th Street location, spilling over into the



residential areas. In support of Policy 2.08.02, above, the City should consider relocating the Farmer's Market activities to the waterfront park area, once improvements are made to accommodate it.

The downtown and surrounding neighborhoods are impacted by a variety of special events (approximately 30) in the months of March through December. Some of these events are external, but spill over to Downtown and others are held within the Downtown or waterfront areas. Please refer to Appendix C for a detailed list of special events. Overflow parking is available for these events at the public park and the middle school, east of Eighth Street (off of Centre Street).

Pedestrian Level of Service

Figure 9 shows ¼-mile distance from the public parking. The entire downtown area is within ¼-mile of public parking (actually most of it is substantially less than 1/4-mile). Figure 10, Pedestrian Level of Service (LOS), provides a detailed assessment of walking level of service from public parking areas. For purposes of this assessment, walking routes were deemed acceptable if they had a sidewalk on at least one side of the road. Those roadway links without a sidewalk on either side were not included as a viable route for pedestrians (and as such, are de facto LOS F). LOS A is defined as a walk distance (acceptable surfaces, security, etc. is assumed) of 400'. LOS B is defined as a walk distance of 800' and LOS C is defined as a walk distance of 1200'. Even with the "missing" sidewalk links, most of the network operates at an acceptable level. Provision of these sidewalks would improve the pedestrian LOS.

Especially with the 422 on-street parking spaces spread throughout the downtown area, there is ample parking within a reasonable proximity to all of the areas downtown. Further, general observation indicated that parking is generally about 70% occupied. Parking capacity does not appear to be a problem currently.

However, one of the findings of the Parking Master Plan conducted in 2002 was that desired parking locations for users along Centre Street had less to do with how far they had to walk and more to do with **line of sight** to the destination. **Visibility is a key factor for retail uses. Appropriate signage and way-finding will be an important factor in providing a "sense of visibility" for parking.**



Source : Nassau County Property Appraiser

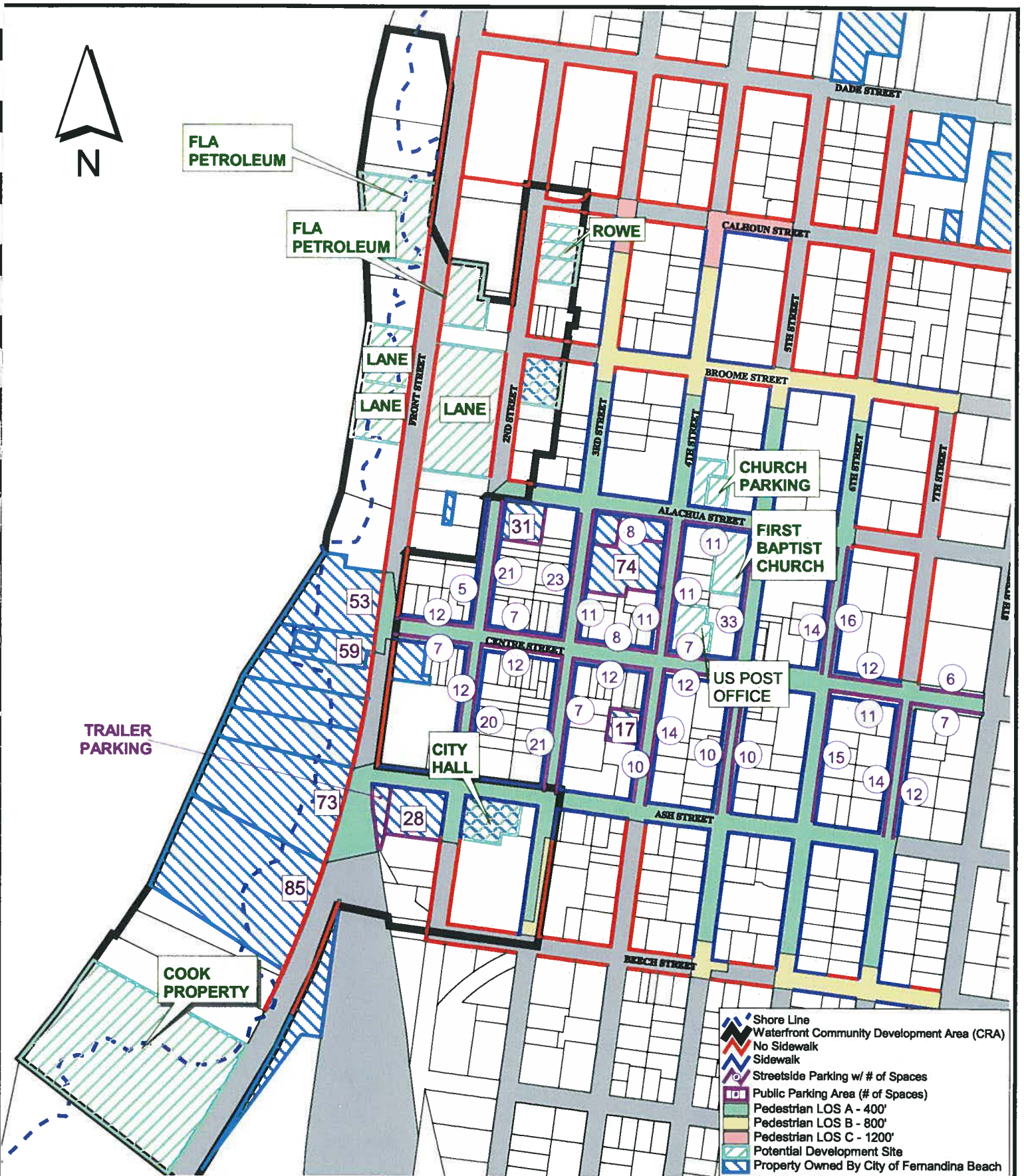
Date : 03/12/09

300 0 300 600 Feet



FIGURE 9
1/4 MILE FROM PUBLIC PARKING
WATERFRONT MASTER PLAN
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Source : Nassau County Property Appraiser

Date : 03/12/09

200 0 200 400 Feet

FIGURE 10
PEDESTRIAN LOS
FROM PUBLIC PARKING
WATERFRONT MASTER PLAN
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Table 2: Downtown Public Parking Spaces

Street Name	Roadside	Cross Street 1	Cross Street 2	Parking Spaces
2nd Street	West	Ash Street	Centre Street	12
2nd Street	West	Centre Street	Alachua Street	5
2nd Street	East	Ash Street	Centre Street	20
2nd Street	East	Centre Street	Alachua Street	21
3rd Street	West	Ash Street	Centre Street	21
3rd Street	West	Centre Street	Alachua Street	23
3rd Street	East	Ash Street	Centre Street	7
3rd Street	East	Centre Street	Alachua Street	11
4th Street	West	Ash Street	Centre Street	10
4th Street	West	Centre Street	Alachua Street	11
4th Street	East	Ash Street	Centre Street	14
4th Street	East	Centre Street	Alachua Street	11
5th Street	West	Ash Street	Centre Street	10
5th Street	West	Centre Street	Alachua Street	33
5th Street	East	Ash Street	Centre Street	10
6th Street	West	Centre Street	Alachua Street	14
6th Street	East	Ash Street	Centre Street	15
6th Street	East	Centre Street	Alachua Street	16
7th Street	West	Ash Street	Centre Street	14
7th Street	East	Ash Street	Centre Street	12
Alachua Street	South	3rd Street	4th Street	8
Alachua Street	South	4th Street	5th Street	11
Centre Street	North	2nd Street	3rd Street	7
Centre Street	North	3rd Street	4th Street	8
Centre Street	North	4th Street	5th Street	7
Centre Street	North	6th Street	7th Street	12
Centre Street	North	7th Street	8th Street	6
Centre Street	North	Front Street	2nd Street	12
Centre Street	South	2nd Street	3rd Street	12
Centre Street	South	3rd Street	4th Street	12
Centre Street	South	4th Street	5th Street	12
Centre Street	South	6th Street	7th Street	11
Centre Street	South	7th Street	8th Street	7
Centre Street	South	Front Street	2nd Street	7
<i>Total On-street Parking</i>				<i>422</i>
Parking Lot D				85
Parking Lot C				73
Ash Street Lot		Front Street	2nd Street	28
Parking Lot B				59
Parking Lot A				53
4th Street Lot		Centre Street	Ash Street	17
Alachua Street & 2nd Street Lot				31
Alachua Street Lot		3rd Street	4th Street	74
<i>Total Public Parking Lots</i>				<i>420</i>
TOTAL PARKING				842



RECOMMENDATIONS

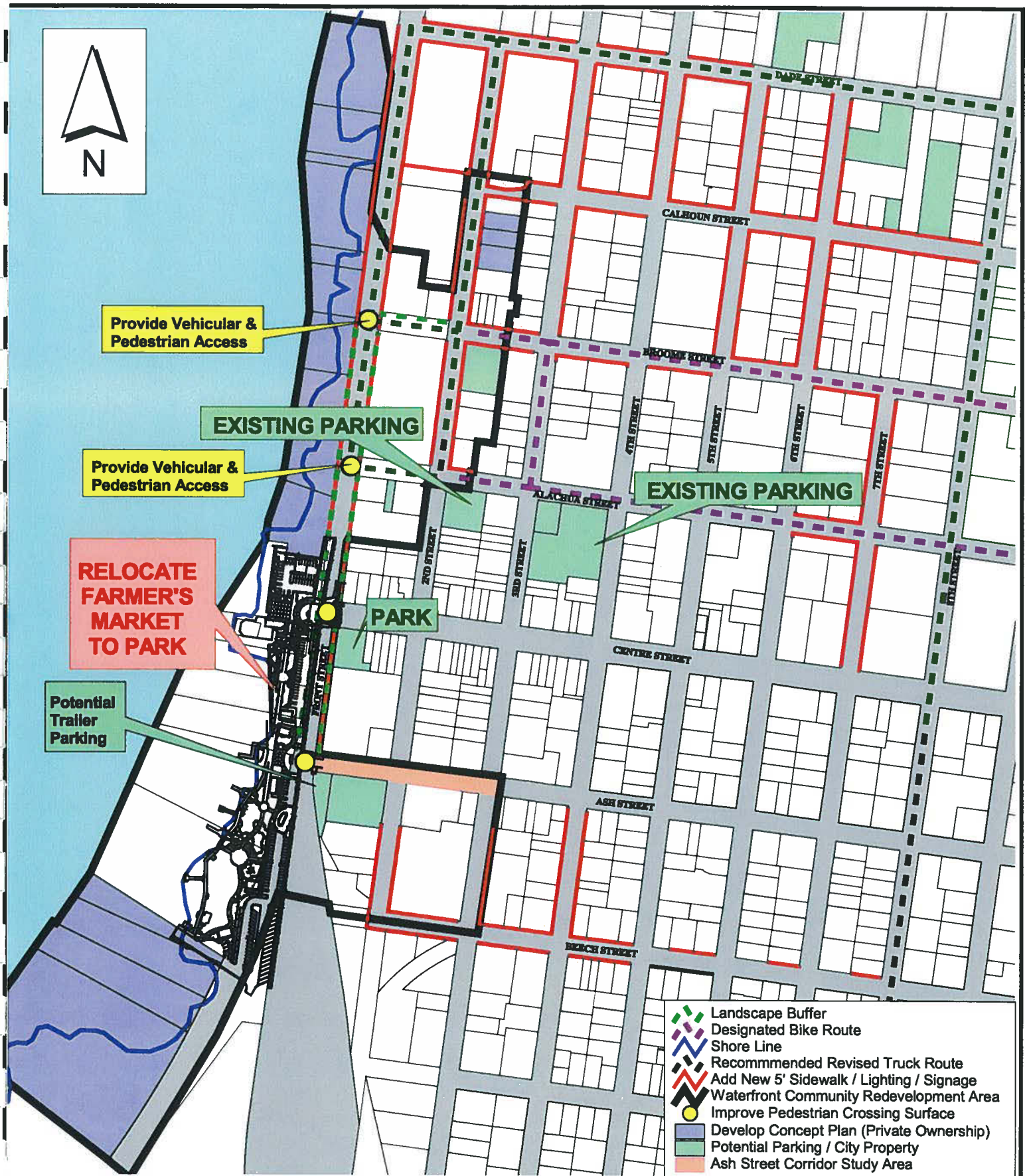
Recommendations, by subject area, are provided below. Figure 11, Recommended Transportation Improvements, graphically highlights some of the key recommendations.

Land Use

Providing additional accessibility will have a significant impact on shaping the development patterns and the ability to redevelop the waterfront area. The following actions are recommended:

1. **Separate incompatible uses** through traffic flow, buffering and landscaping. This can be achieved by providing a **vehicular railroad crossing (at Alachua Street or Broome Street)**. This will enable the property north of the connection to continue to transition to more industrial uses, while allowing the property south of the new connection to become more pedestrian-oriented. By providing a new crossing, Florida Petroleum trucks can use this crossing and avoid using Front Street, south of the new crossing.
2. **Revise the future land use designation and zoning classifications** on properties in the waterfront CRA in accordance with provision of a new rail crossing (industrial/working waterfront to the north and waterfront mixed use/pedestrian-oriented south of the new connection). This will provide a framework for development of the waterfront and encourage private investment consistent with the City's vision.
3. A development opportunity assessment should be considered for the 13 privately-owned parcels along the waterfront in order for the City to effectively implement the design of the Waterfront Park and Front Street improvements. This will provide a better understanding of potential uses and timeframes for development of undeveloped or underutilized parcels, which will better enable the City to plan for the impacts associated with the development of these parcels. A **concept plan** could be developed for **each site**, or the top priority sites, as desired by the City. Part of this analysis should include an assessment of the economically obsolete industrial buildings adjacent to Front Street.
4. It will be important to provide good access (both pedestrian and vehicular) along Front Street for the properties between 2nd Street and Front Street to become fully utilized. If the Lane property develops as proposed, a **pedestrian facility on the east side of the tracks is recommended, along with street level amenities and activities at the building face along the block.**





Source : Nassau County Property Appraiser

Date : 03/12/09

200 0 200 400 Feet

FIGURE 11
KEY STUDY RECOMMENDATIONS
WATERFRONT MASTER PLAN
FERNANDINA BEACH, FLORIDA

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Planning · Environmental Services · Transportation
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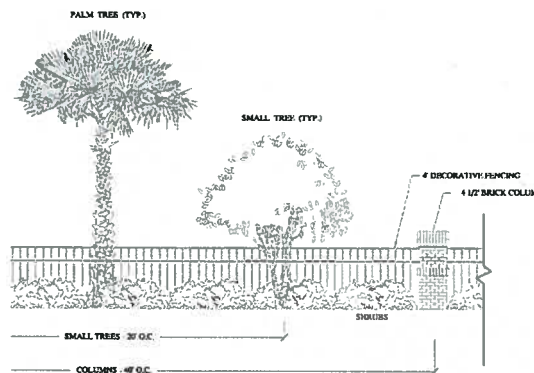
5. Ash Street has high intensity C-3 zoning, which allows a floor area ratio of 2.0. This is the same intensity as the development along Centre Street. However, as currently developed, Ash Street has a mix of lower intensity office and retail uses (with some residential mixed in). **A corridor study should be conducted for Ash Street** to identify opportunities for redevelopment. Streetscape and other roadway improvements should be considered as part of the study.

Access and Connectivity

There is no question that a key factor affecting the waterfront area's ability to experience redevelopment is lack of access and visibility. Greater access and visibility is needed between east side and west side of tracks. The Lane Company development will need to be raised to create adequate street-level views across the tracks.

1. Front Street Corridor Improvements

- A. **Create a landscaped buffer and pedestrian sidewalk/path** with pedestrian-scaled amenities on **both sides** of the rail line north to Broome Street, subject to obtaining the railroad crossing at Broome Street. The sidewalk/pedestrian path located on the east side of the rail line may require acquisition of an easement. Regulatory bonus incentives should be considered to facilitate this action. There will be some significant grade issues between the height of the rail line and ground elevations of the adjacent property.



- B. **Pedestrian Amenities** – Provide street furniture designed to complement and connect to Centre Street and the historic district.

- C. **Street-level Activity** – Provide activities and pedestrian-scaled facades along the building faces fronting the railroad. The function of the pedestrian pathway on the east side of the rail line would be greatly enhanced if the City required existing buildings to create windows on the



Front Street
Fernandina



pathway facing west. New buildings should be located on a build-to-line at the edge of the pathway and have a traditional urban character. This character should incorporate architectural elements that are interesting, attractive and scaled to the pedestrian. Likewise, if the rail cars cannot be relocated, perhaps they could be painted with interesting advertising or tourist information relative to the history, etc. of Fernandina Beach (if the same cars are used each day).

- D. **Crossings** - Improve the walking surface at the existing and proposed crossings of the rail lines for pedestrians.

Church Street
Crossing – Preferred
Material & Design



Front Street
Crossing at
Ash Street

- E. **Lighting** - Successful mixed use environments are active day and night and require a high level of safety lighting. Pedestrian-scaled lighting designed to complement and connect to Centre Street and the historic district should be installed on all existing and proposed sidewalks and proposed pedestrian pathways at an average spacing of 100 feet (50 feet staggered on either side of the street).



2. **Pedestrian Improvements beyond Front Street** - Improvements to add sidewalks and pedestrian pathways throughout the Historic District will not only create a safe, walking environment; the added connectivity will benefit the Downtown and CRA businesses through increased visibility and activity. The improvements should include:



- A. Residential Areas – “Missing” sidewalks in residential areas should be provided, as shown on Figure 11, Key Study Recommendations. New sidewalks should be a minimum of five feet wide and include pedestrian amenities that will serve to increase this alternate mode of travel and also serve as traffic calming devices.
 - B. Provide landscaping/buffering along the Florida Petroleum property next to the railroad tracks until such time as this use redevelops. If the rail cars will remain, landscape/buffer along Broome Street to discourage pedestrian movements to the north of Broome Street.
 - C. The Waterfront Park will attract heavy pedestrian users. This will change the mix of traffic along Front Street and calls for the following considerations:
 - Safe pedestrian crossings
 - Slow speeds
 - Good Signage
3. **Bicycle Improvements** - Amelia Island is 13 miles long and four miles wide, making the downtown easily accessible by bicycle and providing a viable mode of travel from residential areas throughout the island. The Bed and Breakfast facilities and hotels located downtown may also provide bicycles for use by visitors. The following improvements are recommended:
- A. **Bicycle Master Plan** - A bicycle master plan should be developed for the island to establish safe designated bike routes and identify the need for improvements to better connect residential areas with the downtown.
 - B. **Establish Designated Route Downtown** - A designated route should be established on low volume streets to access core locations in the downtown and the CRA. Bicycle-compatible roadways should comprise a bicycle network of parallel routes with effective spacing of one-half mile.
 - C. **Bicycle parking racks** should be provided in public parking lots, parks and along the bike route at other key destinations.

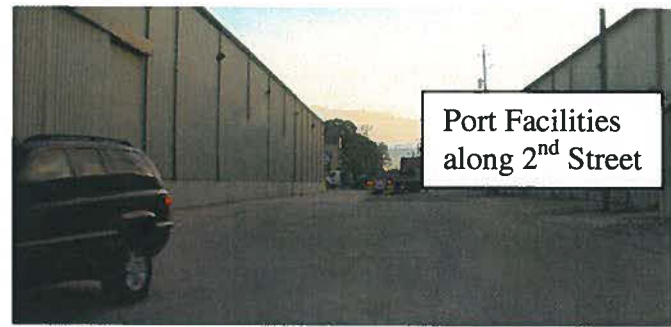
Truck Traffic

1. **Revise designated truck route** to remove Front Street, south of Alachua (or Broome), Ash Street and 3rd Street as part of the designated route. Add: New connection (Alachua or Broome) from Front to 2nd and 2nd from Broome to Dade.

This will provide a clear separation of industrial uses and heavy traffic from the tourist/retail and residential uses and keep heavy trucks out of these areas. *This recommendation is contingent on obtaining a railroad crossing at Alachua Street or Broome Street.*



2. **Reduce truck traffic impacts in residential areas.** Strategies to reduce the impacts of heavy trucks on residential areas should be identified and implemented. These could include buffering, evaluating time of day to determine if operational shifts can be made, staging and parking requirements, policies regarding motor idle times, and enforcement of current laws and regulations.



Parking

The recommendations in the 2002 Parking Master Plan should continue to be implemented, as reviewed earlier in the report. In addition, consider the following, relative to parking:

1. Identify additional locations within one-quarter mile of the waterfront for parking.

- a. The City-owned property to the west of City Hall should be improved and striped for parking (at least in the near-term). A parking lot layout should be completed to maximize spaces and use of the lot.
- b. The City-owned lot on the southeast corner of Broome and Second Streets is another good candidate for future parking and a parking lot layout should be completed on this parcel, as well.



2. Relocate the weekend Farmer's Market to the waterfront area, once the park improvements are complete and can accommodate it. This will eliminate weekend morning parking conflicts in the residential areas and will create a safer environment for pedestrians.



3. If the City is considering purchasing the Baptist Church site for a performing arts center, the associated church parking would have the added benefit of being available for downtown parking during the day, when the performing arts center was not likely to be fully utilized.



4. Conduct a shared parking analysis for existing peak and off-peak private users downtown. For example, using church parking lots for public parking during off-peak periods for the church.
5. Provide wayfinding signage for public parking locations and primary retail uses/areas served by those parking lots/spaces.
6. Provide sidewalk connections, lighting and other pedestrian amenities along roadways to parking areas and surrounding destinations.

FERNANDINA BEACH PARKING SURVEY - DEC 2019

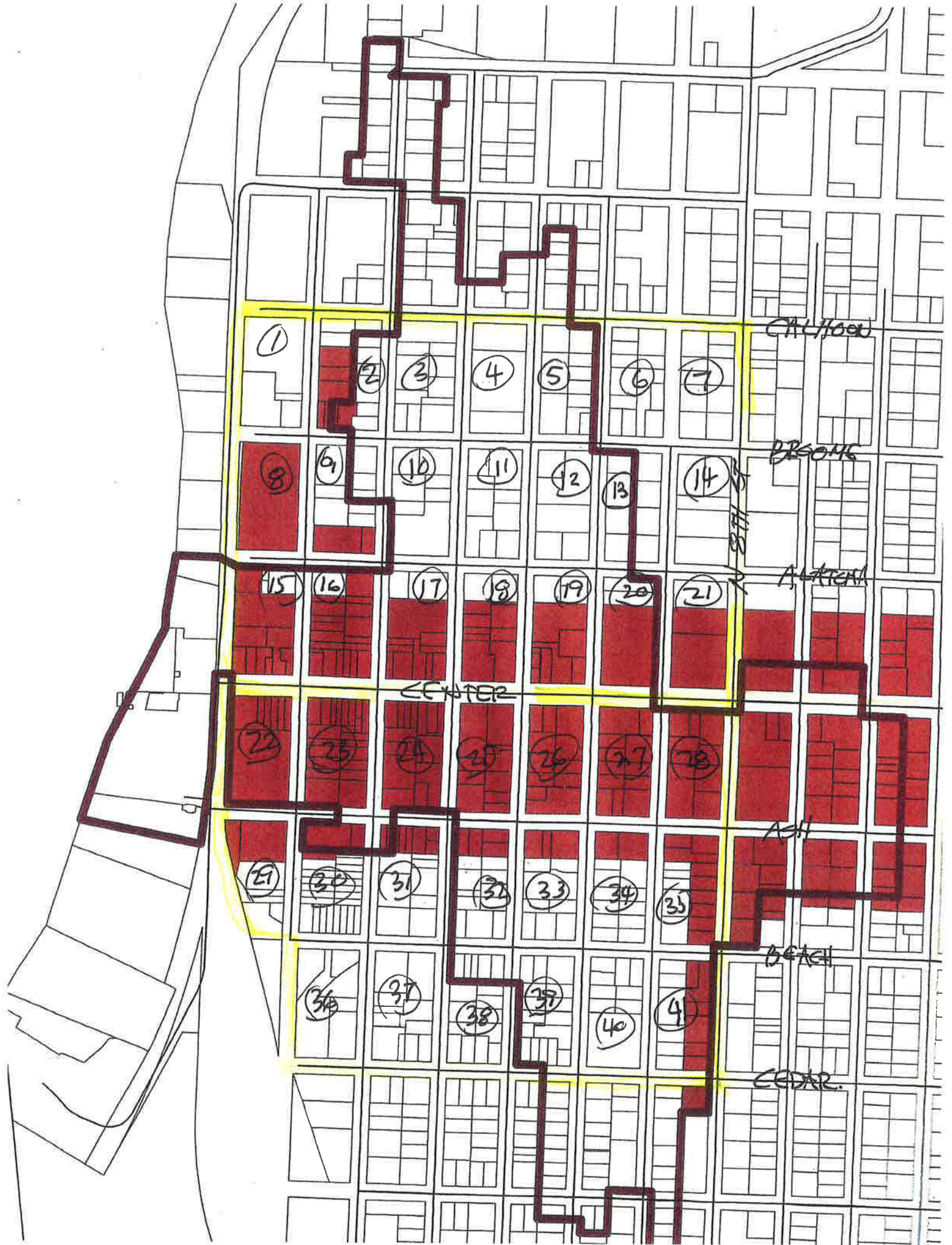
Block No.	NORTH		EAST		SOUTH		WEST		
	R	U	R	U	R	U	R	U	
1			15			4			E - City or Port?
2		6	7			12		6	
3	3		6		7		6		
4	9	3	25		8		10		mixed with church
5	4			6	8		49		W- city lot On 5th st.
6		8				8		7	
7		8				8			
8			35			4			E - part of private parking?
9	28			7			8	6	N - city parking
10		3		6		3		8	
11		4		6		4		5	
12		3		7		2		7	
13		4		7				6	
14		4				4		8	
15			12		11				
16	42		26		7		27		N - 35 city parking lot
17	4	3	15		6		80		W - 70 city parking lot
18	7		23		7		14		N - private?
19		3	16		9				
20				8	15		16		
21					7		9	4	
22	6		10						
23	12		19				18		
24	12		5				8		
25	11		23				19		
26	9		9		5		11		
27	11		10				13		
28	8						14		
29	44		3						N - 44 City parking lot
30	8		8		4		8		
31	8		6				6		
32	8						5		
33	3		4		2		3		
34	3				2		4		
35							9		
36		3		8					
37		2		6		1		6	
38		1		6		2		6	
39	1			4		1		4	
40	1			6		2	6		
41		4				3	6		
TOTALS	242	59	277	77	98	58	349	73	ALL 1233

Methodology - Regular spaces were counted as-is. Unmarked spaces are those possible parallel spaces along non curbed streets, which were figured at 24 ft for each space. Some value judgements were made where ditches or other problems would prevent reasonable parking. Accuracy is estimated at 5% for Regular Spaces and 5-15% deviation for Unmarked spaces

Regular Parking	966
Unregulated	267
check	1233

R= Regular spaces are those either marked along curbs or having parking stops.

U= Unmarked, possible parking along non curbed streets





Downtown Parking

August 1, 2017

Parking Committee

- **Analyze previous downtown parking studies and available literature and present recommendations to the City Manager.**

Tall Weeds and Rabbit Holes

- **Complex and Interrelated issues**
- **Managing Risk does not come with Guarantees**
- **“The Devil is in the Details”**
- **Paid Parking works better at “Destination” Locations, rather than at Chain Stores and Shopping Centers**

Tall Weeds and Rabbit Holes

- **National Brick and Mortar Trends**
- **Best and Worse Business Models**
- **Surface Parking Requirements**
- **Parking Garages**
- **Handicapped Parking Abuse**
- **Driverless Cars**

Studies and Literature

- **The Parking Handbook for Small Communities, Copyright 1994 by the National Trust for Historic Preservation and The Institute for Transportation Engineers**
- **The High Cost of Free Parking, Donald Shoup, Professor of Urban Planning, UCLA**

Studies and Literature

- **2000 Supply/Demand/Alternatives, Walker Parking Consultants**
- **2002 Parking Master Plan – Phase 1, Walker Parking Consultants**
- **2009 Traffic Circulation and Parking, Zev Cohen and Associates**
- **2009 Front Street Title Opinion, Clinch Kavanaugh**

Studies and Literature

- **2010 Paid Parking Workshop**
- **2014 Traffic Circulation Presentation**
- **1999-2013 Summary of Waterfront Planning Efforts**
- **Walkable Streets and Solving Downtown Parking, Dom Nozzi, AICP**
- **Paying for On-street Parking, Metropolitan Area Planning Council**

Committee Action

- **Six Committee Meetings**
- **Met with Downtown merchants on June 15th at City Hall**
- **Survey Instrument seeking Input from Downtown Businesses Only**
- **Conducted a Public Meeting to receive input on July 14th at PD**
- **Contributed Two Viewpoint Articles**

Committee Action

- **Survey instrument seeking input from all interested parties**
- **Discussion with Parking Vendors**
- **Conference Calls with the Cities of Dunedin and St. Augustine, FL**
- **Phone Calls, Interviews, & E-mails**
- **Created Parking Page on Website**

Parking Problem?

- **Primary discussion focused on two polarizing issues:**
- **Is there a parking problem?**

Or....

- **Is this more about generating revenue?**

Parking Problem?

- Yes, we have plenty of parking available!

And...

- Yes, we have a Parking problem!

Parking Problem?

- **Why?**
- **We do not effectively manage prime parking!**
- **Three Hour Parking Limits don't work!**
- **High cost and low return on current enforcement efforts!**

Friday, July 21, 8:55 AM



Friday, July 21, 8:55 AM



Friday, July 21, 8:55 AM



Friday, July 21, 9:45 AM



Friday, July 21, 9:45 AM



Friday, July 21, 9:45 AM



Free or Paid Parking?

- **Why are some local critics opposed to generating revenue from paid parking?**
- **Will small businesses suffer?**

Free or Paid Parking?

- The Parking Committee favors Both Free and Paid Parking Solutions!

Recommendations

- **Improve Parking Lot Visibility**
 - Add Sidewalks where needed
 - Improved Parking Lot Lighting
 - Improved signage and wayfinding
- **Create Premium Parking (Paid)**
 - Centre Street
 - 2nd to 4th Streets between Ash and Alachua Streets
 - Waterfront lots A + B
 - Resident Discount via parking system software

Recommendations

- **Do not set parking minimums for business development**
- **Increase on-street parking by extending the one-way streets north to Broome Street**
- **Eliminate parking on both sides of the street with signage and enforcement surrounding the church properties (following an outreach effort)**

Recommendations

- **Limit development of public property to no net loss of public parking spaces within the CBD**
- **Utilize LPR technology (tag enforcement)**
- **Market/Sign Lot E and Broome Street parking as “employee parking”**
- **Relocate Farmer’s Market to Central Park**
- **Create Parking Lot near Water Tower**
- **Increase Bike Parking (add new racks)**

Thank You!



Walkable Streets

AUGUST 17, 2006 · 8:18 AM

Solving the Downtown Parking Problem

By Dom Nozzi, AICP

Everyone agrees that most of our downtowns have a parking “problem.” Mostly, we complain that there is too little parking available. Are there any workable strategies to improve the parking situation?

For downtown parking, we should work with the following premises.

1. **Downtown Needs a Reasonable Amount of Parking.** I am not a utopian. Clearly, in the world we live in, a quality downtown needs auto parking.
2. **There is Usually an Overabundance of Parking Downtown.** I realize that this is a shock to most people (myself included), but looking closely at the problem and reading about it has drawn me to this astonishing conclusion. For example, an inventory of parking in the typical downtown typically uncovers that there is a vast number of parking spaces consuming a vast amount of downtown real estate. Indeed, in one city I looked at, where there is a constant complaint that there is too little parking downtown, the downtown contains approximately 80 percent of the parking found at the regional shopping mall in the suburbs of that city, and those spaces consume over 20 percent of the downtown acreage. It turns out that it is not so much that there is too little parking, but that there is too little parking within a few feet of the front door of the building a person is going to.
3. **The Provision of Parking is Very Expensive for Downtown Businesses.** For a small business, purchasing more land for off-street parking than what is needed for the building footprint is extremely expensive – particularly in cities where the land cost is sky high. Typically, land for parking is significantly larger than the land needed for the building. This chases away not only small businesses (which are the lifeblood of a healthy downtown), but also harms the overall downtown economic health.
4. **Cities Typically Lack Sufficient Funding for Adequate Downtown Capital Improvements.** Not only are most all cities unable to pay for all of the essential downtown capital improvements it needs (more street furniture, new curbs, new landscaping, bulb-outs, etc.), but they are also critically short on the funding needed for operation and maintenance of downtown public facilities and services.
5. **Excessive Surface Parking Downtown is Deadly.** Most all downtowns provide too much surface parking, thinking that such parking is essential for the survival of downtown. Yet ironically, a significant impediment to the competitive leverage that downtown needs if it is to compete with suburban retail and office clusters is excessive surface parking. That leverage is compact walkability, and surface parking seriously degrades that objective. The loss of compact walkability degrades the health of downtown transit, because healthy transit depends on compact walkability. The downtown residential lifestyle also requires high-quality, compact walkability. Downtown economic health is much stronger when compact walkability is established. Excessive surface parking deadens a downtown, detracts from downtown appearance, character and ambience, and significantly reduces downtown vibrancy. Place-making is nearly impossible when surface parking becomes prominent.
6. **Downtown Parking Garages Tend to be Underutilized.** One sign of a downtown with excessive parking is a downtown parking garage that tends not to be anywhere near capacity. Many downtowns experience the paradox of a perception that there is “too little parking” in a downtown with empty parking garages.

7. **On-Street Parking Downtown Tends to be Un-Priced or Under-Priced.** A common mistake made by a downtown is to conclude that an essential way to attract suburban motorists to downtown is to provide free or under-priced on-street parking. But as Donald Shoup points out, this strategy simply leads to the perception that there is no parking available, because under-priced on-street parking typically leaves no on-street parking vacancy. The lack of on-street parking vacancy creates the impression that there is NO parking vacancy anywhere in the downtown, since the off-street parking vacancy tends to be less visible. As a result, underpriced on-street parking is actually more of a future deterrent to suburban motorists than properly priced on-street parking (priced so that there is always some availability of on-street parking). Put another way, free but unavailable parking is less attractive than available, priced parking

What Is To Be Done?

