AGENDA
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
REGULAR MEETING
FEBRUARY 7, 2024
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 **JANUARY 3, 2024 MEETING MINUTES**

5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA

6. OLD BUSINESS

6.1 **CRA OBJECTIVES & STRATEGIES**

7. NEW BUSINESS

7.1 **BRETT'S REPLACEMENT - FUTURE USE**

8. BOARD BUSINESS

8.1 **ELECT CHAIR AND VICE CHAIR**

9. STAFF REPORT

10. NEXT MEETING DATE MARCH 6, 2024

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.

AGENDA
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD MEETING
JANUARY 3, 2023
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

DRAFT

1. CALL TO ORDER – The meeting was called to order at 5:00 PM.

2. ROLL CALL

MEMBERS PRESENT

Lisa Finkelstein
Eric Bartelt
Frank Damato
Jenny Schaffer
David Cook, Jr.
Greg Roland
Kelly Purko

OTHERS PRESENT:

Jacob Platt, City Staff

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

4.1 **DECEMBER 6, 2023 REGULAR MEETING MINUTES**

Board Member Cook moved to approve the December 6th Meeting Minutes, Board Member Bartelt seconded, all voted in favor.

Chair Finkelstein welcomed the new Board Members and asked that each member provide a brief introduction. Following the introductions, Chair Finkelstein gave an overview of what the Board had worked on over the past two years following the re-establishment of the CRAAB.

5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA

Jack Imber 1003 Broome Street brought up concerns related to development within the City and how it impacts infrastructure, traffic, and residential neighborhoods. He asked the Board to request more data when making recommendations.

New Board Member Kelly Purko arrived at 5:08 and provided a brief introduction to the other Board Members.

6. OLD BUSINESS

6.1 LOTS C & D OPENSPACE DISCUSSION

Chair Finkelstein explained the steps that were taken following the CRA Executive Board's October meeting where they directed the CRAAB to provide a recommendation on the open space elements.

Member Bartelt presented the reasons the Board is recommending proceeding with the open space improvements. He then explained the elements and minor changes to "Plan A."

The Board watched a quick video of the "Global Motion" playground structure on www.playlsi.com . Board Members commented on how sturdy and industrial the playground appeared and how it appears to be in keeping with what the Parks and Recreation Advisory Committee stated they were looking for at their November meeting.

Member Bartelt then presented "Plan B" which included a shrimp boat positioned within the open space elements. He stated that the idea with this element is that it would be privately funded and not the City's responsibility. There was a brief discussion about being able to board the vessel.

City Resident Mr. Imber commented on various elements in the plan from the audience.

Chair Finkelstein asked the Board if the recommendation should include the shrimp boat alternative? Member Damato questioned whether the shrimp boat could be placed south of the Lot D riverwalk.

The Board discussed what should be presented at the January 16th CRA meeting. Chair Finkelstein suggested the presentation be the materials presented tonight in a condensed version.

Board Members debated whether to attach a name to the project as suggested by former City Manager Ty Ross. Ultimately the Board agreed that the main goal was to get the concept approved and construction drawings underway. Following approval, Board Members believed there could be various campaigns to generate public support for the name.

Mike Lednovich approached the podium and suggested that the Commissioners are going to want to know the total cost of the project. City Staff provided a preliminary probable cost of $72,000 for the hardscape elements of the project based on existing contracts for that type of work. Interim City Manager George's Total cost was estimated just under $300,000.

There was a brief discussion about the estimated cost and how expensive the landscaping elements might be to complete this project.

Commission Ross asked to speak. He stated that there is approximately 4.2 million dollars in parks and recreation impact fees.

Member Cook made a motion, seconded by Member Schaffer, to present "Plan A" at the January 16th CRA Meeting. Roll was called and all members voted in favor.

7. BOARD BUISNESS

8. STAFF REPORTS

8.1 PROPERTY MATRIX

City Staff provided a brief update on the status of a couple of projects on private property. Explained that the City is Working with CSX on the overhead to underground conversion project on North Front Street. There was discussion about the Alachua Street project and the timing of that project in relation to the Standard Marine building renovation.

DRAFT

9. NEXT MEETING DATE – February 7, 2024

10. ADJURNMENT – 6:24 p.m.

JPLATT

Jacob Platt, Recording Secretary

Lisa Finkelstein, Chair

DRAFT

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach

SUBJECT: CRA Objectives & Strategies Update

ITEM TYPE: Old Business

REQUESTED ACTION:

SYNOPSIS: The Board will review and make recommendations to the Objective and Strategies section of the CRA Plan.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: January 31, 2024

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 Statement: ~~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:~~

- 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 the Downtown Historic District

Immediate = initiate within the first 2 years of updating the plan
Short-term = within the first 5 years of the updated plan Mid-term = 5 to 15
Long-term = beyond the first 15 years of the most recent update
Work in Progress = 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.~~

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 – 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.

Strategy 1.2 : Timeframe – Work in Progress

The City shall consider public/private partnerships 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 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

Commented [JP1]: Staff request Board direction on the timeframe component of the plan.

Commented [JP2]: Revise Preface

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.~~ Following the adoption of the Waterfront Area Community Redevelopment Plan in 2005, Comprehensive Plan Amendments created the Waterfront Mixed Use (WMU) Land Use category for properties abutting the Amelia River. 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 – 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.

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 –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).
- Connect the 6" water main on Ash Street to the 8" main Front Street.

Strategy 3.2: Timeframe –Work in Progress

Commented [JP3]: Working with Interim City Manager George to revise language accordingly with the realignment of the Amelia River Navigational Channel and the on-going engineering related to the resiliency wall.

Commented [JP4R3]: Board directed staff to revise language.

Commented [JP5]: Staff believes the intent of the original objective has been achieved with the introduction of the WMU Land Use category and the related LDC changes.

Staff seeks direction to make this an actionable objective.

Commented [JP6]: Revise language

Commented [JP7R6]: Board directed staff to revise language.

Commented [JP8]: Update Objective 3 to reflect current state of the water and sewer infrastructure. Revise objective to include stormwater infrastructure with additional strategies. Working with Mr. Desilet.

Commented [JP9]: Look for Andres Presentation

Commented [JP10]: ARPA Funds. Construction FY 23/24

Commented [JP11]: Water main improvements will take place with the Area 6 stormwater upgrades.

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

Strategy 3.3: Timeframe - 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.

Strategy 4.2: Timeframe – 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 4.3: Timeframe - 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.~~ The City has desired to open the railroad crossing on Alachua Street at North Front Street for many years. A Stipulation of Parties between the City of Fernandina Beach, First Coast Railroad, and the Florida Department of Transportation for the opening of a railroad crossing on Alachua Street was executed on September 7, 2021. The conditions require that all conditions of the Stipulation be met and completed within 60 months of the executed agreement.

Strategy 4.4: Timeframe - Work in Progress

~~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.~~ The City shall coordinate with the railroad in considering the possibility of creating a pedestrian crossing at the Broome and Front Street right of way.

Strategy 4.5: Timeframe - Work in Progress

The City shall coordinate with property owners to develop sidewalks within the right of way as necessary during the Technical Review Committee process.

Strategy 4.6: Timeframe - 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 4.7: Timeframe - 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.

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 - 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, shade trees, 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 - 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 - Work in Progress

Commented [JP13]: Moved to no longer relevant

Commented [JP14R13]: 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 [JP15]: Revise to include language about the development review process and also working with the existing properties.

Commented [JP16]: Include Shade Trees

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

Strategy 5.4: Timeframe - 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 - 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 resiliency and storm surge protection of private lands.

Commented [JP17]: The Board asked that the "rip-rap bulkhead" be revised to, "to support resiliency and storm surge protection on private lands."

Commented [JP18R17]: Sufficient?

ADD STRATEGY FOR THE ENTIRE RESILENCY WALL

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 6.2: Timeframe –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 - Work in Progress

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

Strategy 7.2: Timeframe - 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.

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.

Commented [JP19]: New strategies?

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, riverwalk design, and marina. 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 – Work in Progress

Historic Resource Surveys were conducted in 2007 and 2018. Due to the lack of contributing structures within the CRA, it was determined that the original strategy of expanding the Historic District Overlay to include the entire CRA was inappropriate. The CRA Design Guidelines were adopted in 2008 and are the primary architectural guidelines for the CRA Overlay. The Historic District Council shall continue to review new developments within the CRA in accordance with the Land Development Code.

Commented [JP20]: Language modified for Board review.

Commented [JP21R20]: The Board asked staff to modify this language.

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 –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 –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 - 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 – Work in Progress
The CRA should coordinate with tourism and economic development organizations to promote awareness of waterfront area.

Accomplishments

Immediate = initiate within the first 2 years of updating the plan
Short-term = within the first 5 years of the updated plan Mid-term = 5 to 15
Long-term = beyond the first 15 years of the most recent update

Strategy 2.1: Timeframe – Immediate **Ordinance 2006-28, 2007-25**
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 **Ordinance 2007-12**
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 **Ordinance 2008-17**
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 3.2: Timeframe – Immediate

The existing gravity sewer lines should be videotaped 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 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:

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.

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.

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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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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 updating the plan
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Work in Progress = 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 – 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.

Strategy 1.2 : Timeframe – Work in Progress

The City shall consider public/private partnerships 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 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 [JP2]: Revise language

Commented [JP3R2]: Board directed staff to revise language.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Objective 2 – Promote a Mix of Uses

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

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

Commented [JP9R8]: Board directed staff to revise language.

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, and CSX.

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.

Commented [JP10]: Look for Andres Presentation

Commented [JP11]: Move to no longer relevant

Commented [JP12]: Moved to no longer relevant

Commented [JP13]: 3.2 should be moved to accomplished.

Commented [JP14]: Moved to accomplished

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 [JP15]: 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 [JP16]: 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.

Commented [JP17]: Moved to no longer relevant

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.

Commented [JP18]: 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.

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.)

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.

Objective 5 – Public Access to the Water

Commented [JP19]: Moved to no longer relevant

Commented [JP20R19]: 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 [JP21]: Revise to include language about the development review process and also working with the existing properties.

Commented [JP22]: accomplished

Commented [JP23]: Moved to no longer relevant

Commented [JP24]: Moved to accomplished

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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 [JP25]: 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 [JP26]: 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 RESILENCY WALL

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 [JP27]: 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 [JP28]: 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.

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

Commented [JP32R31]: The Board asked staff to modify this language.

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 [JP33]: No longer relevant

Commented [JP34R33]: The board suggest that it be worded similarly to 9.1.

Commented [JP35R33]: Staff recommends combining the relevant language into 9.1.

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 [JP36]: Attorney General Opinion

Commented [JP37R36]: 11.3 and 11.4 are no longer relevant.

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:

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.

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

City of Fernandina Beach, Florida

Waterfront Area
Community Redevelopment Plan

September 2004

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

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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

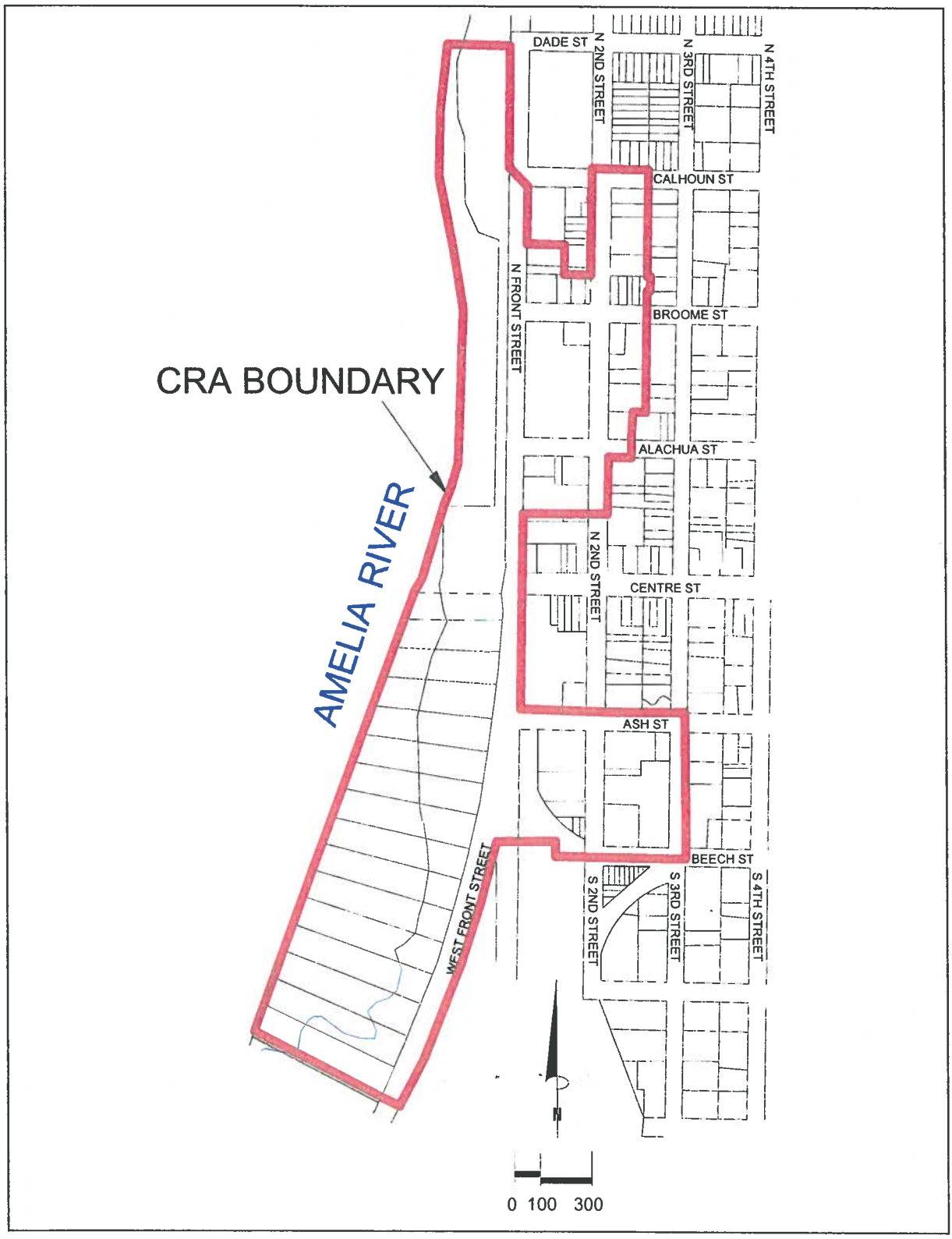
A PORTION OF THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901), BEING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

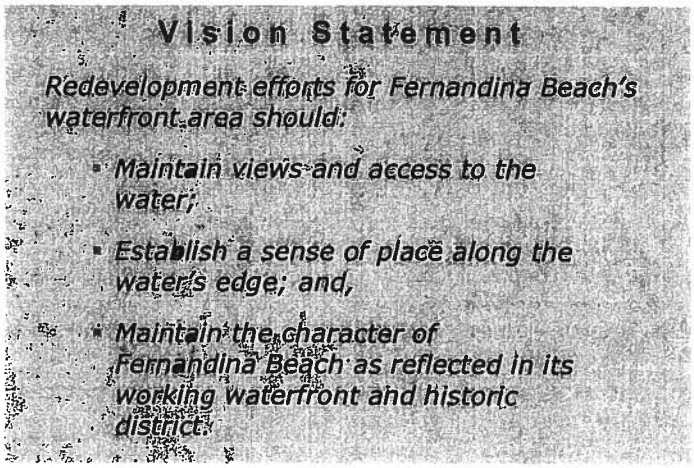
Additionally, the community was able to review the draft Plan and provide both written and verbal comments to the City. The Plan was revised to reflect a range of comments provided to staff by the City Commission, the Planning Advisory Board, the Historic District Council, the Amelia Island Museum of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

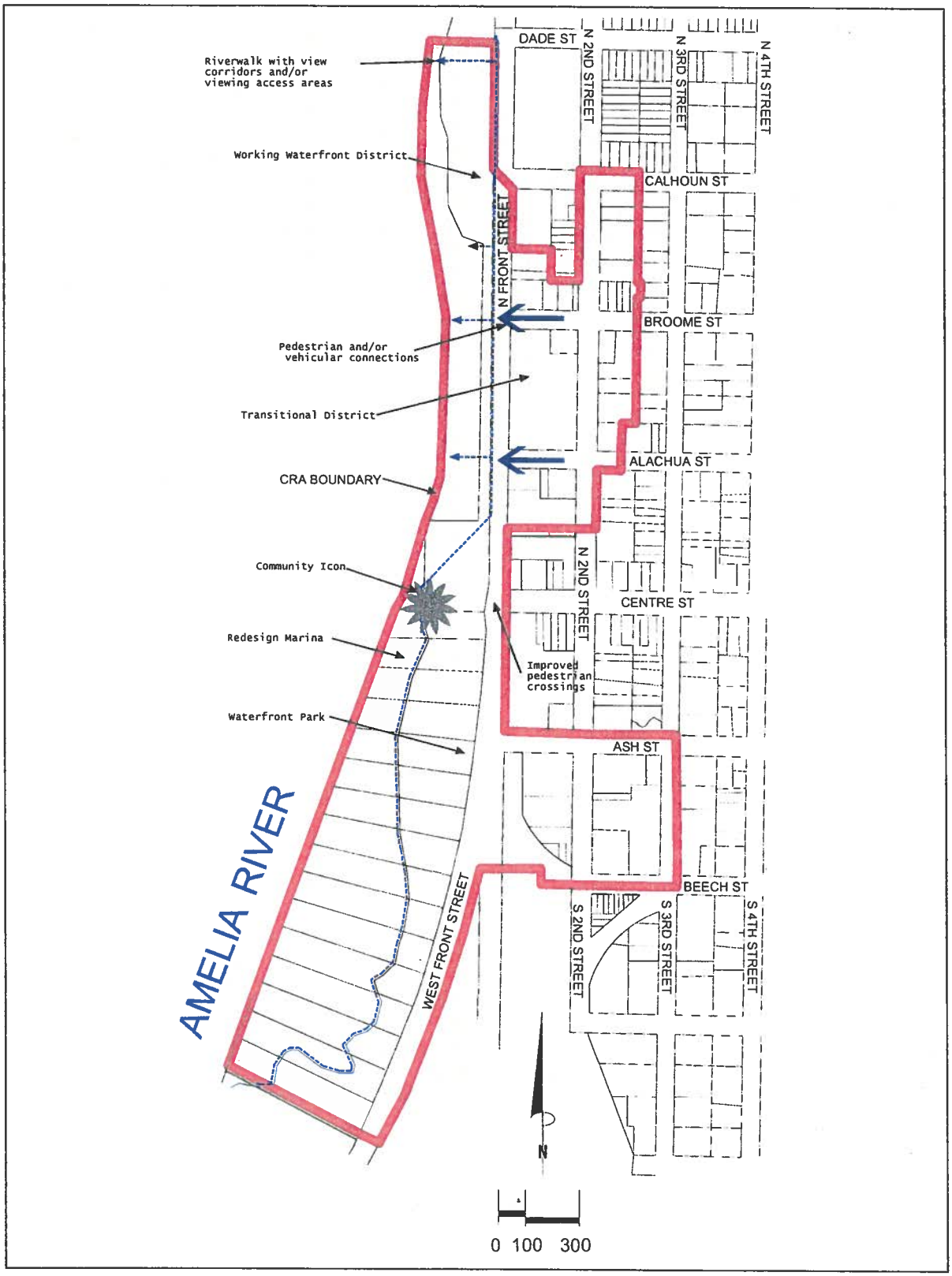
Strategy 11.3: (timeframe – on-going)

