



**AGENDA
COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD
REGULAR MEETING
MAY 1, 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 MARCH 6, 2024 REGULAR MEETING MINUTES**
- 5. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 6. OLD BUSINESS**
 - 6.1 JANUARY 2023 PARKING RECOMMENDATIONS**
 - 6.2 OBJECTIVES & STRATEGIES UPDATE**
- 7. BOARD BUSINESS**
- 8. STAFF REPORT**
- 9. NEXT MEETING DATE JUNE 5, 2024**
- 10. ADJOURNMENT**

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



AGENDA
COMMUNITY REDEVELOPMENT AGENCY ADVISORY
BOARD REGULAR MEETING
MARCH 6, 2024
5:00 PM
CITY HALL COMMISSION
CHAMBERS 204 ASH STREET
FERNANDINA BEACH, FL 32034

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 **FEBRUARY 7, 2024 REGULAR MEETING MINUTES**

Member Cook made the motion, seconded by Member Roland. All voted in favor.

4.2 **FEBRUARY 26, 2024 SPECIAL MEETING MINUTES**

Member Roland made the motion, seconded by Member Damato. All voted in favor.

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

Commissioner Ross provided a couple of updates, he asked that the Financial Audit Report be forwarded to the Board. He stated that the Commission redirected approximately \$1M of the ARPA monies to the Alachua and Ash Street drainage projects. Commissioner Ross stated that a majority of the North Front Street Utility pole overhead to underground conversion project had been completed with a couple of poles in front of the Salty Pelican Remaining. He then provided the Board with approximate costs associated with operating the Marina. The final update was about the Centre Street Restaurant Group demanding \$600,000 due to lost revenue associated with Brett's be declared an unsafe structure.

6. **BOARD BUISNESS**

6.1 **OBJECTIVES & STRATEGIES**

Chair Finkelstein asked staff to provide an overview of where the Board stands with the Objective and Strategy update. Staff provided the Board with brief synopsis that some of the data and dates provided were from the most recent Resilient Florida Vulnerability Study.

Board Members agreed that “Flood Control Measures” should be included in Objective 1 – Downtown Resiliency.

Member Roland suggested using FEMA’s emergency management definitions in the objective. Prevention, protection, mitigation, response, and recovery.

Member Schaffer recommended that Objective 1 Strategy 3 included a funding component. Board Members discussed different mechanisms for funding.

Board Members discussed Strategy 1.2, and what “assist in capital improvement” means.

Chair Finkelstein suggested that Strategy 1.2 include “It is imperative that the City partner with property owners.”

Staff recommended including a reference to the Resilient Florida Program. Chair Finkelstein suggested including the TIF funds and the Local Mitigation Strategy.

Board Members moved on to Objective 2. Discussed adding Strategy 2.3 for funding strategies. Member Bartelt asked the Board to consider charging for parking in Lots A & B to reduce the burden on taxpayers.

The Term “Working Waterfront” was discussed. Member Roland suggested that the term should be eliminated from the document. Board Members discussed what the term Working Waterfront meant to them regarding Objective 3 Promoting a Mix of Uses.

Commissioner Ross talked with the Board about the constraints associated with developing on the waterfront. He insisted that the height restrictions were the most limiting factor. Chair Finkelstein requested a broader definition for Objective 3.

Member Bartlet asked to present his latest revisions to the Parking lot C & D plan. He walked Board Members through his most recent updates to the plan.

City staff provided a brief update on Alachua Street.

7. NEXT MEETING DATE – APRIL 3, 202

8. ADJOURNMENT – 7:35 p.m.

Jacob Platt, Recording Secretary

Lisa Finkelstein, Chair

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: PREVIOUSLY ADOPTED PARKING RECOMMENDATIONS

ITEM TYPE: Old Business

REQUESTED ACTION:

SYNOPSIS: Chair Finkelstein requested this item be placed on the agenda to review the previously adopted parking recommendations with new Board Members.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Date: April 23, 2024

Submitted By: Jacob Platt, Assistant Project Manager

COMMISSION ACTION:

Community Redevelopment Area Advisory Board Recommendations

Regarding Riverfront Development
Unanimously Adopted by CRAAB January 4, 2023

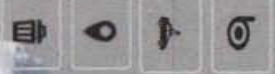
- Objective 7, “Parking” of the 2004 Waterfront Area of the Community Redevelopment Plan should be modified to provide: Parking West of the RR should be minimized. Retained parking West of RR should prioritize waterfront vendors and boat launching over general downtown parking.
- There should be no parking on the East side of Front Street immediately adjacent to RR tracks.
- Sidewalks should be installed adjacent to the entire West side of Front Street.
- Interconnected sidewalks should be installed throughout park adjacent to the river’s edge.
- Effort should be made to replace lost parking West of RR into areas East of the RR.
- Parking which remains West of RR should be relocated away from waterfront and clustered along West right-of-way of Front Street.
- City should continue process of acquiring Simmons property or an easement thereon and completion of the seawall and contiguous sidewalk on West side of Front Street.