Given the above, it seems reasonable that the following parking program is called for in downtowns with a parking “problem”:

1. **Create City-Operated Off-Street and Multi-Story Garage Parking.** To the extent possible, downtown parking should only be provided by the city in city-owned, maintained and operated garages and lots. That provision would be in the form of municipal parking garages and lots that all downtown businesses and residences can lease spaces within.
2. **Charge a Parking Fee In-Lieu or Parking Impact Fee.** Downtown businesses and residences would be obligated to pay a parking in-lieu fee (or a parking impact fee if the downtown does not require parking). Revenue from that fee would go toward capital and Operation & Maintenance (O&M) for municipal parking garages and lots. Downtown businesses would also be able to lease needed spaces within the garages or lots. The expense of the impact fees and the leasing is generally much lower than the cost of land that the business would otherwise need to buy and maintain for their own off-street parking. These fees also tends to be significantly lower than the opportunity cost of foregoing floor area that could otherwise be available for a larger building. In-lieu or impact fees for parking range from \$2,000 to \$20,000 per space in the cities that use it (EPA, Parking Spaces/Community Places, 2006).
3. **Increase the Amount of Metered, On-Street Parking.** Create significantly more metered, on-street parking (if there is existing street space) and price the meters to create approximately 15 percent vacancy on an on-going basis, as recommended by Donald Shoup (The High Cost of Free Parking, 2005).
4. **Dedicate Downtown Parking Meter Revenue to Downtown.** Shoup points out that tactically, it is critical to dedicate revenue from downtown parking meters to capital improvements and O&M that benefit downtown. Not only does that provide a meaningful amount of revenue for a dramatic amount of downtown improvements (which attracts people to downtown), but it builds a vocal political constituency of downtown business owners who come to accept and defend the meters because they can see that the meter revenue is providing substantial downtown improvements.
5. **Allow Downtown Businesses to Expand.** Once the program described above makes off-street parking less necessary for each downtown business to provide, allow downtown businesses to construct building additions that start consuming off-street parking areas associated with their property. That is, property now used by the business on their site for parking could be put to more productive, revenue-generating, vibrancy-inducing use. Be sure that regulatory obstacles are removed in order to make this business expansion legal. Floor area ratios should be significantly increased (or better yet, removed). Exempt downtown businesses from most or all landscaping requirements. Allow buildings to abut the public right-of-way.
6. **Encourage or Require Businesses to Share Parking.** Many businesses have different hours of operation. Churches tend to need parking on Sundays. Offices on weekdays. Nightclubs at night. Shared parking and municipal-owned parking allows for a reduction in needed downtown parking, reduces costs for businesses, and promotes “park once” travel. Parking is therefore used and provided more efficiently.
7. **Reform Taxation by Establishing a Land-Value Tax.** Land value taxation (LVT) is the policy of raising tax revenues by charging each landholder a portion of the value of a site or parcel of land that would exist even if that site had no improvements. It is different from a property tax, which includes the value of buildings and other improvements on the land. The common use of the

property tax therefore discourages building improvements or expansions, and encourages the speculative retention or under-use of downtown property (typically by creating a surface parking lot), because development of the property or building improvement of the property financially penalizes the property owner by increasing taxes. While not a pure LVT system, Harrisburg PA has substantially reduced the vacant land found downtown by taxing land at a rate six times higher than improvements on the land. The development of vacant land in Harrisburg has been far in excess of similar cities using conventional property taxation.

Conclusion

Each of these strategies promote an improved urban design, promote a more continuous urban fabric (instead of a downtown pock-marked with gaptooths), promote better economic health, promote a livelier downtown, promote a downtown that is more friendly to residences, promote a safer downtown, promote a downtown with more funds for improvements, and promote an overall more walkable downtown.

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PARKING MASTER PLAN – PHASE ONE

**CITY OF
FERNANDINA BEACH**

FERNANDINA BEACH, FLORIDA

Final Report
July 2002
Project No. 15-1484.00



CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



WALKER
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PROJECT NO. 15-1484.00

JULY 2002

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CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



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CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



WALKER
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PROJECT NO. 15-1484.00

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EXECUTIVE SUMMARY

The City of Fernandina Beach (City) has retained Walker Parking Consultants (Walker) to perform phase one of a parking master plan. The objective of the master plan is to evaluate the parking conditions for effectiveness and efficiency as well as make suggestions for improvement.

The boundaries for the study are Dade Street to the north, Ash Street to the south, 8th Street to the east, and the Amelia River to the west. The study area consists of 35 blocks in historic downtown Fernandina Beach and is separated into three sub-areas: the Marina, the Central Business District (CBD or Downtown), and the Church/Residential district.

Walker Parking Consultants, along with the City of Fernandina Beach held a community workshop on April 27, 2002 at City hall. The workshop allowed both Walker and the City to listen to community concerns regarding parking. Walker has incorporated the community concerns and ideas into the study.

After considering various options, Walker has created action plans for each of the sub-areas. The action plans have been prioritized according to effectiveness, critical versus non-critical, financial obligation, timing, and ease of implementation.

Walker has categorized the action plans into high, medium, and low priority items. High priority items should be implemented immediately or in the near future. Those items identified as high priority are either critical to the success of the parking system or will significantly improve the system.

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



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Walker recommends the following high priority items to be addressed by the City in the next twelve (12) to eighteen (18) months.

Downtown Sub-Area

- Enforce parking regulations on a consistent and regular basis
- Improve lighting conditions, especially in remote parking areas
- Implement two (2) to three (3) hour time-limits along Centre Street OR implement a fee-based system along Centre Street
- Implement six (6) to seven (7) hour time-limits along the roadways perpendicular to Centre Street OR implement a fee-based system along these roadways
- Retain at least some of the city owned property, especially in high demand areas, for future parking needs
- Add a parking requirement or an in-lieu fee to the zoning ordinances
- Increase patrol officer visibility during business closing hours

Marina Sub-Area

- Implement an overnight parking permit for Lots C and D (add restrictions to Lots A and B which prohibit overnight parking)
- Implement a time-limit in Lots A and B OR implement a fee-based system in Lots A and B

Residential/Church Sub-Area

- Implement a residential parking permit program in problematic areas where businesses and residential units are merged within close proximity to each other

System Wide

- Coordinate the actions of all sub-areas. Any actions taken in one sub-area should be closely examined for their effect on adjacent areas.

Please note, as each action is implemented, the requirements of an effective parking system may change. Therefore, Walker suggests continual evaluation of the parking system.

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



WALKER
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PROJECT NO. 15-1484.00

JULY 2002

INTRODUCTION

BACKGROUND

The City of Fernandina Beach (City) has retained Walker Parking Consultants (Walker) to perform phase one of a parking master plan. The objective of the master plan is to evaluate the parking conditions for effectiveness and efficiency as well as make suggestions for improvement.

Known as the Isle of 8 Flags, Fernandina Beach is filled with charm, history, and culture. The island is the birthplace to the modern shrimping industry, home of the oldest Saloon in Florida, and filled with Victorian architecture. As the city continues to grow and attract visitors, the parking demand will increase and in turn, changes in the parking system will be needed. Phase one of the master plan will address these issues and suggest some ways to improve the parking conditions.

Figure 1: Welcome Sign



Source: Walker Parking Consultants, 2002

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



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SCOPE OF SERVICES

1. Meet with designated City of Fernandina Beach representatives to confirm the study goals, objectives, procedures and schedule.
2. Conduct a city "Work-Shop" with local citizens to address any concerns, suggestions, and solutions regarding the current and future parking system. Results and feedback from the workshop will be considered and appropriately included in our analysis.
3. Review the Supply/Demand Study (June 1999) and Supply/Demand Update and Alternatives Analysis (June 2000) along with all new and proposed developments in the study area that could alter the study numbers. If no substantial changes have occurred, occupancy counts from the Supply/Demand Study (June 1999) will be used in the development of the Parking Master Plan.

If substantial changes have occurred in the study area, new occupancy counts may be collected. If this task is deemed necessary by the city, it will be performed on an hourly basis per the attached Rate Schedule.

4. Review the current parking management strategies and methods of operation including:
 - Methods of designating parking areas
 - Enforcement and policing of parking areas
 - Strategies for controlling the use of parking areas
 - Wayfinding and signage
5. Recommend changes to parking management strategies and methods of operation to improve the efficiency and effectiveness of the parking system, while maintaining a high level of customer satisfaction.
6. Evaluate possible parking management systems such as a fee-based system, time restriction based system, etc. The evaluation will include:
 - Capital costs
 - Operational costs
 - Required revenues needed to support such system
 - Comparison analysis of similar cities' parking revenues
 - Possible ways to utilize excess revenues above costs

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



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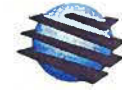
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7. Summarize the findings, including concerns from workshop, in a draft report and present to designated representatives of the City of Fernandina Beach. The client will have 45 days from the issuance date of the draft report to provide feedback concerning the draft report. This feedback will be considered by Walker and appropriately incorporated into the final report. Walker will consider the report to be a final report if no comments are provided during the 45-day period.
8. Conduct a public meeting for city residents and representatives to present recommendations and receive feedback.
9. After obtaining feedback from City residents and representatives, finalize parking master plan and issue six (6) bound and one (1) unbound copies of the report.

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



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STUDY AREA

The boundaries for the study are Dade Street to the north, Ash Street to the south, 8th Street to the east, and the Amelia River to the west. The study area consists of 35 blocks in historic downtown Fernandina Beach and is separated into three sub-areas: the Marina, the Central Business District (CBD or Downtown), and the Church/Residential district. Figure 2 illustrates the study area and the three sub-areas.

Figure 2: City of Fernandina Beach Study Area



LEGEND:

- Block Numbers
- Lined Spaces
- Estimated Spaces
- Church/Residential District
- Central Business District
- Marina District
- No Parking

NORTH

Source: Walker Parking Consultants, 2002

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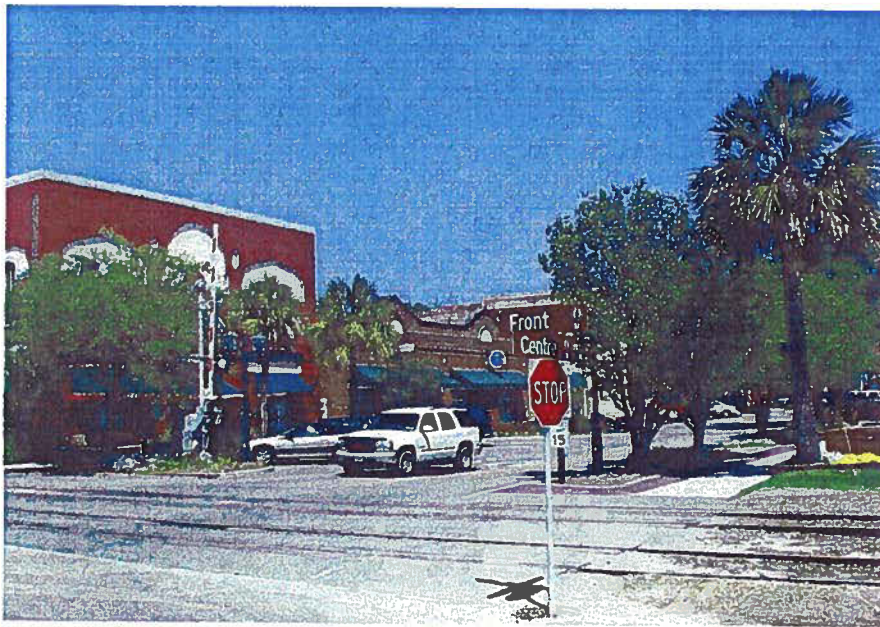
REPORT ORGANIZATION

In order to address the characteristics of the three sub-areas, this report is divided into three sections. The issues and possible solutions are addressed for each sub-area. In doing so, the three sub-areas each have a list of options tailored to their own needs.

Each sub-area section contains study area boundaries, current and future conditions, a description of the users, and management options. Certain topics relevant to all study sub-areas are listed after the sub-area sections.

The last two sections of this report outline the parking operations and suggested action plans for each sub-area. Appendices are included for backup information relevant to this study.

Figure 3: Downtown Fernandina Beach



Source: Walker Parking Consultants, 2002

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WORKSHOP

INTRODUCTION

Walker Parking Consultants, along with the City of Fernandina Beach held a community workshop on April 27, 2002 at City hall. The workshop allowed both Walker and the City to listen to community concerns regarding parking. In addition, the community members were afforded the opportunity to contribute possible solutions.

The purpose of the workshop was to allow community members a chance to let the city staff and the parking consultants know what they feel the issues are and how they feel the issues could be solved. Then as a group (community members, city staff, and consultants), determine what the benefits and drawbacks are for each possible solution. In addition, the workshop intended to encourage community involvement, input, and support.

Attendance at the workshop consisted of sixteen (16) community members, three (3) city employees, and two (2) consultants from Walker. Community members included business owners, employees, church members, and residents. A list of those in attendance is included in Appendix A.

OBJECTIVE AND PURPOSE

ATTENDANCE

SUMMARY

Community members agreed that there is a parking problem in Fernandina Beach and that they are willing to help improve the situation. During the workshop, community members assisted Walker by prioritizing the users of each sub-area. In addition, they participated by listing relevant issues such as enforcement, safety, lighting, and signage. Although they would like to see some additional parking areas and/or a parking garage, there is an understanding of the financial restraints and implications of an endeavor. The agenda and minutes from the workshop are included in Appendix B and C.

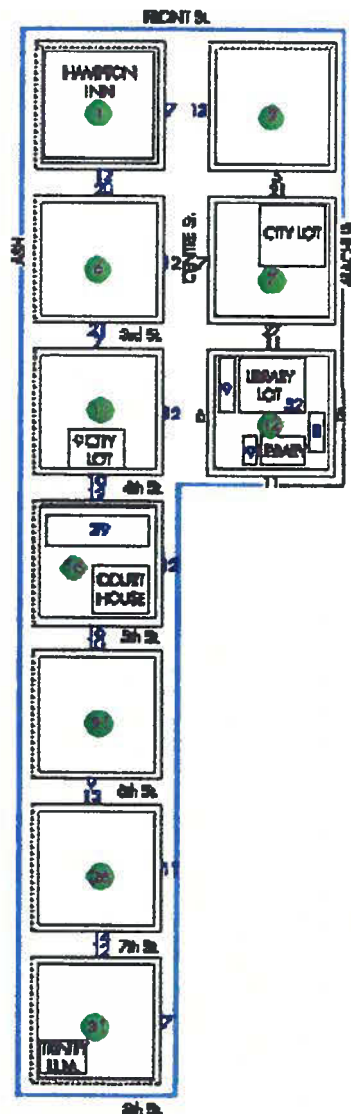
PARKING MASTER PLAN – PHASE ONE



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STUDY SUB-AREA

Figure 4: Downtown Sub-Area



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CURRENT AND FUTURE CONDITIONS

The core thoroughfare in the downtown sub-area is Center Street. Retail stores, restaurants, offices, and the county courthouse are some of the tenants found on Centre Street. Parking is permitted both along Centre Street and the adjacent roadways. In addition, there are three public parking lots located at: Alachua Street and 2nd Street, Alachua Street and 3rd Street, and Ash Street and 4th Street.

Currently, the county courthouse is in the process of reopening. Once reopened, downtown parking areas will also need to accommodate the additional parking needs for jurors and other court related personnel. Likewise, there are some vacant office and retail units in this area. If these units are rented or purchased, the number of motorists will increase along with the number of parking spaces needed.

Figure 5: County Courthouse



Source: Walker Parking Consultants, 2002



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USERS AND NEEDS

The users and needs of the downtown sub-area were identified during the community workshop. The primary motorists who should have first priority with relation to parking include customers, tourists, visitors, residents, and churchgoers. The secondary motorists who require parking but may not have the same level of priority as the primary users include business owners and employees, office workers and professionals, and those persons making deliveries.

Typically, short-term users are provided access to parking areas most convenient to their destination. On the other hand, the long-term users, such as employees, are provided access to parking areas more remote to their destination but within an acceptable distance.

Users such as customers, visitors, and tourists are usually not as familiar with the surroundings compared to employees who come to the destination regularly. Also, those users are also only at a destination for a short amount of time, much less than an employee who parks their vehicle and does not return until the end of the day. For both of those reasons, parking areas closest to the destination are best suited for the short-term customers, visitors, and tourists.

Residents are typically provided access to parking areas adjacent to their dwelling. Those users may be loading and/or unloading items from their vehicle. Residents with small children will also have to transport the children to and from the vehicle. Therefore, if private off-street parking is not available, accommodations should be made to provide residents a parking area near their unit.

Business owners, employees, and other office workers require parking within a reasonable walking distance. However, these users should park in areas more remote to their destination, leaving the nearby spaces for the customers and visitors.



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MANAGEMENT OPTIONS**TIME LIMITS**

The City of Fernandina Beach currently has on-street parking areas with posted time limits. Time limits can be used to reduce the number of long-term parkers in the close-up and convenient spaces. The most convenient spaces are best utilized for short-term parkers because it provides parking for a large number of motorists due to the high turnover. In other words, one space may provide parking for up to four (4) vehicles per hour or more.

There are some disadvantages when limiting the amount of time a vehicle can occupy a parking space. Visitors may view the time limits as a nuisance or poor customer service. In addition, consistent enforcement, which is labor intensive, is needed to effectively implement the time limits. Finally, some visitors may receive a parking ticket.

Measures can be taken in order to compensate for some of the disadvantages. A time limit of two (2) to three (3) hours would provide enough time for a visitor to shop and dine in one of the many eating establishments. Similarly, warnings can be issued for first-time offenders. This will allow visitors who go over time limits to not be penalized while repeat offenders will be ticketed for their violations.

If implementing a timed system in all areas, the on-street parking spaces along Centre Street should have a posted time limit of two (2) to three (3) hours. Implementing the time limits throughout Centre Street will free up some visitor spaces and give visitors the perception of ample and therefore, user-friendly parking conditions in the downtown area.

If Centre Street was signed with time limits, the side streets should also have a time limit posted. This area would be used for those visitors who are going to spend more than two (2) to three (3) hours in the downtown area. Time limits in this area should be of greater length, up to six (6) hours. Please note, in order to deter long-term employee parking, the time limit should not extend beyond seven (7) hours.

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Time limits should only be effective during the daytime hours since there is not a parking shortage in the evening hours. If the need arises in the future for managed evening parking, time limits could be extended into the evening hours or all day. Please note, hours for enforcement are identified in the zoning ordinances and may require modification in the future for extended hours.

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FEE-BASED SYSTEM

The City of Fernandina Beach provides public parking free of charge to all users. Without any parking fees, it can prove difficult to manage and allocate specific parking areas for specific users. Installing a fee-based system in the downtown area may improve the parking conditions for valued customers, visitors, and tourists. There are several advantages and disadvantages of implementing a fee-based system.

One major disadvantage of a fee-based system is cost, both to the motorist and city. Multi-space meters require payment from the visitors who park in those spaces, and they may be viewed in a negative manner. Likewise, the cost to implement a fee-based system can be substantial depending on the type of equipment used.

In order to operate an effective fee-based system, consistent enforcement is required. Visitors who receive a violation for accidentally not paying for parking may view the system as unfriendly. While these drawbacks may be substantial, there are some methods to overcome or dissolve the issues.

A fee-based system has the potential to generate enough revenue to pay for itself. In some cases, the system can generate excess funds which may be used for additional improvements to the parking system, the purchase of new parking areas, or even the construction of a parking garage.

In the downtown sub-area, visitor parking spaces are regularly occupied with long-term parkers such as employees. A fee-based system would deter employees from parking in visitor spaces, therefore allowing visitor spaces to be more readily available. Those visitors may feel the convenience of available front-door parking outweighs the parking fee.

Another benefit from meters is the simplification of the enforcement of time limits. While visitors may violate the regulations, the system could be arranged to issue warnings to first-time offenders. Finally, it is typically easier to enforce and monitor vehicles within a fee-based system. Technology allows one officer to quickly determine which vehicles are in violation without having to chalk tires, mark tire stem locations, or record license plate numbers.

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The decision to install a fee-based system in the downtown area should be coordinated with the parking regulations in adjacent areas, particularly the marina and residential/church sub-areas. Please note, implementing a fee-based system in the downtown area may transfer motorists from the downtown area to the adjacent sub-areas. In turn, the parking conditions in those areas could worsen without rules and regulations of their own.

If a fee-based system is implemented, provisions should be made for free or reasonably priced long-term parking areas in order to maintain affordable parking for downtown merchants and employees. The free or low cost long-term parking areas should be located farther from the downtown area but within a reasonable walking distance. A detailed explanation of acceptable walking distances is included later in this report.

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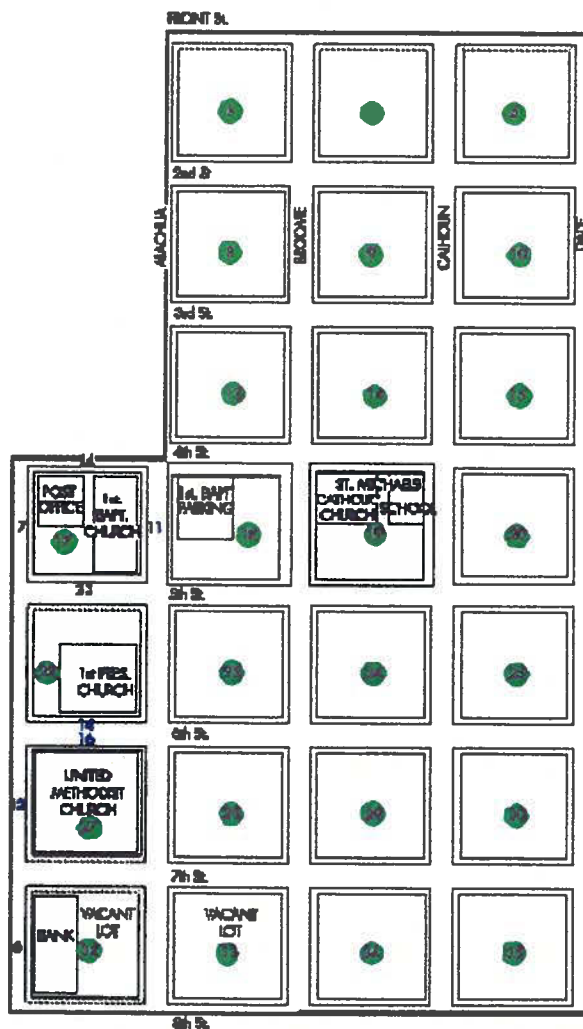
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RESIDENTIAL

STUDY SUB-AREA

The Residential/Church sub-area is a 25-block area. The boundaries of the sub-area are Dade Street to the north, 8th Street to the east, Alachua Street to the south, Front Street to the west. In addition, the four blocks between 4th Street and 8th Street, and between Alachua Street and Centre Street are included.

Figure 6: Residential and Church Sub-Area



Source: Walker Parking Consultants, 2002

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CURRENT AND FUTURE CONDITIONS

The residential/church sub-area contains mostly homes, churches, and some bed and breakfast lodging. Parking in the residential/church sub-area is mostly unrestricted. Although some of the churches do have their own off-street parking, many of them utilize the public on-street parking for some or all of their needs. On the other hand, most of the residential units have their own private off-street parking areas to accommodate their vehicles and any guests.

The First Baptist Church is expected to move from the study sub-area. Once First Baptist moves, the parking conditions during peak church service hours (Sunday and Wednesday) may improve due to the reduction in the number of churchgoers in the area. No other significant changes to the sub-area are expected.

USERS AND NEEDS

The users and needs of the residential/church sub-area were identified during the community workshop. The primary motorists who should have first priority with relation to parking include residents and churchgoers. The secondary motorists who require parking but may not have the same level of priority as the primary users include tourists, visitors, business owners and employees, office workers and professionals, and those persons making deliveries.

As mentioned previously, residents are typically provided access to parking areas adjacent to their dwelling. Therefore, if private off-street parking is not available, the parking spaces in front of the residential units are the best alternative for residents.

Churchgoers have the highest demand on Sunday mornings. When possible, those users should be placed in private parking areas owned by the church. If the church does not have the resources to provide parking, off-street spaces adjacent to the church may be used on a first-come, first-serve basis. Many of these users will leave the area by the afternoon and will not greatly interfere with normal downtown business.

Visitors and tourists are usually not as familiar with the surroundings compared to employees who come to the destination regularly. Most visitors and tourists who are going downtown will not enter the residential/church sub-area and therefore, do not require any special parking areas.

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On the other hand, some business owners, employees, and persons making deliveries may be somewhat familiar with the residential/church sub-area. Although these users are not a priority, some may utilize parking in this area. Unless these users are infringing upon the parking areas needed for residential use, there should not be any major problems with them utilizing the vacant spaces, especially on the fringe of the sub-area.

MANAGEMENT OPTIONS

RESIDENTIAL PERMIT

Residential permits may be issued to allow residents who live in the sub-area, to park in public on-street spaces. Signage could designate certain areas as "Permit Required." Permits could be required during all hours or only during designated times. Similarly, time limits could be posted for all vehicles not properly displaying a residential permit.

The City may want to consider a residential permit system in areas where residential units and business infringe upon each other. Those residents who live in the immediate vicinity of high demand businesses could be provided a permit after providing proof of residency. In order to efficiently manage the on-street parking in the fringe areas, only those residents who do not have private off-street parking areas should be granted an on-street permit.

Cost for implementation would include the cost of installing signage, issuing permits, and enforcement. In this case, regular enforcement may not be required in all areas. Only those fringe areas with less than adequate parking conditions may require regular enforcement. Other areas could be enforced on an as-needed basis. Typically residents will make phone calls to the police department when a problem occurs.

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FEE BASED

A fee-based system could be installed in the residential/church area if the need for restricting long-term parking arises. However, at the present, there is not a need for a fee-based system in this sub-area. In the future, if the need arises for restricting long-term use of public parking spaces, a fee-based system could be installed. Such systems require provisions allowing residents to park without charge. Please note, a residential permit may be more suitable for this sub-area.

TIME LIMITS

Time limits could be posted in the residential/church sub-area. Although this may be effective in reducing the number of long-term motorists, it will most likely not be effective in this type of area. In order to reduce the number of long-term parkers and provide spaces for residential use, a permit system may be more appropriate.

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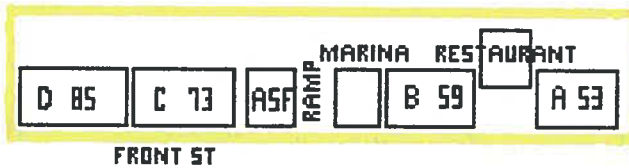
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MARINA

STUDY SUB-AREA

The Marina sub-area consists of the four parking areas located adjacent to the marina. Lots A, B, C, and D are included in this study area. Figure 7 outlines the locations of the four parking lots in relation to the marina, boat ramp, and restaurant.

Figure 7: Marina Sub-Area



Source: Walker Parking Consultants, 2002

Figure 8: Marina Lot A



Source: Walker Parking Consultants, 2002

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CURRENT AND FUTURE CONDITIONS

The marina sub-area is located on the west side of downtown. Centre Street ends at the sub-area between the marina parking areas A and B. There are four surface parking areas located in the sub-area. Lots A and B are the two paved lots adjacent to the restaurant and on the north side of the sub-area. Lots C and D are unpaved parking areas on the south side of the sub-area and adjacent to the Marina, boat slips, and boat ramp.

A mixed-use development is being discussed for the area north of this sub-area. The mixed-use development may impact the parking conditions in the four surface lots noted above. Once the development program is decided, the City should evaluate the impact on parking conditions to determine what course of action should be taken.

USERS AND NEEDS

The users and needs of the marina sub-area were identified during the community workshop. The primary motorists who should have first priority with relation to parking include boaters, charter fishing customers, tourists, visitors, and other revenue generating motorists. The secondary motorists who require parking but may not have the same level of priority as the primary users include charter fishermen, business owners and employees, live aboard boaters, hotel overflow parking, Cumberland Island visitors, and those persons making deliveries. Please note Cumberland Island visitors park at the marina and take a ferry over to Cumberland Island. These users may or may not spend time in Fernandina Beach.

Typically, short-term users are provided access to parking areas most convenient to their destination. On the other hand, long-term users, those parked for longer than eight (8) hours, including overnight users, are usually provided access to parking areas more remote to their destination but within an acceptable distance.

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Users such as boaters, charter boat customers, visitors, and tourists are usually not as familiar with the surroundings compared to motorists who come to the destination regularly. Those users are also only at their destination for a short amount of time, much less than an employee or overnight user who parks their vehicle and does not return until several hours later. For both of those reasons, parking areas closest to the destination are best suited for the short-term customers, visitors, and tourists.

Charter fishermen, business owners, employees, deliveries and live aboard boaters require parking within a reasonable walking distance. However, these users should park in those areas more remote to their destination, leaving the nearby spaces for the customers and visitors.

Hotel visitors should utilize the private off-street surface parking area or the hotel's overflow parking area. Cumberland Island visitors who are parking for extended periods of time should also utilize those parking areas more remote so that short-term users can utilize the most convenient spaces.

The marina currently provides parking free parking for overnight vehicles which may include passenger cars, trucks, and vehicles with boat trailers. In addition, some local residents may be utilizing the surface parking areas as storage for old or oversized vehicles. These vehicles are utilizing the parking resources for a large amount of time in a prime location, and the City is funding the maintenance, repair, and security of the lots.

There are several options to issuing permits for overnight parking. First, permits could be issued for a fee or complimentary. Should the City charge for the permits, funds collected could be used to offset the cost of maintenance for these parking areas, cover the cost of security, or used to enhance other parking areas. Fees should be appropriately set according to the amount of space required (i.e. a vehicle would require one permit, while a vehicle with a trailer would require two – one for each parking space used). Finally, fees should be initially set at a price low enough to not displace these users to other no-cost adjacent areas, especially the downtown and residential/church sub-areas.

MANAGEMENT OPTIONS

OVERNIGHT PERMIT ONLY

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When a permit is issued, information about the vehicle and owner can be collected in case of emergency. Collection of this information will allow the City to monitor authorized vehicles and detect any potential security concerns. Permits could be issued by the marina, other downtown businesses, the police station, or from an automated permit dispenser.

There are some disadvantages to implementing an overnight permit parking system. First, users may feel there is an inconvenience with having to acquire a permit and/or pay for the permit. There may also be some implications when dealing with violators. For example, it may be difficult to collect fines from a ticket issued, and towing a vehicle can create an image of poor customer service.

The City will have to fund the initial cost for the signage, permits, and costs for implementation (brochures, procedures, etc). Regular enforcement will also be needed to maintain an effective parking system. However, the implementation will provide revenue for the City, and possibly more spaces for visitors and marina users.

Please note, in order to prevent marina users from transferring to the downtown area, the downtown sub-area should be changed to a fee-based system.

TIME LIMITS

Implementing a posted time limit on all parking areas at the marina has some advantages. First, the parking spaces will accommodate a larger number of short-term users such as visitors and charter fishing customers. A timed-system will also create additional revenue from violations.

On the other hand, a timed-system will require the installation of signage and consistent enforcement. Enforcing a timed system is labor intensive since it is typically performed manually through chalk marks or another similar means. In addition, enforcement of a signed time-limit is susceptible to human error and more difficult to manage than a fee-based system. Should the City wish to manage parking in this sub-area during the daytime hours, it may be more advantageous to implement a fee-based system.

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FEE BASED

Installing a fee-based system in the marina sub-area may improve the parking conditions for valued customers, visitors, tourists, and charter fishing customers. There are several advantages and disadvantages of implementing a fee-based system.

One disadvantage of a fee-based system is cost, both to the motorist and city. Multi-space meters require payment from the visitors who park in those spaces, and they may be viewed in a negative manner. Likewise, the cost to implement a fee-based system can be significant depending on the type of equipment used (\$20,000 to \$30,000 per meter).

In order to operate an effective fee-based system, consistent enforcement is required. Visitors who receive a violation for accidentally not paying for parking may view the system as unfriendly. While these drawbacks may be substantial, there are some methods to overcome the issues.

A fee-based system has the potential to generate enough revenue to pay for itself. In some cases, the system can generate excess funds which may be used for additional improvements to the parking system, the purchase of new parking areas, or even the construction of a parking garage.

In the marina sub-area, parking spaces are regularly occupied with overnight and long-term parkers such as live aboards, Cumberland Island guests, other overnight boaters, and employees. A fee-based system would deter these users from parking in visitor spaces, therefore allowing visitor spaces to be more readily available during the daytime hours. Those visitors may feel the convenience of available front-door parking outweighs the parking fee.

Finally, another benefit from meters is the simplification of the enforcement of time limits. While visitors may violate the regulations, the system could be arranged to issue warnings to first-time offenders.

The decision to install a fee-based system in the marina area should be coordinated with the parking regulations in adjacent areas, in particular the downtown sub-area. Please note, implementing a fee-based system in the marina area may transfer motorists from the marina area to the adjacent sub-areas. In turn, the parking conditions in those areas could worsen without rules and regulations of their own.

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The City should consider implementing a fee-based system on the two surface lots along with the overnight permits on the unpaved lots. Such a system will accommodate all types of users while effectively managing all parking areas.

If a fee-based system is implemented, provisions should be made for free or reasonably priced long-term parking areas to maintain affordable parking for marina employees. The free or low cost long-term parking areas should be located farther from the marina area but within a reasonable walking distance.

Figure 9: Marina Lots C and D



Source: Walker Parking Consultants, 2002



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NEW PARKING AREAS

GRAVEL SURFACE LOTS

One method of increasing the parking supply is through the construction of gravel surface lots. Table 1 details the advantages and disadvantages of implementing a gravel surface lot.

Table 1: Advantages vs. Disadvantages – Gravel Surface Lots

Advantages	Disadvantages
• Increase the number of parking spaces • Relatively inexpensive cost for construction (~\$500-\$800 per space PLUS soft costs and land acquisition) • Ability to utilize multiple sites which are close to localized parking space deficits • Ability to conform to any lot size or shape • Improves parking space visibility and awareness • Ease of navigation in the parking area for the motorist	• Cost of construction • Cost and implications of land acquisition may be cumbersome • Not usually the highest and best use of prime real estate • Inefficient use of space • Low level of service to the parking patron • May not be aesthetically appealing

Source: Walker Parking Consultants, 2002

The costs for construction are less than that of paved surface lots or a parking structure. However, depending on demand and location, the cost to acquire land may be high.

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PAVED SURFACE LOTS

Another method of increasing the parking supply is through the construction of paved surface lots. Table 2 details the advantages and disadvantages of implementing a paved surface lot.

Table 2: Advantages vs. Disadvantages – Paved Surface Lots

Advantages	Disadvantages
• Increase the number of parking spaces • Moderate cost to construct (~\$1,800 - \$2,000 per space plus soft costs and land acquisition) • Ability to utilize multiple sites which are close to localized parking space deficits • Improves parking space visibility and awareness • Ease of navigation in the parking area for the motorist	• Cost of construction • Costs and land acquisition may be cumbersome • Efficient use of space may be compromised if the sites are not of certain size and shape • Not usually the highest and best use of prime real estate • Surface lot may not blend in with the adjacent surroundings

Source: Walker Parking Consultants, 2002

PARKING STRUCTURES

The construction of a parking structure is another method of increasing the parking supply. Table 3 details the advantages and disadvantages of implementing a parking structure.

Table 3: Advantages vs. Disadvantages – Parking Structures

Advantages	Disadvantages
• Increase the number of parking spaces (larger capacity than with just surface parking lots) • Shelters vehicles and patrons during inclement weather • Utilizing land to fullest potential • Highly visible to the motorist • Ability to incorporate retail/business space at street level	• Expensive construction costs (\$8,000 - \$12,000 per space plus soft costs and land acquisition) • Parking structure may not be aesthetically appealing • Costs and land acquisition may be cumbersome • Not usually the highest and best use of prime real estate • May provide parking for only a small area of the study zone

Source: Walker Parking Consultants, 2002

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LOCATIONS

Several possible future locations for parking areas were identified during the community workshop. Walker requested additional information from the City regarding these properties. Table 4 outlines each location, assessed value, lot dimensions, and whether or not it is already owned by the City. Please note, the assessed value could vary significantly from the market value.

Table 4: Possible Future Parking Areas (Identified at workshop)

Property	Assessed Value	Lot Size	City Owned
Cook Property	\$155,000	252x500	No
Broome Street Property	\$100,000	175x100	Yes
Library Location	\$1,057,290	425x200	Yes
Old Police Station	\$459,116	175x150	Yes
First Baptist Church Parking Lot	\$165,000	165x100	No
10 th Street (Across from old schoolhouse)	\$91,534	150x100	No
Parking Area Behind Post Office	\$340,200	50x100	No
2 nd Street (Across from Hampton Inn)	\$126,159	69x100	No
Bank of America Lot	\$215,000	100x100	No
Bank Area 8 th and Atlantic	\$750,000	200x400	No

Source: City of Fernandina Beach and Walker Parking Consultants, 2002

Using the information provided above, Walker estimated the approximate number of paved parking spaces each location would accommodate. The estimated number of spaces (efficiency) was conservatively based on 330 square feet per stall. The efficiency may be higher or lower depending on the type of parking and the dimensions of the lot.

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In order to compare the areas on an equal basis, calculations were made to determine the assessed value per space. As mentioned before, the assessed value may be significantly lower than the actual market value. Table 5 outlines the value (assessed) of each paved parking space for each location.

Table 5: Possible Future Parking Areas - # of Spaces and Value

Property	Assessed Value	Est # of Spaces	Value per Space
Cook Property	\$155,000	382	\$406
Broome Street Property	\$100,000	53	\$1,886
Library location	\$1,057,290	258	\$4,105
Old Police Station	\$459,116	80	\$5,772
First Baptist= Church Parking Lot	\$165,000	50	\$3,300
10 th St (across from old schoolhouse)	\$91,534	45	\$2,014
Parking area behind post office	\$340,200	15	\$22,453
2 nd Street (Across from Hampton Inn)	\$126,159	21	\$6,034
Bank of America Lot	\$215,000	30	\$7,095
Bank Area 8 th and Atlantic	\$750,000	242	\$3,094

Source: Walker Parking Consultants, 2002

As detailed in Table 5, the estimated assessed value per space ranges from a low \$406 per space to \$22,453 per space. The range of price may change substantially when comparing the market value of the various locations. Please note, the above listed costs ONLY include the assessed land value. There will be additional costs for site preparation and the construction of a parking area.

In the future, if the parking demand exceeds the parking supply, and funding is available, one of the above locations could be used for public parking. Funding may be obtained from the general fund, parking fees charged in the new location (only if a fee-based system is installed in other areas), or by increasing the tax base.

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OTHER ISSUES

SHUTTLE

While a shuttle system may not be appropriate at this time in the downtown area, it may provide an alternative means in the future. Shuttle systems allow a large number of vehicles to utilize remote parking areas, which in turn preserves prime real estate for other types of land use. In addition, remote parking areas are usually less expensive to purchase which may offset some of the costs to operate a shuttle.

The disadvantages should be considered before implementing a shuttle system. It can be difficult to encourage users to utilize a shuttle system. Some may view a shuttle as less user friendly and a hassle to change modes of transportation. In addition, if the time it takes to use a shuttle is longer than the time to self-park at the destination, additional methods of encouraging ridership will be needed.

Should the desire or demand for additional parking arise in the areas surrounding the churches, the City may want to suggest a church-operated shuttle which can be funded and organized by each church. The shuttle can either utilize a remote parking area or provide pick up service from the member's home.

CARPOOLING

Carpooling has the potential to be a successful method of reducing the number of vehicles in a downtown or high-density area. However, it may not be a reasonable solution for the City of Fernandina Beach at this time. Many users find carpooling to be inconvenient and bothersome. Similarly, the use of carpools may require financial incentives for the participants.

The City may want to further examine this option in the future after other parking management controls have been implemented. In particular, should the City charge for parking, a carpooling system may be a more attractive option for employees and merchants.

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PUBLIC TRANSPORTATION

Public transportation is not widely used in Fernandina Beach, as in most other Florida cities. The main form of public transportation is a bus system which does not offer a convenient schedule in most locations. At this time, public transportation should not be viewed as a viable solution to improving the parking conditions.

ENFORCEMENT AND VIOLATIONS

In order to effectively manage a parking system, consistent enforcement is needed. In the City of Fernandina Beach, all parking related activities, such as the enforcement of parking rules and regulations, are currently being conducted by the police department. According to police officials, enforcement is conducted regularly during peak season and less often during the slower months. Enforcement is not conducted on weekends.

Although the police department handles parking enforcement, there are not dedicated parking enforcement personnel. Instead, a cops officer working Monday through Friday conducts parking enforcement (along with other duties) by chalking tires and returning two hours later to issue violations. The police chief reviews all parking appeals and all fines are deposited in the general fund. Table 6 outlines some of the current parking-related violations and fines.

Table 6: Parking Violations and Fines

Violation	Fine
Overtime Parking	\$15.00
Parked in Handicap Space without Permit	\$100.00
Parked in Fire Lane	\$50.00

Source: City of Fernandina Beach Police Department

The police department has enough personnel to consistently monitor and enforce parking rules and regulations. Walker recommends a more consistent enforcement program, in particular during the slow season. The year round enforcement will reduce the number of repeat offenders and effectively move long-term users from the prime locations. Should the City implement a fee-based system in the downtown area in lieu of a posted time limit, enforcement may be less labor intensive and time consuming, thereby making it easier to implement consistent enforcement.



LIGHTING AND SAFETY

The two primary issues of lighting are intensity (footcandles - fc), and uniformity. In the past, minimum light levels were used in every parking facility without much question, yet today many owners are asking for higher lighting levels than "minimum." These owners include not only those with a higher emphasis on user-friendliness, but also those who have a concern for security problems. The level-of-service (LOS) approach is thus a useful concept for selection of lighting levels.

Increased lighting may discourage criminal acts, such as theft. Walker recommends a formalized study of the lighting conditions in order to determine the necessary increase in lighting levels. The importance of good lighting increases as additional remote parking areas are implemented. Criminal acts are more likely to occur around these remote areas, and increased lighting may help to deter such behavior.

In many ways, good lighting is more critical in parking facilities than in other building types. Vehicles and pedestrians frequently use the same circulation aisles, and drivers must be able to see pedestrians walking between parked cars into driving aisles. Drivers must be more alert to potential hazards, with less time to react to objects entering the field of vision.

Slip and fall accidents represent over 50% of personal-injury liability claims in parking facilities. Therefore, adequate visibility or lighting of pavement surface and curbs is very important.

Parking facilities are at somewhat higher risk of violent crime than all other land uses except residential. Lighting is not only the most critical element in reducing crime; it is also a major contributor to the user's perception of security and safety.

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The Illuminating Engineering Society of North America (IESNA) is the recognized technical authority for the illumination of indoor and outdoor environments. The IESNA minimum illuminance criteria for surface parking lots are shown in Table 7. Level of Service Illuminance Ratings are listed in Table 8.

Table 7: Minimum Illuminance Criteria – Surface Parking Lots

Requirement	Basic	Enhanced Security
Minimum Horizontal Illuminance	.2 fc	.5 fc
Uniformity Ratio, Maximum to Minimum	20:1	15:1
Minimum Vertical Illuminance	.1 fc	.25 fc

Source: *Parking Structures, Third Edition*

Table 8: Level of Service Illuminance Ratings

LOS	Minimum Illuminance	Average Illuminance
A	4 fc	10 fc
B	3 fc	8 fc
C	2 fc	6 fc
D	1 fc	4 fc

Source: *Parking Structures, Third Edition*

Using the above guidelines, the City may want to upgrade the existing lighting equipment in some locations. Walker highly recommends the evaluation of those remote parking areas utilized by downtown employees to reduce the safety concerns voiced at the workshop.

According to city officials, there is an officer presence in the downtown area during evening hours. Officers patrol the area both by vehicle and bicycle. During the community workshop, several store owners and employees voiced their concern for safety and a lack of officer presence. The city should also review the current staffing levels for officers during the evening hours. In particular, officer presence should be increased during the times employees and merchants are exiting the stores.

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WAYFINDING AND SIGNAGE

Wayfinding is the ability to understand where you are, where you want to go, and then recollect the path of travel when departing. It is generally not necessary to place a high priority on wayfinding in areas where a majority of the users are employees or other regular users. However, in the downtown and marina sub-areas of Fernandina Beach, parking areas are utilized by both frequent and infrequent users.

According to the authors of *Parking Structures*:

Signage is a means of communication with the driver and/or pedestrian, especially a first time visitor. To be effective, the signage must be clear, concise, and simple. While the creative designer may desire an architectural statement, "plain" is far better than "fancy," particularly for traffic direction.

Visitors drive along Centre Street, which has signs for both traffic and pedestrian wayfinding. Motorists must search for signs related to parking on the same signs with information about retail shops, restaurants, and other attractions. It may be difficult for some motorists to comprehend all of the information on the signage in enough time to make a decision.

Simplifying the signage for visitor parking would be beneficial. In addition, any signage indicating time limits, parking fees, and restricted areas should be easily visible to all motorists.

Of course, any changes in the signage may impact the users. New signage may cause some initial confusion with repeat users since they will have to re-acquaint themselves with the new signs. In addition, there is an associated cost to the City for installing or altering the existing signage.

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Should the City decide to update the signage, the following are some general rules for sign design and location:

- All signage should have a general organizing principle that is consistently evident in the system.
- Directional signage for both pedestrians and vehicles must be continuous (i.e. repeated at each point of choice) until the destination is reached.
- Signs should be placed in consistent and therefore predictable locations.
- A sign should be placed at every point where a driver or pedestrian must make a decision.

An important aspect of signage is the graphics. Effective signage programs combine aesthetics with information. Choice of color, typeface, character size, weight, and spacing; and the use of uppercase and lowercase text all influence readability. The arrangement of text and symbols must be visually distinct. They must not contradict their basic meaning or intent, so not to confuse the user. The background is equally important: backgrounds that are too small or too large for the type size can greatly detract from the effectiveness of the sign.

Walker recommends a complete review of all signage to ensure the above stated guidelines are met. In doing so, the City of Fernandina will increase the ease of navigation and user friendliness.



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WALKING DISTANCES

Walker examined the walking distances in all three sub-areas. Although each sub-area has a different set of users, walking distances are important to each. Table 9 outlines the maximum walking distances from parking to destination.

Table 9: Maximum Walking Distance (Parking to Destination)

	LOS D	LOS C	LOS B	LOS A
Outdoors, uncovered	1600'	1200'	800'	400'

Source: *Parking Structures, Third Edition*

The following excerpt is from the authors of *Parking Structures*:

There are indications that the tolerable limit of human walking distance is more situation-related than energy related. The tolerable walking distance for a given situation is related to such factors as the trip purpose of the individual, the available time and the walking environment.

Variables affecting acceptable walking distance include: type of users, frequency of occurrence or use, familiarity of the user, expectations/concerns of the user including security, line of sight to destination, and degree of weather protection along the path of travel.

In the downtown sub-area, visitors may not prefer parking areas which do not offer a line of sight to Centre Street. For these users, signage plays an important role in directing them to and from the parking areas. Similarly, those frequent and regular users, such as employees and office workers, are more comfortable with the surroundings and would be more comfortable in those parking areas outside the line of sight. Please note, many of the parking locations on the side streets do not exceed a level of service B.

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ZONING REQUIREMENTS

Zoning ordinances in the downtown area of Fernandina Beach do not require the construction of parking with new developments. In other words, a new retail establishment could be constructed in the downtown area and it would not have to provide any parking areas for its customers or employees. Therefore, the responsibility of providing parking is left up to the City, which can be both costly and difficult.

In an area where parking conditions are perceived as poor, any increase in parking demand will only worsen the perception. Although the absence of a parking requirement is beneficial for attracting development and growth in an area, it can also be detrimental to a parking system.

One alternative to implementing a parking requirement is a "pay-in-lieu" parking fee. A development would pay a specified amount of money (for each required space) into a city fund in lieu of building their own parking to meet the zoning requirements. The city would still have the responsibility of providing parking, however, the city's financial obligation is reduced by the fees paid by the developers.

Walker recommends the review and consideration of updating the ordinances to include a parking requirement or another alternative such as pay-in-lieu parking fees.

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OPERATIONS

The police department currently handles all of the responsibilities associated with parking. The City may want to consider organizing a parking department or division under the existing police department. An independent parking department may not be cost effective due to the small size of the city and the amount of parking related activities.

At this time, all revenues and expenses for parking related items are distributed to and from the general fund. The City could implement a parking fund, with its own budget, for all parking related revenues and expenses. The implementation of a parking fund should be strongly considered if the city implements any fee-based systems. Having a separate parking fund will allow for easier record keeping, budgeting, and long-term goals.

BENCHMARK CITIES

The parking operation in three cities similar to Fernandina Beach was researched in a benchmark analysis. Information gathered from each city includes population, number of meters, hourly parking rates, and if there is a residential permit program in effect. The cities were selected based on recommendations from City staff since all of them have a downtown area or 'old town' similar to that of Fernandina Beach. Table 10 lists some characteristics of the benchmark cities.

Table 10: Benchmark Cities

City	Fernandina Beach	St. Augustine Florida	Alexandria Virginia	Savannah Georgia
Population	10,549	11,592	128,283	131,510
No. of Meters	0	450	1,000	3,000
Hourly Rates	N/A	\$.25	\$.50 - \$.75	\$.30 - \$1.00
Monthly Rates	N/A	\$25	²	\$70 - \$150
Residential Permits	No	No ¹	Yes	Yes

Source: Walker Parking Consultants, 2002

¹ Working towards the implementation of a residential permit program

² Information not available

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St. Augustine is located on the east coast of Florida and has a similar population as Fernandina Beach. The City's 450 meters are widely used throughout downtown St. Augustine and the City is currently examining the option of a residential parking permit program. Hourly rates in St. Augustine are \$.25 for one hour.

Alexandria is located within close proximity to Washington, DC and it also has an old town district. There are approximately 1,000 meters located in the old town district with prices ranging from \$.50 per hour up to \$.75 per hour depending on location. The City has implemented a residential parking permit program and has recently considered an increase in the parking rates.

Savannah is located along the eastern coast of Georgia and is the largest of the three benchmark cities. There are approximately 3,000 meters located throughout the city with prices ranging from \$.30 per hour to \$1.00 per hour in prime locations. The city operates three public garages in the downtown area. Savannah also has a residential parking permit program.

All three of the benchmark cities have implemented parking meters and/or a residential parking permit program. Although there are numerous cities which do not have parking meters or a residential permit, Walker believes the benchmark cities exhibit the potential for such programs in Fernandina Beach.

FEE-BASED SYSTEMS

The implementation of a fee-based parking system can be difficult. First, many users may perceive a fee-based system as not user-friendly or that the required parking fees are taking advantage of the users. Second, the surrounding areas may view the aesthetics of a fee-based system as awkward or unattractive.

A fee-based system does offer some significant advantages. First, it generates revenue that would not normally exist. Second, a fee-based system is easier and less labor intensive to monitor and less errors occur with monitoring a fee based system. Finally, since enforcement is improved, fewer appealed tickets are overturned and more revenue from fines is generated.

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If a fee-based system is implemented, a multi-space meter would accommodate the parking system without significantly altering the aesthetics. Multi-space meters can be encased in various materials which allow them to blend in with the surrounding area. In addition, the placement of the meters should be convenient yet unobtrusive.

A multi-space meter can service over 20 parking stalls and will operate for approximately 7 to 10 years with regular maintenance. Table 11 outlines the required revenue per stall to offset the costs of purchasing and operating one multi-space meter.

Table 11: Required Revenue per Space

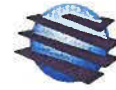
Purchase Price	\$25,000
Interest Rate	5%
Term	7
Annual Debt Service	\$4,320
Annual Maintenance	\$2,500
Total Annual Costs	\$6,820
Number of Stalls Serviced	36
Annual B-E Revenue per Space	\$189
Days of Operation per Year	260
Daily (260) Break-Even Revenue per Space	\$0.73

Source: Walker Parking Consultants, 2002

Figure 10: Centre Street



Source: Walker Parking Consultants, 2002



SUMMARY AND ACTION PLANS

Action plans have been created for each of the sub-areas. Please note, the action plans may require additional evaluation throughout the process in order to achieve the best possible results.

Action plans have been prioritized according to effectiveness, critical versus non-critical, financial obligation, timing, and ease of implementation. High priority items should be implemented immediately or in the near future. Those items identified as high priority are either critical to the success of the parking system or will significantly improve the system. Medium priority items are those actions which should be implemented after the high priority items are completed. The urgency of medium priority items is less than that of high priority items. Finally, low priority items are either less critical actions or are not as time-sensitive as the medium and high priorities. Low priority items should be implemented when the City has the necessary resources.

The option of leaving the system as-is was evaluated. Some benefits of not changing or improving the system include stable costs for enforcement and/or meters, open parking for all motorists, and few parking restrictions, time limits, or fees to park. The option of leaving the system as-is for the residential/church sub-area is highly ranked. However for the downtown and marina sub-areas, the disadvantages of leaving the system as-is appear to outweigh the advantages. Leaving the system as-is will not improve the ability to effectively control parking, improve parking conditions for visitors, generate revenue, or efficiently use the public parking resources.

The tables on the following pages outline the suggested plan of action for each of the sub-areas. Please note, as each action is implemented, the requirements of an effective parking system may change. Therefore, Walker suggests continual evaluation of the parking system.



Table 12: Downtown Sub-Area Action Plans

High

- Enforce parking regulations on a consistent and regular basis
- Improve lighting conditions, especially in remote parking areas
- Implement two (2) to three (3) hour time-limits along Centre Street OR implement a fee-based system along Centre Street
- Implement six (6) to seven (7) hour time-limits along the roadways perpendicular to Centre Street OR implement a fee-based system along these roadways
- Retain at least some of the city owned property, especially in high demand areas, for future parking needs
- Add a parking requirement or an in-lieu fee to the zoning ordinances
- Increase patrol officer visibility during business closing hours

Medium

- Improve signage to/from public parking areas
- If a time-based system is in effect, consider a fee-based system

Low

- If the need arises, and there is potential for ridership, implement a shuttle system for visitors
- If there is a fee-based system, implement an incentive program for carpooling
- Add paved surface lots as needed
- If the parking demand highly exceeds the supply, and funding is available, add a parking garage

Source: Walker Parking Consultants, 2002

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Table 13: Marina Sub-Area Action Plans

High

- Implement an overnight parking permit for Lots C and D (add restrictions to Lots A and B which prohibit overnight parking)
- Implement a time-limit in Lots A and B OR implement a fee-based system in Lots A and B

Medium

- If time-limits are in effect on Lots A and B, implement a fee-based system

Low

- Implement a daytime time restrictions in Lots C and D OR a fee-based system in Lots C and D
-

Source: Walker Parking Consultants, 2002

Figure 11: Marina Lot C



Source: Walker Parking Consultants, 2002

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Table 14: Residential/Church Sub-Area Action Plans

High

- Implement a residential parking permit program in problematic areas where businesses and residential units are merged within close proximity to each other

Medium

- Improve lighting conditions to encourage residents to walk to and from surrounding areas

Low

- Provide assistance to any church wishing to implement a privately operated shuttle
-

Source: Walker Parking Consultants, 2002

Table 15: System Wide Action Plans

High

- Coordinate the actions of all sub-areas. Any actions taken in one sub-area should be closely examined for their effect on adjacent areas.

Medium

- Create a parking division under the police department
- Create a parking fund for all parking related revenues and expenses

Low

- Create a parking department independent of the police department
-

Source: Walker Parking Consultants, 2002



APPENDIX A

CITY OF FERNANDINA BEACH

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Workshop Attendance

Wednesday, April 27, 2002

NAME	ADDRESS	REPRESENTING
Allen Elefterion	210 Centre Street	Ship's Lantern/HFBA
Jack Ruppel	13 North Fourth Street	Let's Paint
Don Shaw	107 Centre Street	Books Plus
Sid Sax	11 North Third Street	Designs On...
Stephen Colwell	218 Centre Street	Fantastic Fudge
Brian McCarthy	212 North Fourteenth Street	Golden Grouper
Bev Lawrence	2825 South Fletcher Avenue	
Conrad Sharps	9 North Sixth Street	First Presbyterian Church
Melba Whitaker	217 Centre Street	Robison Jewelry
Allison Schaefer	403 Centre Street	Times Union
Linda Hansworth	205 Centre Street	Turtle Bay
Mark Brackbill	207 Centre Street	Coffee Shop
Susie Sax	11 North Third Street	Designs On...
William Kavanaugh	12 North Front Street	Old Town Dinghy Club
Scott M. Moye	204 Ash Street	City
Robin Campbell	511 Ash Street	News Leader
Greg Prey	15 North Fourth Street	Sydneys
Robert E. Jarzen	204 Ash Street	City
E. Danielle Glouner	204 Ash Street	City
John Kowalchik	Tampa, FL	Walker Parking Consultants
Vicky Gagliano	Tampa, FL	Walker Parking Consultants



APPENDIX B

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Workshop Agenda

Wednesday, April 27, 2002

The agenda for the meeting included the following items:

1. Introduction
2. Goals of the Workshop
3. Define the Study Area
4. Identify the hierarchy of users and goals of the system
5. Identify the current issues of the parking program
6. Breakout Groups
 - o Adding new parking areas
 - o Management of existing resource
 - o Marina & Residential Parking Areas, Misc. Topics
7. Identify possible solutions
8. Evaluate solutions (pro/con)
9. Identify possible future issues
10. Group Presentations



APPENDIX C

CITY OF FERNANDINA BEACH

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Workshop Minutes and Notes Wednesday, April 27, 2002

User Priority by Location

Location	Business District	Marina	Church & Residential
High/Primary	Customers Tourists/Visitors Residents Churchgoers	Boaters Charter Fishing Customers Customers Tourists/Visitors Other revenue generators	Residents Churchgoers
Low/Secondary	Business Owners Business Employees Office Workers Professionals Deliveries	Charter Fisherman Business Owners Business Employees Live Aboard Boaters Hotel Overflow Deliveries Cumberland Island Visitors	Tourists/Visitors Business Owners Business Employees Deliveries

Overall Parking Issues

- No off-street parking
- Signage
- Enforcement
- Customer Concern (2 hour limit)
- Business owners and employees parking on Centre Street
- Lighting
- Safety
- Handicap Parking

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Breakout Group Notes:

Management

- Possible Solutions:
 - Utilize Cook property
 - Utilize Broom Street
 - On-Street Restrictions using signage
 - Pro: Control who parks where
 - Con: Enforcement cost
 - Ordinance for enforcement
 - Pro: A way of enforcing the restricted parking
 - Con: Enforcement cost
 - Consistent enforcement
 - Pro: Catch the habitual abusers
 - Con: Issue unwarranted tickets
 - Downtown designated parking for business owners and employees
 - Pro: Makes more prime parking spaces available to the visitor
 - Con: Businesses may object and/or move business out of downtown
 - Parking garage at the library
 - Pro: More available parking
 - Con: Cost, Aesthetics (ugly)
 - Signage
 - Pro: Identify parking for transient vehicles
 - Con: May not be aesthetically pleasing
 - Loading Zones
 - Pro: Business will have a loading area
 - Con: Reduces the number of available spaces for transient vehicles
 - Customer Zone
 - Pro: Customer Parking
 - Con: Customer parking driving others out
 - Improve the off-street parking safety
 - Inventory of potential surface lots
 - Pro: Add parking, better utilization
 - Con: Loss of potential resources for development
 - Utilize library, old police station
 - Pro: Add parking, better utilization
 - Con: Loss of potential resource for development

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



WALKER
PARKING CONSULTANTS

PROJECT NO. 15-1484.00

JULY 2002

Adding New Parking Areas

- Issues
 - Walking distance
- Possible Solutions
 - City buy land for parking (employee)
 - First Baptist Church parking – unpaved
 - West side of police building
 - 10th street – Across from old school house
 - Parking area behind post office (identify ownership)
 - 2nd street (across from Hampton)
 - Centre Street one-way
 - Extend Alachua past railroad tracks
 - Build a parking garage
 - Implement a shuttle system
 - Reduce the size of the parking spaces (dimensions)
 - Golf cart shuttle
 - Trolley (transportation)
 - Paid parking spaces
 - 1001 Atlantic Avenue
 - Library Parking Lot (Parking Structure)
 - Pro: Good location, available
 - Con: Costs, time
 - Long-term parking relocated
 - Parking Meters (faster turnover)
 - Acquire Bank of America lot
 - Parking impact fee deterrent
 - Fees to support a parking structure
 - Privately owned and operated parking deck
 - Bank area at 8th and Atlantic
 - Con: Costs
- Lighting and Safety Issues and Possible Solutions
 - Lighting is a secondary priority behind parking
 - Increased police patrol
 - Special patrols at closing time

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



WALKER
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PROJECT NO. 15-1484.00

JULY 2002

Marina, Residential/Church, and Other Issues

- Issues - Marina
 - Live Aboards – would like to see removed completely
 - Cumberland Island usage
 - Restaurant Employees
- Possible Solutions
 - No Overnight Parking
 - Pro: More convenient for marina and other users
 - Con: Additional enforcement, More signage
 - Lease lot near Emerald Princess for employees (City Lease)
 - Lease lot near Emerald Princess for Cumberland Island visitors (Cumberland Lease)
 - Hang Tag/Permit Parking
 - Pro: Reduce C.I. users, Add'l revenue, Better ability to control and manage
 - Con: Additional manning, constant enforcement, P.R. problems
 - Move lots A, B, and C to paid parking with 2 hours free
 - Purchase/Lease lot at Gum/3rd Street for Cumberland Island visitors (Cumberland Lease)
- Issues – Residential/Church
 - First Baptist Church Relocation
 - Sunday and Wednesday Problem
- Possible Solutions
 - Parking Garage
 - Pro: Extra parking spaces
 - Con: Cost

CITY OF FERNANDINA BEACH

PARKING MASTER PLAN – PHASE ONE



WALKER
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JULY 2002



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SUPPLY / DEMAND UPDATE AND
ALTERNATIVES ANALYSIS

**CITY OF FERNANDINA
BEACH**

FERNANDINA BEACH, FLORIDA

Prepared for:
CITY OF FERNANDINA BEACH

October 17, 2000

Mr. Peter J. King, AICP
Acting Director, Community Development
City of Fernandina Beach
204 Ash Street
PO Box 668
Fernandina Beach, FL 32035-0668
Tel: 904.277.7325 Fax: 904.277.7324

Re: Supply/Demand Update and Alternatives Analysis

Dear Mr. King:

Enclosed is our report updating the supply/demand conditions and alternatives analysis of the historic, downtown Fernandina Beach. This report examines the current conditions for parking adequacy and identifies alternative parking solutions. This report also addresses issues created by anticipated Marina and CBD developments, the Centre Street renovation project, two city lot projects, the dumpster program, signage, zoning and enforcement. Attached is our findings, conclusions and recommendations regarding these issues.

Please call if you have any questions.

Sincerely,

Walker Parking Consultants

John W. Dorsett
Principal, Director of Study Services

Jonathan H. Efroymsen
Parking Specialist

Encl.

FERNANDINA BEACH, FLORIDA

SUPPLY/DEMAND UPDATE AND ALTERNATIVES ANALYSIS

OCTOBER 17, 2000

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Parking alternatives and parking management strategies must be developed and instituted within 6 to 12 months to better utilize existing parking and to alleviate the projected parking shortage that will become apparent with the arrival and operation of the new gaming boats and other Marina and CBD development by 2001.

The supply/demand situation was re-examined in light of the known and most likely development projects, and the current effective utilization within each district was determined. After adjustment for the Centre Street streetscape project, the city dumpster program, city lot projects, and the known and most likely development projects, the current effective supply/(deficit) within each district was determined. The projected parking deficit is presented as follows:

	CBD	Marina	Church/ Residential
Effective Supply	549	248	654
Less: Existing Peak Demand	(248)	(205)	(463)
Less: Projected Demand Increase	(416)	(147)	(40)
Gain from Paving and Striping		24	34
Net Eff. Parking Surplus/(Deficit)	(114)	(80)	185

Five parking alternatives were evaluated for the potential to provide additional supply to meet the CBD and Marina Districts' parking needs at reasonable cost. Based on a matrix analysis, the highest ranking alternatives are presented as Recommendation "A." These include Alternatives #2 (Broome Street Lot), #3 (Antique Warehouse Lot) and #4 (Police Station Lot). With the completion of Recommendation "A," approximately 236 spaces can be added to the parking supply of downtown Fernandina Beach. This addition to the parking supply will satisfy the projected effective 194-space shortage and provide a modest cushion for unforeseen additional parking demand.

The City of Fernandina Beach may decide to retain the police station building improvement at its current location, either for its continued use by the city or for lease. If this alternative site is not available, Alternatives #1 (2nd Street and Alachua Street Lot), #2 (Broome Street Lot), and #3 (Antique Warehouse Lot) are recommended as the best remaining combination. By developing these three sites, a total of approximately 173 spaces will be created. While Recommendation "B" is less than optimal, this addition to the parking supply will address the majority of the immediate parking problem, satisfying more than 80% of the projected unmet demand.

There is a small Church/Residential District surplus, but the perception

EXECUTIVE SUMMARY

FERNANDINA BEACH, FLORIDA

SUPPLY/DEMAND UPDATE AND ALTERNATIVES ANALYSIS

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of a shortage exists. Addressing the CBD and Marina Districts shortages will relieve the perception of a parking shortage in the Church/Residential District.

Recommendations are also made that the City of Fernandina make immediate changes to the Zoning Ordinance with regard to changes in striping dimensions, parking signage requirements, specify increased parking requirements for a broader selection of potential land uses, address parking regulation signage to assure enforceability, and consider a parking meter program to help absorb the costs of municipal parking solutions.

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The City of Fernandina Beach engaged Walker Parking Consultants (Walker) to perform an alternative parking analysis of historic downtown Fernandina Beach. Walker was previously engaged to complete a parking supply/demand analysis of the historic downtown city district. The purpose of this earlier study was to quantify the existing and future parking supply and demand, based on certain assumptions regarding known development plans in the area, increased marina demand, and future parking demand resulting from possible Courthouse redevelopment activity. The results of this previous study were reported in draft form on June 23, 1999 and finalized on April 5, 2000. The conclusions of the previous, Phase I Walker supply/demand study are summarized as follows:

- The study area had 1,535 spaces, comprised of 432 off-street spaces (28%) and 1,103 on-street spaces (72%).
- The Marina district's peak demand occurs on a Saturday at noon, with a peak occupancy rate of 71% (meaning that 71% of all parking spaces located in the Marina district were occupied at noon on Saturday). Based on 1999 data and future developments, it was indicated that the Marina District will need 80 additional spaces to meet its future parking demand.
- The Central Business District's peak demand also occurred on Saturday at noon. The peak occupancy rate for the CBD is 58%. Based on 1999 data and future developments, it was indicated that the CBD will need 70 additional spaces to meet its future parking demand.
- When the courts return to the Courthouse in the Historic District, the CBD is projected to need 138 additional parking spaces. If the Courthouse is expanded, an additional need for 282 to 361 spaces was projected, depending on the scenario.
- The peak demand for the Church/Residential district occurred on Sunday at 10 a.m. with a peak occupancy rate of 61%. Existing parking is adequate to meet the future demand for the Church district if the parkers are willing to park 2-3 blocks from the church.
- The current occupancy rates indicate that there are enough spaces within each district to accommodate the current parking demand. However, crowded conditions exist in "preferred" spaces.
- It was further suggested that parking management strategies should be developed to better utilize existing parking and to alleviate the perception of a parking shortage. These management strategies will be addressed in this second phase of this study, along with the impact of the ongoing streetscape redevelopment, continuing retail/restaurant development, and Marina-related concerns.

INTRODUCTION

FERNANDINA BEACH, FLORIDA

SUPPLY/DEMAND UPDATE AND ALTERNATIVES ANALYSIS

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Since the completion of the first phase of this study, a number of changes and continuing developments have occurred in the study area.