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 addresses to include the entire surveyed area and not just the uplands.

- Allow mixed use: residential/commercial in the area designated as "shrimp district."
- Enlarge planned green space.
- Start with park area on city owned property – moving the parking lot north of Bretts to the old police station property. Keeping a little of the southern parking closest to office from Atlantic Seafood, thus freeing up more of the lot south of Brett's for park.
- Shrimp docks bring a tourist attraction. Just one shrimp dock with one boat, as a tourist.

Other comments or ideas

- More public education
- Hopefully something will be done with all these ideas – not just let this sit like the 2000 project did
- Keep us informed via your website
- Thanks.
- Redesign or removal of 1 RR line = has CXR been "informed"
- Please look at Beaufort, South Carolina for ideas. They are shrimping industry town also and have already got the boardwalk, amphitheater, restaurants, etc. in place. It's beautiful.
- Try to be specific on new overlay zoning criteria so that implementation can be expedited
- Keep in mind Historic District Council on the project
- Sunken amphitheater not to block river view.
- Gambling boat – unfortunately the existing area will be tied up due to contract with the city re: dockage and parking for 120+ cars. Since this area (south of Atlantic Seafood) is tied up, utilize this area for the marina issues – such as parking cars/trucks after they launch their boats.
- Watch for signage requirements and try boulevard lights for street lights.

APPENDIX C. TAX INCREMENT FINANCING TABLES

Table 2C

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

Year	Estimated Taxable Value of Study Area for Tax Purposes	Base Year Appreciation	Taxable Value of Additions Certified and Completed During Tax Year
July, 2004	$14,482,603		$0
July, 2005	$14,917,081	$14,917,081	$0
July, 2006	$15,364,594	$15,364,594	$4,200,000
July, 2007	$20,151,531	$15,825,531	$9,800,000
July, 2008	$30,850,077	$16,300,297	$10,500,000
July, 2009	$42,590,580	$16,789,306	$5,125,000
July, 2010	$49,147,047	$17,292,985	$7,000,000
July, 2011	$57,831,458	$17,811,775	$2,000,000
July, 2012	$61,626,402	$18,346,128	$2,000,000
July, 2013	$65,535,194	$18,896,512	$2,000,000
July, 2014	$69,561,250	$19,463,407	$2,000,000
July, 2015	$73,708,088	$20,047,310	$2,000,000
July, 2016	$77,979,330	$20,648,729	$2,000,000
July, 2017	$82,378,710	$21,268,191	$2,000,000
July, 2018	$86,910,071	$21,906,236	$2,000,000
July, 2019	$91,577,373	$22,563,424	$2,000,000
July, 2020	$96,384,695	$23,240,326	$2,000,000
July, 2021	$101,336,236	$23,937,536	$2,000,000
July, 2022	$106,436,323	$24,655,662	$2,000,000
July, 2023	$111,689,412	$25,395,332	$2,000,000
July, 2024	$117,100,095	$26,157,192	$2,000,000
July, 2025	$122,673,097	$26,941,908	$2,000,000
July, 2026	$128,413,290	$27,750,165	$2,000,000
July, 2027	$134,325,689	$28,582,670	$2,000,000
July, 2028	$140,415,460	$29,440,150	$2,000,000
July, 2029	$146,687,924	$30,323,355	$2,000,000
July, 2030	$153,148,561	$31,233,055	$2,000,000
July, 2031	$159,803,018	$32,170,047	$2,000,000
July, 2032	$166,657,109	$33,135,148	$2,000,000
July, 2033	$173,716,822	$34,129,203	$2,000,000

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

Table 2B

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

Year	Estimated Taxable Value of Study Area for Tax Purposes	Base Year Appreciation	Taxable Value of Additions Certified and Completed During Tax Year
July, 2004	$14,482,603		$0
July, 2005	$14,917,081	$14,917,081	$0
July, 2006	$18,248,594	$15,364,594	$2,800,000
July, 2007	$21,680,051	$15,825,531	$2,800,000
July, 2008	$25,214,453	$16,300,297	$2,800,000
July, 2009	$29,550,136	$16,789,306	$3,475,000
July, 2010	$33,320,641	$17,292,985	$2,800,000
July, 2011	$35,350,260	$17,811,775	$1,000,000
July, 2012	$37,440,768	$18,346,128	$1,000,000
July, 2013	$39,593,991	$18,896,512	$1,000,000
July, 2014	$41,811,810	$19,463,407	$1,000,000
July, 2015	$44,096,165	$20,047,310	$1,000,000
July, 2016	$46,449,050	$20,648,729	$1,000,000
July, 2017	$48,872,521	$21,268,191	$1,000,000
July, 2018	$51,368,697	$21,906,236	$1,000,000
July, 2019	$53,939,758	$22,563,424	$1,000,000
July, 2020	$56,587,950	$23,240,326	$1,000,000
July, 2021	$59,315,589	$23,937,536	$1,000,000
July, 2022	$62,125,056	$24,655,662	$1,000,000
July, 2023	$65,018,808	$25,395,332	$1,000,000
July, 2024	$67,999,372	$26,157,192	$1,000,000
July, 2025	$71,069,354	$26,941,908	$1,000,000
July, 2026	$74,231,434	$27,750,165	$1,000,000
July, 2027	$77,488,377	$28,582,670	$1,000,000
July, 2028	$80,843,029	$29,440,150	$1,000,000
July, 2029	$84,298,319	$30,323,355	$1,000,000
July, 2030	$87,857,269	$31,233,055	$1,000,000
July, 2031	$91,522,987	$32,170,047	$1,000,000
July, 2032	$95,298,677	$33,135,148	$1,000,000
July, 2033	$99,187,637	$34,129,203	$1,000,000

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

Table 2A

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

Year	Estimated Taxable Value of Study Area for Tax Purposes	Base Year Appreciation	Taxable Value of Additions Certified and Completed During Tax Year
July, 2004	$14,482,603		$0
July, 2005	$14,917,081	$14,917,081	$0
July, 2006	$15,364,594	$15,364,594	$1,400,000
July, 2007	$17,267,531	$15,825,531	$1,400,000
July, 2008	$19,227,557	$16,300,297	$1,400,000
July, 2009	$21,246,384	$16,789,306	$1,400,000
July, 2010	$23,325,776	$17,292,985	$1,400,000
July, 2011	$25,467,549	$17,811,775	$500,000
July, 2012	$26,746,575	$18,346,128	$500,000
July, 2013	$28,063,972	$18,896,512	$500,000
July, 2014	$29,420,892	$19,463,407	$500,000
July, 2015	$30,818,518	$20,047,310	$500,000
July, 2016	$32,258,074	$20,648,729	$500,000
July, 2017	$33,740,816	$21,268,191	$500,000
July, 2018	$35,268,041	$21,906,236	$500,000
July, 2019	$36,841,082	$22,563,424	$500,000
July, 2020	$38,461,314	$23,240,326	$500,000
July, 2021	$40,130,154	$23,937,536	$500,000
July, 2022	$41,849,058	$24,655,662	$500,000
July, 2023	$43,619,530	$25,395,332	$500,000
July, 2024	$45,443,116	$26,157,192	$500,000
July, 2025	$47,321,410	$26,941,908	$500,000
July, 2026	$49,256,052	$27,750,165	$500,000
July, 2027	$51,248,733	$28,582,670	$500,000
July, 2028	$53,301,195	$29,440,150	$500,000
July, 2029	$55,415,231	$30,323,355	$500,000
July, 2030	$57,592,688	$31,233,055	$500,000
July, 2031	$59,835,469	$32,170,047	$500,000
July, 2032	$62,145,533	$33,135,148	$500,000
July, 2033	$64,524,899	$34,129,203	$500,000

