



**AGENDA
COMMUNITY REDEVELOPMENT AREA ADVISORY BOARD
REGULAR MEETING
JULY 10, 2023
5:00 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 JUNE 7, 2023 MEETING MINUTES**
- 5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 6. OLD BUSINESS**
 - 6.1 OBJECTIVES AND STRATEGIES UPDATE**
 - 6.2 PARKING LOT C & D**
 - 6.3 PAID PARKING**
- 7. BOARD BUSINESS**
 - 7.1 CONSIDER CHANGING MEETING TIME TO 5PM**
- 8. STAFF REPORT**
- 9. NEXT MEETING DATE**
- 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.



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** – The meeting was called to order at 6:00 PM.

2. **ROLL CALL**

MEMBERS PRESENT

Lisa Finkelstein

Eric Bartelt

Frank Damato **ABSENT**

David Cook, Jr.

Frank Santry

Logan Eason **ABSENT**

OTHERS PRESENT:

Jacob Platt, Recording Secretary

3. **PLEDGE OF ALLEGIANCE**

4. **APPROVAL OF MINUTES**

4.1 **MAY 3, 2023, MEETING MINUTES**

Member Finkelstein had a comment about an incomplete sentence under Board Business.

5. **PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**

No members of the public spoke.

6. **OLD BUSINESS**

6.1 **CRA OBJECTIVES AND STRATEGIES UPDATE**

Chair Finkelstein started the discussion with a brief recap of what was being presented and why the Board was reviewing edited Objectives and Strategies.

Staff explained the restructuring of the document.

Member Santry commented on how the changes were tracked in order to make sure that something wasn't unintentionally dropped from the document. He suggested that if the Board had additional questions or edits that they wanted to discuss, that they go directly to those items instead of going line by line through the document.

again. Member Santry began the review.

The Board discussed the relevance of Strategy 1.2. Staff asked the Board for direction on revising the language. Board Members were okay with staff drafting the language as necessary. Staff will also revise the language in Strategy 2.4.

Staff needed to verify a couple of the questions under the Objective 3, Utilities.

Member Santry suggested that Strategy 4.5 be revised from “No Longer Relevant” to work in progress because he believed it was still a reasonable goal to consider having a pedestrian crossing at Broome Street. Asked staff to revise the language regarding the vehicular traffic given the posture of the Railroad.

Member Santry felt that the language about “rip-rap bulkhead” should be removed. Member Cook spoke to the advantages. The Board asked that the "rip-rap bulkhead" be revised to, "support resiliency and storm surge protection on private lands."

There was a discussion about the relevance of Strategy 9.3 and expanding the Historic District Overlay to include the entire CRA. Staff provided some background information. The Board asked staff to revise the language accordingly.

The Board asked that Strategy 9.4 be removed from no longer relevant and asked staff to revise the language to be similar to Strategy 9.1.

There was discussion about Objective 11 and memo that was shared with the Board from the Florida Redevelopment Association related to an Attorney General Opinion. Strategies 11.3 and 11.4 should be moved to no longer relevant.

Member Finkelstein asked about 4.1B, suggested that the language about the laneway on the east side of the tracks be removed, the Board agreed.

Member Finkelstein suggest that in the Accomplished section verbiage be added to acknowledge how the strategy was accomplished. Member Santry asked staff to look at the best way to arrange the accomplishments, whether that was chronologically or otherwise.

The Board asked staff to include shade trees in Strategy 5.1.

Eric Bartelt asked about the status of the rezoning of Parking Lot D to Recreation. Staff to provide an update.

The Board discussed how the next round or edits to the Objectives and Strategies would be structured at the July meeting.

Member Santry suggested reviewing the recommendations made to the City Commission for waterfront development as possible new Strategies to add to the plan.

The Board had a general discussion about the projected TIF revenues.

7. NEW BUSINESS

8. BOARD BUSINESS

8.1 APOINT NEW BOARD CHAIR

Member Cook made the motion to appoint Member Finkelstein. Member Santry made the second. All members present voted in favor.

Mr. Santry asked the Board if the CRAAB should provide input to the City Commission on paid Parking. The Board had an open discussion, and the consensus was for the CRAAB review further and potentially make a formal recommendation.

Mr. Bartelt brought up the recommended plan for Parking Lots C & D and stated that he had talked with the pétanque association about being able to accommodate the courts in a revised design.

Member Santry asked for an update on the conversations with Mr. Ernie Saltmarsh about Atlantic Seafood.

9. STAFF REPORTS

The contractor doing the Stormwater Utility improvements still has not provided a date on when they will begin construction. A pre-bid meeting for the Alachua Street railroad crossing and streetscape project was held. The bid opening has been pushed back until September.

10. NEXT MEETING DATE – JUNE 10TH, 2023

11. ADJURNMENT – 7:15 p.m.



Jacob Platt, Recording Secretary

Lisa Finkelstein, Chair

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

Commented [JP4R3]: Board directed staff to 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 [JP5]: 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 [JP6]: 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 [JP7]: 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 [JP8]: 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 [JP9]: Revise language

Commented [JP10R9]: Board directed staff to 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.~~

~~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.~~

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,

Commented [JP11]: Look for Andres Presentation

Commented [JP12]: Move to no longer relevant

Commented [JP13]: Moved to no longer relevant

Commented [JP14]: 3.2 should be moved to accomplished.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

and CSX.

Commented [JP15]: 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 [JP16]: 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 [JP17]: 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 [JP18]: 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 [JP19]: 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 [JP20]: 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.

Commented [JP21R20]: Member Santry stated this is a reasonable goal and should be moved to work and progress. Asked staff to revise the language related to vehicular crossing given what we know from the Railroad.

Commented [JP22]: Revise to include language about the development review process and also working with the existing properties.

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 [JP23]: accomplished

Commented [JP24]: 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 [JP25]: 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.

Commented [JP26]: Include Shade Trees

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.

Commented [JP27]: The Board asked that the "rip-rap bulkhead" be revised to, "to support resiliency and storm surge protection on private lands."

ADD STRATEGY FOR THE ENTIRE RESILIENCY WALL

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 [JP28]: 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 [JP29]: 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 [JP30]: 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 [JP31]: 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 [JP32]: No longer relevant

Commented [JP33R32]: The Board asked staff to modify this language.

Commented [JP34]: No longer relevant

Commented [JP35R34]: The board suggest that it be worded similarly to 9.1.

Commented [JP36R34]: Staff recommends combining the relevant language into 9.1.

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.

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.

Commented [JP37]: Attorney General Opinion

Commented [JP38R37]: 11.3 and 11.4 are no longer relevant.

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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Community Redevelopment Area Advisory Board Recommendations

Regarding Waterfront Development
Unanimously Adopted by CRAAB January 4, 2023

- 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 immediately 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 or an easement thereon and completion of the seawall and contiguous sidewalk on West side of Front Street.

Drawings 1-6 are attached. These are for illustration purposes only and do not represent recommendations for any specific design or implementation recommendation.

- Drawings labeled “Lot A, Version 1”, “Lot B, Version 1”, “Lot C”, and “Lot D”, illustrate the effects of reconfiguring waterfront to implement expansion of green space and movement of parking to the West side of Front Street and away from waterfront.
- Drawings Labeled “Lot E” and “S. 2nd Street” illustrate potential parking east of the railroad tracks that should be considered.
- 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.
 - 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.
 - Alachua Street, Ash Streets and other existing view corridors should remain unobstructed.
 - Boat trailer parking should be pull-thru.
 - Parking Lot D should include ability to turn-around Tour Buses, vehicles with large boat trailers, semi-trucks and Fire Trucks.
 - 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.
 - 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 and other mature trees should be protected.
 - Additional parking may be developed on City right-of-way on Front Street, South of Lot D.



Lot C&D

Atlantic Seafood