- Marina management is engaged in a dock extension project, and anticipates that an additional 30 parking spaces will be necessary to support this project. A new 200-250 seat restaurant, Curt's Raw Bar, is planned to be developed on a lot just north of Brett's Waterway Café. This will put more pressure on marina parking.
- Plans have also firmed up regarding two gaming boats that are coming on-line. Star Dancer (300± person capacity) is located about three blocks to the north of the marina, outside the CBD area. This boat will conduct 2 cruises/day – 1-day and 1-night. Based on code requirements of 1 space for every 4 persons, Star Dancer has been required to supply 70-80 graded gravel or better spaces, plus an additional 15-20 overflow spaces on grass. The Emerald Princess has executed a lease to moor adjacent to the marina. This lease stipulates that 125 non-exclusive spaces at marina be available for the use of the Emerald Princess.
- The South 2nd Street phase of the Centre Street renovation and streetscape project was completed in support of the new Fernandina Beach Hampton Inn & Suites, 19 South 2nd Street (at Ash Street). This hotel has 122 rooms, 2,000 square feet of meeting space, and provides 123 off-street parking spaces.
- Future phases of the CBD streetscape project will include improvement to the first block of North 2nd Street, the first block of North 3rd Street, the first block of South 3rd Street, and similar improvements to Centre Street from 6th Street to 8th Street. Also within the CBD, the Palace Saloon was restored following a recent fire. The restoration of the Courthouse will utilize the existing structure, but plans for expansion were shelved.
- St. Michael Catholic Church expanded its facility to increase seating capacity to 660 persons and expand and renovate the Jr. High School, increasing capacity to 200 students and 20 faculty.

The study boundaries for this analysis are Dade Street on the north, Ash Street on the south, 8th Street on the east, and the Intercoastal Waterway/Amelia River on the west, as in the previous supply/demand report. The study area consists of 35 blocks in historic downtown Fernandina Beach and is separated into three districts: the Marina, the Central Business District (CBD), and the Church/Residential district. Figure 1 illustrates the study area and the three districts.

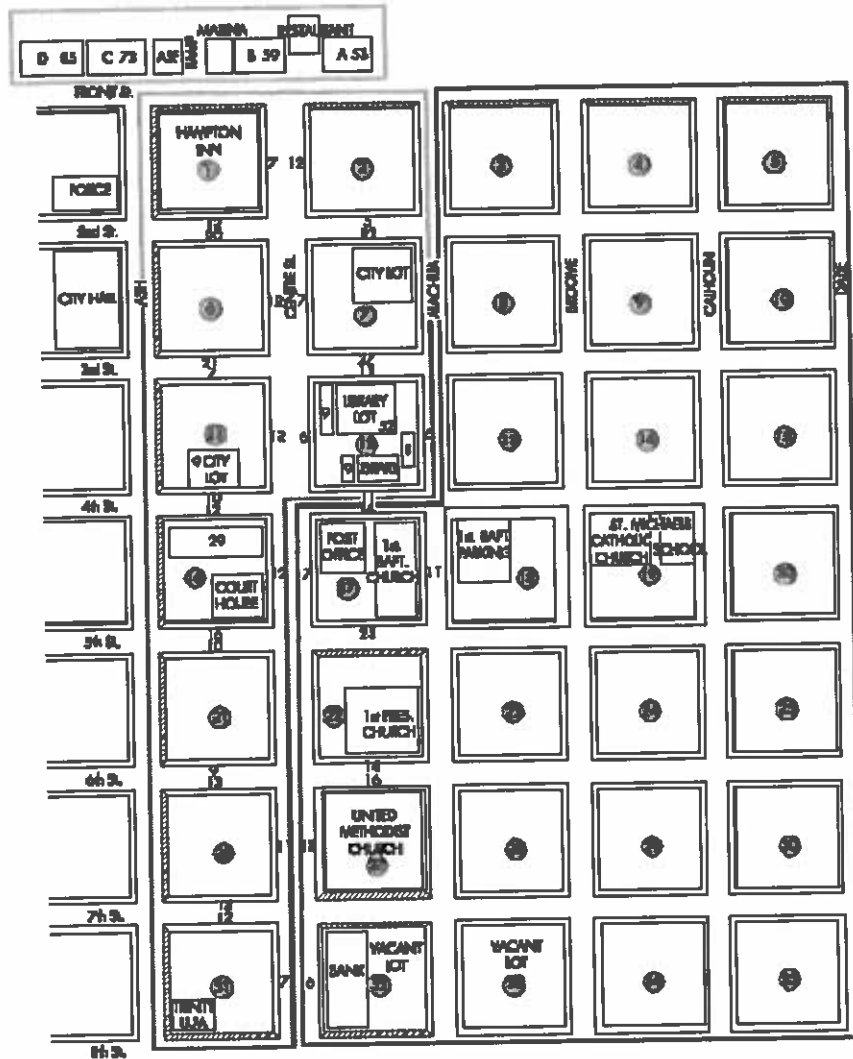
STUDY AREA

FERNANDINA BEACH, FLORIDA

SUPPLY/DEMAND UPDATE AND ALTERNATIVES ANALYSIS

OCTOBER 17, 2000

FIGURE 1: City of Fernandina Beach Study Area



LEGEND:

- Block Numbers
- Lined Spaces
- Estimated Spaces
- Church/Residential District
- Central Business District
- Marina District
- No Parking
- NORTH

FERNANDINA BEACH, FLORIDA

SUPPLY/DEMAND UPDATE AND ALTERNATIVES ANALYSIS

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The parking supply includes both on-street parking and surface parking spaces located off-street. On-street parking includes angled and parallel parking spaces located along the primary city streets. The study area was previously determined to have 1,535 spaces comprised of 432 off-street spaces (28%) and 1,103 on-street spaces (72%). All parking is free to both visitors and employees. The location of the 1999 parking supply by district is illustrated in the following table.

Table 1: 1999 Parking Supply

	Off-Street	On-Street	Total Spaces
Marina District	274	15	289
Central Business Dist.	158	334	492
Church/Residential	---	754	754
Total Spaces	432	1,103	1,535
Percent of Total	28%	72%	100%

Several ongoing municipal programs directly impact the parking supply. Jim Higginbotham, Director of Public Works, presented a copy of the Centre Street renovation and streetscape project plans (Waitz & Moye, Inc., project 97-131, dated 7/25/97). The most recently completed phase of the project is found along South 2nd Street in proximity to the new hotel. Future phases of the streetscape project will include improvement to the first block of North 2nd Street, the first block of North 3rd Street, the first block of South 3rd Street, and similar improvements to Centre Street from 6th Street to 8th Street.

The following changes in the CBD on-street supply are projected from these plans and notes thereon, and result in an overall negative impact on supply, as follows:

Table 2: Changes in On-Street CBD Parking

		1999	2000	Change
2 nd Street:	N of Centre	26	28	+2
	S of Centre	32	26	-6
3 rd Street:	N of Centre	38	30	-8
	S of Centre	28	30	+2
Centre Street:	6 th St. to 7 th St.	24	24	+0
	7 th St. to 8 th St.	13	10	-3
Net Change:				-13

PARKING SUPPLY UPDATE

Streetscape Project

FERNANDINA BEACH, FLORIDA

SUPPLY/DEMAND UPDATE AND ALTERNATIVES ANALYSIS

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The Hampton Inn & Suites completed construction in mid-2000, adding 123 spaces to the off-street supply. The Marina restriped lot B, increasing capacity by 2 to 61 spaces.

The Department of Public Works also presented plans for improvements to two public parking lots. The 42-space gravel city lot, located at the northeast corner of North 2nd and Alachua Streets, is scheduled for paving, landscaping, and general renovation. According to the most recent plans, completion of this project will reduce the lot capacity to 39 spaces. An alternative to increase the area of this lot by acquiring the two lots to the south has the potential to increase capacity to 58 spaces, but this alternative is not assured.

The second city-owned lot, located on the west side of South 4th Street between Centre and Ash Streets, is scheduled for paving, landscaping, and general renovation. The city's improvement plan for this 9-space lot includes vacating the adjoining portion of the east-west Florida House drive (alley) on the south side of the site, resulting in a potential parking capacity of 22 spaces.

Changes in the CBD off-street supply are projected from these changes, and result in an overall positive impact on supply, as follows:

Table 3: Changes in Off-Street CBD Parking

	1999	2000	Change
Marina Lot B Restripe		+2	+2
Hampton Inn & Suites		123	+123
North 2 nd Street, at Alachua	42	39	-3
South 4 th Street, S of Centre	9	22	+13
		Net Change:	+135

Hampton Inn & Suites

North 2nd and Alachua Lot

South 4th Street Lot

Trash Dumpster Program

The Department of Public Works trash dumpster placement program also has a negative impact on the parking supply. Various sized municipal trash collection dumpsters are located throughout the study area. Many of these receptacles are located on interior pads, off sidewalks, and in corner locations that do not impact the parking supply. However, a number of these receptacles are located in private and commercial parking lots, and within on-street parking spaces. The Department of Public Works supplied a list of dumpster locations.

The dumpster program impact on CBD on-street and off-street parking supply was observed and is reported in the following table.

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Table 4: Dumpster Placement Impact

Location:	Description:	Impact:
<u>Front Street</u>		
1 S. Front Street	Brett's Waterway Café – (4 yard & 4 yard corrugated recycle). NW side of the waterfront lot at the end of Centre Street.	-2 (Marina) (off-street)
10 Ash Street	Atlantic Bait & Tackle and Fernandina Harbor Marina – (4 yard & 6 yard). S of boat ramp on the E side of S. Front St.	-1 (Marina) (off-street)
<u>North 2nd Street</u>		
31 N. 2 nd Street	Crab Trap Restaurant – (4 yard). West side of N 2 nd St. between Centre and Alachua on the SW corner of property.	-0-
201 Alachua Street	Golden Grouper Restaurant – (4 yard & 4 yard corrugated recycle). East of N. 2 nd St. between Alachua and Broome St.	-0-
401 N. 2 nd Street	Standard Maine Hardware – (3 – 4 yards). Kept inside fence until service, then placed on west side of N. 2 nd between Alachua and Broome St.	-0-
201 Centre Street	Chanderly Building – (6 yard & recycle). Located inside fence. Entrance off 2 nd St.	-0-
<u>South 2nd Street</u>		
101 S. 2 nd Street	Police Department – (4 yard). S of Ash St. between railroad tracks and S 2 nd St.	-1 (Marina) (on-street)
115 S. 2 nd Street	New England Flag and Banner – (4 yard). West side of S. 2 nd St. between Ash and Beech Streets.	-1 (CBD) (on-Street)
208 Beech Street	American Systems – (2 yard). SW corner of Beech St. and 2 nd Street.	-0-
Share Dumpsters	(Two 6 yard). East and west sides of S. 2 nd St. between Centre and Ash Streets on the street.	-2 (CBD) (on-Street)
<u>North 3rd Street</u>		
25 N. 4 th Street	Library Lot – (8 yard & 6 yard). E side of N. 3 rd St. between Centre and Alachua St.	-2 (CBD) (off Street)
113 Centre Street	Palace Saloon – (4 yard). Inside fence between Centre and Alachua.	-0-
<u>South 3rd Street</u>		
112 S. 3 rd Street	Ends-up-Upholstery – (2 yard). East side of S. 3 rd St. between Ash and Beech Streets.	-0-
117 S. 3 rd Street	Fernandina Lumber company – (two 6 yards & one 4 yard). Kept inside fence.	-0-
<u>North 4th Street</u>		
401 Center Street	US Post Office – (6 yard). On property behind the post office building.	-1 (CBD) (off street)

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Table 4: Dumpster Placement (Continued)

Location:	Description:	Impact:
<u>South 4th Street</u>		
318 Centre Street	O'Kanes Pub – (two 6 yards, & 6 yard recycle). In S. 4 th St. lot between Centre and Ash. Also grease container.	-4 (CBD) (off-street)
30 S. 4 th Street	Health Department – (6 yard, & 4 yard recycle). In corner of lot, and off sidewalk.	-0-
<u>North 5th Street</u>		
501 Centre Street	Rayland Company – (6 yard). E side of N. 5 th St. between Centre and Alachua St.	-0-
<u>South 5th Street</u>		
503 Centre Street	Barnett Bank – (6 yard). East side of N. 5 th Street between Centre and Alachua St.	-1 (CBD) (off-street)
502 Ash Street	Bottie B's Florist – (2 yard). East side of S. 5 th St. just off the street between Ash and Beech Streets.	-0-
511 Ash Street	Newsleader – (4 yard). N side of Ash St. in the lot between S. 5 th and S. 6 th St.	-1 (CBD) (off-street)
<u>North 6th Street</u>		
515 Centre Street	Wass Drug Store – (2 yard). W side of N. 5 th St. just off the street between Centre St. and Alachua St.	-0-
<u>South 6th Street</u>		
516 Ash Street	Amelia Island Paint and Hardware – (2 yard). W side of S. 6 th St. just off the street between Ash St. and Beech St.	-0-
<u>North 7th Street</u>		
601 Centre Street	Methodist Church – (2 yard). W side of N. 7 th St. between Centre and Alachua, just off the street.	-0-
<u>South 7th Street</u>		
614 Centre Street	Bamboo House – (2 yard). W side of S. 7 th Street on the pad between Centre Street and Ash Street.	-0-
<u>North 8th Street</u>		
<u>South 8th Street</u>		
11 S. 8 th Street	Fernandina Schwinn Bicycle Shop – (6 yard). W side of S. 8 th St., SW corner of lot between Ash St. and Centre St.	-2 (CBD) (off-street)
17 S. 8 th Street	Nickle Pickle Deli – (2 yards). W side of S. 8 th St. in SW corner of the lot between Ash St. and Centre St.	-2 (CBD) (off-street)
710 Centre Street	Downtown Shell Station – (6 yard). W side of S. 8 th St., rear SW corner of site.	-0-

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St. Michael Catholic Church completed the expansion of its facility to increase seating capacity, and expand and renovate the Jr. High School. As a part of this project, the church increased on-street parking supply along the north, east, and south sides of the property by adding 10± graveled curbside spaces.

The combined impact of construction, restriping, streetscape, known city lot projects, and the municipal dumpster program is illustrated in the following table.

Table 5: Projected Parking Supply

	1999 Base	Development, Restripe & Lot Projects	Dumpster Program	Projected Supply
Marina District				
Off-Street	274	+2	-3	273
On-Street	<u>15</u>	0	-1	<u>14</u>
Total:	289			287
Central Bus. District				
Off-Street	158	+133	-13	278
On-Street	<u>334</u>	-13	-3	<u>318</u>
Total:	492			596
Church/Res. District	754	+10		764
Total Spaces	1,535	+132	-20	1,647

An inventory of vehicles parked in the study area was taken on March 7, 1999 at 12:00 p.m. and 7:00 p.m. and on Sunday, March 8 at 8:30 a.m., 10 a.m. and 12:00 p.m. The counts were performed during the weekend, which is the period that generates the peak demand for each district. Due to time constraints and low activity, off-street parking was not counted in the Marina District on Sunday at 10 a.m. and the Church/Residential District on Saturday.

Occupancy rates are the number of parked vehicles divided by the total number of spaces. The result is the percentage of spaces occupied at a given point in time.

The peak demand for the entire study area was found to peak on a Saturday evening at 703 vehicles. However, the total overall occupancy was only 46% at that time. This gives the impression that there is abundant parking available when in reality some areas are

OCCUPANCY RATES

FERNANDINA BEACH, FLORIDA

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crowded while others are empty. It is more useful to determine the occupancies by district. This allows the peak demand to be compared to the parking supply for each district. The following table displays the vehicle counts taken at each peak time and the occupancy rates by district for the entire study area.

Table 6: Peak Occupancy Rates by District

Time	Marina		CBD		Church/Res.	
Saturday, Noon	205	71%	284	58%	46	6%
Saturday, Evening	155	54%	236	48%	312	41%
Sunday, 8:30 a.m.	75	26%	49	10%	387	51%
Sunday, 10:00 a.m.	0	0%	50	10%	463	61%
Sunday, Noon	128	44%	155	32%	357	47%

As shown in Table 5, the Marina peak demand was 205 vehicles, which occurred on Saturday at noon and produced an occupancy rate of 71%. This means that 71% of all parking spaces located in the Marina district were occupied at noon on Saturday.

The peak demand of 284 vehicles for the Central Business District (CBD) also occurred on Saturday at noon. The peak occupancy rate for the CBD was 58%.

The peak demand for the Church/Residential District of 463 vehicles occurred on Sunday at 10 a.m. The peak occupancy rate was 61%.

The occupancy rates indicate that there are enough spaces within each district to accommodate the current parking demand. However, crowded conditions exist in "preferred" spaces during each of the counts. Illustrations of the parking occupancies for the peak periods of Saturday noon and Sunday at 10 a.m., and the occupancies for the remaining three count periods may be found in the previously referenced report. The following observations regarding the typical parking patterns and behavior are noted by parking district.

Most of the parking spaces along Centre Street between Front Street and 5th Street tend to remain fully occupied during peak hours.

One-way streets within one block of Centre Street, and radiating away from Centre Street, tend to remain fully occupied during peak hours.

SUMMARY OF PARKING ACTIVITY

CBD Observations

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For example, the first block of 2nd Street north of Centre Street is directed away from Centre Street, and tends to be fully occupied. In a similar fashion, 3rd Street is directed southbound and the first block south of Centre typically is fully occupied. The spaces along these blocks are considered the preferred parking spaces because they are easily accessible and do not require circumnavigating the block. The appearance of insufficient parking occurs because the unused spaces require more effort to locate. It was noted that only 50% of the spaces along 3rd Street to the north of Centre Street, also in the heart of the CBD, were occupied during the peak period. The reason is that 3rd Street is one-way south, and to park along this section of 3rd Street requires the driver to go around the block to park.

It was also reported that local business employees occupy a significant number of the preferred spaces. This is a common problem in retail shopping areas.

In summary, there is adequate parking within one block on each side of Centre Street to accommodate the peak demand. However, the public prefers the convenience of the preferred parking spaces and may perceive that there is a parking shortage when, in reality, there is simply a shortage of preferred parking spaces, but plenty of reasonably located spaces.

As shown in Table 5, the Marina peak demand was 205 vehicles, which occurred on Saturday at noon and produced an occupancy rate of 71%. Parking supply in the Marina District is provided within the following areas, as follows:

Marina District Observations

Table 7: Marina Parking Supply

	2000 Base	Dumpster Program	Parking Supply
Lot A	53	-3	50
Lot B	61		61
Atlantic Seafood	4		4
Lot C	73		73
Lot D	<u>85</u>		<u>85</u>
Total Off-Street	276		274
On-Street	<u>15</u>	<u>-1</u>	<u>14</u>
Total:	291	-4	287

Lot A, to the north of Brett's Waterfront Café, is paved, well marked and striped. This lot is primarily accessed by restaurant patrons, and is not generally used by marina patrons. Approximately half of this lot is

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currently barricaded for marina construction purposes, which does not appear to negatively impact parking.

Lot B, to the south of Brett's Waterfront Café, is a mixed-use facility for restaurant and marina patrons. Lot B is paved, well marked and striped, and is the most heavily used facility.

Lots C and D, to the south of Atlantic Seafood, are non-striped, gravel lots. Signage indicates that Lots C and D are oriented to boaters, overnight and long-term parking. Lot D is the only lot to allow trailers. Access to these lots is fair, and irregular parking results from ponding and improper parking, and at various times, the 2nd center aisles may disappear altogether. Lot C appeared to be heavily used, but Lot D was only lightly used.

During the peak demand period on Saturday noon, parking within the Marina is more than adequate for current demand. Lots A and B tend to be occupied to capacity, while Lot C cannot be maximized because of the gravel surface and lack of striping, and Lot D is sparsely occupied due to its gravel surface, ponding, and poor condition.

The previous report illustrated the peak demand period for Church activity. Churches are located on blocks 17 (First Baptist), block 19 (St. Michael Catholic), block 22 (First Presbyterian), and block 27 (Memorial United Methodist). During peak demand periods on Sunday morning, most of the parking within one block of each church is full. However, there are many spaces available within two or three blocks of each church.

Even during the peak Sunday demand period, the library parking lot and Courthouse lot were empty. These lots are located within a reasonable walking distance (2 to 3 blocks) of these churches and provide comfortable, spacious parking. However, congregants perceive a parking shortage within a block of these churches and experience significant frustration as a result of this immediate traffic congestion, instead of walking two or three blocks.

Church/Residential District
Observations

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The City of Fernandina Beach is continuing to grow, and the Historic District is no exception. As development occurs, the demand for parking increases. The city is perceived as ultimately responsible to provide the needed parking supply.

A review of the City's zoning codes reveals that most businesses operating in the Historic District are not required to provide parking for their customers and employees. The only businesses required to provide parking are hotels and bed & breakfast establishments. Restaurants, retail shops, office buildings, and churches are exempt from parking requirements.

While the existing parking supply is adequate for the current demand, shortages will occur with future development. For this reason, we will project future parking demand for the known existing and most likely future development.

METHODOLOGY TO PROJECT FUTURE BASE RATIOS

Computing future demand begins with industry standards referred to as base ratios. The sources of these ratios include Urban Land Institute (ULI) studies, Walker Parking Consultants' national database, and client provided information. Parking demand ratios are generally based on parking spaces required per 1,000 square feet of gross leasable area (GLA). However, sometimes it is more accurate to project demand based on rooms (i.e. hotels), seats (i.e. stadiums, churches), or some other standard that better measures parking demand for the particular land use.

ADJUSTMENT TO BASE RATIOS

After the base ratios are determined, some are modified to reflect captive market effects and modal split.

CAPTIVE MARKET

The term "captive market" reflects the adjustment of parking needs and vehicular trip generation rates due to the interaction among land uses. It is used to adjust the parking needs of such uses as restaurants that are patronized by retail shoppers or nearby office employees. Parkers who plan to visit retail shops and restaurants and perhaps even an office building often use the parking spaces in the CBD. To avoid

FUTURE PARKING DEMAND

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double counting the parking demand, a captive market adjustment was made to acknowledge that retail shops, restaurants, and office traffic share parking spaces.

MODAL SPLIT

The base parking demand ratio assumes that all parking patrons arrive by private vehicle rather than by transit, carpooling, walking, or other alternate modes. This analysis includes auto use of 98 percent for the CBD, which indicates an assumption that only two percent of the visitors and employees will use an alternative transportation mode.

The base parking ratio is multiplied by the adjustments to produce a project ratio. The ratios are further subdivided into visitor and employee components. The purpose of this latter breakdown is to assist in subsequent parking planning, whether it is for feasibility analysis or parking management strategies. The allocation of parking demand to visitor and employee components is based on Walker experience and industry standard ratios.

The following table demonstrates the development of the project demand ratios for the study area.

Table 8: Project Parking Demand Ratios

Land Use	User Group	Base Ratio	Captive Market Adj.	Modal Split Adj.	Project Ratio	Unit
Central Business District						
Retail Stores	Customers	3.40	0.50	0.98	1.67	/1,000 sq. ft.
	Employees	0.60	1.00	0.98	0.59	/1,000 sq. ft.
Restaurants	Customers	5.00	0.50	0.98	2.45	/1,000 sq. ft.
	Employees	2.00	1.00	0.98	1.96	/1,000 sq. ft.
Office Buildings	Visitors	0.15	0.90	0.98	0.13	/1,000 sq. ft.
	Employees	2.85	1.00	0.98	2.79	/1,000 sq. ft.
Hotel Meeting Rooms	Customers	1.00	1.00	0.98	0.98	/room
	Customers	40.00	1.00	0.98	39.20	/1,000 sq. ft.
	Employees	0.33	1.00	0.98	0.32	/room
Saloon	Visitors	13.30	0.80	0.98	10.43	/1,000 sq. ft.
	Employees	6.70	1.00	0.98	6.57	/1,000 sq. ft.
Church/Residential						
St. Michael Jr. High School	Visitors	0.10	1.00	1.00	0.10	student capacity
	Employees	1.00	1.00	1.00	1.00	/faculty
St. Michael Church Expansion	Members	0.40	1.00	1.00	0.40	/seat

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In addition to the observed occupancy data collected in 1999, the following developments were recently completed or are expected to be completed in the near term with sufficient certainty to be included in this analysis of the future demand.

FUTURE DEMAND PROJECTIONS

CBD DEVELOPMENT

One site consists of a 7,500 square foot vacant lot, located on the north side of Centre Street between 2nd and 3rd Streets, to be developed into a one-story retail store. Although the building will be constructed to support two additional floors, the specific time frame for the addition is unknown and therefore we used the one-story plan for projecting future demand. The exact size of the building is unknown. For this reason several assumptions were made to project future demand. The square footage of the building was calculated using the lot size less setback requirements. The square footage was then reduced by 15 percent to determine the gross leasable area (GLA) of the structure.

The fire-damaged saloon, located on parcels 30, 31, and 32, has been reconstructed. The first floor is remodeled for saloon and restaurant use. The second level will be office space. The leasable area of the structure was unavailable, so the GLA square footage was computed using the same assumptions as the first parcel.

Hampton Inn & Suites has been constructed at 19 South 2nd Street (at Ash Street). This hotel has 122 rooms, 2,000 square feet of meeting space, and is contractually committed to provide 123 off-street parking spaces.

The 1999 Walker report relied in part on the Pappas report of alternatives for Courthouse expansion and use. The report contains four possible scenarios for Courthouse expansion. Based on recent discussions with Fernandina Beach city officials, the most likely alternative is that the Courthouse and bank will remain at their current size (Scenario A). Scenarios B, C, and D assumed expansion of the Courthouse and bank, but neither appear likely at this time. Demand is projected using the office parking ratio of (visitors 0.13 + employees 2.79 =) 2.94 spaces per 1,000 square feet.

Table 9: Projected Courthouse/Bank Bldg. Parking Demand

Courthouse	Bank	Total	Office Ratio	Demand
9,566 S.F.	13,687 S.F.	23,253 S.F.	2.94	68 spaces

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MARINA DISTRICT

Marina management is engaged in a dock extension project, and anticipates that an additional 30 parking spaces will be necessary to support this project. A new 200-250 seat restaurant, Curt's Raw Bar, is planned to be developed on a lot just north of Brett's Waterfront Café.

Two land based gaming boats are coming on line. The Emerald Princess has executed a lease to moor adjacent to the marina. This lease stipulates that 125 non-exclusive spaces at the marina be available for the use of the Emerald Princess. A 50% captive market adjustment is applied on the basis of the previously developed restaurant/marina shared parking ratio.

A second gaming boat, Star Dancer (300± person capacity) is located about three blocks to the north of the marina, just outside the CBD area. This boat will conduct 2 cruises/day – 1-day and 1-night. Star Dancer has been required to supply 70-80 (graded gravel or better) spaces, plus an additional 15-20 overflow spaces on grass. While this is south of the Marina District, the presence of its patrons in the market area is anticipated to put more pressure on Marina parking.

CHURCH/RESIDENTIAL DISTRICT

Since the previous report, the St. Michael Catholic Church has completed renovation of the school to a capacity of 200 students and 20 faculty. The church also expanded its church by 582 square feet, for a total of 1,382 square feet, and increased seating capacity to 660 persons.

The following table illustrates the expected increase in peak parking demand, projected by district for these existing and most likely future developments.

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Table 10: Projected Increase in Peak Demand

Land Use	User Group	Project Data	Unit	Peak Parking Demand for Each Use	
				Project Ratio	Spaces
Central Business District					
Retail Stores	Customers	4,250	Sq. Ft.	1.67 /1,000 sq. ft.	7
	Employees			0.59 /1,000 sq. ft.	2
Restaurants	Customers	2,125	Sq. Ft.	2.45 /1,000 sq. ft.	5
	Employees			1.96 /1,000 sq. ft.	4
Office Buildings	Visitors	6,375	Sq. Ft.	0.13 /1,000 sq. ft.	1
	Employees			2.79 /1,000 sq. ft.	18
Saloon	Customers	4,250	Sq. Ft.	10.43 /1,000 sq. ft.	44
	Employees			6.57 /1,000 sq. ft.	28
Hotel Meeting Rooms	Customers	122	Rooms	0.98 /room	120
	Customers	2,000	Sq. Ft.	39.20 /1,000 sq. ft.	78
	Employees			0.32 /room	39
Courthouse and Bank Bldg.	Visitors	23,253	Sq. Ft.	2.94 /1,000 sq. ft.	68
Total					416
Marina					
Emerald Princes Casino Boat		125 non-exclusive		50% captive ratio	75
Marina Dock Extension				Estimated	30
Curt's Raw Bar	Customers	5,000	Sq. Ft.	2.45 /1,000 sq. ft.	12
	Employees			1.96 /1,000 sq. ft.	10
Star Dancer Casino Boat		Marina impact		Estimated	20
Total					147
St. Michael Church Expansion					
St. Michael Jr. High School	Visitors	200	Students	0.10 /student capacity	20
	Employees	20	Faculty	1.00 /faculty	20
St. Michael Church Expansion	Members	278	Seats	0.00 /seat	0
Total					40

From these calculations, it can be seen that the increase in peak future demand for the CBD is 416 spaces. The peak increase in the future demand for the Marina District is 147 spaces, and the peak increase in the Church District is 151 spaces.

An important concept in determining the required number of spaces is that of "effective supply." The total number of spaces is adjusted to reflect the effective parking supply. This adjustment provides a cushion of spaces to allow for the dynamics of vehicles moving in and out of parking stalls and to reduce the time required to search for the last few spaces. When occupancy exceeds the effective supply, parking patrons may experience delays and frustration while searching for a space. When this occurs, the parking supply may be perceived as inadequate even though there are some spaces available.

PARKING SURPLUS/DEFICIT

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The adjustment factor is based on the type of parking, the size of the area, and the users of the area. For instance, on-street parking is adjusted by 90% because it is more difficult to search for spaces on the street than it is in a lot, and is further reduced to 85% if on-street spaces are not striped. Small lots have little or no adjustment because it is easier to find the last spot in a small area. Lots that are not paved and striped are adjusted 80% due to inefficient parking. Based on Walker's experience and the mix of parking and utilization observed, the effective supply of parking available to the public in the Marina, CBD, and Church districts is shown in the following table.

Table 11: Effective Parking Supply

	Parking Supply	Adjustment Factor	Effective Supply
CBD			
Off-Street - Lined	277	95%	263
Off-Street - Non-Marked	0	80%	0
On-Street - Lined	318	90%	286
On-Street - Non-Marked	0	85%	0
	<u>595</u>		<u>549</u>
Marina			
Off-Street - Lined	115	95%	109
Off-Street - Non-Marked	158	80%	126
On-Street - Lined	8	90%	7
On-Street - Non-Marked	6	85%	5
	<u>287</u>		<u>248</u>
Church/Residential			
Off-Street - Lined	0	95%	0
Off-Street - Non-Marked	0	80%	0
On-Street - Lined	87	90%	78
On-Street - Non-Marked	677	85%	575
	<u>764</u>		<u>654</u>
Total Effective Supply			1,451

The parking demand for each of the three districts is compared to the effective supply to determine the projected parking surplus or deficit. Table 9 shows the computation of the projected parking surplus/deficit.

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Table 12: Projected Parking Surplus/Deficit

	CBD	Marina	Church/ Residential
Effective Supply	549	248	654
Less: Observed Peak Demand	(248)	(205)	(463)
Current Surplus	301	43	191
Less: Projected Demand Increase	(416)	(147)	(40)
Parking Surplus/(Deficit)	(114)	(104)	151

The CBD 301-space effective surplus includes the addition of new hotel spaces, before the projected impact of new hotel business is factored into the scenario. As stated in the previous Walker report, the existing parking supply appears to be adequate for peak demand prior to factoring the impact of projected increases in demand from new and most likely development in the CBD and the Marina Districts.

When the existing demand and the projected additional parking demand of these known and most likely future developments are deducted from the effective supply, the CBD will need an additional 114 spaces to meet future projected parking demand. The Marina district will need 104 additional spaces to meet its future parking demand.

A 40-space surplus is projected for the Church/Residential District. This indicates that existing parking is adequate to meet the future demand for the Church district, if these parkers are willing to park 2 to 3 blocks from the church. However, this assumes that church parkers will use all of the on-street spaces available within the study area excluding parking on blocks 3, 4, 5, 29, 30, 34, and 35 within this radius of the churches.

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A "public forum" was held on March 3, 1999, which allowed local individuals and groups to voice their opinions concerning the parking situation in downtown/historic Fernandina Beach. A more recent meeting attended by the Director of Community Development, the Director of Public Works, the Marina Director, and Walker Parking Consultants was held on May 24, 2000. The following comments and concerns were gleaned from these meetings, and are paraphrased and grouped by district, as follows:

A. Downtown Merchants

1. The peak demand for merchants is 10:00 a.m. to 6:00 p.m. The average closing time is 6:00 p.m. It was reported that the library parking lot empties at 5:30 - 6:00 p.m. A lot of employees park in this public lot.
2. Merchants are concerned that the streetscaping project will remove parking spaces along Centre Street from 6th to 8th Streets. (City plans indicate that no spaces will be lost between 6th and 7th Streets, and 3 spaces will be lost between 7th and 8th Streets. One block north and 1 block south on 2nd and 3rd Streets will lose 10 spaces.) It was noted that 58 spaces were added by the last major street project, making streets one-way with parallel parking on one side and angled parking on the other side.
3. It was mentioned that the city-owned lot at the southeast corner of Alachua and 2nd street lot is not maximized due to the arrangement of spaces. (Per our observation, this is a gravel lot with no spaces marked, but plans for renovation are noted.)
4. The city-owned lot behind the Florida House (4th Street Lot) needs to be improved to maximize usage (again, this is a gravel lot with no spaces marked, but plans for renovation are noted.)
5. It was suggested that the city should acquire land first. Construction of a garage should be the last thing done.
6. Bus parking was a frequent complaint. It was mentioned that the Freeman property behind the Golden Grouper would be good for bus parking.
7. Some merchants think that signs are confusing for first time users due to placement.

PUBLIC FORUM

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8. Centre Street parking is limited by signage stating "2-hr Parking, Customer Only," yet employees admit parking there. Parking limits are not enforced because the city ordinance doesn't support the current signs and they don't meet the uniform traffic code. Therefore, the courts won't uphold violations.
9. There are no delivery alleyways for merchants. All deliveries are made in front. Could deliveries be restricted in the CBD during certain hours and not be allowed during lunch?
10. Merchants want and need to be informed of any traffic flow changes.

B. Marine Advisory Commission

1. Marina representative acknowledges that it is responsible to maintain lots, but cannot charge for parking, and receives no city money to maintain parking. Slip fee is per foot. Currently 70% of slip fees are transient, and 30% are for permanent mooring.
2. A new dock will be constructed just north of Brett's restaurant. The environmental protection permit for Marina expansion beyond mud flats is requiring construction of a new Marine Education Center. Marina management concedes that the parking lot entrance is a mess, and is interested in looking at on-street style pay system alternatives.
3. A new restaurant, Curt's Raw Bar, is planned for a lot just north of Brett's. This will put more pressure on the marina. 200-250 seats planned.
4. The Marina is also concerned about the two boats that are coming on line. Star Dancer, a 300± capacity boat, is located about three blocks to the north of the Marina, outside the CBD area. . Will conduct 2 cruises/day – 1-day and 1-night. Star Dancer has been required to supply 70-80 graded gravel or better spaces + 15-20 overflow spaces on grass. Emerald Princess, a 350± capacity boat, is going to be moored adjacent to the Marina. Its lease requires 125 non-exclusive spaces at the Marina.
5. First priority should be people with boat slips, who should receive a pass to parking anywhere, anytime. – 24-hour parking okay. Second priority is charter boat customers.
6. Lot A is primarily for restaurant use, and is generally not used by

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marina customers. Lot A is paved and striped. Lot B is used mostly by Brett's restaurant patrons, but also is used by boaters, and is paved and striped. Lot C is occupied mostly by marina patrons, but has long term parkers who commute to Cumberland Island by boat but who don't pay any slip fees. Lot C is not paved and not striped. Lot D is lightly used as an overflow parking area, and is signed for trailers and long-term parking. Lot D is not paved and not striped. Long-term parking needs to be shifted away from core activity.

7. The new hotel is required only to provide 1 space for each hotel room (this includes employees), who will park where Marina employees now park.
8. The lot next to the North Lot of the Marina is going to be leased for a new restaurant. Land appears to be available between the beach and 2nd Street, north of the Marina and south of the switching yard. Diagonal parking could be located at switching yard on 2nd street going west. Also, there is vacant land by the museum and 2nd street.
9. Could be used for buses and campers.
10. Double-decker buses tour through residential areas. Need area for RV's and buses. Although, it was noted that buses usually drop off people and don't stay, so this isn't a real problem. 2nd to 6th Street on either side of Centre can be used. Reasonable walking distance for the Marine Advisory Commission is ½ mile.

C. Church Representatives

1. St. Michael's Catholic Church's busiest periods are on Saturday from 4:30 p.m. to 6:15 p.m. and Sunday from 7:30 a.m. to 1:15 p.m. (peaking during the one-hour interval between services). Participants noted that cars parked on both sides of the street, which worked until recent complaints were made, and ticketing began. (Note: Walker observation showed cars still park on both sides of street. Ticketing was not observed. They used to have all cars park in same direction, which made entry and exit easier. Now, all cars are required to have the right wheel to the curb.
2. Methodist, Presbyterian, and Baptist Church's have daycare. Busiest hours are drop-off between 7:00 a.m. to 8:30 a.m., noon,

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and during pick-up between 5:00 p.m. to 5:30 p.m.

3. Catholic Church's representatives stated that expansion of the church (plans to renovate and expand Catholic Church and also open a renovated building for a Jr. High school with 200 children) will not increase demand but merely accommodate people currently standing and crowded in the sanctuary. Residents are concerned about safety when the school opens.
4. During funerals at the Catholic Church, all three street lanes are blocked while the service is on.
5. ADA spaces have been moved. Access is now at the end of the street and is farther from the entrance. (It is noted that current placement appears to meet handicap access requirements.)
6. Residents stated that painting lines on the street for spaces would be acceptable and would help, if a few feet on each side of residents' driveways were reserved for access. Residents feel like they're labeled anti-Catholic if they call police to report cars parked in front of their driveways.
7. According to attendees, the acceptable walking distance is about 2 blocks.
8. Centralized parking is inconvenient for the elderly and young. Not willing to provide valet services for handicap and elderly and utilize remote parking. The churches are not interested in a shuttle because it doesn't fit with culture, increases liability, and may not be handicap accessible.
9. Church representatives state that it is not financially feasible to pool their resources and pay for a parking solution. It was noted that the Bank on the corner by the Methodist Church is for sale. Could the City buy it?

D. Chamber of Commerce

1. Chamber of Commerce representatives recommended a review of the city ordinances. They are concerned about the impact of future demand generators, and they want the maximum parking available on city-owned land.
2. It was reported that office workers have limited places to park

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downtown since most on-street parking is limited to 2 hours. Employees are willing to pay for monthly parking, if close.

3. The Chamber is more interested in conceptual recommendations for retail parking, not specific locations. It is felt that if the courthouse comes back, church issues, except Catholic, will be solved. On Sunday, the Library lot is empty.
4. Three times suggested that land behind the Crab Trap be used for parking.
5. Chamber representatives were concerned that the Bookstore block behind Florida House is under-developed. (Again, plans for renovation of this lot are noted.)
6. In the downtown retail and marina districts, new developments might be required to provide parking or pay a city CBD fund "in lieu" of replacing lost parking.

In response to our review of the various development plans presented to the city, Walker Parking Consultants engaged in an effort to determine if the projected future shortfall in CBD and Marina parking and the various concerns of each constituent group can be addressed by the development of various options, such as 1) restriping of existing parking to gain additional parking capacity, 2) determining whether existing public parking facilities may be expanded to increase parking capacity, and 3) evaluating potential sites for the suitability of future parking lots or parking structures.

Walker Parking Consultants evaluated the existing parking dimensions in downtown Fernandina Beach to determine whether or not they could be restriped in order to gain parking spaces. Generally, there are three methods by which restriping may be accomplished. The first method by which striping may be accomplished is by simply reducing the stall width, without changing the angle or module. Gains from this method are usually minimal, on the order of two to five percent of original capacity.

The second option is to change the angle and the stall width so that the combination of stall/angle/module meets new dimensional standards. If a facility was originally striped with one-way traffic flow, both the angle and the stall width may be changed on the same module, with a five to ten percent increase in capacity.

SOLUTIONS AND ALTERNATIVES ANALYSIS

STRIPING OPTIONS

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The third method of restriping is to change the entire configuration of a parking facility to achieve the maximum possible capacity. This generally requires relocating islands, light poles, etc. within the facility. This option is the most expensive approach to facility restriping, but significant increases are common. Thus, Walker Parking Consultants conducted an analysis of the existing parking facilities to determine if there is the potential to construct increased capacity. In examining the potential to modify such parking dimensions, two problems were immediately encountered.

The first restriction to on-street improvement from restriping is the result of the basic streetscape design. This design typically segments blocks of on-street parking into small sections of 5 to 7 spaces in a group divided by concrete curbed landscaped islands. The impact of these parking segments is that most reductions in space width are not sufficient to generate an additional space in such a segment. Also, the use of poured concrete curbs results in fixed angles that cannot accommodate a change in parking angle. Thus, significant improvements in on-street parking in the CBD area cannot be achieved by restriping.

The areas with the greatest potential for gain are areas that are not striped at the present time. These areas include the gravel Lots C and D at the Marina, and on-street parking spaces in the Church/Residential District. The true benefit of striping of the Marina lots cannot be realized without grading and paving. These improvements will result in a substantial improvement in parking efficiency with is reflected in a higher effective supply factor, and a corresponding increase in the effective supply, as estimated:

	<u>Capacity</u>	<u>Factor</u>	<u>Effective Supply</u>
<u>Marina District:</u>			
Off Street - Non-Marked	158 spaces	80%	126 spaces
After Striping	158 spaces	95%	<u>150 spaces</u>
Net Gain			24 spaces
<u>Church/Residential District:</u>			
On Street - Non-Marked	677 spaces	85%	575 spaces
After Striping	677 spaces	90%	<u>609 spaces</u>
Net Gain			34 spaces
Total Gain in Effective Parking:			58 spaces

Thus, it is shown that an immediate gain of approximately 58 spaces can be achieved simply by paving and marking spaces. However, at this point, a second major problem is found within the Fernandina

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Beach Zoning Ordinance itself.

Zoning Section 126-456: Design Requirements states "Parking space dimensions shall be a minimum of ten (10) feet by twenty (20) feet." This description is too inflexible to adequately provide for today's needs and does not allow sufficient flexibility for changes in parking angle and other applications. In fact, it was noted that some on and off-street parking areas have been striped in violation of this ordinance.

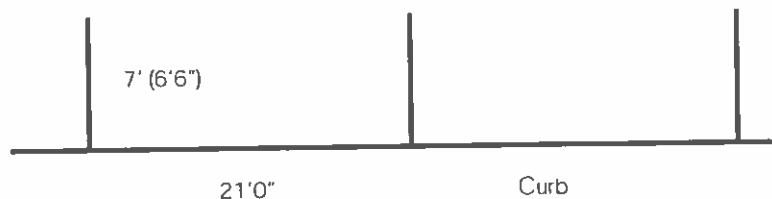
In order that the city may embark on such a striping program, and be able to maximize its effects and that of the current CBD streetscape redevelopment project, it is recommended that the Zoning Ordinance of Fernandina Beach be amended to include the following basic minimum dimensions for the painting of on and off street parking spaces.

On-Street Parallel Space Dimensions:

Typical space length along curb = 21'0"

Typical space width from curb = 7'0"

Recommended dividing line length = 6'6" projection from curb.



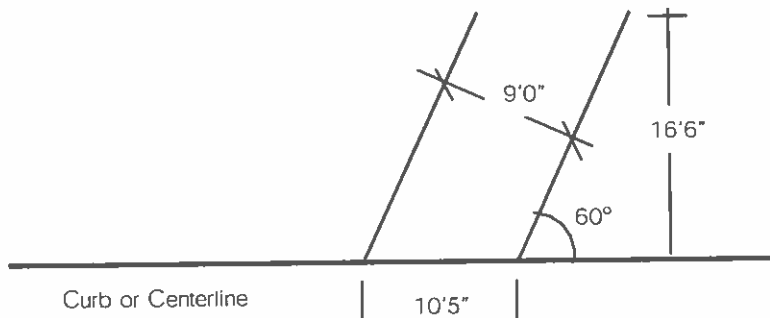
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Typical Angled Space (60°):

Typical space width = 9'0"

Typical space length along curb = 10'5"

Typical space projection from curb = 16'6"

**90° On-Street and Off-Street Parking:**

Walker has developed a "level of service" (LOS) approach to parking dimensions. This approach classifies different combinations of parking geometrics as providing a certain level of service. Five levels of service are used: LOS A (excellent) to LOS E (unacceptable). LOS A provides the most generous parking geometrics, while subsequent levels provide less generous parking geometrics. Through this approach, the design can be tailored according to the expected type of users and mix of vehicles. Unfortunately, because of the overall market shift to larger SUV type vehicles and greater use of sport pickups, we do not recommend striping any spaces less than 8'6" wide (LOS C). The following criteria define each level of service.

LOS A: Typical user – First time and short-term customers and visitors, high turn-over locations.

Typical space width = 9'0"

Recommended space depth = 18'0"

Recommended line length = 16'6"

LOS B: Typical user – Short-term customers and visitors, familiar with location, moderate turn-over locations.

Typical space width = 8'9"

Recommended space depth = 18'0"

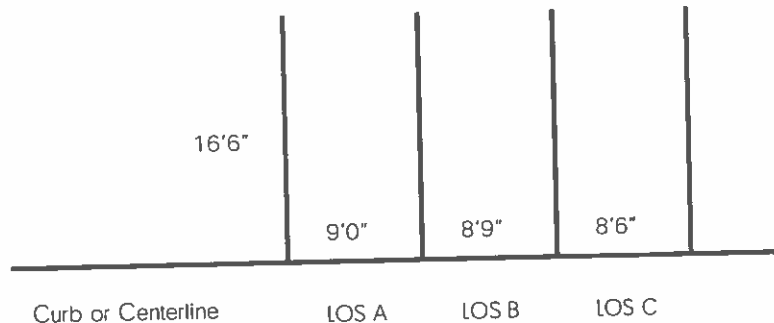
Recommended line length = 16'6"

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LOS C: Typical user – Employees and all day parkers, low turnover locations
Typical space width = 8'6"
Recommended space depth = 18'0"
Recommended line length = 16'6"



Due to the particular concerns of the City of Fernandina Beach, the LOS A is generally recommended for most circumstances; however, use of LOS B and LOS C can result in more parking spaces for employees and all day parkers in the same land area. Even when maintaining the desired 9 foot wide space dimension, many other dimensions change when differing degrees of angled parking is considered. A complete discussion of the impact of these inclusions are not discussed within this report, but a description of typical parking dimensions recommended by Walker Parking Consultants is included in the Appendix.

In discussing the impact of the Fernandina Beach Zoning Ordinance, another powerful section is exerting a negative impact on parking supply. The current code does not require any uses, other than lodging businesses, to supply parking.

Zoning Section 126-455: Design Requirements states, "Due to the nature and character of the Central Business District, the provision of off-street parking and loading will not be required, except for hotels, motels and bed and breakfast accommodations (one space per room). For these uses, the off-street parking requirements shall be satisfied within 1,000 feet of the property involved and as otherwise required under this article."

This is interpreted to require parking within 1,000 feet for such new hotel uses, but not even on the subject property. It is assumed that new development by all other uses is going to consume land currently used for

ORDINANCE ISSUES

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parking, and many uses cannot be forced to supply more parking. This leaves the City to supply virtually all additional parking in the future.

Another ordinance failure is evident with regard to Centre Street parking. On-street parking along Centre Street is limited by well posted signs stating "2-hr. Parking, Customer Only," yet employees continue to park there. Parking limits are not enforced because the city ordinance doesn't support the current signs, as they do not meet the uniform traffic code. Therefore, the courts won't uphold violations.

In order to deal with the various zoning issues, it is recommended that the city seek to enact appropriate changes to the current zoning ordinance as soon as possible. As one solution, Fernandina Beach may wish to enact new legislation to establish the CBD as a Planned Development District. Within such a district, it may be required that a parking lot plan must be submitted to the Planning Advisory Board for investigation and recommendation to the Board of Adjustment as part of the consideration of any Development. The Board of Adjustment has the authority to issue zoning variances, including reducing or increasing the general zoning requirements as part of the overall approval of the plan. Many times, specific requirements may be made for the CBD.

As a registered historic landmark, it may be possible for Fernandina Beach to achieve a waiver to the uniform traffic code for standard parking signs within the historic Central Business District, accept the use of existing signage within the CBD, or establish acceptable language for the replacement of these signs. The cost of such a program is nominal in comparison to the parking benefit.

Since the number of parking spaces to alleviate the parking shortage could not be gained solely from re-zoning, Walker Parking Consultants conducted an analysis of the existing parking facilities to determine if there is the potential for existing public parking facilities to be expanded to increase parking capacity. This included an analysis of alternative surface parking or development sites for new parking facilities.

As part of this study, the following steps were taken.

1. Developed a map identifying the footprint of all potential development sites within the study area.
2. Identified the current use of each alternative site.
3. Identified any development restrictions on each site.
4. Observed the accessibility of each site and attempted to determine

ALTERNATIVE SITE IDENTIFICATION

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any significant conflicts with current traffic patterns.

5. Evaluate each site's future versatility. Does the site have the ability to meet short-term needs while providing expandability/adaptability for future unknown conditions?
6. Does the site best serve the community from an urban planning approach?
7. Evaluate the added capacity needed to account for the displaced spaces on each potential development site.
8. Evaluate each site in relation to its proximity to dominant demand generators in the area.
9. Evaluate each site based on its accessibility to pedestrians walking to and from the parking facility.
10. Evaluate the security risks and benefits of each potential site.
11. Evaluate the relative costs associated with each potential site.

Having re-examined the supply/demand situation in light of the known and most likely development projects, the current supply/(deficit) within each district was calculated. This effective supply/(deficit) is altered by assumptions of gains from paving and striping of Marina Lots C and D, and by marking of on-street spaces within the Church/Residential District, as follows:

	CBD	Marina	Church/ Residential
Eff. Parking Surplus/(Deficit)	(114)	(104)	151
Gain from Striping		24	34
Net Eff. Parking Surplus/(Deficit)	(114)	(80)	185

A study was completed to identify and evaluate potential parking solutions for this deficit. Discussions with Fernandina Beach staff and Walker investigation have resulted in four potential parking solutions being identified. The alternatives described herein are based on the best information currently available. We have been conservative in our estimate of the new spaces produced by each alternative. The actual number of spaces to be gained may vary based upon the actual site dimensions and the final design selected.

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Alternative #1: Expansion of the North 2nd Street and Alachua Street Lot. The Department of Public Works also presented plans for improvements to two public parking lots. The 42-space gravel, city-owned lot located at the southeast corner of North 2nd Street and Alachua Street, is scheduled for paving, landscaping, and general renovation. According to the most recent plans, completion of this project will reduce the lot capacity to 39 spaces. An alternative exists to increase the area of this lot by acquiring the two lots to the south. This has the potential to increase capacity to 58 spaces. The land is currently offered for sale for \$180,000 or \$9,474 per added space. Traffic would be unchanged, and motorists would continue to enter from Alachua Street. As the existing lot is currently scheduled for improvement, only the additional incremental cost is considered in this alternative. Alternative parking during construction is not a factor.

This site is of insufficient size to accommodate a parking structure. However, if the blue restaurant building site to the south could be acquired, the resulting site would be 205 feet in length, which could be long enough to accommodate a parking structure. However, this site is considered to be too remote from primary traffic generators to justify development of a parking structure at this time.

Alternative #2: Broome Street Lot. The city owns an undeveloped lot at the southeast corner of Broome Street and North 2nd Street. This lot is approximately one block north of Alternative #1. The site has approximately 125 feet of frontage along the south side of Broome Street and 150 feet of frontage along the east side of North 2nd Street. Ingress and/or egress are possible from either street. The property appears to be sunken in the center, and will require significant fill to be developed for parking, but paving may not be necessary. The potential space gain is 58 spaces, and would be of service to all three parking districts. Traffic patterns would be relatively unaffected and alternative parking during construction is not a factor.

Alternative #3: Antique Warehouse Lot. A vacant site owned by Mr. Robert Selton, broker, is currently offered for sale at \$1,512,500. The site contains 14 city lots in the center of the block bounded by Front Street, Centre Street, Alachua Street, and North 2nd Street, and is partially occupied by a 6,000 SF vacant warehouse improvement at \$457,500. Demolition of the 6,000 square foot warehouse is not considered, due to the historic nature of the area. The remaining land area is assumed to contain approximately 28,750± square feet of land area. The remainder of the asking price is \$1,055,000. It is assumed that this land can be acquired for \$800,000 (75% of the asking price). As an alternative parking location, if 28,750 square

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feet is improved for parking at 300 square feet per space, approximately 96 new spaces can be introduced to the Marina and CBD area. Traffic patterns would be relatively unaffected by this alternative. Access could be from Front Street and North 2nd Street. Alternative parking during construction is not a factor.

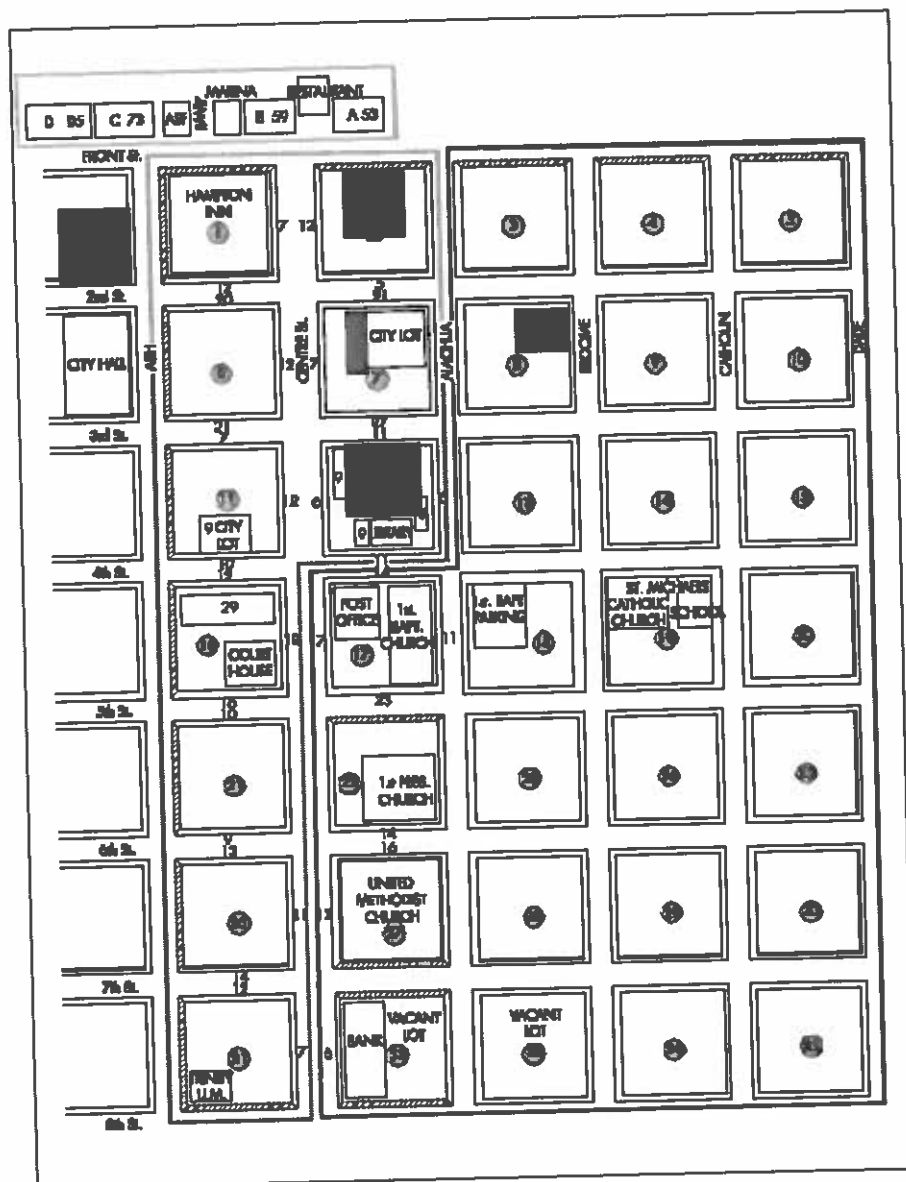
Alternative #4: Police Station Lot. The city owns the police station located at the southeast corner of South 2nd Street and Ash Street. The site has approximately 165 feet of frontage along the south side of Ash Street and approximately 150 feet of frontage along the west side of South 2nd Street, and contains approximately 24,750 square feet. Relocation of this office is under discussion, and the site is potentially available for conversion to parking. The building is not considered to be historic. Demolition and site preparation are estimated at \$75,000. At 300 square feet per space, approximately 82 new spaces can be created within the Marina and CBD area. Traffic patterns would be relatively unaffected by this alternative. Access could be from Front Street, Ash Street or South 2nd Street. As the current parking is for police only, alternative parking during construction is not a factor.

Alternative #5: Library Lot. The Library Lot is located on the east side of North 3rd Street between Centre Street and Alachua Street. The site is also bounded by the Allen Building and its associated 5,000 square foot tenant parking lot to the south and by the Alachua Club to the north. The current footprint of this combined open area is approximately 260 feet in length and approximately 120 feet wide, and currently provides 88 parking spaces.

While this area is under separate ownership and is intensively utilized, we believe that there is a possibility that these parking areas can be cooperatively combined into a more efficient configuration, and has the potential to be improved with a single level, parking deck. Assuming a two-way, two bay structure, it is estimated that the capacity of the combined area can be increased from 88 spaces to 170± spaces, for an increase of 82± spaces. Approximately 100 spaces could be added per additional floor. Assemblage of this site will be difficult. Construction costs are much higher for a structure. Traffic patterns would be affected by this alternative and such a development would impact the surrounding properties. Access could be from North 3rd Street, North 4th Street or Alachua Street. Alternative parking during construction is an important consideration for this site.

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FIGURE 2: Alternatives Map



LEGEND:

- 
 Block Numbers
 Lined Spaces
 Estimated Spaces
 Church/Residential District
 Central Business District
 Marina District
 No Parking
 NORTH 

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Please note that each of these alternatives represent concepts only and not necessarily final designs. Each scheme is used to generate discussions regarding site selection and also to determine the parking capacity that could be realized on each site. The alternatives presented could be modified by changes in design. In some cases, flexibility may exist to expand to the maximum dimensions. In other cases beautification requirements, setbacks, or other factors may alter the actual dimensions and capacity of each alternative.

Cost Comparison

A tabulation of the preliminary estimated costs for the five alternatives is shown in the following table. The construction cost represents the estimated costs (2000 dollars) of the facilities based on unit costs known to Walker. These estimates include typical amenities, concern for pedestrian comfort, security considerations, etc.

The construction cost does not include any costs associated with the relocation of utilities. Only the incremental cost of land acquisition is estimated. The site development costs include estimated costs to demolish existing structures.

The total project cost is the sum of the estimated construction cost and an additional 25% for soft costs, which include the estimated costs of design, construction observation, surveys, and contingencies. The project cost is then divided by the number of added spaces (cost per added space) which most fairly represents the economy of each solution for comparison purposes.

Although the cost per added space might seem at first to be the overriding concern, the alternatives also have operating costs. Therefore, an estimate of the annual cost to own and operate each alternative is performed. Although it may be necessary to pay cash for land, financing costs have also been assumed at 7% interest over 20 years.

Estimated operating costs are based on our data bank of parking facility operating costs. All of the alternatives are assumed to be unattended. The reader is cautioned that these figures are preliminary estimates, only, and are based on typical unit costs, which may vary from actual results. It must be remembered throughout this analysis that the purpose is to compare the alternatives on an *apples to apples* basis.

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COMPARISON OF ALTERNATIVES

The matrix shown in the following table evaluates the five parking alternatives for Fernandina Beach on the basis of objective and subjective criteria. Some of the criteria, such as net marginal cost per added space, can be scored objectively. The associated value is shown in the matrix. For each subjective category, such as internal function, a value of 5 = excellent, down to 1 = poor may be awarded. Next, each is weighted by assigning it points, the sum of which total 100 points. These points have been reviewed to be consistent with the values of Fernandina Beach. The criteria chosen to evaluate the alternatives are as follows:

Net Annual Marginal Cost per Added Space: The estimated annual cost to own and operate the facility divided by the number of spaces added. The scores were assigned to each alternative based on the net annual marginal cost per added space with the more costly being 2 and the less costly being 3.

Location vs. Program: A judgement of how closely the location of a new alternative matches the location of the generator of parking demand and meets the need for additional spaces. This is a partial measure of user acceptance.

Visibility: The ability to identify the parking location both to the driver arriving in town and to the pedestrian returning on foot. It has recently been recognized that visibility of a parking facility from points along major paths is more significant in its acceptance than the walking distance. One example is that relatively long walking distances are acceptable in large shopping centers while people resist parking around the corner in the typical central business district. Security is a big factor, but other perceptual forces are at work as well.

Pedestrian Experience: Consideration of the walking path and distances to/from the facility and conflicts with traffic patterns.

Traffic Impact: The ability of vehicles to move to and from the area without conflicting with existing and future traffic patterns. A large parking facility with its access onto major streets would have the greatest parking impact.

Internal Function: The ease of finding the available space, of relocating the parking facility on return, and the ease of exiting the system.

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Security: The ability to safeguard the personal safety and property of the potential users. The key to security is visibility; those facilities with the best internal and external visibility are ranked the highest. Surface lots provide good security because of their lack of hiding places; however, high visibility from the activity centers is also a determining factor of security. Parking structures with flat levels above ground are best from a security standpoint. Conversely, the more the facility is obscured, located underground, and/or the more complex the ramping system, the more difficult it is to provide security.

Future Versatility: The ability to gain additional spaces in the future, as well as to retain sites for future construction.

Image/Visual Impact/Aesthetics: The compatibility of the proposed parking facility with the present and future surroundings and the adjoining neighbors.

A total rating was determined for each of the alternatives. A weighted average rating, determined by Walker from our meetings with the city staff, was also calculated to reflect the relative importance of the criteria. The solutions were then ranked utilizing both total ratings (weighted and unweighted). The final determination of the relative attractiveness of the alternative solutions must rest with the City. However, this analysis provides a reasonable and supportable look at the alternatives upon which to base such a decision.

On the basis of this analysis, Alternatives #2 (Broome Street Lot), #3 (Antique Warehouse Lot) and #4 (the Police Station Lot) are determined to be the highest ranking alternatives. By completing the construction of these alternatives, a total of approximately 236 spaces may be added to the off-street parking supply.

Operational considerations of the City of Fernandina Beach may lead to the decision to retain the police station building improvement at its current location, either for its continued use by the city or for lease. In this event, Alternatives #1 (2nd Street and Alachua Street Lot), #2 (Broome Street Lot), and #3 (Antique Warehouse Lot) are recommended as the best alternatives. By completing the construction of these alternative development sites, a total of approximately 173 spaces may be added to the off-street parking supply.

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Parking alternatives and parking management strategies must be developed and instituted within the next 6 to 12 months to better utilize existing parking and to alleviate the projected parking shortage that will become apparent with the arrival and operation of the new gaming boats and other anticipated Marina and CBD development.

CONCLUSIONS

Having re-examined the supply/demand situation in light of the Centre Street streetscape project, the city dumpster program, city lot projects, and the known and most likely development projects, the current effective supply/(deficit) within each parking district was determined. Immediate gains are found to be realizable within the Marina District by paving and striping existing off-street parking areas, and similar gains are found to be possible within the Church/Residential District from striping of on-street spaces. Thus, the effective parking shortage is reduced by the assumed gains from paving and striping of Marina Lots C and D, and by marking of on-street spaces within the Church/Residential District. The projected effective parking deficit is restated, based on these assumptions, as follows:

CBD	Marina	Church/Residential
(114)	(80)	74

Thus, based on the information provided to us by the City of Fernandina Beach and the data gathered by Walker, it is determined that the historic area will need approximately 114 additional spaces in the CBD and 80 additional spaces in the Marina to handle the projected parking needs through year 2001.

The *perception* of a parking shortage in the Church/Residential District is more evident than an actual shortage. In fact, our observations tend to confirm that there is a small surplus. But, addressing the CBD and Marina Districts shortages will also make significant progress toward relieving this *perceived* parking shortage in the Church/Residential District, as most new spaces will also be available to this district on Sundays.

To provide additional supply to meet the CBD and Marina Districts' parking needs, we evaluated five parking alternatives. Each alternative was compared to the others using a weighted matrix. Based on that matrix, alternatives #3 and #4 are determined to be the highest-ranking alternatives. The strategic locations of these two properties are such that they support both the north and south ends of the Marina District as well as the west side of the CBD.

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Recommendation "A:" Through the recommended construction of Alternatives #2 (Broome Street Lot), #3 (Antique Warehouse Lot), and #4 (Police Station Lot), a total of approximately 236 spaces could be added to the off-street parking supply. At the average effective supply factor of 90%, construction of 236 spaces should result in an addition to the effective off-street parking supply of 212 spaces.

Recommendation "B:" As previously mentioned, the City of Fernandina Beach may decide to retain the police station building improvement at its current location, either for its continued use by the city or for lease. If this alternative site is not available, Alternatives #1 (2nd Street and Alachua Street Lot), #2 (Broome Street Lot), and #3 (Antique Warehouse Lot) are recommended as the best remaining combination. By developing these three sites, a total of approximately 173 spaces will be created. At the average effective supply factor of 90%, construction of 173 spaces should result in an addition to the effective off-street parking supply of 156 spaces.

Table 15: Supply Comparison

	Recommendation "A"	Recommendation "B"
Alt. #1 (2 nd & Alachua)	0	19
Alt. #2 (Broome St.)	58	58
Alt. #3 (Antique WH)	96	96
Alt. #4 (Police Station)	<u>82</u>	<u>0</u>
Total	236	173
Effective Supply Factor	<u>x .90</u>	<u>x .90</u>
Effective Supply	212	156
Less: Unmet Demand	<u>.194</u>	<u>.194</u>
Surplus (Deficit)	18	(38)

The 212-space addition to the effective parking supply afforded by Recommendation "A" will address the immediate parking concerns through 2001 by satisfying the projected effective 194-space shortage, and provide a small cushion for the occurrence of some unforeseen additional parking demand. While Recommendation "B" is less than optimal, this addition to the parking supply will address the majority of the immediate parking problem, satisfying more than 80% of the projected unmet demand.

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Table 16: Development Cost Comparison

	Recommendation "A"	Recommendation "B"
Alt. #1 (2 nd & Alachua)	\$000	\$229,063
Alt. #2 (Broome St.)	\$148,438	\$148,438
Alt. #3 (Antique WH)	\$1,175,000	\$1,175,000
Alt. #4 (Police Station)	<u>\$248,438</u>	<u>\$000</u>
Total Estimated Project Cost	\$1,571,875	\$1,552,500
Physical Supply Added	236 spaces	173 spaces
Cost per Space	\$6,660	\$8,974
Effective Supply Added	212 spaces	156 spaces
Cost per Effective Space	\$7,412	\$9,952

While the cost of development appears to be slightly lower for Recommendation "B," the cost of development per space is considerably lower for Recommendation "A." Based on the number of effective spaces created, the cost of development for Recommendation A is approximately \$2,540 less (25% less) per effective space than Recommendation "B."

Table 17: Marginal Annual Cost Comparison

	Recommendation "A"	Recommendation "B"
Alt. #1 (2 nd & Alachua)	\$000	\$23,211
Alt. #2 (Broome St.)	\$19,610	\$19,610
Alt. #3 (Antique WH)	\$118,917	\$118,917
Alt. #4 (Police Station)	<u>\$31,314</u>	<u>\$000</u>
Total Estimated Annual Cost	\$169,840	\$161,738
Physical Supply Added	236 spaces	173 spaces
Annual Cost per Space	\$720	\$935
Effective Supply Added	212 spaces	156 spaces
Annual Cost per Eff. Space	\$801	\$1,037

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The estimated marginal annual cost of Recommendation "A" is approximately \$170,000 per year, compared to approximately \$160,000 per year for Recommendation "B." However, because of the greater number of spaces created, the annual cost per space of Recommendation "A" is approximately \$236 less (23% less) per effective space than Recommendation "B."

The net annual cost to support these recommended parking projects are substantial, but appear to be manageable. Walker feels that these and other parking projects must be supported by new sources of revenue. Two such sources include a parking development fund and the installation of on-street parking meters.

It is important to note that if the Zoning Ordinance is not amended, the continued development of Fernandina Beach will require ever greater investments by the City in parking infrastructure. Such Zoning Ordinance changes must include the previously described changes in striping dimensions, parking signage requirements, and specify increased parking requirements for a broader selection of potential land uses.

Zoning Ordinance changes might include new legislation to establish the CBD as a Planned Development District. Within such a district, it may be required that a parking lot plan must be submitted to the Planning Advisory Board for investigation and recommendation to the Board of Adjustment as part of the consideration of any Development. The Board of Adjustment has the authority to issue zoning variances, including reducing or increasing the general zoning requirements as part of the overall approval of such a plan. Many times, specific requirements may be modified through negotiation. One such negotiating tool that can be established may be the creation of an alternative parking fund, supported by a parking impact fee, to replace a portion of a legislated on-site parking requirement.

A second source of parking development funding is the establishment of an on-street parking meter program in the CBD. At the conclusion of the Centre Street streetscape redevelopment project, the CBD will contain approximately 318 on-street parking spaces within one block of either side of Centre Street from Front Street to 8th Street. Establishment of a \$0.50 per hour parking fee within the CBD for 318 metered spaces would collect more than \$200,000 per year (assuming an average \$0.25/hr. meter collection for 10 hours per day per meter from 7:00 a.m. to 5:00 p.m. over 260 days per year).

It is noted that the streetscape project already includes numerous

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modern appliances for electrical outlets and street and security devices in support of the annual Shrimp Festival. Objections to the aesthetic impact of parking meters in the historic district can be minimized by the use of a new class of parking meters, the "multi-bay parking meters." The visual impact of parking meters can be minimized in this application, because one meter can collect parking revenue for a block of parking spaces (typically 3 to 12 spaces), and not require that the entire block be cluttered with meters.

Meter parking in the Marina lots for short-term parkers (2-hr. or less) is not recommended at this time, however, a parking enforcement policy, appropriate signage, and a parking permit system for long-term parking may need to be implemented in the near future. Parking can be designated for restaurant and Marina use in Lots A and B, and for Marina and Casino Boat use in Lots C and D. Long-term parking and trailer parking can be relocated. But, perhaps the greatest impact from such a policy is that employees can be identified and relocated to the more remote alternative lots.

It was also reported that a significant number of the preferred spaces in the CBD District are occupied by local business employees. This is a common problem in retail shopping areas, but these employees also need to be relocated to less desirable spaces. The use of parking meters, 2-hour parking limits, and other parking regulations must be enforceable. To achieve this, Fernandina Beach must either seek a waiver to the uniform traffic code for standard parking signs within the historic Central Business District, or establish acceptable language for the alteration of these signs. The cost of such a program is nominal in comparison to the parking benefit.

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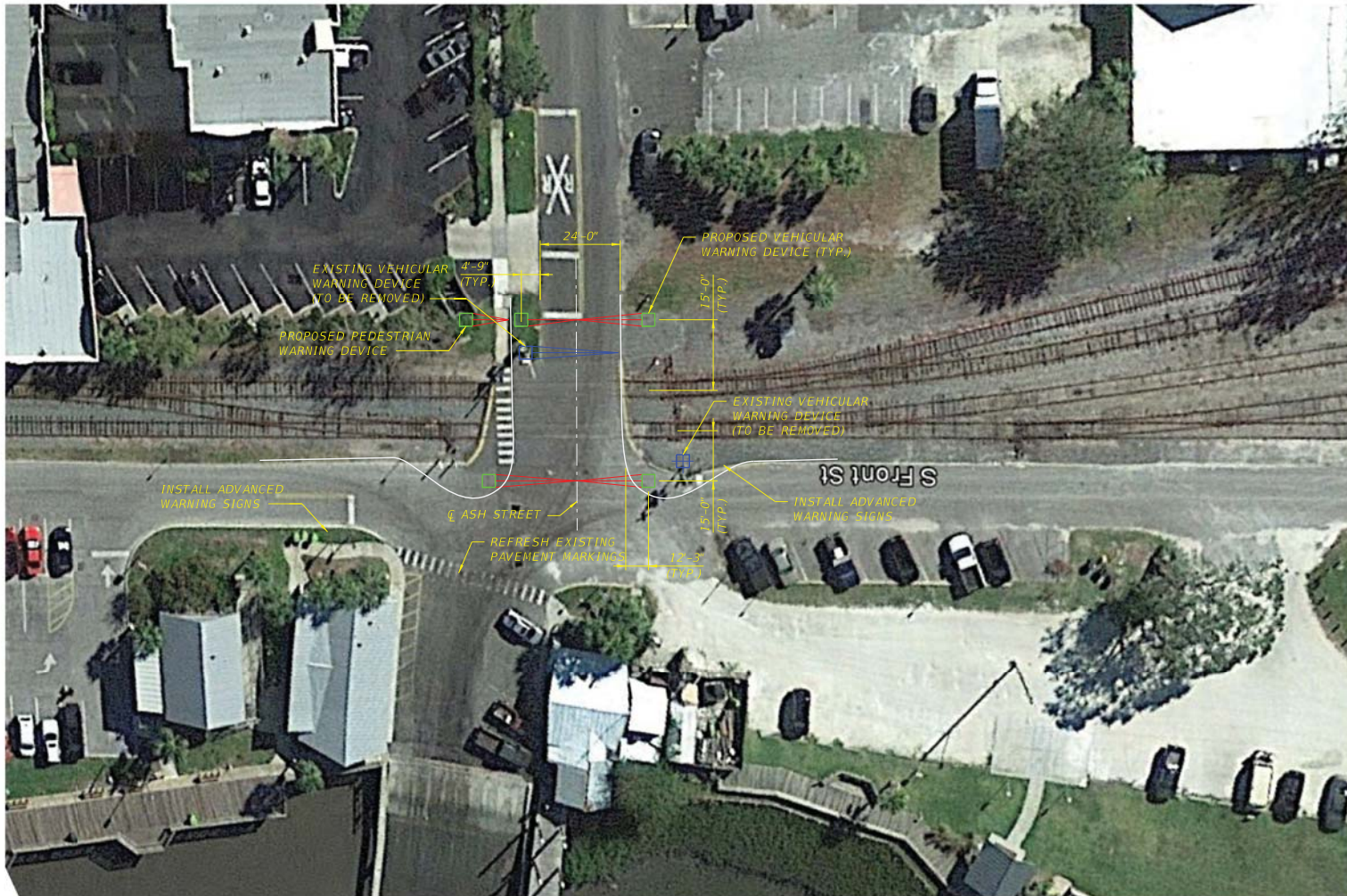
A limited investigation has been made and therefore, no responsibility is assumed for legal matters associated with this analysis. This includes but is not limited to property ownership issues, tax matters, occupancy rates, etc.

LIMITING CONDITIONS

1. Information furnished by others, upon which portions of this report are based, is believed to be reliable, however, it has not been verified in all cases. No warranty is given as to the accuracy of such information.
2. No soil analysis or geotechnical surveys were ordered or made in conjunction with this report, nor was an investigation made of any water, oil, gas, coal or other subsurface mineral and use rights conditions.
3. It is assumed that there are no hidden conditions of the property, subsoil, or structures that render it more or less costly to construct. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
4. Responsible ownership and competent property management are assumed.
5. No responsibility is taken for changes in market conditions, and no obligations assumed to revise this report to reflect events or conditions, which occur subsequent to the date hereof.
6. Any estimates, projections, or information provided by Walker may be premised in part upon assumptions provided by others. Walker may not have independently investigated the accuracy of all assumptions.
7. Estimated costs and operating expenses are projected based on preliminary functional designs and may vary according to the final design.
8. As a result of the inherent uncertainty and probable variation of the assumptions, actual results will vary from estimated or projected results. The variations can be material and Walker makes no warranty or representation, expressed or implied, as to the accuracy of estimates or projections.
9. This report should not be used to obtain project financing.

Appendix C

Concept Drawings



GRADE CROSSING IMPROVEMENTS
(NOT TO SCALE)

"PRELIMINARY CONCEPT; NOT FOR CONSTRUCTION"

CROSSING NO. 620819P

REVISIONS						TODD M. RILEY HDR Engineering, Inc. 200 W Forsyth Street, Suite 800 Jacksonville, FL 32202-4321 CERTIFICATE OF AUTHORIZATION 4213	DRAWN BY:	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE:	ASH STREET	REF. DWG. NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		CHECKED BY:	ROAD NO.			PROJECT NAME:		
							DESIGNED BY:	COUNTY	FINANCIAL PROJECT ID				SHEET NO.
							CHECKED BY:	NASSAU			FERNANDINA BEACH GRADE CROSSING IMPROVEMENTS		

SMEENAKS

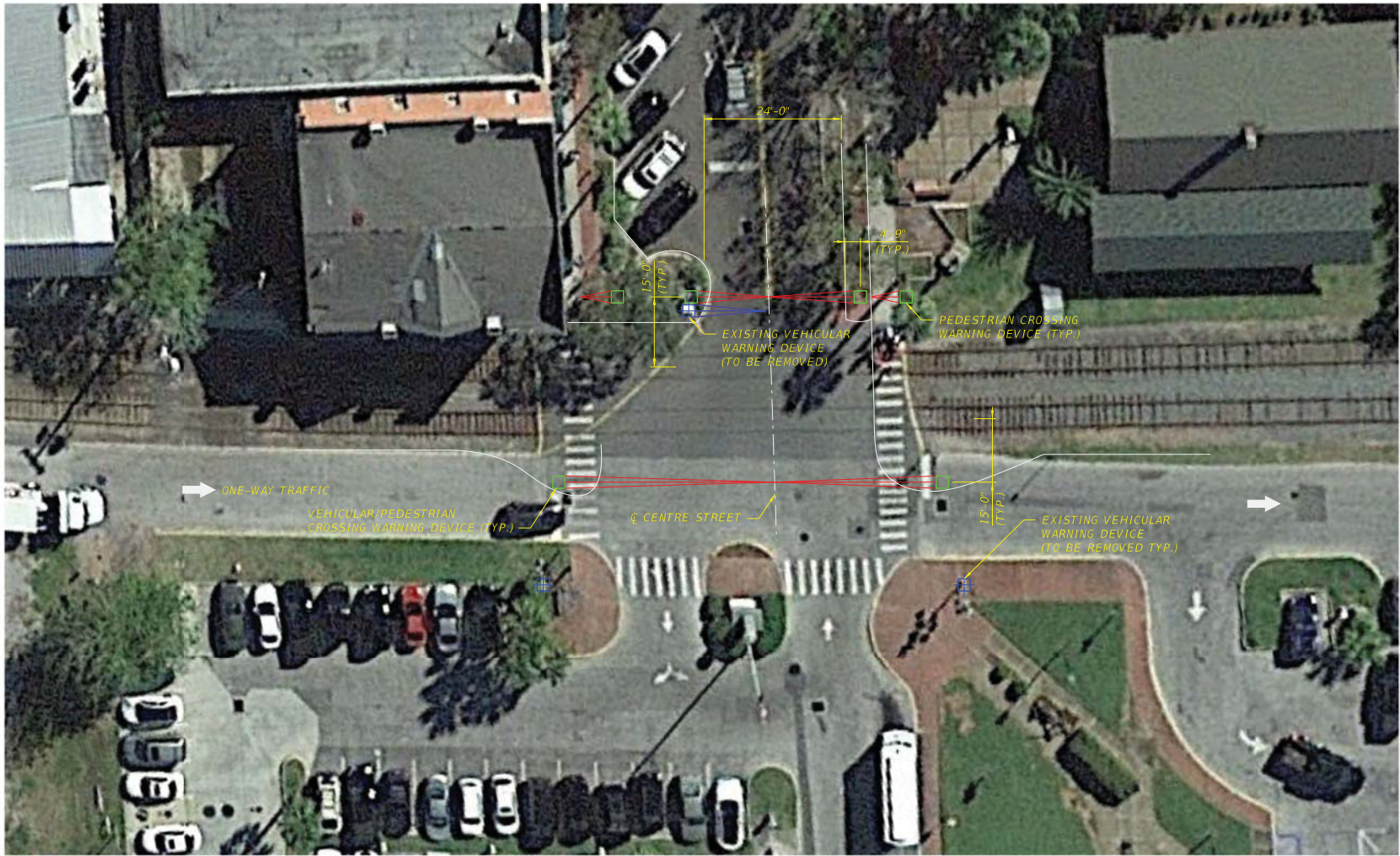
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Appendix D

Order of Magnitude Cost for Installed Signal Equipment



GRADE CROSSING IMPROVEMENTS
(NOT TO SCALE)

"PRELIMINARY CONCEPT; NOT FOR CONSTRUCTION"

CROSSING NO. 620820J

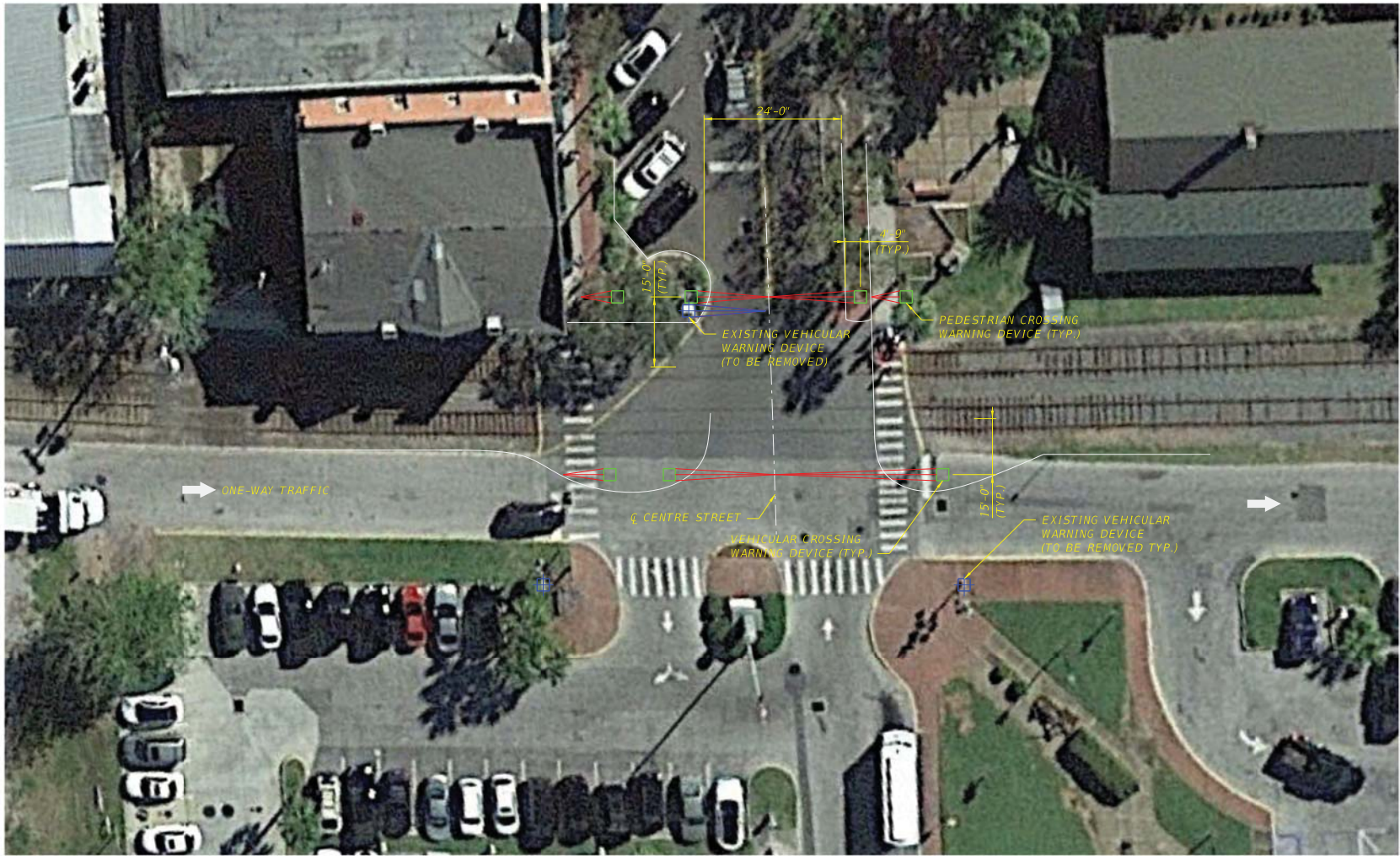
REVISIONS						TODD M. RILEY HDR Engineering, Inc. 200 W Forsyth Street, Suite 800 Jacksonville, FL 32202-4321 CERTIFICATE OF AUTHORIZATION 4213	DRAWN BY:	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CENTRE STREET ALTERNATIVE A		REF. DWG. NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION		CHECKED BY:						
							DESIGNED BY:	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PROJECT NAME: FERNANDINA BEACH GRADE CROSSING IMPROVEMENTS		SHEET NO.
							CHECKED BY:		NASSAU				

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GRADE CROSSING IMPROVEMENTS
(NOT TO SCALE)

"PRELIMINARY CONCEPT; NOT FOR CONSTRUCTION"

CROSSING NO. 620820J

REVISIONS						TODD M. RILEY HDR Engineering, Inc. 200 W Forsyth Street, Suite 800 Jacksonville, FL 32202-4321 CERTIFICATE OF AUTHORIZATION 4213	DRAWN BY: CHECKED BY: DESIGNED BY: CHECKED BY:	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CENTRE STREET ALTERNATIVE B		REF. DWG. NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION								
								ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PROJECT NAME: FERNANDINA BEACH GRADE CROSSING IMPROVEMENTS		SHEET NO.
									NASSAU				

SMEENAKS

6/15/2018

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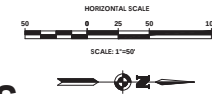
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SITE DEVELOPMENT PLANS FOR

CITY OF FERNANDINA BEACH WATERFRONT ROADWAY IMPROVEMENTS

CITY OF FERNANDINA BEACH, NASSAU COUNTY, FLORIDA

P.N. 99000047.0098

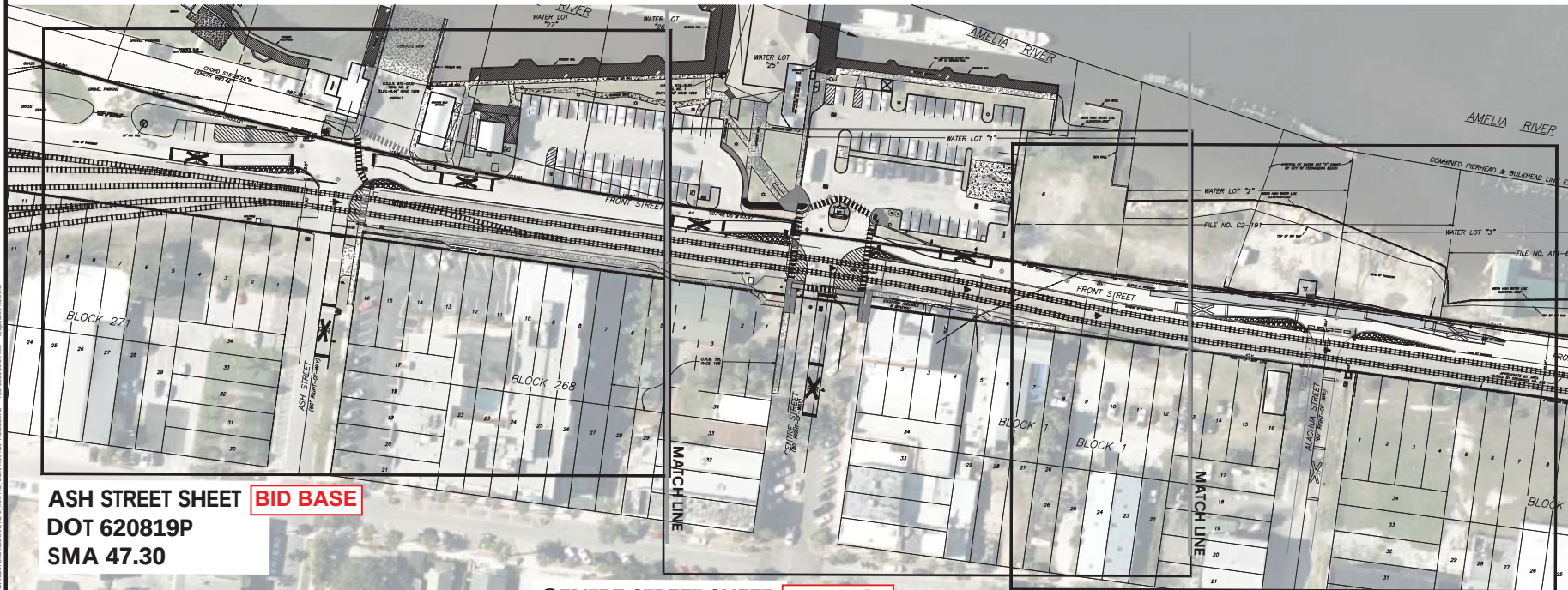


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DRAWING INDEX

C 101	COVER
C 102-104	SITE
C 105-107	EXISTING CONDITIONS/ DEMOLITION PLAN
C 108-110	UTILITY / GRADING PLAN
C 201-205	DETAILS

BID SET



ASH STREET SHEET **BID BASE**
DOT 620819P
SMA 47.30

CENTRE STREET SHEET **BID BASE**
DOT 620820J
SMA 47.31

ALACHUA STREET SHEET **BID ADDITIVE**
DOT TBD
SMA 47.50

**PROPOSED NEW
PRIVATE CROSSING**
DOT TBD
SMA 47.35

RAILWAY CONTACT INFORMATION
Daniel Abney
First Coast Railroad
Office: 912-215-0250
E-Mail: daniel.abney@gwrr.com


City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates
4338 Cass City Way, Suite 200 (904) 122-6126
St. Augustine, FL 32085 Fax: (904) 752-4222
Certificate of Authorization 3428
Principal in Charge: Andrew M. Passero, C.E.
Project Manager: Christopher S. Passero, A.L.A.
Designed by: Justin G. Passero, E.C.T.

No.	Date	By	Description

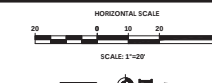
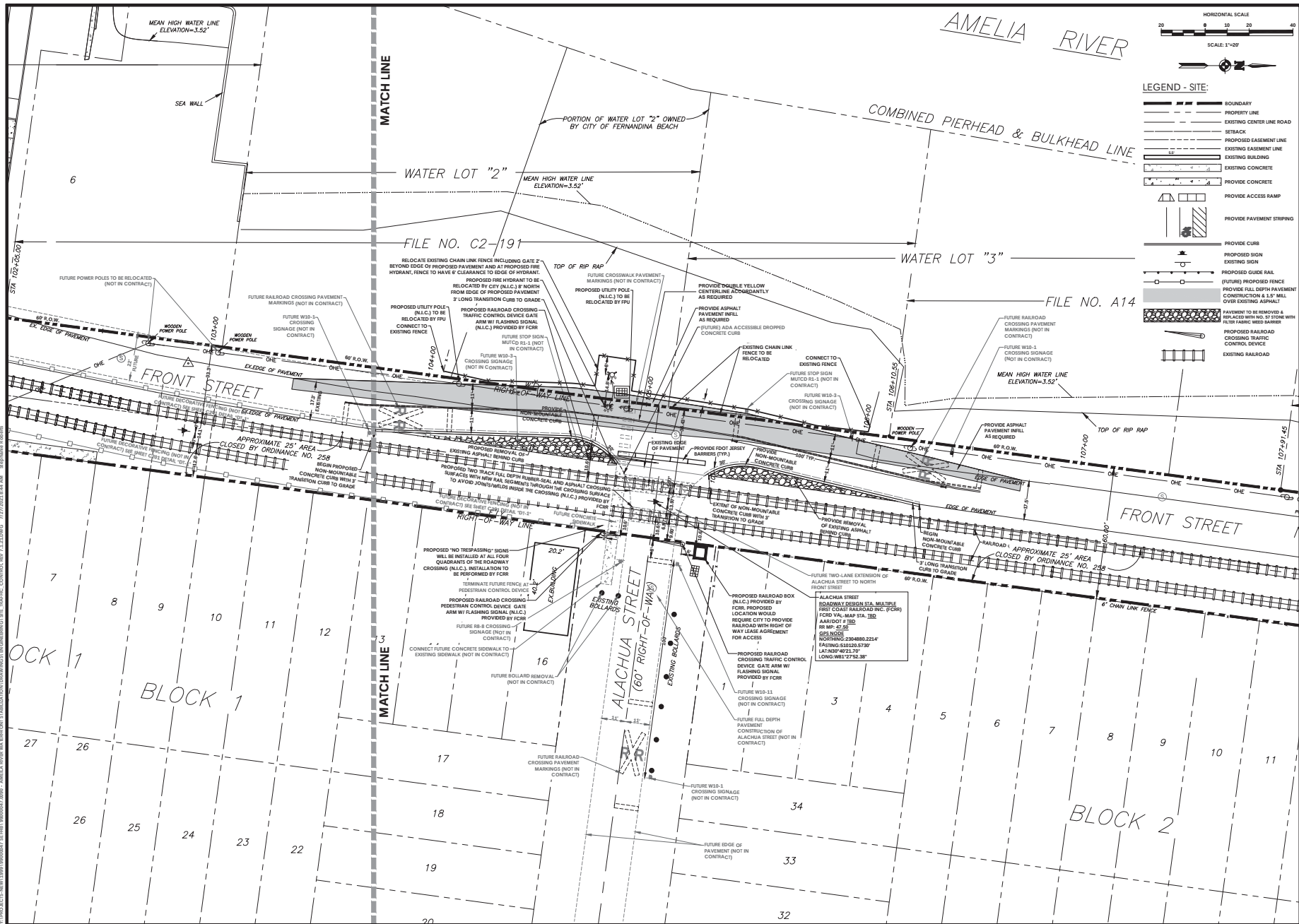
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COVER

Waterfront Roadway Improvements
Town/City: Fernandina Beach
County: Nassau State: Florida

Project No.: 99000047.0098
Drawing No.: C 101
Date: AUGUST 11, 2021

Y:\PROJECTS\NEW\1999\19990047.0098 - AMELIA RIVER WATERFRONT ROADWAY IMPROVEMENTS\ENGINEERING\01 SITE\TRAFFIC CONTROL\017.1.DWG 7/22/2021 1:54:54 AM Registered: Robert

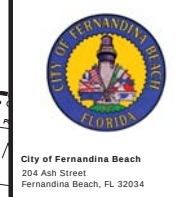


- LEGEND - SITE:**
- BOUNDARY
 - PROPERTY LINE
 - EXISTING CENTER LINE ROAD
 - SETBACK
 - PROPOSED EASEMENT LINE
 - EXISTING EASEMENT LINE
 - EXISTING CONCRETE
 - PROVIDE CONCRETE
 - PROVIDE ACCESS RAMP
 - PROVIDE PAVEMENT STRIPING
 - PROVIDE CURB
 - PROPOSED SIGN
 - EXISTING SIGN
 - PROPOSED GUIDE RAIL
 - PROPOSED FENCE
 - PROVIDE FULL DEPTH PAVEMENT CONSTRUCTION 4.5" MILL OVER EXISTING ASPHALT
 - PAVEMENT TO BE REMOVED & REPLACED WITH NO. 57 FINE WITH FILTER FABRIC WEED BARRIER
 - PROPOSED RAILROAD CROSSING TRAFFIC CONTROL DEVICE
 - EXISTING RAILROAD

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BID ADDITIVE

BID SET



Passero Associates
2738 Cass City Way, Suite 200 Fernandina Beach, FL 32034
Phone: 904.252.4400 Fax: 904.252.4401
Project Manager: Andrew M. Passero, C.E., C.D., C.E.C.
Designed by: Christopher S. Passero, A.L.A., A.C.E.

No.	Date	By	Description

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**ALACHUA STREET
SITE PLAN
DOT TBD
SMA 47.50**

Waterfront Roadway Improvements

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

Project No.: 99000047.0098

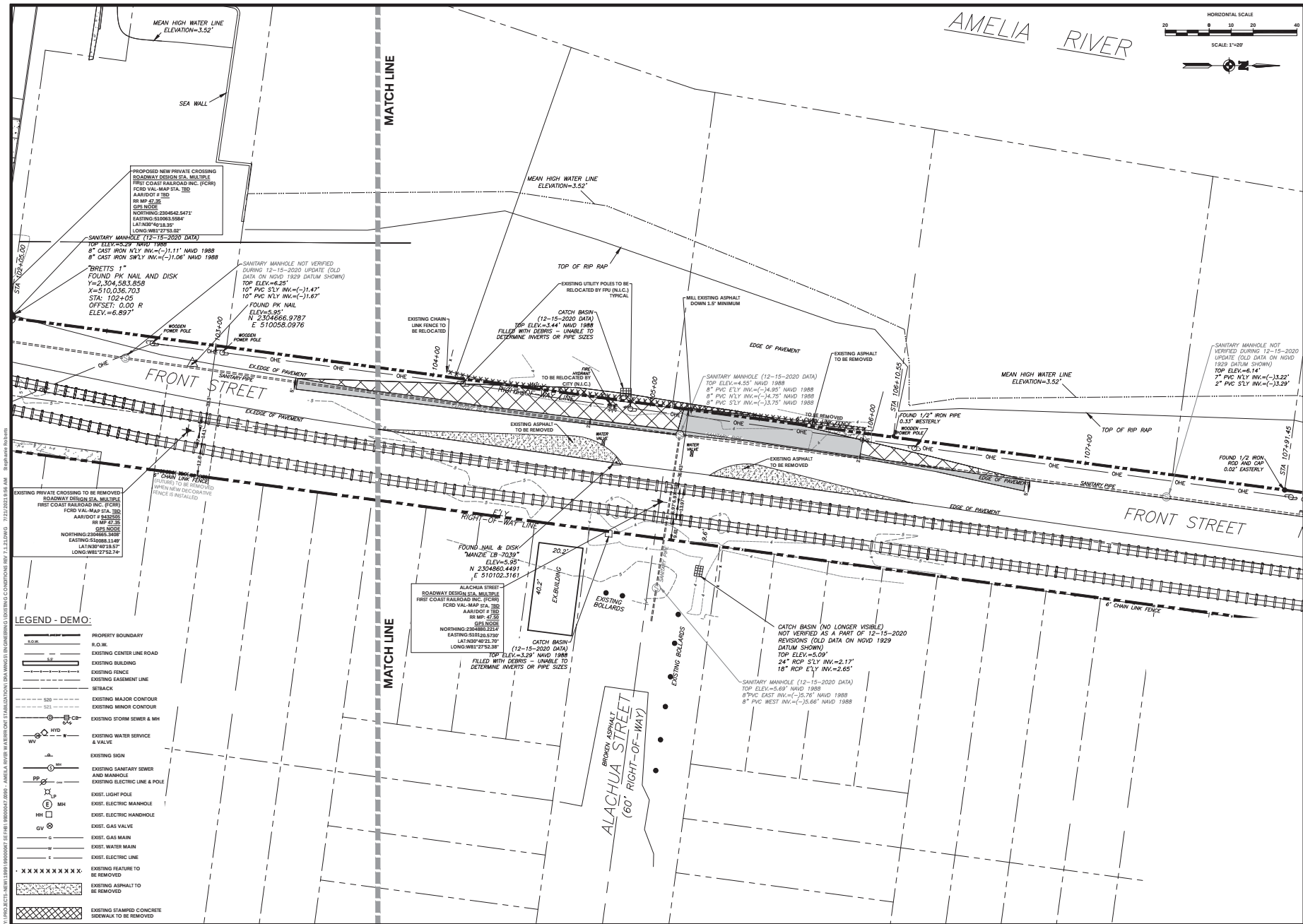
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Date: AUGUST 11, 2021

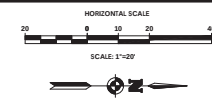


	PROPERTY BOUNDARY
	R.O.W.
	EXISTING CENTER LINE ROAD
	EXISTING FENCE
	EXISTING EASEMENT LINE
	UTILITY
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING STORM SEWER & MH
	EXISTING WATER SERVICE & VALVE
	EXISTING SIGN
	EXISTING SANITARY SEWER AND MH
	EXISTING ELECTRIC LINE & POL
	EXIST. LIGHT POLE
	EXIST. ELECTRIC MANHOLE
	EXIST. ELECTRIC HANDHOLE
	EXIST. GAS VALVE
	EXIST. GAS MH
	EXIST. STORM MAIN
	EXIST. ELECTRIC LINE
	EXISTING FEATURE TO BE REMOVED
	EXISTING ASPHALT TO BE REMOVED
	EXISTING STAMPED CONCRETE NORMAL TO BE REMOVED

Date: **AUGUST 11, 2021**



AMELIA RIVER



PA
PASSERO ASSOCIATES
engineering architecture
BID ADDITIVE



BID SET

Stamp: _____

City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates
2138 Cass Oak Way, Suite 200 Fernandina Beach, FL 32034
P: 904.251.4000 F: 904.251.4001
www.passeroassociates.com

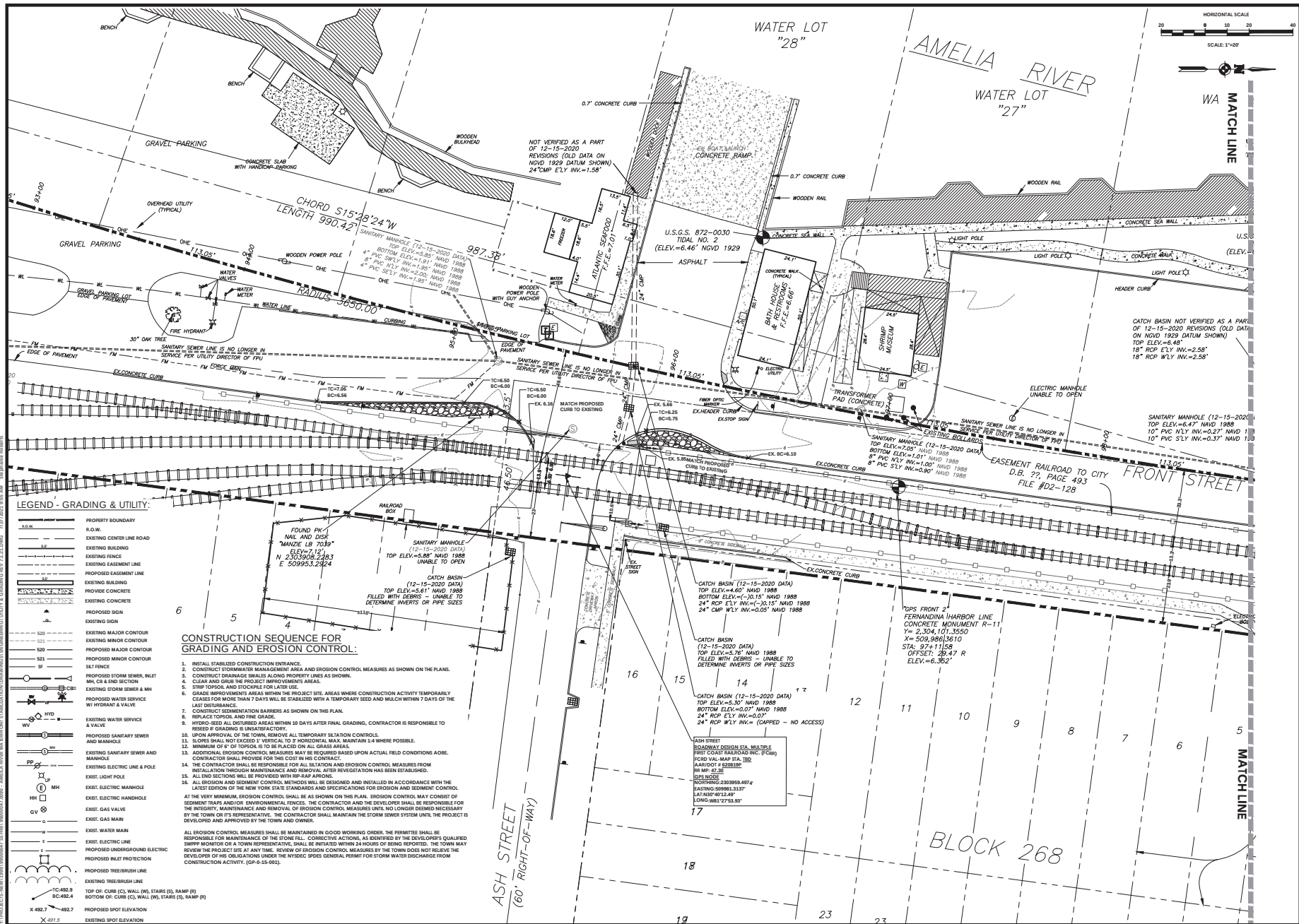
City of Fernandina Beach
Florida

No.	Date	By	Description

ALACHUA STREET
EXISTING CONDITIONS
/ DEMOLITION PLAN

Waterfront Roadway
Improvements
Town/City: Fernandina Beach
County: Nassau State: Florida

Project No.: 99000047.0098
Drawing No.: C 107
Date: AUGUST 11, 2021



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PASSERO ASSOCIATES
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BID BASE



BID SET

Stamp
Date: _____
Drawn: _____
Checked: _____
Title: _____



City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates

4738 Cass City Way, Suite 200 Fernandina Beach, FL 32034
Tel: 904.251.1000 Fax: 904.251.1001

No.	Date	By	Description

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**RR CROSSING
ASH STREET
UTILITY/GRADING PLAN**

**Waterfront Roadway
Improvements**

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

Project: 99000047.0098

Drawing No: C 108

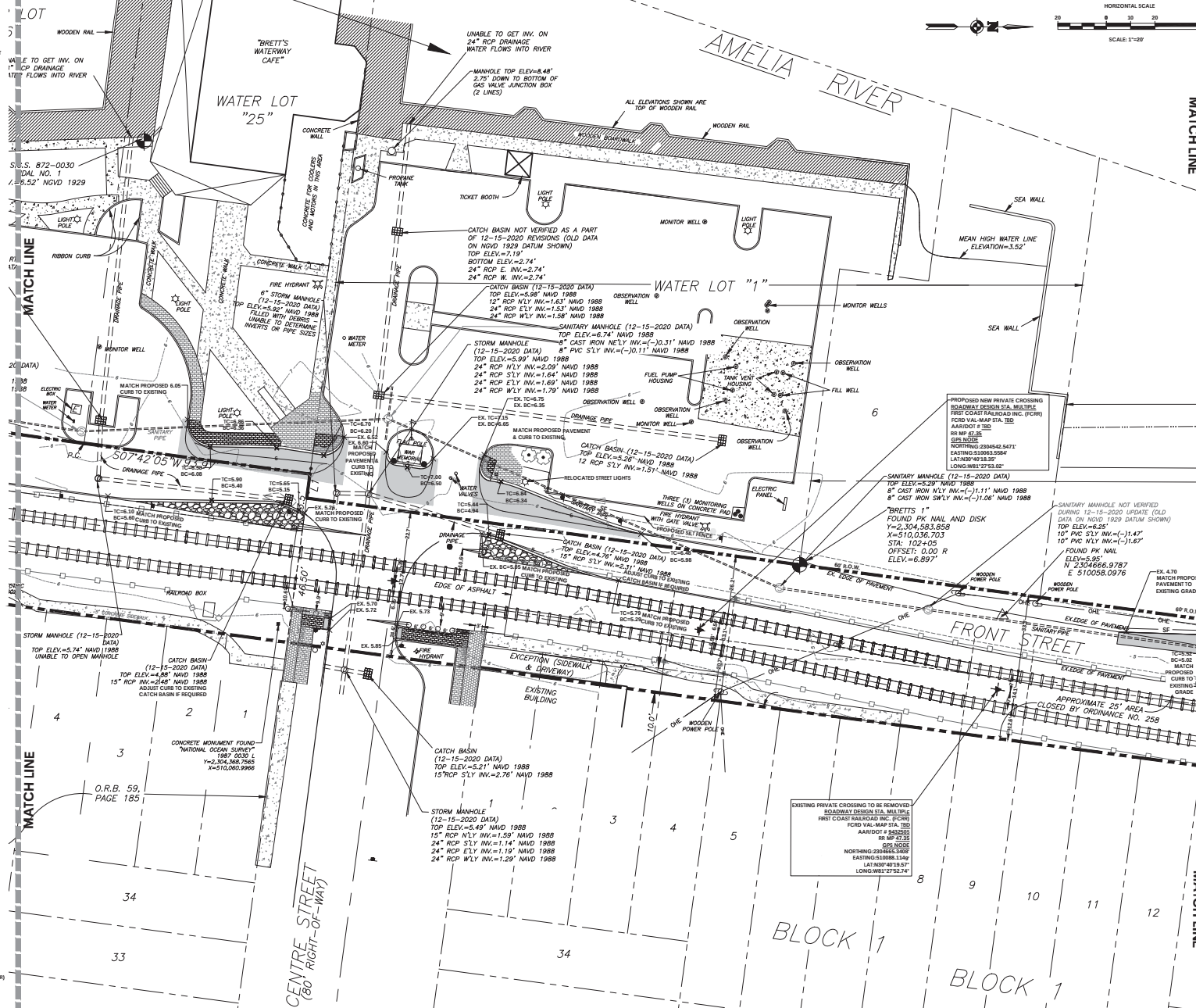
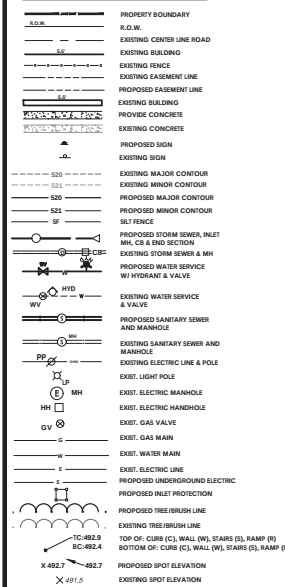
Date: AUGUST 11, 2021

UTILITY CONTRACTOR COORDINATION NOTES:

1. PRIOR TO THE START OF UTILITY INSTALLATION THE CONTRACTOR AND SUBCONTRACTOR IS RESPONSIBLE FOR COORDINATION OF ALL UTILITY CONNECTIONS WITH MECHANICAL ARCHITECTURAL DRAWINGS FOR INCLUDING BUT NOT LIMITED TO VERTICAL AND HORIZONTAL LOCATION, PENETRATIONS, AND SIZES. THE CONTRACTOR SHALL OBTAIN WRITTEN PERMISSION TO PROCEED WITH UTILITY INSTALLATION BY THE OWNER OR THE REPRESENTATIVE UPON COMPLETION OF COORDINATION WITH CONTRACTORS AND PLANS.

2. THE DEVELOPER AND HIS/HER CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRICAL, CABLE, TELEPHONE AND ANY OTHER UTILITIES NOT SPECIFICALLY SHOWN WITHIN THE PLAN SET WITH APPROPRIATE AGENCY, PASSING ASSOCIATES ASSUMES NO RESPONSIBILITY FOR THE DESIGN OR PERFORMANCE OF UTILITIES NOT SPECIFICALLY SHOWN WITHIN THE PLAN SET.

LEGEND - GRADING & UTILITY:



PASSERO ASSOCIATES
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BID BASE

BID SET

Sunshine 811
CALL 811 BEFORE YOU DIG

CITY OF FERNANDINA BEACH
FLORIDA

City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates
1738 Cass City Way, Suite 200 Fernandina Beach, FL 32034
Tel: 904.251.1000 Fax: 904.251.1001

Project Manager: **Andrew C. Passero, AIA, LEED AP**
Design by: **Passero Associates, AIA, LEED AP**

No.	Date	By	Description
1	08/11/2021	AP	ISSUED FOR BIDDING

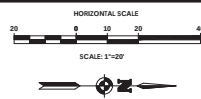
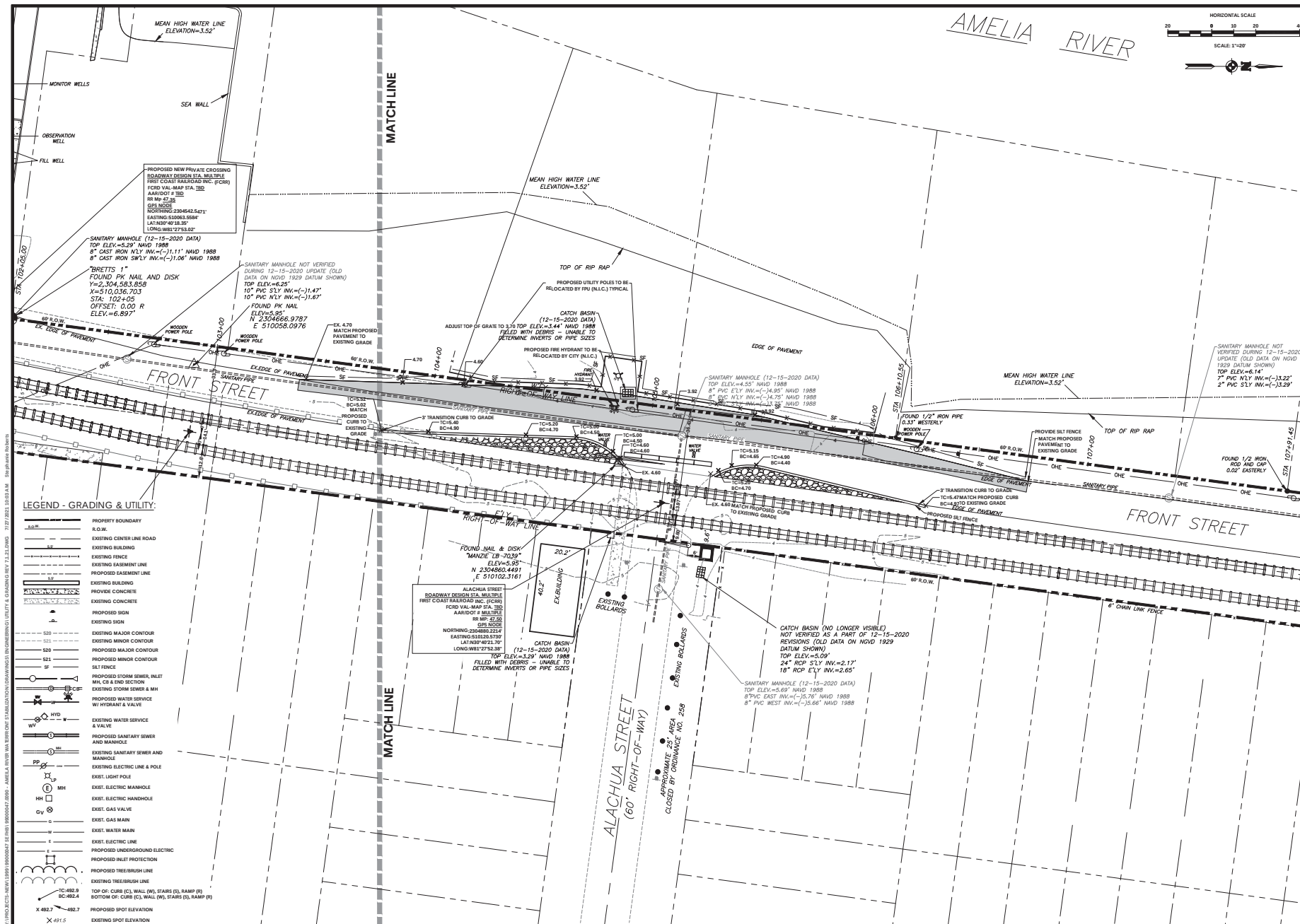
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RR CROSSING CENTRE STREET UTILITY/GRADING PLAN

Waterfront Roadway Improvements
Town/City: Fernandina Beach
County: Nassau State: Florida

Project No: **99000047.0098**
Drawing No: **C 109**

DATE: **AUGUST 11, 2021**



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City of Fernandina Beach

204 Ash Street

Fernandina Beach, FL 32034

City of Fernandina Beach

204 Ash Street

Fernandina Beach, FL 32034

Passero Associates

1738 Cass City Way, Suite 200 Fernandina Beach, FL 32034
P. 904.255.1100 F. 904.255.1101

No.	Date	By	Description

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**RR CROSSING
ALACHUA STREET
UTILITY/GRADING PLAN**

**Waterfront Roadway
Improvements**

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

Project No: **99000047.0098**

Drawing No: **C 110**

Date: **AUGUST 11, 2021**

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RAILROAD SAFETY STANDARDS AND CLEARANCE REQUIREMENTS

1. The Railroad Company will furnish and install all track bed (ballast), cross-ties, rails, crossing surface panels and accessory components. All pavement material, including that through the crossing, will be furnished and installed by the Department or its Contractor, unless negotiated otherwise.

2. When a railroad grade crossing is located within the limits of a highway construction project, a transition pavement will be maintained at the approach of the crossing to reduce vehicular impacts in the crossing. The transition pavement will be maintained as appropriate to protect the crossing from low clearance vehicles and vehicular impacts until the construction project is completed and the final highway surface is constructed.

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9. All work to be done in accordance with FCRP public project manual and in compliance with railroad standards and practices.

10. Prior to entering any work on the Railroad's right-of-way, the roadway contractor will be contract Florida One Call 811 in Towns at 1-800-421-4113 for utility locates, as the roadway contractor will be working around live fiber optic cables at this location. The Railroad's signal cables are not buried with Call 811 and require a separate locate. Call 1-409-389-8330 to schedule a signal cable locate. Call the same number 1-409-289-8330 for a watchman. The watchman will have to be scheduled 24 hours in advance of the start date for the work. To maintain a safe working environment, a watchman will need to be present anytime the roadway contractor(s) are working within the Railroad's right-of-way. The roadway contractor will need to provide proof of insurance in the amounts required by the FCRP at the time of construction. Additionally, the use of Personal Protection Equipment (PPE) will be required by all Railroad contractors working on the Railroad's right-of-way.

PPE includes the following items:

- Change gear hat with reflective band.
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These rates are incurred for 8 - 10 hours. time will be charged in one hour increments at the	DAILY RATES	Overtime Rate
	\$1,200.00/Day	\$180.00/Hour
	\$1,700.00/Saturday	\$255.00/Hour
	\$2,050.00/Sunday	\$307.50/Hour

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5. Sidewalks shall be constructed through the crossing between approach sidewalks of the crossing. Sidewalks shall be constructed with appropriate material to allow undisturbed travel through the crossing in accordance with ADA requirements.
6. Install pavement in accordance with the Specifications.
7. The Department will participate in crossing work that requires adjustments to rail outside of the crossing no more than 50 feet from the edge of the travel way.

8. Flagging coordination as indicated by primary operation railroad to be any work within 50 feet from nearest rail or as otherwise indicated by railroad.

9. All work to be done in accordance with FCRP public project manual and in compliance with railroad standards and practices.

10. Prior to entering any work on the Railroad's right-of-way, the roadway contractor will be contract Florida One Call 811 in Towns at 1-800-421-4113 for utility locates, as the roadway contractor will be working around live fiber optic cables at this location. The Railroad's signal cables are not buried with Call 811 and require a separate locate. Call 1-409-389-8330 to schedule a signal cable locate. Call the same number 1-409-289-8330 for a watchman. The watchman will have to be scheduled 24 hours in advance of the start date for the work. To maintain a safe working environment, a watchman will need to be present anytime the roadway contractor(s) are working within the Railroad's right-of-way. The roadway contractor will need to provide proof of insurance in the amounts required by the FCRP at the time of construction. Additionally, the use of Personal Protection Equipment (PPE) will be required by all Railroad contractors working on the Railroad's right-of-way.

PPE includes the following items:

- Change gear hat with reflective band.
- Safety Glasses with side protection.
- Orange safety vest.
- Steel toe boots with minimum 2" cuff and non-slip tread.
- Hearing protection as needed.

Due to the unknown schedule of the Railroad Authority's Contractor, it is not possible to estimate the time a Watchman will be required. Watchman services are charged on a "Per Day" rate, and invoiced directly to the Railroad Authority at the completion of the project. Information, the cost for a watchman is approximately as shown in the below chart:

These rates are incurred for 8 - 10 hours. time will be charged in one hour increments at the	DAILY RATES	Overtime Rate
	\$1,200.00/Day	\$180.00/Hour
	\$1,700.00/Saturday	\$255.00/Hour
	\$2,050.00/Sunday	\$307.50/Hour

These rates are incurred for 8 - 10 hours. time will be charged in one hour increments at the	DAILY RATES	Overtime Rate
	\$1,200.00/Day	\$180.00/Hour
	\$1,700.00/Saturday	\$255.00/Hour
	\$2,050.00/Sunday	\$307.50/Hour

RAILROAD SAFETY STANDARDS AND CLEARANCE REQUIREMENTS

1. The Railroad Company will furnish and install all track bed (ballast), cross-ties, rails, crossing surface panels and accessory components. All pavement material, including that through the crossing, will be furnished and installed by the Department or its Contractor, unless negotiated otherwise.

2. When a railroad grade crossing is located within the limits of a highway construction project, a transition pavement will be maintained at the approach of the crossing to reduce vehicular impacts in the crossing. The transition pavement will be maintained as appropriate to protect the crossing from low clearance vehicles and vehicular impacts until the construction project is completed and the final highway surface is constructed.

3. The Central Rail Office will maintain a list of currently used Railroad Crossing Products and will periodically distribute the current list to the District Offices as the list is updated.
4. The Railroad Company shall submit engineering drawings of the proposed crossing surface type to the Construction Project Engineer under the District Rail Office for concurrence along with the List of Railroad Crossing Products. The approved engineering drawings of the crossing surface type shall be made a part of the installation agreement.
5. Sidewalks shall be constructed through the crossing between approach sidewalks of the crossing. Sidewalks shall be constructed with appropriate material to allow undisturbed travel through the crossing in accordance with ADA requirements.
6. Install pavement in accordance with the Specifications.
7. The Department will participate in crossing work that requires adjustments to rail outside of the crossing no more than 50 feet from the edge of the travel way.

RAILROAD GENERAL NOTES

The Railroad Authority must estimate the number of days a Watchman will be required and budget for this cost.

6. The Railroad reserves the right to comment upon the Railroad Authority construction plan placing the Railroad property or facilities any time prior to the start of construction regardless if previous construction plan approval has been granted.

This reservation will be included only if the Railroad has either internal policy or mandate of law revised its standards as applicable to this project. The Railroad shall notify the Railroad Authority of changes to its standards as possible in advance of construction.

The Railroad Authority shall, prior to the start of construction, verify with the Railroad if any revisions to standards are applicable to this project.

9. The following items will apply to all work performed within Railroad Property:
- All movements of equipment within Railroad Property MUST be coordinated with the Railroad Watchman.
 - During Train Movements through the project location, Vehicles, Equipment, and Personnel WILL NOT be allowed to operate.
 - Any damage caused by the Railroad work to the Track or Railroad Property will require repair immediately upon notification from the Railroad or their designated personnel or Contractor. If the damage affects the track, track structure, railway facilities, or train operations as determined by the railway, the repairs will be performed by the Railroad or the Railroad Authority's personnel including all associated costs of delay of the Railroad.

10. If any Overhead or Underground Utility Crossings are involved as part of this roadway project, those utilities may require utility utility Locate Agreement or filed with the Railroad. Therefore, please contact the following personnel to complete new Utility Locate Agreement requirements if utility crossings are proposed.

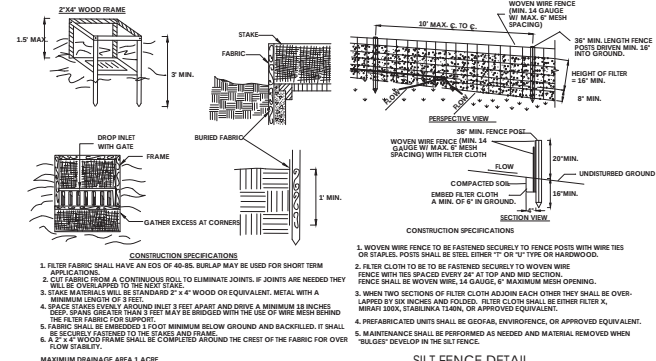
Donna Killingsworth, MBA
Real Estate Manager
Genesee & Wyoming Railroad Services, Inc.
13801 Sutton Park Dr., Suite 100
Jacksonville, FL 32224
(904) 408-8286
donna.killingsworth@genesee.com

Additionally, for any utility, underground or overhead, through or parallel within the Railroad Contractor and Property, a detail plan (sheet) that provides the necessary utility information must be provided to include but not be limited to the following:

- Type of Utility (City, County, State, etc.)
- Owner of Utility (City, County, State, etc.)
- Size of Utility (Diameter or Size (Diameter or Size))
- Type of Utility (Metallic or Non-Metallic)
- Type and Use of Casing (Type of Pipe, etc.)
- Calculation of Casing Pipe wall thickness to meet or Exceed Cooper D-10 Loading Values for the specific application and depth (per ASME Codebook, etc.)
- Contents to be carried by Utility (Water under Pressure, 2" Combs for Communication, etc.)
- Method of Utility Installation (Open Cut, Trenchless, etc.)
- Plan View Drawing of Location to be Installed (including bearing and heading data if applicable)
- Elevation View Drawing clearly showing the Utility Vertical Clearance and Clearance from Railroad to the Utility

11. The Railroad Authority, or designated Contractor, shall not be allowed to perform Temporary Lane Closures, Lane Shifts, or detour routes within the Railroad right-of-way without prior authorization from the Railroad's Signal Department personnel. The Railroad Authority will be required to contact the following Railroad Personnel to coordinate this phase of the project.

Daniel Abney
First Coast Railroad Inc. Railroad
Cell: 352-215-0100
E-Mail: daniel.abney@fcrr.com



CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN ECH OF 48-56 BURDAP MAY BE USED FOR SHORT TERM APPLICATIONS.

2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STATE.

3. EASE MATERIALS SHALL BE STANCHION 2" X 4" WOOD OR EQUIVALENT. METAL WITH A MINIMUM LENGTH OF 3 FEET.

4. SPACE STANCHIONS, SPACING SHALL BE 1 FEET APART AND DRIVE A MINIMUM 12 INCHES INTO THE GROUND. THE FILTER FABRIC FOR SUPPORT.

5. FABRIC SHALL BE EMBROIDERED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STANCHIONS AND FRAME.

6. A 2" X 4" WOOD FRAME SHALL BE COMPLETED ABOVE THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.

MAXIMUM SHADE AREA 1 ACRE

FILTER FABRIC DROP INLET PROTECTION

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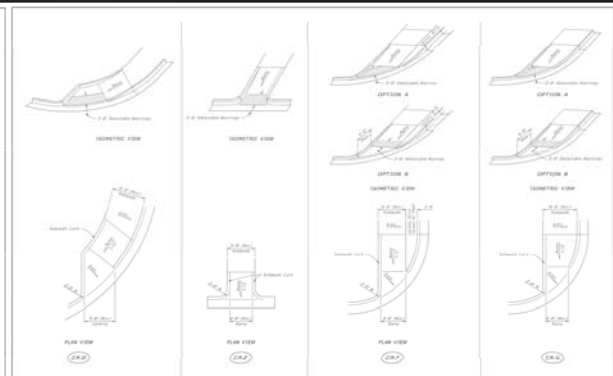
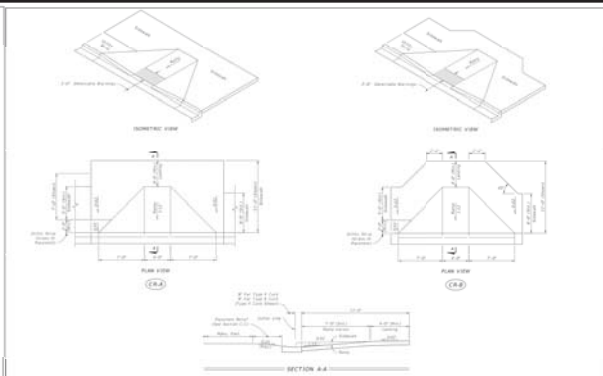
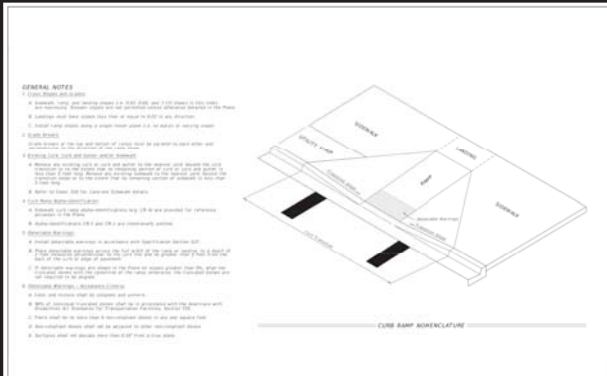
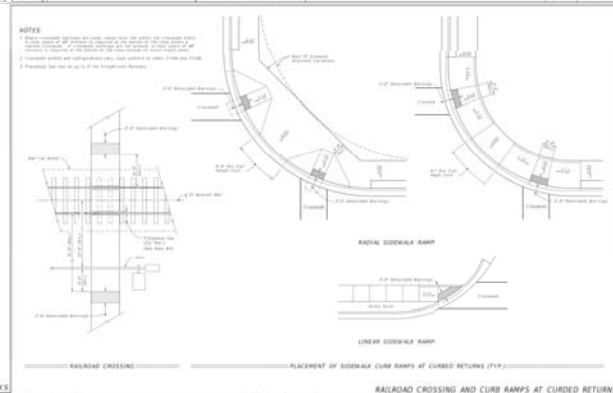
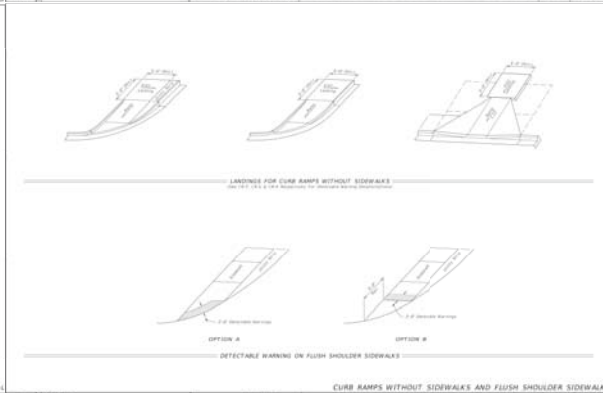
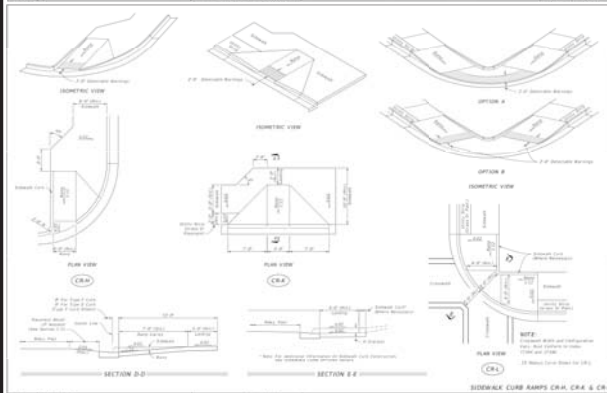
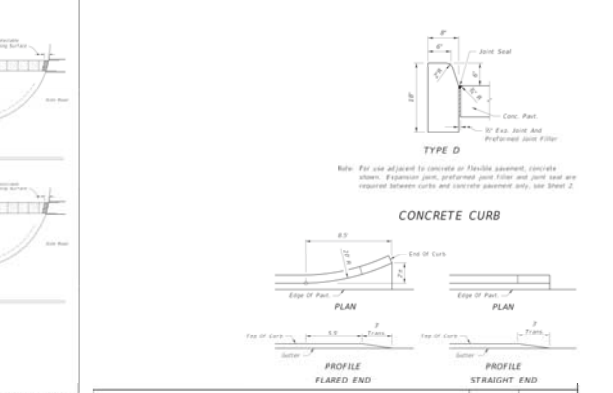
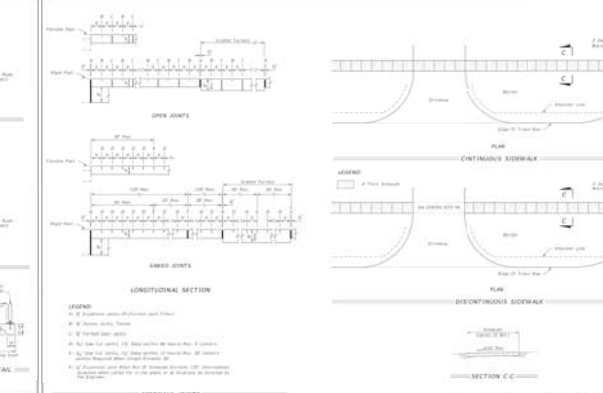
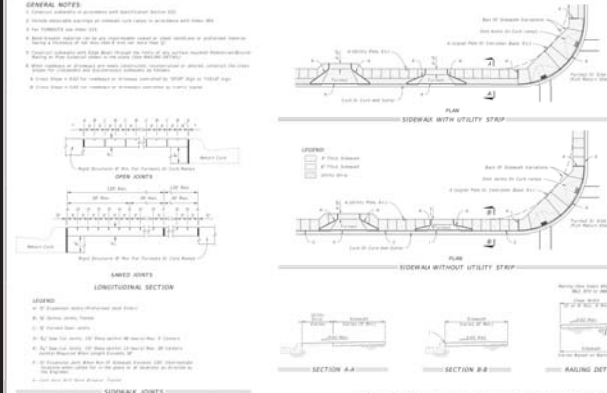
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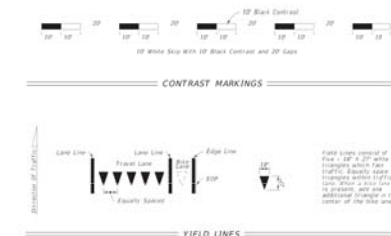
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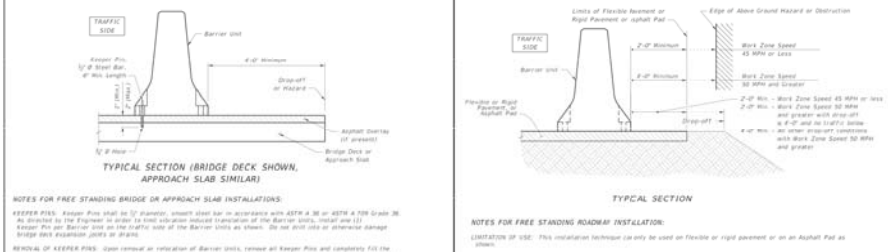
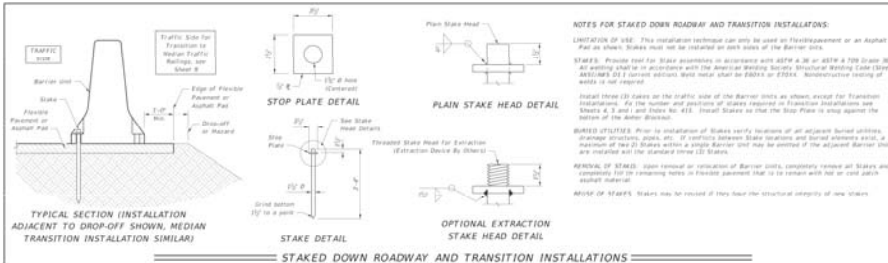
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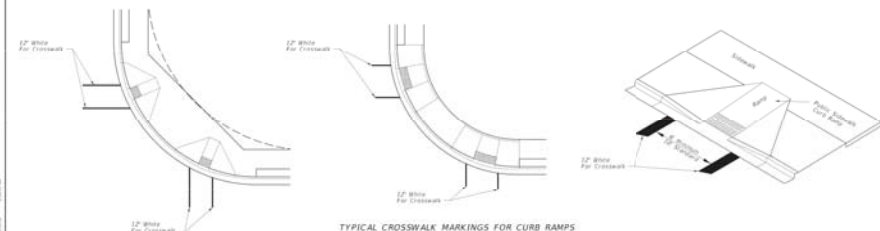
PASSERO ASSOCIATES engineering architecture			
BID SET			
Drawn:			
Date:			
 City of Fernandina Beach 204 Ash Street Fernandina Beach, FL 32034			
Passero Associates 8750 Cass Cole Way, Suite 200 Tel: (904) 757-6350 St. Augustine, FL 32085 Fax: (904) 757-6357 Certificate of Authorization #A208 Principal-in-Charge Andrew M. Williams, C.E. Project Manager Christopher Nordman, A.S.T. Reviewed by James Graham, P.E.			
No.	Date	By	Description
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RR CROSSING DETAILS			
Waterfront Roadway Improvements			
County: Nassau State: Florida			
Project No: 99000047.0098			
Drawing No.: C 204			
Date: AUGUST 11, 2021			



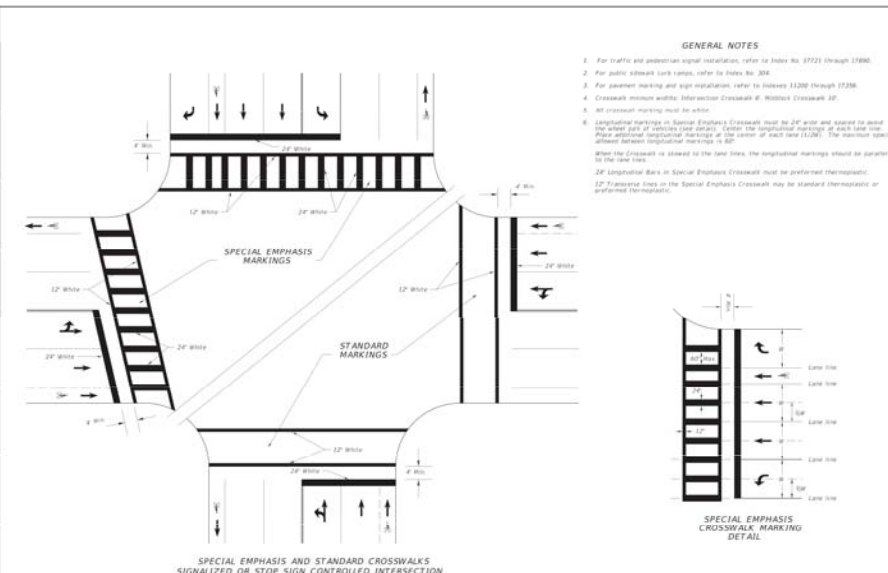
LAST REVISION 11/01/16	DESCRIPTION	 FY 2017-18 DESIGN STANDARDS	PAVEMENT MARKINGS	INDEX NO. 17346	SHEET NO. 2 of 17
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LAST REVISION 11/01/16	DESCRIPTION	 FY 2017-18 DESIGN STANDARDS	TYPE & TEMPORARY CONCRETE BARRIER SYSTEM	INDEX NO. 414	SHEET NO. 6 of 8
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LAST REVISION 11/01/16	DESCRIPTION:	 FY 2017-18 DESIGN STANDARDS	PAVEMENT MARKINGS	INDEX NO. 17346	SHEET NO. 6 of 17
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LAST REVISION	DESCRIPTION	 FY 2017-18 DESIGN STANDARDS	PAVEMENT MARKINGS	INDEX NO.	SHEET NO.
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**BID SET**

City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates

Passero Associates
4730 Casa Cola Way, Suite 200 (904) 757-4106

Principal-in-Charge **Andrew M. Wolesko, C.M.**

Project Manager		Christopher Kardone, A.I.A.	
Designed by		Austin Goodwin, E.I.T.	
Alt.	Date	By	Description

No.	Date	By	Description

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FLORIDA STATUTES 471.033(1). THESE PLANS ARE
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RR CROSSING

STANDARDS

STANDARDS

1000

100

Waterfront Roadway

Improvements

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

Project No.: 00000047-0000

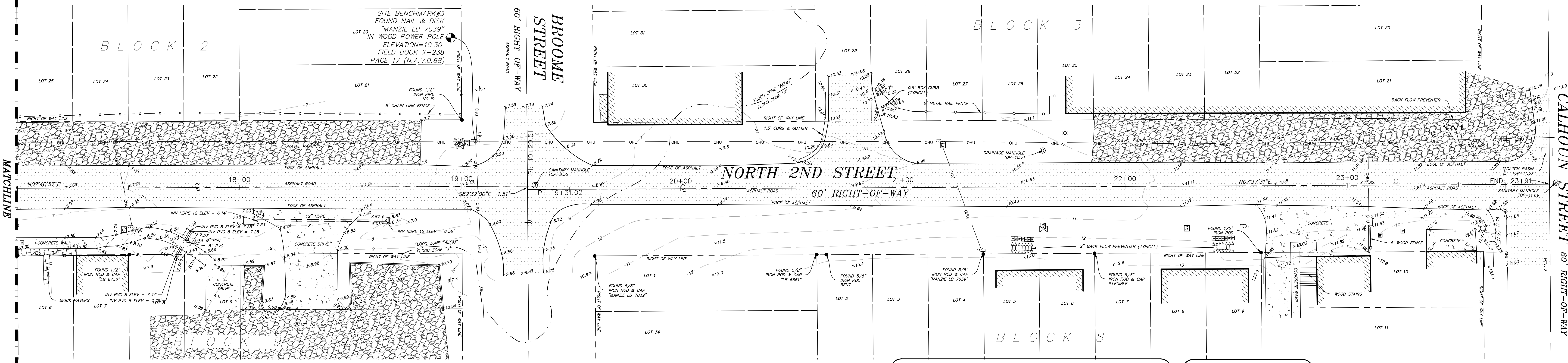
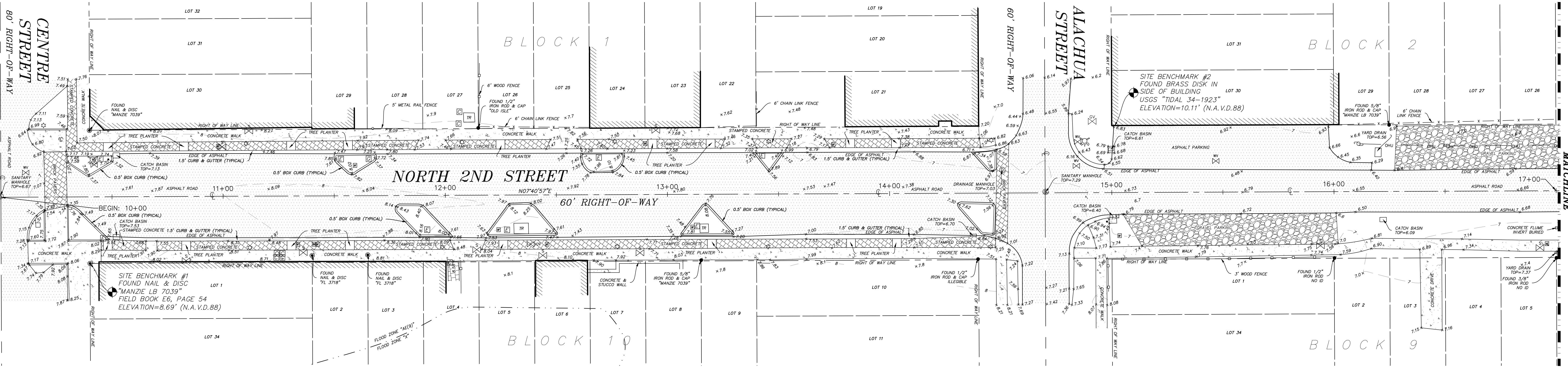
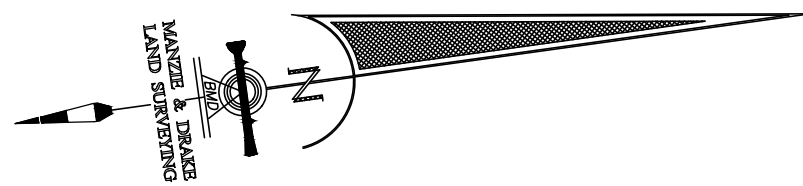
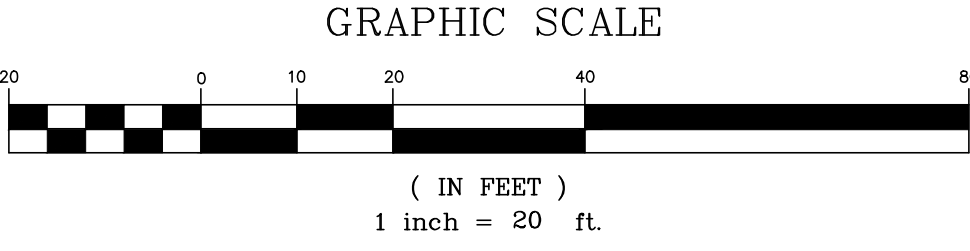
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Drawing No.: C 205

Date: _____

AUGUST 11, 2021

MAP OF LIMITED ROUTE SURVEY
NORTH 2ND STREET
FERNANDINA BEACH, NASSAU COUNTY, FLORIDA
(FROM CENTRE STREET TO CALHOUN STREET)
(THIS IS NOT A BOUNDARY SURVEY)



SURVEY NOTES:

- Underground Improvements were not located or shown.
- Lands shown hereon were not abstracted by this office for easements, rights-of-way, ownership or other instruments of record.
- Site Benchmark is as shown hereon.
- Elevations shown hereon refer to North American Vertical Datum of 1988. (N.A.V.D. '88)
- The Reference Benchmark is U.S.G.S. "TIDAL 34 - 1923" (Elevation = 10.11 N.A.V.D. '88)

- LEGEND**
- = CENTERLINE
 - = OVERHEAD UTILITY WIRES
 - = CABLE TELEVISION PEDESTAL
 - = CONCRETE FLATWORK
 - = ELECTRIC BOX
 - = FIRE HYDRANT
 - = GAS MARKER
 - = LIGHT POLE
 - = COVERED AREA
 - = SEWER CLEANOUT
 - = SEWER MANHOLE
 - = STORM MANHOLE
 - = TELEPHONE PEDESTAL
 - = WATER METER
 - = WOOD FENCE
 - = WOOD FLATWORK
 - = WOOD POWER POLE
 - = WATER VALVE
 - = SEWER VALVE
 - = IRRIGATION CONTROL VALVE
 - = GATE VALVE
 - = BACK-FLOW PREVENTER
 - = ELECTRIC MANHOLE
 - = BOLLARD
 - = BENCHMARK
 - = CHAIN LINK FENCE
 - = IRON ROD
 - = NAIL AND DISC
 - N.A.V.D. = NORTH AMERICAN VERTICAL DATUM
 - O.R.B. = OFFICIAL RECORDS BOOK
 - N.A.D. = NORTH AMERICAN DATUM
 - P.I.N. = PARCEL IDENTIFICATION NUMBER
 - HDPE = HIGH-DENSITY POLYETHYLENE
 - PVC = POLYVINYL CHLORIDE
 - INV = INVERT
 - TR = TRANSFORMER

REVISION:
1-14-2022: ADDITIONAL MONUMENTATION FOR RIGHT-OF-WAY ON 2ND STREET.

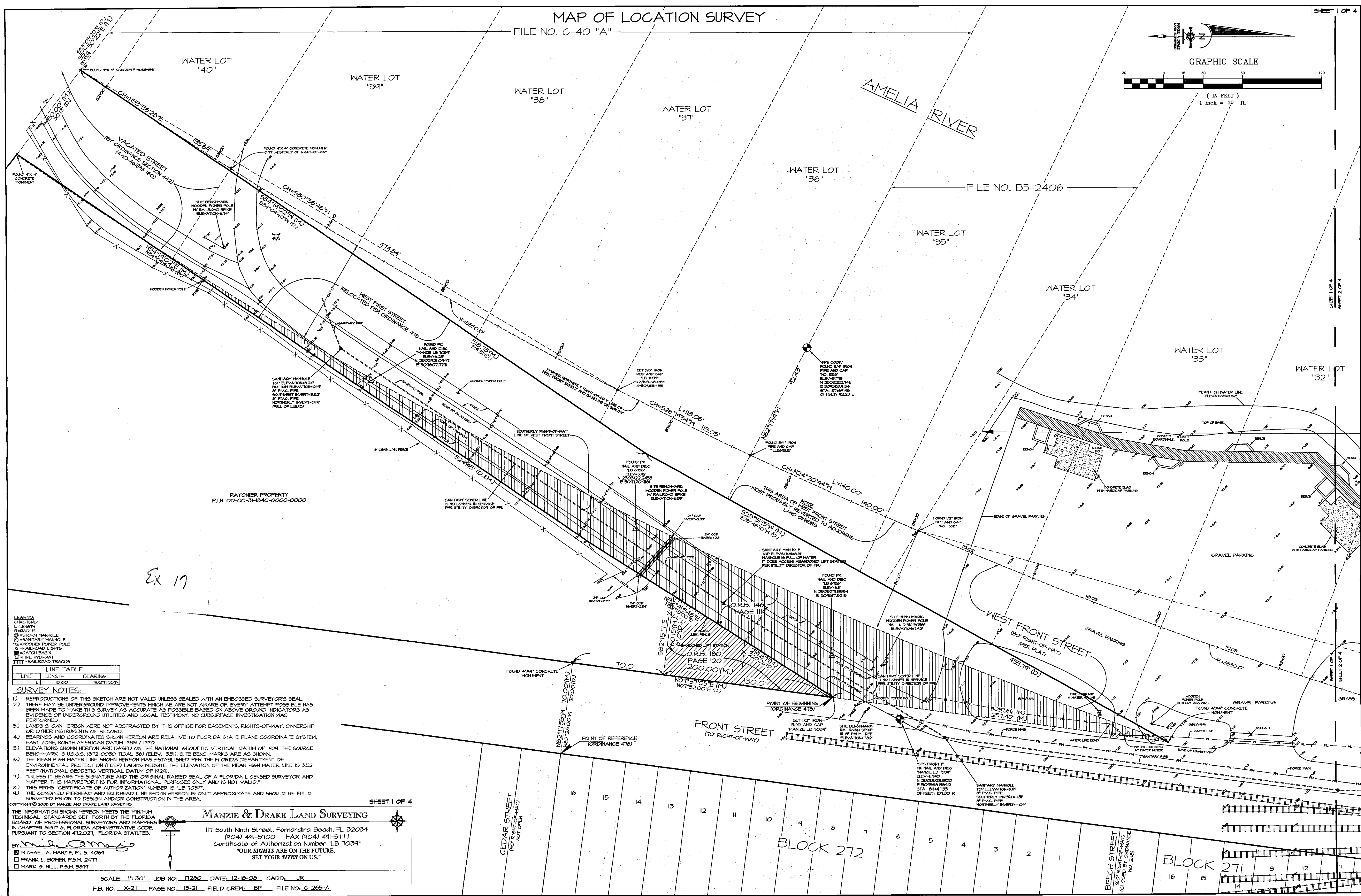
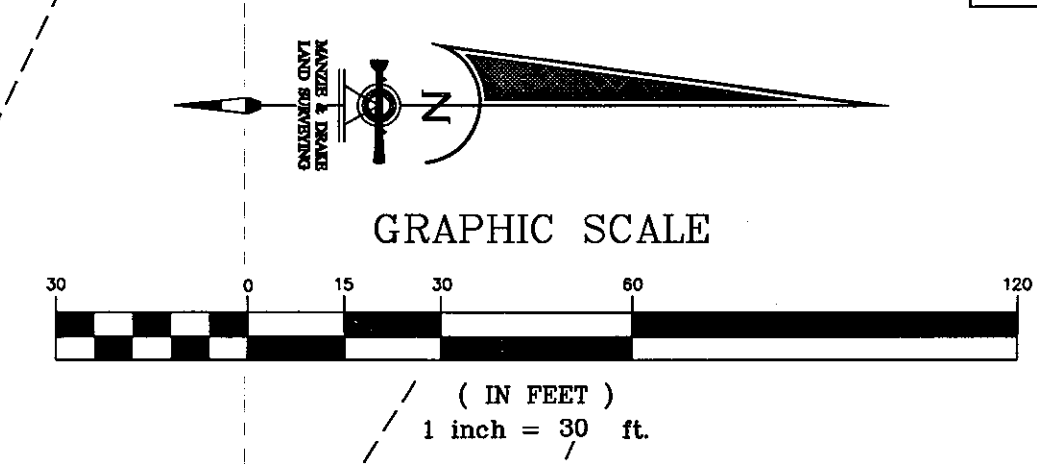
THE INFORMATION SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

Manzie & Drake Land Surveying
117 South Ninth Street, Fernandina Beach, FL 32034
(904) 491-5700 www.ManzieAndDrake.com
Certificate of Authorization Number "LB 7039"
"OUR SIGHTS ARE ON THE FUTURE, SET YOUR SITES ON US."

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

SCALE: 1"=20' JOB NO: 17280 DATE: 1/4/2022 CADD: B. DAVIS
F.B. NO: X-359 PAGE NO: 12 FIELD CREW: JM FILE NO: C-1111

MAP OF LOCATION SURVEY
FILE NO. C-40 "A"



LEGEND

- CH=CHORD
- L=LENGTH
- R=RADIUS
- =SANITARY MANHOLE
- =WOODEN POWER POLE
- =RAILROAD LIGHTS
- =CATCH BASIN
- =FIRE HYDRANT
- ||||=RAILROAD TRACKS

LINE	LENGTH	BEARING
LI	10.00	N82°17'59"W

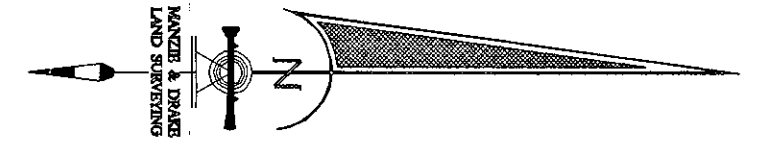
- SURVEY NOTES:**
- 1) REPRODUCTIONS OF THIS SKETCH ARE NOT VALID UNLESS SEALED WITH AN EMBOSSED SURVEYOR'S SEAL.
 - 2) THERE MAY BE UNDERGROUND IMPROVEMENTS WHICH WE ARE NOT AWARE OF. EVERY ATTEMPT POSSIBLE HAS BEEN MADE TO MAKE THIS SURVEY AS ACCURATE AS POSSIBLE BASED ON ABOVE GROUND INDICATORS AS EVIDENCE OF UNDERGROUND UTILITIES AND LOCAL TESTIMONY. NO SUBSURFACE INVESTIGATION WAS PERFORMED.
 - 3) LANDS SHOWN HEREON WERE NOT ABSTRACTED BY THIS OFFICE FOR EASEMENTS, RIGHTS-OF-WAY, OWNERSHIP OR OTHER INSTRUMENTS OF RECORD.
 - 4) BEARINGS AND COORDINATES SHOWN HEREON ARE RELATIVE TO FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM 1983 / 1990.
 - 5) ELEVATIONS SHOWN HEREON ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929. THE SOURCE BENCHMARK IS U.S.G.S. (872-0030 TIDAL 36) (ELEV. 13.51). SITE BENCHMARKS ARE AS SHOWN.
 - 6) THE MEAN HIGH WATER LINE SHOWN HEREON WAS ESTABLISHED PER THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) LABS WEBSITE. THE ELEVATION OF THE MEAN HIGH WATER LINE IS 3.52 FEET (NATIONAL GEODETIC VERTICAL DATUM OF 1929).
 - 7) 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.
 - 8) THIS FIRM'S 'CERTIFICATE OF AUTHORIZATION' NUMBER IS 'LB 10394'.
 - 9) THE COMBINED FRIEDED AND BULKHEAD LINE SHOWN HEREON IS ONLY APPROXIMATE AND SHOULD BE FIELD SURVEYED PRIOR TO DESIGN AND/OR CONSTRUCTION IN THE AREA.

MANZIE & DRAKE LAND SURVEYING
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"OUR SIGHTS ARE ON THE FUTURE,
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BY: *Michael A. Manzie*
MICHAEL A. MANZIE, P.L.S. 40694
FRANK L. BOYEN, P.S.M. 24771
MARK G. HILL, P.S.M. 58714

SCALE: 1"=30' JOB NO. 17280 DATE 12-18-08 CADD: JR
F.B. NO. X-211 PAGE NO. 15-21 FIELD CREW: BP FILE NO. C-265-A

MAP OF LOCATION SURVEY

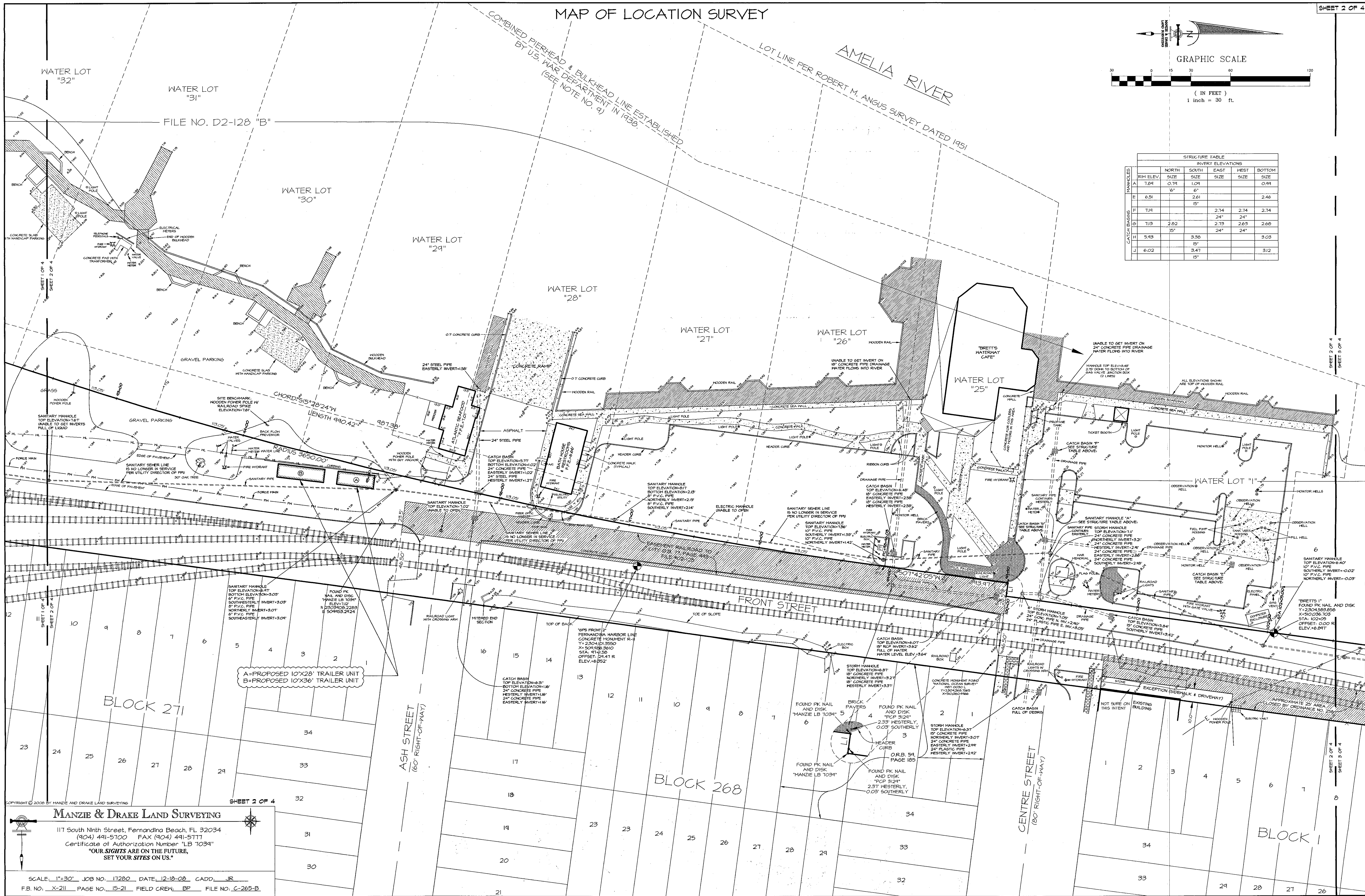


GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.

STRUCTURE TABLE						
MANHOLE	INVERT ELEVATIONS					
	RIM ELEV.	NORTH	SOUTH	EAST	WEST	BOTTOM
A	7.84	0.74	1.04			0.94
E	6.51		6"			2.46
F	7.14			2.14	2.14	2.14
G	7.15	2.22		2.19	2.63	2.60
H	5.43	15"	9.30	24"	24"	9.03
J	6.02		3.47			3.12

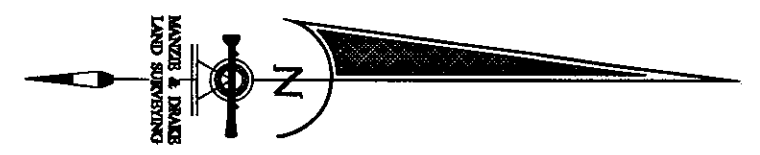


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SCALE: 1"=30' JOB NO.: 17280 DATE: 12-18-08 CADD: JR
F.B. NO.: X-211 PAGE NO.: 15-21 FIELD CREW: BP FILE NO.: C-265-B

MAP OF LOCATION SURVEY

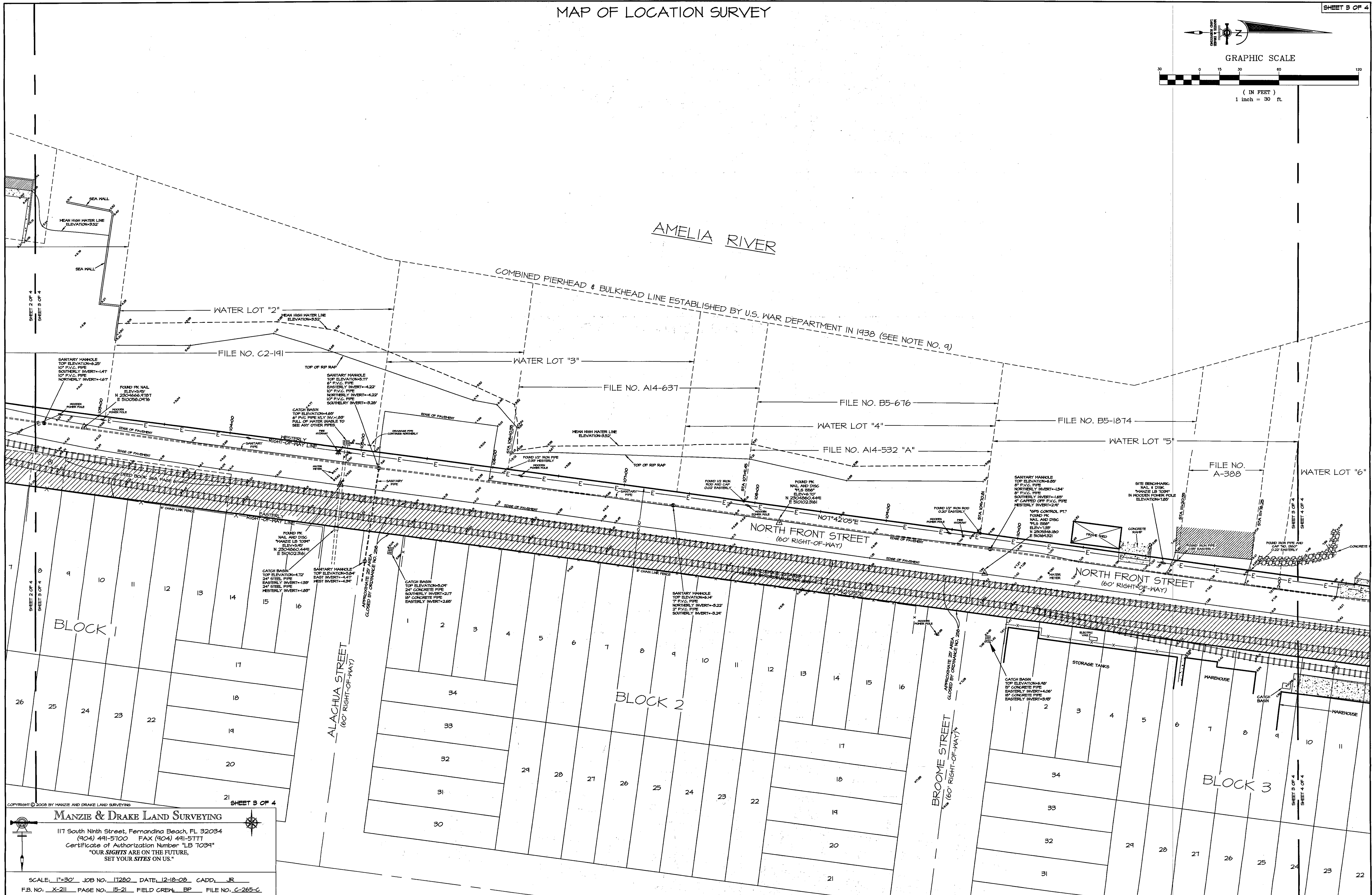
SHEET 3 OF 4



GRAPHIC SCALE



(IN FEET)
1 inch = 30 ft.

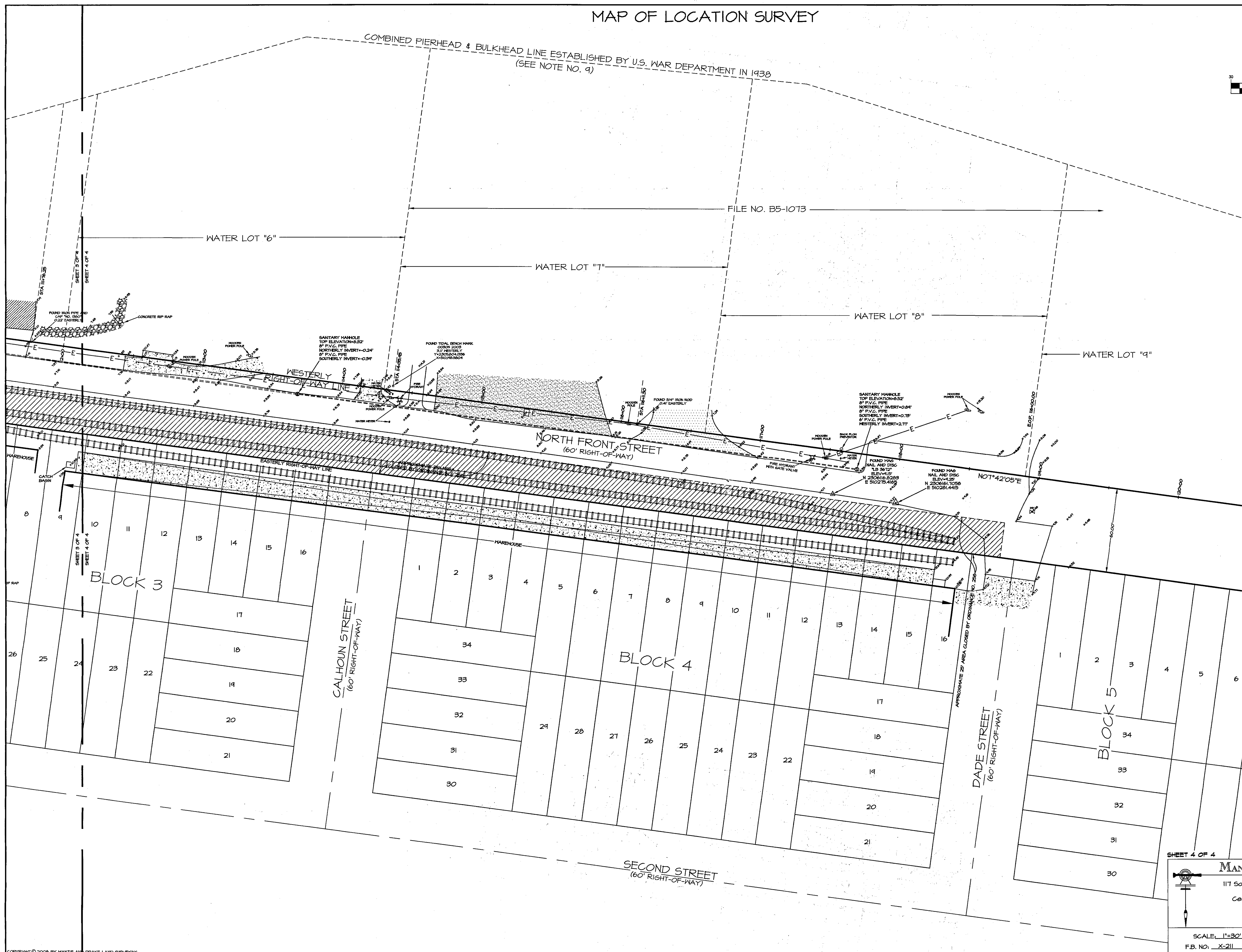


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View Corridors
per Land Development Code, Chapter 8, Section 8.01.02, D5A View Corridors:

"A 15-foot side yard setback on each side yard is required for **WATER LOTS** located north of Center Street (**water lots 1 through 9**). These locations provide for alignment with existing east-west rights-of-ways at Alachua, Broome and Calhoun Streets."

"These view corridors shall remain open to the sky and shall not include any parking areas, accessory structures or mechanical equipment."