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

Table 1

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

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

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

Table 3C

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

Year	Estimated Taxable Value of Study Area for Tax Purposes	*Less: Base Year*	Subject to Tax Increment Calculations/ Millage	County	City	Estimated Tax Increment Collections
July, 2004	$14,482,603					
July, 2005	$14,917,081	$14,482,603	$434,478	$2,709	$2,457	$4,908
July, 2006	$15,364,594	$14,482,603	$881,991	$5,500	$4,987	$9,963
July, 2007	$20,151,531	$14,482,603	$5,668,928	$35,352	$32,057	$64,038
July, 2008	$30,850,077	$14,482,603	$16,367,474	$102,069	$92,555	$184,893
July, 2009	$42,590,580	$14,482,603	$28,107,977	$175,284	$158,945	$317,518
July, 2010	$49,147,047	$14,482,603	$34,664,444	$216,171	$196,020	$391,582
July, 2011	$57,831,458	$14,482,603	$43,348,855	$270,328	$245,129	$489,684
July, 2012	$61,626,402	$14,482,603	$47,143,799	$293,993	$266,589	$532,553
July, 2013	$65,535,194	$14,482,603	$51,052,591	$318,369	$288,692	$576,708
July, 2014	$69,561,250	$14,482,603	$55,078,647	$343,476	$311,459	$622,188
July, 2015	$73,708,088	$14,482,603	$59,225,485	$369,336	$334,908	$669,032
July, 2016	$77,979,330	$14,482,603	$63,496,727	$395,972	$359,061	$717,282
July, 2017	$82,378,710	$14,482,603	$67,896,107	$423,407	$383,939	$766,979
July, 2018	$86,910,071	$14,482,603	$72,427,468	$451,665	$409,563	$818,166
July, 2019	$91,577,373	$14,482,603	$77,094,770	$480,771	$435,956	$870,890
July, 2020	$96,384,695	$14,482,603	$81,902,092	$510,750	$463,140	$925,195
July, 2021	$101,336,236	$14,482,603	$86,853,633	$541,628	$491,140	$981,129
July, 2022	$106,436,323	$14,482,603	$91,953,720	$573,433	$519,980	$1,038,742
July, 2023	$111,689,412	$14,482,603	$97,206,809	$606,191	$549,685	$1,098,083
July, 2024	$117,100,095	$14,482,603	$102,617,492	$639,933	$580,281	$1,159,204
July, 2025	$122,673,097	$14,482,603	$108,190,494	$674,687	$611,796	$1,222,158
July, 2026	$128,413,290	$14,482,603	$113,930,687	$710,483	$644,255	$1,287,001
July, 2027	$134,325,689	$14,482,603	$119,843,086	$747,353	$677,689	$1,353,790
July, 2028	$140,415,460	$14,482,603	$125,932,857	$785,330	$712,125	$1,422,582
July, 2029	$146,687,924	$14,482,603	$132,205,321	$824,446	$747,595	$1,493,438
July, 2030	$153,148,561	$14,482,603	$138,665,958	$864,735	$784,128	$1,566,420
July, 2031	$159,803,018	$14,482,603	$145,320,415	$906,233	$821,758	$1,641,591
July, 2032	$166,657,109	$14,482,603	$152,174,506	$948,975	$860,516	$1,719,017
July, 2033	$173,716,822	$14,482,603	$159,234,219	$993,001	$900,438	$1,798,766
Total				$14,211,579	$12,886,843	$25,743,501
Annual Average				$473,719	$429,561	$858,117

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

Table 3B

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

Year	Estimated Taxable Value of Study Area for Tax Purposes	*Less: Base Year*	Subject to Tax Increment Calculations/ Millage	County	City	Estimated Tax Increment Collections
July, 2004	$14,482,603					
July, 2005	$14,917,081	$14,482,603	$434,478	$2,709	$2,457	$4,908
July, 2006	$18,248,594	$14,482,603	$3,765,991	$23,485	$21,296	$42,542
July, 2007	$21,680,051	$14,482,603	$7,197,448	$44,884	$40,700	$81,305
July, 2008	$25,214,453	$14,482,603	$10,731,850	$66,925	$60,686	$121,231
July, 2009	$29,550,136	$14,482,603	$15,067,533	$93,963	$85,204	$170,208
July, 2010	$33,320,641	$14,482,603	$18,838,038	$117,476	$106,525	$212,801
July, 2011	$35,350,260	$14,482,603	$20,867,657	$130,133	$118,002	$235,728
July, 2012	$37,440,768	$14,482,603	$22,958,165	$143,169	$129,824	$259,344
July, 2013	$39,593,991	$14,482,603	$25,111,388	$156,597	$142,000	$283,667
July, 2014	$41,811,810	$14,482,603	$27,329,207	$170,428	$154,541	$308,720
July, 2015	$44,096,165	$14,482,603	$29,613,562	$184,673	$167,459	$334,525
July, 2016	$46,449,050	$14,482,603	$31,966,447	$199,346	$180,764	$361,104
July, 2017	$48,872,521	$14,482,603	$34,389,918	$214,459	$194,468	$388,481
July, 2018	$51,368,697	$14,482,603	$36,886,094	$230,025	$208,583	$416,678
July, 2019	$53,939,758	$14,482,603	$39,457,155	$246,059	$223,122	$445,722
July, 2020	$56,587,950	$14,482,603	$42,105,347	$262,573	$238,097	$475,637
July, 2021	$59,315,589	$14,482,603	$44,832,986	$279,583	$253,522	$506,449
July, 2022	$62,125,056	$14,482,603	$47,642,453	$297,103	$269,409	$538,186
July, 2023	$65,018,808	$14,482,603	$50,536,205	$315,149	$285,772	$570,875
July, 2024	$67,999,372	$14,482,603	$53,516,769	$333,736	$302,627	$604,544
July, 2025	$71,069,354	$14,482,603	$56,586,751	$352,881	$319,987	$639,224
July, 2026	$74,231,434	$14,482,603	$59,748,831	$372,600	$337,868	$674,944
July, 2027	$77,488,377	$14,482,603	$63,005,774	$392,910	$356,285	$711,736
July, 2028	$80,843,029	$14,482,603	$66,360,426	$413,830	$375,255	$749,631
July, 2029	$84,298,319	$14,482,603	$69,815,716	$435,378	$394,794	$788,663
July, 2030	$87,857,269	$14,482,603	$73,374,666	$457,572	$414,919	$828,866
July, 2031	$91,522,987	$14,482,603	$77,040,384	$480,432	$435,648	$870,276
July, 2032	$95,298,677	$14,482,603	$80,816,074	$503,977	$456,999	$912,927
July, 2033	$99,187,637	$14,482,603	$84,705,034	$528,229	$478,990	$956,858
Total				$7,450,283	$6,755,803	$13,495,782
Annual Average				$248,343	$225,193	$449,859

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

Table 3A

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

Year	Estimated Taxable Value of Study Area for Tax Purposes	*Less: Base Year*	Subject to Tax Increment Calculations/ Millage	County	City	Estimated Tax Increment Collections
July, 2004	$14,482,603					
July, 2005	$14,917,081	$14,482,603	$434,478	$2,709	$2,457	$4,908
July, 2006	$15,364,594	$14,482,603	$881,991	$5,500	$4,987	$9,963
July, 2007	$17,267,531	$14,482,603	$2,784,928	$17,367	$15,748	$31,460
July, 2008	$19,227,557	$14,482,603	$4,744,954	$29,590	$26,832	$53,601
July, 2009	$21,246,384	$14,482,603	$6,763,781	$42,180	$38,248	$76,406
July, 2010	$23,325,776	$14,482,603	$8,843,173	$55,147	$50,006	$99,896
July, 2011	$25,467,549	$14,482,603	$10,984,946	$68,503	$62,118	$124,090
July, 2012	$26,746,575	$14,482,603	$12,263,972	$76,479	$69,350	$138,538
July, 2013	$28,063,972	$14,482,603	$13,581,369	$84,695	$76,800	$153,420
July, 2014	$29,420,892	$14,482,603	$14,938,289	$93,157	$84,473	$168,748
July, 2015	$30,818,518	$14,482,603	$16,335,915	$101,872	$92,376	$184,536
July, 2016	$32,258,074	$14,482,603	$17,775,471	$110,850	$100,517	$200,798
July, 2017	$33,740,816	$14,482,603	$19,258,213	$120,096	$108,901	$217,548
July, 2018	$35,268,041	$14,482,603	$20,785,438	$129,620	$117,537	$234,800
July, 2019	$36,841,082	$14,482,603	$22,358,479	$139,430	$126,433	$252,569
July, 2020	$38,461,314	$14,482,603	$23,978,711	$149,534	$135,595	$270,872
July, 2021	$40,130,154	$14,482,603	$25,647,551	$159,941	$145,032	$289,724
July, 2022	$41,849,058	$14,482,603	$27,366,455	$170,660	$154,752	$309,141
July, 2023	$43,619,530	$14,482,603	$29,136,927	$181,701	$164,763	$329,141
July, 2024	$45,443,116	$14,482,603	$30,960,513	$193,073	$175,076	$349,741
July, 2025	$47,321,410	$14,482,603	$32,838,807	$204,786	$185,697	$370,959
July, 2026	$49,256,052	$14,482,603	$34,773,449	$216,851	$196,637	$392,813
July, 2027	$51,248,733	$14,482,603	$36,766,130	$229,277	$207,905	$415,323
July, 2028	$53,301,195	$14,482,603	$38,818,592	$242,077	$219,511	$438,509
July, 2029	$55,415,231	$14,482,603	$40,932,628	$255,260	$231,466	$462,389
July, 2030	$57,592,688	$14,482,603	$43,110,085	$268,839	$243,779	$486,987
July, 2031	$59,835,469	$14,482,603	$45,352,866	$282,825	$256,461	$512,322
July, 2032	$62,145,533	$14,482,603	$47,662,930	$297,231	$269,524	$538,417
July, 2033	$64,524,899	$14,482,603	$50,042,296	$312,069	$282,979	$565,296
Total				$4,241,317	$3,845,961	$7,682,915
Annual Average				$141,377	$128,199	$256,097

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

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach

SUBJECT: Brett's Replacement - Future Use

ITEM TYPE: New Business

REQUESTED ACTION:

SYNOPSIS: The Board will discuss preliminary recommendations regarding the future use of Brett's Water Cafe replacement.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: January 31, 2024

Submitted By: Jacob Platt, Assistant Project Manager

COMMISSION ACTION:

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach

SUBJECT: Elect Chair and Vice Chair

ITEM TYPE: New Business

REQUESTED ACTION:

SYNOPSIS: The Board will elect a Chair and Vice Chair for 2024.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: January 31, 2024

Submitted By: Jacob Platt, Assistant Project Manager

COMMISSION ACTION: