
PART II COMMUNITY ASSESSMENT

SHRIMP BOATS & VIEW OF DOWNTOWN FERNANDINA BEACH



Summary

Part II is an assessment of the population and land use changes that have occurred in the City of Fernandina Beach (City) since the adoption of its 2004 Comprehensive Plan (Plan). It also addresses internal and external economic factors that have influenced growth of the City since the last evaluation report (1997) that are likely to influence growth in the future. This assessment was created using the best available data from a variety of sources, including the Nassau County Growth Management Department, Nassau County Property Appraiser, the Northeast Florida Regional Council (NEFRC), the U.S. Census Bureau, the City's GIS mapping, and the University of Florida Bureau of Economic and Business Research (BEBR).

Background

The City is the official county seat of Nassau County (County). It is located on the northern end of a barrier island called Amelia Island and represents the northeastern edge of the County. Amelia Island is situated between the Amelia River to the west and the Atlantic Ocean to the east, with Duval County/City of Jacksonville to the south and Camden County, Georgia to the north. The City has an extensive publicly acquired greenway system of over 300 acres, known as the Egans Creek Greenway, which lines the eastern interior border of the island, beginning at the southern edge of the existing City limits and ending at Fort Clinch State Park. The City's National Register historic downtown Central Business District lies along Centre Street, where buildings host a vibrant mix of retail, office, and residential uses. Surrounding streets support a less intensive mix of office and retail with the predominant land use being historic single-family homes in the downtown area. A strong civic presence is maintained downtown and includes City Hall, the County Courthouse, the Main Branch Library, and the United States Post Office.

Since the mid-1970's Fernandina Beach has witnessed its historically dynamic commercial fishing and shrimping industry dwindle. Despite this struggling economic sector, the City has maintained a heavy industrial presence along its waterfront area. The "Waterfront Area" is located along Front Street running perpendicular to the City's downtown on the Amelia River. David Yulee's 1853 rail line has continued to support two mills (Rayonier and Smurfit Stone) and a deep sea port. The economic viability of water-dependent commercial business, coupled with changing demographics, has forced a shift in the historical use patterns of this area.

Today, the waterfront area contains transitional commercial uses, a City marina, public boat ramp, and vacant or underutilized land. Each end of the waterfront area is anchored by heavy industrial uses and a rail line which splits Fernandina's downtown from its waterfront. The City has already taken steps to foster redevelopment through the creation of a Community Redevelopment Agency (CRA) comprised of 54 properties; thirteen of which are publicly owned. In 2005, the City became a designated Waterfronts Florida Partnership Community.

Beyond the downtown and waterfront area, the City's commercial activities are primarily located along three corridors: 8th Street (SR 200/ A1A), Sadler Road and 14th Street. These corridors consist of both light and medium intensity commercial land uses with several bordering areas offering mixed office and residential opportunities. Less intense commercial options are sprinkled throughout the City and provide retail and office locations bordering the City's residential areas.

Changes in Land Area

The City's current boundaries measure at 12.02 square miles representing 1.8% of Nassau County's land area of approximately 650 square miles. Between 2004 and 2008, the City has annexed roughly 520 acres of land, increasing its incorporated area by just over one square mile. Most of the annexations were properties totaling less than ten acres. The largest annexation occurred in 2006 with the incorporation of roughly 415 acres of submerged lands added to create the City's mooring field, located in the Amelia River. The second major annexation furthered the City's conservation goals through the acquisition of several properties within the Egans Creek Greenway and bringing an additional 21 acres into its jurisdiction. **Table II-1** provides a list of the annexations in this time period. The current County and Fernandina Beach municipal boundaries have been depicted on **Map II-1** and illustrates the City's geographical location compared to the northeast Florida region.

Table II-1 Fernandina Beach Annexations, 2000-2008

ORDINANCE NUMBER	TOTAL ACREAGE	OWNER	ADDRESS	DATE
2008-18	3.49	Bosco Enterprises Inc.	1901 Island Walkway	9/2/2008
2007-30	9.52	McDonald, Wachovia Bank, etc.	8th Street properties	11/20/2007
2007-04	21.26		Egans Creek Greenway Project	2/6/2007
2007-05	415.0	State of Florida	Amelia River following Front Street- Mooring Field	2/6/2007
2006-12	8.03	Association in Assisted Living, Inc.	1550 Nectarine Street	6/6/2006
2006-02	5.35	Werder, Duffy	Drury Road	2/7/2006
2005-34	2.0	Bailey Road Church of God	2920 Bailey Road	11/15/2005
2005-31	12.0	Amelia Park Development, LLP	1810 South 15th Street	10/18/2005
2005-06	1.3	Courson Development Corporation	879 Sadler Road	5/3/2005
2004-32	12.33	David and Ellen Edwards	Sadler Road west of Drury Road	10/19/2004
2004-25	15.24	First Baptist Church of Fernandina	South 8th Street between TJ Courson and Lime Streets	9/7/2004
2004-22	1.43	Mellany Rae and Doug Ray/ Amelia Wellness	Corner of Amelia Island Parkway and Amelia Road	9/21/2004
2004-18	8.17	JoAnn Kirkland, Thomas Crenshaw, Valencia Gower	3125 and 3127 Amelia Road	8/17/2004
2004-15	3.68	Marel Enterprises Limited	1458 Sadler Road	8/17/2004
2004-11	0.91	Amelia Service Center, Inc.	1610 South 8th Street	7/20/2004

Map II-1 City of Fernandina Beach Geographic Location Map

Population Growth

Fernandina Beach has experienced fairly stable growth increases over the past 40 years. During the decade between 1960 -1970 the City's population dropped by roughly 300 people. This decrease may be attributed in part to the September 1964 hurricane, Hurricane Dora. Dora, with 110 mph winds, severely damaged the City's waterfront and downtown CBD causing over \$3.1 billion (1995 USD) in damages to the Northeast Florida region (NOAA- American Meteorological Society). The City was able to recover from a 4% population decrease by 1980 and grew at a more rapid rate of roughly 20% in the two decades (1980-2000) that followed, respectively. **Table II-2** displays the population estimates and changes for the City for the decades between 1960 and 2000.

Table II-2 Fernandina Beach Census Counts 1960-2000

Historical Census Count for the City of Fernandina Beach, FL 1960-2000			
YEAR	POPULATION ESTIMATE	NUMERICAL CHANGE	PERCENTAGE CHANGE
1960	7,276		
1970	6,955	-321	-4.41%
1980	7,224	269	3.87%
1990	8,765	1,541	21.33%
2000	10,654	1,889	21.55%
GROWTH 1960-2000			46.43%

Source: Population Division, U.S. Census Bureau, 1960-2008

BEBR estimates the City's current population at 11,998 as of April 2008. As shown in **Table II-3**, this estimate represents population increase of roughly 12.6% since 2000, when the US Census Bureau estimated the City's population to be 10,654. Further, the table describes the City's average growth rate of just short of 1.5% annually. Data obtained from the City's utility providers and based on conversations with a couple of the Amelia Island resort communities (Amelia Island Plantation and Summer Beach) indicate that the City does not experience any major seasonal population fluctuations unlike communities in the South Florida region where there are strong "snow bird" season influences that impact their growth planning measures.

Table II-3 Fernandina Beach Population Change 2000-2008

Population Change for the City of Fernandina Beach, FL 2000-2008			
YEAR	POPULATION ESTIMATE	NUMERICAL CHANGE	PERCENTAGE CHANGE
2000	10,654		
2001	10,984	330	3.10%
2002	11,122	138	1.26%
2003	11,172	50	0.45%
2004	11,290	118	1.06%
2005	11,316	26	0.23%
2006	11,354	38	0.34%
2007	11,543	189	1.66%
2008	11,998	455	3.94%
GROWTH 2000-2008			12.61%
AVERAGE ANNUAL GROWTH RATE 2000-2008			1.40%

Source: Population Division, U.S. Census Bureau and B.E.B.R. 2008 Estimate

The City's population has a projected increase of 4.8% by 2015 to 12,824 from its 2009 projected population estimate and will continue climbing to almost 20%, equaling 14,404 people within the planning horizon of 2030. Using BEBR's mid-range projections it is estimated that the City can expect an average annual increase of 108 people. The City is likely to experience an estimated annual growth rate of almost one percent (1%) through 2030. This projection describes a third less annual average population change from that experienced in the last eight years. **Table II-4** describes that the City will continue to grow; however, its growth will be slower than in previous decades.

Table II-4 Population Projection for Fernandina Beach 2009-2030

Population Projection for Fernandina Beach 2009-2030					
2009	2010	2015	2020	2030	TOTAL CHANGE
12,209	12,331	12,824	13,337	14,404	17.98%
AVERAGE ANNUAL GROWTH RATE: 0.86%					
<i>Source: BEBR, Population Projections, 2008</i>					

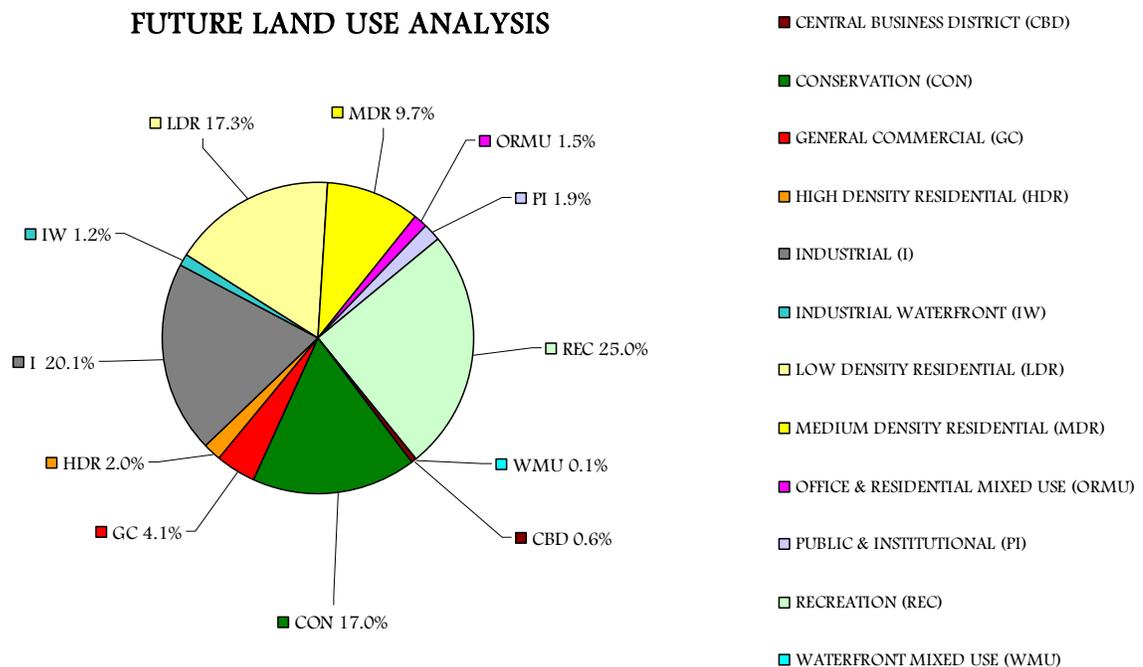
Nassau County is expected to grow at a rate of about 2% annually through 2030, twice as fast as the City's projected growth rate. It is projected that the City's population share of roughly 17% in 2009 will decline within the 2030 planning horizon to less than 14% of the County's total population. **Table II-5** describes the City's population share of the County as the two continue to grow through 2030.

Table II-5 Fernandina Beach Projected Population Share to Nassau County

FERNANDINA BEACH POPULATION SHARE OF NASSAU COUNTY, 2009-2030										
	2009	% of County	2010	% of County	2015	% of County	2020	% of County	2030	% of County
Nassau County	73,020	16.7%	74,900	16.5%	83,300	15.4%	92,000	14.5%	104,800	13.7%
Fernandina Beach	12,209		12,331		12,824		13,337		14,404	
NASSAU COUNTY AVERAGE ANNUAL GROWTH RATE: 2.07%										
FERNANDINA BEACH AVERAGE ANNUAL GROWTH RATE: 0.86%										
AVERAGE SHARE OF COUNTY: 15.4%										
<i>Source: BEBR, POPULATION PROJECTIONS, 2008</i>										

Land Use Distribution within the City

The City is comprised of four primary land use categories: Conservation/ Parks & Open Space, Residential, Commercial and Industrial as depicted on the Future Land Use Map (FLUM) (**Map II-2**). Almost half (42%) of the City is held in conservation or recreational land use. The City's available residential land makes up another 29%. Just over 21% of the City is held as industrial land and about 4% of the City is commercial. The remaining land use designations are mixed use districts comprised of both commercial and residential uses (CBD, ORMU, and WMU) and public/ institutional lands (PI); combined, these categories hold the remaining 4% of the City's available land uses.

Figure II-1 Fernandina Beach Future Land Use Category Distribution

Source: Fernandina Beach Future Land Use Map, 2009

Residential land uses in Fernandina Beach vary from low densities of four units per acre to high density allowing up to a maximum of ten units per acre. Higher densities are found primarily along the North/South Fletcher Avenue (A1A) beach area and the City’s historic “Old Town” area, where the City maintains the original 1811 Spanish plat. The City permits residential, office and retail mixed uses in its Central Business District (CBD), Office & Residential Mixed Use (ORMU), and Waterfront Mixed Use (WMU) future land use categories. Commercial uses within the City are clustered around the dominant commercial “corridors,” located along the major roadways of A1A/S.R.200/ 8th Street, 14th Street and Sadler Road. Only a few commercial land use designations are found along the Fletcher Avenue/ A1A corridor.

Industrial (I) and Industrial Waterfront (IW) land use categories surround the City’s National Register designated historic downtown Central Business District area. Smurfit Stone and Rayonier pulp/paper mill factories are located on the north and south ends of downtown. Front Street historically held industrial waterfront related uses such as shrimp docks, processing plants and marinas. Today, the Front Street area is within the City’s Community Redevelopment Area (CRA) and most of these small IW properties are eligible to apply for a Waterfront Mixed Use land use designation that provides the opportunity to have both commercial/waterfront industrial and low density residential uses. The area surrounding the City’s Airport is the other area allocated for industrial land uses.

The City’s Future Land Use Map (FLUM) has been amended 27 times since the 2004 Comprehensive Plan update. **Appendix C** provides a complete list detailing all FLUM amendments from 2005 through August 2009. The FLUM was amended eight (8) times due to “old scrivener’s errors” to fix previous mapping impracticalities and six (6) amendments were part of City annexations requiring an assignment

of a future land use category. An additional six (6) changes were brought forward due to the establishment of the City's Community Redevelopment Area (CRA), once industrial waterfront lots are now either part of the Central Business District or have taken advantage of the recently created "Waterfront Mixed Use" land use category. Two (2) changes placed properties in the Office & Residential Mixed Use category from Medium Density Residential. Two (2) amendments were from Medium to High Density Residential. One (1) property changed from General Commercial to High Density Residential while another one (1) went from Medium Density Residential to General Commercial. Finally, the City purchased an environmentally sensitive parcel totaling 2.75 acres and placed it under Conservation Land Use. In total, there were 57.03 acres that changed land use categories since 2005. With the exception of several scrivener's errors, the FLUM seems to be functioning very well. In the future, the City should anticipate witnessing additional land use changes within its CRA as these property owners will likely take advantage of the categories that afford them mixed use residential density options.

Vacant and Developable Land

According to the Nassau County Property Appraiser's Office, approximately 856.46 acres within City limits are classified as vacant. Table 2-5 describes the City's generalized existing land uses while **Table II-6** and **Table II-7** describe the amount of vacant land within each of the Future Land Use categories. Vacant lands were determined using the Nassau County Property Appraiser property use description codes from data obtained in June 2009. Developable lands were calculated within each of the Future Land Use categories. The appropriate density or intensity rates were applied to provide an estimated development potential within each category. This analysis does not account for wetlands or other environmental constraints that may be present on individual properties. With less than 6% vacant land available; the City is nearing build-out within its existing municipal limits.

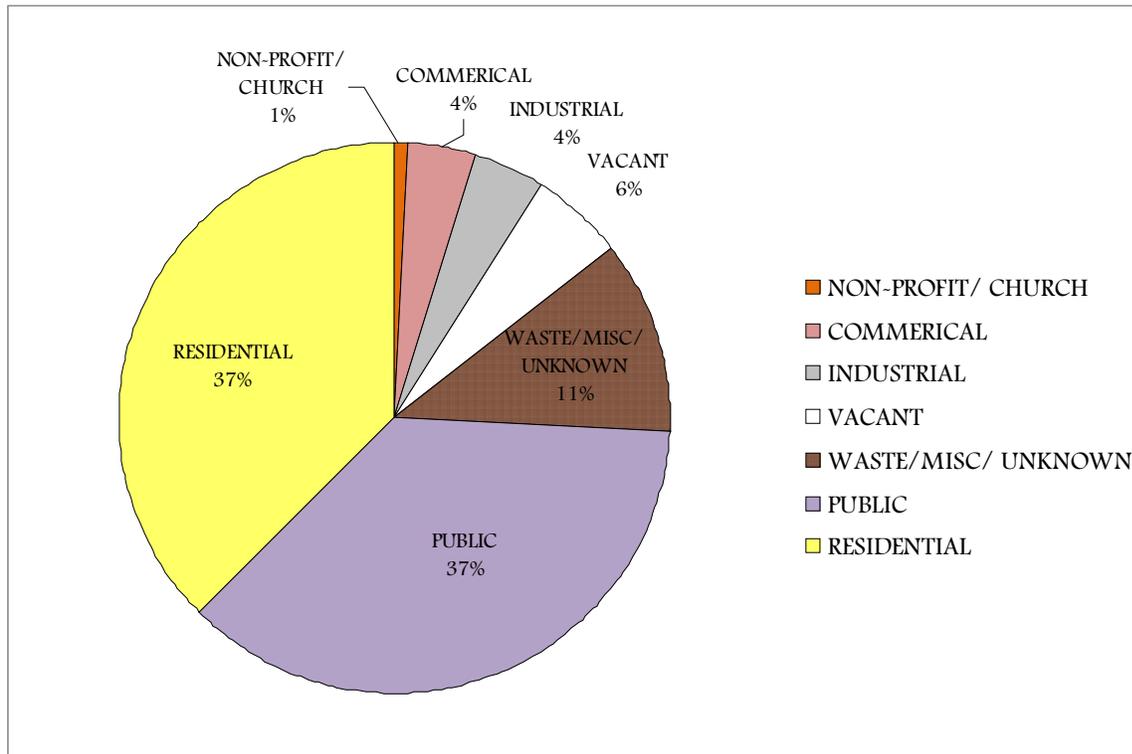
Table II-6 and **Figure II-2** describe the City's existing land use consumption acreage. This data was generated using the Nassau County Property appraiser data use description codes and aggregated (as appropriate) to provide generalized land use categories. Over one-third (1/3) of the City's existing development has been categorized as residential. Another third of the City is held in public/institutional holdings including such uses as schools, parks and open space, beach access locations, the airport, marina and golf course. Eleven percent (11%) of the land is described as waste, miscellaneous or unknown. These descriptions tend to be acres that are "not developable" or held under common ownership by local home owners associations. Nearly 6% of the land is classified as vacant and developable to accommodate future population needs. Just over 4% of the land is described as industrial with just under 4% carrying commercial uses. Less than 1% of existing land is utilized for non-profit, community or church uses.

Table II-6 Fernandina Beach Existing Uses (Aggregated)

NC PROPERTY APPRAISER AGGREGATED USES	TOTAL ACREAGE	% OF TOTAL
Non-Profit/ Church	140.68	0.91%
Commercial	588.92	3.82%
Industrial	633.06	4.11%
Vacant	856.46	5.56%
Waste/Misc/ Unknown	1,751.97	11.37%
Public	5,664.02	36.74%
Residential	5,779.46	37.49%
TOTAL	15,414.58	100.00%

Source: Fernandina Beach FLUM and Nassau County Property Appraiser Data, June 2009

Figure II-2 Fernandina Beach Existing Uses



Source: Nassau County Property Appraiser Data- Use Codes Aggregated, June 2009

Table II-7 describes how many units the City’s available residential vacant acreage could generate at its existing allowable densities. Vacant residential lands total about 413 acres and could generate just over 2,600 dwelling units if built to its maximum potential. The City’s population is expected to increase by roughly 2,400 people in the next 21 years. With an average household size of 2.28 people per unit (2000 Census), the City has adequate capacity to provide housing for its future population.

Table II-7 Development Potential on Vacant Residential Land

FUTURE LAND USE CATEGORY	CALCULATED ACREAGE OF VACANT LAND	DENISTY (UNITS/ACRE)	POTENTIAL UNITS
LOW DENSITY RESIDENTIAL	179.79	4	719.16
MEDIUM DENSITY RESIDENTIAL	157.76	8	1,262.08
HIGH DENSITY RESIDENTIAL	22.71	10	227.1
CENTRAL BUSINESS DISTRICT	3.41	8	27.28
OFFICE RESIDENTIAL MIXED USE	49.12	8	392.96
WATERFRONT MIXED USE	0	2	0
TOTAL			2,628.58

Source: Fernandina Beach FLUM and Nassau County Property Appraiser Data, June 2009

Table II-8 describes the amount of available commercial and industrial lands as depicted on the City’s Future Land Use Map. The vacant acreage totals less than 435 acres but could provide up to a maximum

9.8 million square feet of new commercial and industrial development. This development potential provides additional employment opportunities for the City's existing and anticipated population.

Table II-8 Development Potential on Vacant Commercial and Industrial Land

FUTURE LAND USE CATEGORY	CALCULATED ACREAGE OF VACANT LAND	VACANT ACREAGE TO SQ FT	INTENSITY (FLOOR AREA RATIO)	POTENTIAL SQUARE FOOTAGE
GENERAL COMMERCIAL	41.53	1,809,047	0.5	904,523
OFFICE RESIDENTIAL MIXED USE	49.12	2,139,667	0.5	1,069,834
CENTRAL BUSINESS DISTRICT	3.41	148,540	2	297,079
WATERFRONT MIXED USE	0	0	0.75	0
INDUSTRIAL	324.69	14,143,496	0.5	7,071,748
INDUSTRIAL WATERFRONT	15.73	685,199	0.75	513,899
TOTAL				9,857,084

Source: Fernandina Beach FLUM and Nassau County Property Appraiser Data, June 2009

Demographic Profile

The City of Fernandina Beach demographic profile based on 2000 Census data is summarized in **Table II-9**. The City's household size is roughly a quarter less than the national average and its population are about ten years older than the US average age (35.3). Not unlike other Florida cities, Fernandina Beach tends to have an older population with roughly 6% more people aged 65 and over compared to the national average of 12%. Its population tends to be wealthier than the national average with individual(s) and family incomes between \$3,000 to \$4,000 higher and 2-3% less individual(s) and families living below the poverty level. The City's home ownership rates are roughly 2% higher than the national average; conversely, its renter occupied units are 2% lower. On average the mean travel time to work is about three minutes less than the national average of 25.5 minutes.

Table II-9 2000 Census Demographics Snapshot

CATEGORY	FIGURE
Average Household Size	2.28 people
Median Age	43 years old
65 years and over	18% of the population
Per Capita Income (1999 dollars)	\$24,517
Median Family Income (1999 dollars)	\$54,806
Individuals below Poverty Level	1,026 people
Families below Poverty Level	182 families
Owner Occupied Housing Units	3,118 units
Renter Occupied Housing Units	1,407 units
Vacant Housing Units	1,063 units
Mean Travel Time to Work	22.6 minutes

Source: 2000 US Census Data, American Fact Finder

Internal and External Economic Forces

Fernandina Beach is located about 35 miles from downtown Jacksonville on Amelia Island, roughly half an hour from Jacksonville International Airport. The City is served by two major railways (First Coast Rail and CSX) and is home to a natural deepwater port. Fernandina Beach provides a unique combination of pristine beaches and a small-town atmosphere. The City's economy is diverse, ranging from tourism based employment to pulp and paper mill industries to charter fishing and shrimping. The Port of Fernandina, operated by the Nassau County Ocean Highway and Port Authority, continues to play a crucial role in future economic development. The significance of its role has been recognized by its inclusion in the Florida Strategic Intermodal System (SIS) Plan of the Florida Department of Transportation (FDOT). The Fernandina Beach Airport, located on 602 acres and operated by the City, has general aviation and transport facilities. Sufficient land is owned by the airport to provide for future growth and expansion needs for both airport operations and commercial businesses.

In June 2008, the Hass Center for Business Research and Economic Development completed a report on the economic impact of Amelia Island tourism on Nassau County for the Amelia Island Tourism and Development Council. The report's findings describe several key findings that tourism on Amelia Island "generates ~\$346 million in total sales (retail plus business-to-business) locally; results in the creation of about 4,781 jobs that are directly or indirectly related to tourism and creates local income and wages of ~\$94 million."

The accommodation, food service and retail industries (visitors and hospitality sectors) employ the largest share of Fernandina Beach's workforce making up over 35% of its economic base. The County's economy is twice as dependent on tourism as the average Florida County, according to Florida Legislative Research. Government operations (City and County operations, Nassau County School Board, Department of Health, US Post Office, and Florida Park Service) make up roughly 16% of Amelia Island's economic base. Manufacturing makes up another 14% of its economic base (Rayonier and Smurfit Stone pulp mills.)

The Nassau County Economic Development Board (NCEDB) has identified eight target industry clusters that are the focus of economic development efforts. The targeted industries are: Aviation-Aerospace, Corporate Headquarters, Pharmaceuticals and Biotechnology, Electronics and Semiconductors, Medical Equipment and Technologies, Customer Service and Technical Support Centers, Internet Technology, and Motor Vehicle Parts and Accessories.

Nassau County completed its EAR report in July 2008. Their community assessment analyzed both vacant and agricultural lands as "developable" and found that the County on whole had a surplus development potential of 65,365 dwelling units to accommodate its 2030 housing estimates. **Appendix D** contains a map series describing proposed "major developments" within Nassau County and previously approved Developments of Regional Impact (DRI.) At this time the County has reviewed and approved for development of roughly 5,100 dwelling units.

Several external factors also affect economic and land development within Nassau County and Fernandina Beach. Improvements in the Jacksonville port facilities and new developments will generate more jobs for the northeast Florida region. These new jobs and residents are likely to bring their families and friends to Fernandina Beach whether it is to live, work or play.

The Jacksonville Port Authority, known as JAXPORT, is an international trade seaport. JAXPORT expansion plans include improvements to its three marine terminals (Talleyrand, Blount Island and Dames Point). Additional improvements will be completed to the Jacksonville harbor. At the Dames

Point terminal, JAXPORT recently completed construction of a 158 acre container handling facility. This facility will be used by the Tokyo based shipping line known as Mitsui O.S.K. Lines (MOL), and terminal operating partner, TraPac, to unload and load container ships sailing to and from Asia.

MOL's operations are estimated to create more than 1,600 new private sector port jobs in the greater Jacksonville area, while supporting operations in trucking, distribution and related services could generate a total of 6,000 direct and indirect local jobs throughout the northeast Florida region. Jacksonville's new port facilities will enable northeast Florida businesses to export directly to nations throughout Asia-opening a huge new consumer market and providing an opportunity to boost sales. This, along with planned expansions of the Panama Canal to be completed by 2014, will make northeast Florida more attractive for a host of business to grow operations in the region by enabling local companies to easily import and export goods from Asia.

These advantages will create new opportunities in manufacturing, distribution and warehousing all linked to trade with these new markets. For example, home improvement and department stores may now look to open distribution centers in northeast Florida because these facilities will provide them with a direct local link to their Asian suppliers. Similarly, manufacturing plants which rely on parts or materials from Asia may consider northeast Florida for their operations because they now have a direct link to their Asian suppliers.

Jacksonville- based CSX railroad company, plans new expenditures totaling \$40 million to upgrade its tracks and build a link through Nassau County to connect the rails along U.S. 17 to the main line running north toward Waycross, GA. JAXPORT projections call for a tripling of cargo in the next few years largely because of the new MOL terminal and a pending agreements with the Korean shipping company, Hajin. The rail connections will enable the ship to move their cargo from on- shore and provide an enhanced distribution network of these goods.

Located 17 miles west of downtown Jacksonville and approximately 40 miles from Amelia Island, the proposed Cecil Field Commerce Center will provide 8,300 acres of new and existing commerce facilities. The City of Jacksonville has spent over \$180 million for infrastructure improvements to enhance the area and attract businesses to locate at Cecil Field. The area's current master plan provides over 30 million square feet of warehouse/distribution space; 727,000 square feet of retail space; 320,000 square feet of office space; and a 660 room hotel location.

The Kings Bay Naval Submarine Base is located in Camden County, Georgia, near the Florida-Georgia border adjacent to the City and about a 35 mile car ride. The Villages of Kingsland is a planned development on 15,000 acres recently annexed into the City of Kingsland in Camden County, Georgia, west of U.S. 17 and north of SR 40. On the 15,000 acres, of which approximately one-third is wetlands, the developer has plans to build approximately 40,000 residential units, 13.5 million square feet of industrial development, and 9.5 million square feet for commercial use.

The Timucuan DRI (Development of Regional Impact) is a 6,095-acre mixed-use development of regional impact in northern Duval County, west of Interstate 95 and east of U.S. 1. The DRI is approximately 30 miles from Fernandina Beach. It was proposed in 2006 and will be developed with an estimated 10,297 residential units, 803,000 square feet of commercial space, and 200,000 square feet of office space.

In adjacent Baker County, proposed large-scale developments are changing the rural character of this area. Located about 65 miles from Fernandina Beach, currently under review are the 3,200-acre Cedar Creek project with 7,000 homes and 425,000 square feet of commercial use; and Navona Creek, a 3,654-

acre development with 8,300 homes, a 1.5-million square feet business park, and a 330,000 square feet village center. It is estimated that these new developments will triple the Baker County population.

These new developments are likely to generate additional spending on Amelia Island as the area continues to be recognized for its beautiful white sandy beaches, unique shopping opportunities and fine dining experiences. New residents and their visitors may travel from their home locations to hike, bike and explore the City's vast natural resources.