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

- Drawings labeled “Lot A, Version 1”, “Lot B, Version 1”, “Lot C”, and “Lot D”, illustrate the effects of reconfiguring waterfront to implement expansion of green space and movement of parking to the West side of Front Street and away from waterfront.
- Drawings Labeled “Lot E” and “S. 2nd Street” illustrate potential parking east of the railroad tracks that should be considered.
- Planning for public space should take into account:
 - Sustainability in the 100-year floodplain.
 - Sidewalk implementation on both river side and street side of improvements.
 - Entirety of Front Street should accommodate two-way traffic.
 - Front Street minimum width should be 20 feet.
 - Adequate pedestrian seating and lighting should be included.
 - Alachua Street, Ash Streets and other existing view corridors should remain unobstructed.
 - Boat trailer parking should be pull-thru.
 - Parking Lot D should include ability to turn-around Tour Buses, vehicles with large boat trailers, semi-trucks and Fire Trucks.
 - Trash Collection and servicing for waterfront businesses.
 - Loading and unloading zone(s) for patrons of marina vendors.
 - Consolidated common signage for marina businesses and vendors.
 - Bike parking and security.
 - All parking should be brought into compliance with current LDC standards.
 - Tour bus and trolley pick-up and discharge area should be included.
 - Large live oak in Lot C and other mature trees should be protected.
 - Additional parking may be developed on City right-of-way on Front Street, South of Lot D.

LOT A

10m
40ft





10m
40ft



22

LOT B





10m
40ft

PARK
ENTRY

LOTS C & D

18 MAX.





10m
40ft




60 MIN. 74 MAX.

11 MIN

Lot E Parking

18 Spaces Added

 New Parking Spaces





— EXISTING
→ NEW

37

12

CONNECTING WALKWAY

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: 2005 CRA Plan Update

ITEM TYPE: Old Business

REQUESTED ACTION:

SYNOPSIS: Board Members continue to review and provide updates to the CRA Plan Objectives and Strategies.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Submitted By: Jacob Platt, Assistant Project Manager Date: April 23, 2024

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:

- 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 year of updating the plan
Short-term = within the first five years of the updated plan
Long-term = beyond the first 5 years of the updated plan

Objective 1 – Downtown Resiliency

Vulnerability assessments have identified the potential risk to the City's critical infrastructure, public facilities, and cultural resources along the Amelia River and within the Downtown Historic District. Implementing resilient flood control measures that protect the downtown from natural hazards must be prioritized for the long-term economic vitality of the Community Redevelopment Area and the City of Fernandina Beach.

Strategy 1.1: Timeframe – Immediate

The engineering design for the Downtown Waterfront Resiliency System will be completed in 2024. It is imperative that the City act as a catalyst for the redevelopment of the waterfront by making capital investments towards the completion of the flood control measures on the public properties along the Amelia River Waterfront.

Strategy 1.2: Timeframe – Immediate

It is essential that the City partner with the private property owners along the Amelia River Waterfront to assist with implementing adaptation projects that complete the Downtown Waterfront Resiliency system.

Strategy 1.3: Timeframe – Immediate

Grants and external funding opportunities will likely play a pivotal role in the timely completion of these hazard mitigation projects. The City will need to partner with Federal, State, and County partners to strategically plan and pursue future funding opportunities.

Objective 2 – 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 Centre Street, redevelopment of the marina facility to alleviate siltation problems and associated deteriorating site conditions could offer

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

a key opportunity for addressing blighted conditions and act as a catalyst for change in the Redevelopment Area.

Strategy 2.1: Timeframe – Long Term

The City must continue to evaluate if there are opportunities to redesign the marina facility in order to alleviate siltation problems and allow the marina to operate at an optimal level without continued reliance on General Fund Revenue.

Strategy 2.2: Timeframe – Immediate

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.~~

Strategy 2.3: Funding – Short Term

Reduce the dependency on taxpayers. Paid parking, ground lease revenue, etc.

Objective 3 – Promote a Mix of Uses

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 3.1: Timeframe – Long Term

WORKING WATERFRONT

Objective 4 – 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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Strategy 4.1: 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 4.2: Timeframe –Work in Progress

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

Strategy 4.3: 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 5 – 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 5.1: Timeframe – Immediate

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.

~~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~~

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

reconstruction project.

Strategy 5.2: 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 5.3: 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 5.4: 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 5.5: 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 5.6: 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 5.7: 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 6 – 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

Commented [JP1]: Moved to no longer relevant

Commented [JP2R1]: 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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Necessity recognizes deficiencies along the waterfront in providing safe pedestrian facilities. Redevelopment efforts shall enhance pedestrian facilities along the waterfront.

Strategy 6.1: 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 6.2: 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 6.3: Timeframe - Work in Progress

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

Strategy 6.4: 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 6.5: 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.

Objective 7 – 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 7.1: Timeframe –Work in progress

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

Commented [JP3]: The Board asked that the "rip-rap bulkhead" be revised to, "to support resiliency and storm surge protection on private lands."

Commented [JP4R3]: Sufficient?

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Objective 8 – 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 8.1: Timeframe - Work in Progress

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

Strategy 8.2: 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 9 – 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 [JP5]: New strategies?

Objective 10 – 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 10.1: 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 10.2: 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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

Strategy 10.3: 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 [JP6]: Language modified for Board review.

Commented [JP7R6]: The Board asked staff to modify this language.

Objective 11 – 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

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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.

COMMUNITY REDEVELOPMENT AREA OBJECTIVES & STRATEGIES

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.