



**AGENDA
COMMUNITY REDEVELOPMENT AREA ADVISORY BOARD
REGULAR MEETING
JUNE 7, 2023
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - 4.1 MAY 3, 2023 MEETING MINUTES**
- 5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 6. OLD BUSINESS**
 - 6.1 CRA OBJECTIVES AND STRATEGIES UPDATE**
- 7. NEW BUSINESS**
- 8. BOARD BUSINESS**
 - 8.1 APPOINT NEW BOARD CHAIR**
- 9. STAFF REPORT**
- 10. NEXT MEETING DATE**
 - 10.1 CITY COMMISSION MEETING CONFLICT**
- 11. 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: Meeting Minutes

ITEM TYPE: New Business

REQUESTED ACTION: Approved

SYNOPSIS: May 3rd, 2023 Meeting Minutes

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Submitted By: Jacob Platt, Assistant Project Manager Date: June 02, 2023

COMMISSION ACTION:



AGENDA
COMMUNITY REDEVELOPMENT AREA ADVISORY BOARD
REGULAR MEETING
MAY 3, 2023
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

1. CALL TO ORDER

2. ROLL CALL

All Board Members present.

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA

Joe Blanchard 593 Amelia Circle – Marina Advisory Board Member talks about the Enterprise fund that was created for the marina when Brett's was built.

Commissioner Ross provides additional comment related to the history of the marina, Brett's, and waterfront.

5. OLD BUSINESS

5.1 CRA PLAN UPDATE - Board review and update of the 2005 CRA Plan.

Chair Hopkins begins the discussion by stating that much of the plan from 2005 is still relevant today, it just needs to be implemented.

Member Santry states that he generally agrees with the staff analysis labeled green (completed) and orange (no longer relevant).

Board members agree that removing strategies that have been completed or accomplished from the document isn't appropriate for the revision and that they need to be maintained in the document.

Board members discussed formatting the document, agreed to keep the general format but relist strategies based on the status.

Chair Hopkins asked the Board to consider what items should be added to the document in the revision. Member Damato suggests the Amelia River resiliency wall project.

Member Santry recommends staff work on the formatting as discussed before the Board member attempt to word smith any of the language or add additional objectives or strategies.

Board members recommend tracking the changes so that unintended items do not get unintentionally dropped.

Board Member Bartelt suggest going line item by line item to provide more direction to staff before the

next draft is provided to the Board Members.

Member Bartelt reviews his analysis of each Objective and Strategy and the Board members provide feedback based on their analysis.

6. NEW BUSINESS

6.1 **PAID PARKING** - Chair Hopkins request that the Board discuss paid parking in the CRA.

Chair Hopkins speaks to the concern about parking in the CRA and the downtown area in general. Chair Hopkins ask the Board for ideas and suggestions to address parking in the CRA.

Board members discuss the challenges associated with paid parking downtown.

7. BOARD BUSINESS

7.1 **FUTURE AGENDA ITEMS**

Member Cook asks that items that go before the Community Redevelopment Agency be tasked with providing

8. STAFF REPORT

No additional comments from staff.

9. NEXT MEETING DATE - JUNE 7TH, 2023

10. 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: Objectives & Strategies Update

ITEM TYPE: Old Business

REQUESTED ACTION: Review and recommend changes.

SYNOPSIS: The CRAAB is reviewing and updating the 2005 CRA Plan Objectives and Strategies as part of an overall plan update.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: June 02, 2023

Submitted By: Jacob Platt, Assistant Project Manager

COMMISSION ACTION:

COMMUNITY REDEVELOPMENT AREA 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.

Commented [JP1]: Preface needs to be rewritten

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~~ Work in Progress

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 plan. 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.

Commented [JP2]: Moved to no longer relevant

Strategy 1.2 : Timeframe – ~~Short-term~~ Work in Progress

The City shall consider public/private partnerships ~~in the redesign of the marina facilities to assist in funding initial improvements and for the~~ 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

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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.

Commented [JP3]: Revise language

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.

Commented [JP4]: Revise Language

Strategy 2.1: Timeframe – ~~Immediate~~ Accomplished

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.

Commented [JP5]: Update/move to accomplished

Strategy 2.2: Timeframe – ~~Immediate~~ Accomplished

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.

Commented [JP6]: Update/move to accomplished

Strategy 2.3: Timeframe – ~~Immediate~~ Accomplished

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.

Commented [JP7]: Accomplished. 2008 Design Standards

Strategy 2.4: Timeframe – ~~As Needed~~ Work in Progress

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.

Commented [JP8]: Revise language

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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~~ Work In Progress

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.

Commented [JP9]: Move to no longer relevant

However, fieldwork should be conducted to provide an input for the 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.

Commented [JP10]: Moved to no longer relevant

Strategy 3.2: Timeframe – ~~Immediate~~ Work in Progress

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~~ Accomplished

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~~ Accomplished

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,

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

and CSX.

Commented [JP11]: Moved to accomplished

Strategy 3.5: Timeframe – ~~On-going Work in Progress~~

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 Work in Progress~~

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.

Commented [JP12]: Update

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:

Commented [JP13]: Accomplished

- 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

Commented [JP14]: Moved to no longer relevant

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

and Front Street property owners to determine a design solution that can be accommodated within the economic and functional constraints of the area.

Commented [JP15]: Update/work in progress

Strategy 4.2: Timeframe – ~~Short to Long-term~~ Work in Progress

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~~ Work in Progress

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~~ No Longer Relevant

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.

Commented [JP16]: Moved to no longer relevant

Strategy 4.6: Timeframe – ~~Mid to Long-term~~ Work in Progress

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~~ Work in Progress

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 4.8: Timeframe - ~~long-term~~ Work in Progress

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 4.9: 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.)

Commented [JP17]: accomplished

Commented [JP18]: Moved to no longer relevant

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Strategy 4.10: 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.

Commented [JP19]: Moved to accomplished

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~~ Work in Progress

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~~ Work in Progress

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~~ Work in Progress

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

Strategy 5.4: Timeframe - ~~On-going~~ Work in Progress

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~~ Work in Progress

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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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.

Commented [JP20]: Moved to accomplished

Strategy 6.2: Timeframe – ~~On-going~~ Work in progress

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~~ Work in Progress

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

Strategy 7.2: Timeframe - ~~Mid to Long-term~~ Work in Progress

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.

Commented [JP21]: Moved to accomplished

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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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.

Commented [JP22]: Accomplished

Strategy 8.2: Timeframe – Ongoing

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 Representative to explore the option of designating a portion of the waterfront as an aquaculture “greenbelt” for the shrimp industry.

Commented [JP23]: No longer relevant

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.

Commented [JP24]: No longer relevant

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.

Commented [JP25]: No longer relevant

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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~~ Work in Progress

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~~ Work in Progress

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~~ Work in Progress

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~~ Work in Progress

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

Strategy 11.3: Timeframe – ~~On-going~~ Work in Progress

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~~ Work in Progress

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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Accomplishments

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 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 4.1: Timeframe – Immediate

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:

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Strategy 4.9: Timeframe - Mid to Long-term

The City shall consider developing way-finding signage throughout the historic downtown area to include the waterfront.

Strategy 4.10: 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.

Strategy 6.1: Timeframe – with Design Standards

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

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.

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.

No Longer Relevant

Strategy 1.1

- A. The City should immediately consider proceeding with “Phase 3” of the marina’s construction plan. 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 3.1: Timeframe – Immediate to Mid-term

- Replace the 4" water main on Calhoun Street from Front Street to 3rd Street;
- 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 the 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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Strategy 4.1: Timeframe – Immediate

- 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.

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 4.9: Timeframe - Mid to Long-term

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 8.2: Timeframe – Ongoing

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 Representative to explore the option of designating a portion of the waterfront as an aquaculture “greenbelt” for the shrimp industry.

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.

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Board Chair

ITEM TYPE: New Business

REQUESTED ACTION: Appoint new Board Chair.

SYNOPSIS: Mr. Alan Hopkins resigned from the CRAAB meeting following the May 3rd regular meeting. The Board will need to appoint a new Board Chair.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: June 02, 2023

Submitted By: Jacob Platt, Assistant Project Manager

COMMISSION ACTION: