

## Goal 6: Mobility Element

### BACKGROUND, DATA AND ANALYSIS

The Mobility Element (formerly known as the Transportation Element) addresses “mobility issues in relationship to the size and character of the local government. The purpose of the transportation element is to plan for a multimodal transportation system that places emphasis on public transportation systems, where feasible. The element must provide for a safe, convenient multimodal transportation system, coordinated with the future land use map or map series and designed to support all elements of the comprehensive plan.” (Section 163.3177 (1) f (3) 3. Florida Statutes).

In addition, the element needs to cover traffic circulation and alternative modes of travel; identification of densities and land use patterns that can support public transportation corridors; and emergency evacuations. Roads must be routed so as to avoid traversing publicly owned natural preserves, parks and recreation areas and areas identified as essential wildlife habitat and historic districts. Since the population of Fernandina Beach is less than 50,000 there is not a specific mass transit section in this element. An airport master plan is to be provided as there is an airport within the City limits.

While all the objectives and policies in Goal 6 are important, our context requires prioritization that reflects maintaining the character and protecting the environment of Fernandina Beach while addressing current transportation needs innovatively and using forward thinking. With an intense focus on research and development of eco-friendly data, assessments and technologies, the city of Fernandina Beach must address our urgent environmental issues such as climate change, sea level rise as well as pollution from our plants, port and current transportation system. Thus, while implementing the multimodal element, we are also charged with producing and implementing clean energy solutions to ensure a sustainable future. In order to do this, we must have readily available visible current transportation and climate data, on-going assessment of vulnerability and incorporate these assessment results into decision-making and coordination with intergovernmental entities, and economy producing businesses and commerce. Lastly, we must also have readily available data on current traffic trends and safety concerns.

As we are a barrier island with finite boundaries, we acknowledge our transportation issues are not all created by sources located within our small boundaries. Therefore, we cannot resolve transportation problems in isolation. We can, however, recognize that the surrounding entities have an impact on our ability to create and maintain a sustainable and resilient city, and put ourselves first at all regional, state and county meetings involving multimodal transportation initiatives or recommendations that impact our local system. Furthermore, when planning and

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implementing policies, we must also consider our reliance on the freight industry, which is also incorporating innovative technology in order to move goods in a safe, timely and efficient manner throughout the region. Our economy is also largely built on ecotourism thus with our influx of seasonal visitors, we must incorporate plans for other transportation facilities such as parking and develop plans for disaster and efficient disaster recovery.

Though we acknowledge the impact of the jurisdictions around us, we, as a city, can control and manage our transportation issues through a plan that puts climate issues and environmental justice issues front and center, especially given that transportation is a major contributor to carbon emissions that impacts our fragile environment and quite frankly is the “hot topic” at most gatherings. Furthermore, we can insist that any road or other facility proposals, such as bike, walk path, use of public transportation, fosters a connectivity with our underserved populations and prevents a food or service desert within the city. The US Department of Transportation, in its Department of Environmental Justice strategy, November 2016 recognizes that infrastructure choices made by communities “can strengthen communities, create pathways to jobs, and improve the quality of life for individuals and communities across the country.” The strategy goes on to encourage communities to empower their plan by having residents participate in decisions by having a meaningful voice. In addition, the strategy encourages all governmental entities involved in making infrastructure decisions to use “best practices” and “tools to ensure compliance”. (US Department of Transportation, Department of Environmental Justice Strategy, November 2016, <https://www.transportation.gov/transportation-POLICY/environmental-justice/environmental-justice-strategy>). Furthermore, research shows that air pollution and lack of equitable transportation has a disproportionate impact on our minority and underserved populations.

## Setting

Located on a barrier island, Fernandina Beach has nearly reached its physical limits of anticipated growth which is expected to occur as either redevelopment or infill development. Due to its physical constraints and historic character, there are now no opportunities to widen roadways or increase capacity to accommodate the increased traffic demands. The street pattern within Fernandina Beach is compact and the streets are well connected. There are several major thoroughfares with high traffic volume that connect the city to other state highways and then to I-95. There is a rail corridor on the west side of the city that connects rail service to both the Port of Fernandina and the two industrial plants.

The core of the community is centered around Egan’s Creek, the historic town district and beach accesses. To the south of the city are several resort areas, Nassau county neighborhoods and businesses. These are connected to the city by the First Coast Highway, the single highway

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that connects that portion of the island to the city and to evacuation routes. According to the Nassau County Transit Study 2015, prepared for the North Florida Transportation Planning Organization (NFTPO), Nassau County's concentrated areas of transportation needs is in Amelia Island, Fernandina Beach and Yulee. Thus, if transportation issues are not properly addressed, increased growth and increased traffic from the areas outside of the city limits demands could lead to impacts that threaten the city's neighborhood quality of life. Therefore, any new roads leading into the city, whether from the county, state, or any road repair by any governmental entity or developer must be considered on how the proposal avoids traversing publicly owned natural preserves, parks and recreation areas and areas identified as essential wildlife habitat and historic districts and impacts on the city's character.

Within the City of Fernandina Beach, there are roads governed by the city, county, and state. Therefore, all data on the use and functionality from the county and state should be considered when developing and implementing this Element. A list of some of these data and analysis resources can be found at the end of this document. Below is a summary of significant road facilities:

- State road 200 (8<sup>th</sup> street) and SRAIA (Fletcher Rd), which mostly can be described as two-lane roads, are owned, and maintained by the Florida Department of Transportation (FDOT) and the city.
- Both roadways are designated as hurricane or disaster evacuation routes.
- The city planning and conservation department, under the leadership of the city manager works closely with FDOT to ensure that any changes to these state roadways are consistent with Fernandina Beach transportation, conservation and coastal and housing elements and priorities.
- All other streets within Fernandina Beach are city or county owned and maintained. The City's roadway network is depicted on maps.

Based on the growth study of Nassau County, residents, city planners and city commissioners must confront designs and implement transportation plans that address county and region's predicted growth impact on the city roads and facilities. (Nassau County 2030 Comprehensive Plan Transportation Element Background Data and Analysis, (<https://www.nassaucountyfl.com/DocumentCenter>; Nassau County Transit Study, final draft, November 2015, North Florida Transportation Planning Organization).

It is anticipated that automobiles will continue to be the primary means of travel in our area. However, focusing on automobile travel is short sighted and does not address transportation needs from an equity, economics and environmental viewpoints. It is critical that city staff involve all neighbors and citizens to ensure that all have a multimodal transportation access to economic resources such as jobs, medical services and food sources. The City's future focus must be on providing a more balanced transportation system that can also accommodate

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newer transportation models that promote pedestrians, cyclists, golf carts, ride sourcing, bus service or scooters, along with other modal options such as Ride Share, electric vehicles and vehicles that drive themselves. This multimodal approach is reinforced by several recent community initiatives. The Historical Preservation Board, Main Street, Trail to Beach effort by the Amelia Trails Organization, downtown Trolley, and Nassau Transit through the Council on Aging (COA) provide options to decreasing traffic flow, creating a more pedestrian friendly environment, highlighting the visually pleasing setting and enhancing connections between job-based destinations.

From a practical standpoint, visionary plans and suggestions from citizens during the EAR meetings, April 2019 include but are not limit to pursuing a usage fee, paid parking, a transit system connecting neighborhoods off the island to Fernandina Beach, providing incentives to businesses and industries for alternating work schedules and creative use of unused parking lots located on and off the island during high peak periods.

The following Mobility Element goal, objectives, and policies should be consistent with supporting data and analysis that would reflect the City's desire to provide a functional transportation network that ensures safe, convenient, and sustainable accessibility and mobility to all users through a variety of modes. Data, maps, and other background information supporting the Mobility Element's goal, objectives, and policies should be in the Mobility Element's Supporting Data and Analysis. It is important to note that locating the data, maps, and background information relative to Fernandina Beach and transportation are difficult, if not impossible, to find. None of the data referenced in the 2010 comprehensive plan is located on the city website though some data points are accessible through a variety of other sources such as Nassau County and North Florida Transportation Planning Organization (NFPTO) websites. To add more confusion regarding data and maps, some data that is referenced or reviewed in this writing and in Nassau County transportation element is removed from the websites or woefully outdated. Thus, this behavior portrays a lack of transparency regarding both needs and accomplishments made in this area and contrary to the recommendation made by the US Department of Transportation and the Florida State Department of Transportation. Most critical and missing from both the city and county website is information collected from citizens, specifically the EAR meetings April 30, 2019.

One cannot review the Fernandina Beach Mobility Element and only focus on roads. The community is actively engaged in several workgroups with plans to address parking, the marina and the city airport. For these issues, the city has posted much information on its website that include parking and marina studies and recommendations from various citizen groups, city commissions and consultants. This information is readily available with some work groups being active to address beach parking and parking along the mariner. Proposed objectives and policies are included in this Mobility Plan.

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The city airport is also a subject of resident discussion and angst. As with the marina and beach parking, this topic impacts both city and county residents and warrants a close look at data when developing policies. Lessons learned include a system that is built on citizen complaint; lack of notification to all impacted residents; clear education and understanding of leases and memorandum of understandings with other government entities. Thus, this workgroup is grateful for the city residents, who do not wish to be acknowledged but who have invested time in providing feedback and suggestions to the airport planning objective.

These Mobility objectives and policies must also result in changes in the FLUM, the Land Development Code and incorporate and support the consistent language between other elements such as the Economic Element. This element strongly encourages city staff along with residents to implement innovative policies that address 21<sup>st</sup> century transportation trends and technology along with studying the impact pandemics such as COVID 19, has on transportation trends and needs.

This element update constitutes a more vigorous approach requiring the collaboration of multiple agencies and residents much of which is identified in the policies in the Intergovernmental element. Noteworthy, then, is the addition of objectives 6.02 and 6.03 that identify a staff member and citizen(s) to actively participate in the North Florida Regional Transportation Organization (NFTPO).

### **Objectives: Changes in objectives sequencing**

1. Representatives to North Florida Transportation Planning Organization (NFTPO)
  - Objective 6.01 Representation to NFTPO
  - Objective 6.02 Funding Sources
2. Safe and Effective Roads and Highways
  - Objective 6.03 Traffic Control
  - Objective 6.04 Road Maintenance and Repair
  - Objective 6.05 Evacuation Processes
3. Level of Service
  - Objective 6.06 Balance Transportation System
4. Roadway Construction and Repair
  - Objective 6.07 Roadway Repair
5. Neighborhood Livability
  - Objective 6.08 Manage impact of Roadways
6. Public Transportation
  - Objective 6.09 Public Transportation
7. Beach Access and Parking
  - Objective 6.10 Beach Access and Routes
  - Objective 6.11 Beach Access and Parking

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- 8. Bicycle and Pedestrians
  - Objective 6.12 Bicycle and Pedestrian Planning
  - Objective 6.13 Multiuse Facilities
- 9. Safe and Convenient Parking
  - Objective 6.14 Parking Spaces and Lots
  - Objective 6.15 Downtown Parking
- 10. Waterway Network
  - Objective 6.16 Waterways
  - Objective 6.17 Marina
- 11. Airport Planning
  - Objective 6.18 Airport Planning
- 12. Intergovernmental Coordination
  - Objective 6.19 Intergovernmental Coordination

## **GOAL 6. MOBILITY**

While preserving the cultural, natural, and historic resources, and preserves neighborhood and scenic quality of life, city staff must provide the city of Fernandina Beach with a safe, convenient, efficient, motorized and nonmotorized transportation system for all residents and its seasonal population. This system connects residents to community jobs and resources preparing for the changes in economy and promotes effective and efficient modes to connect freight transportation to the city. This transportation system requires support from the city's future land use and must be consistent with conservation and coastal elements, recreation and open space element while providing a system for movement of people and goods.

[§163.3177(6)(b), F.S.]

### **REPRESENTATIVES TO THE NORTH FLORIDA TRANSPORTATION PLANNING ORGANIZATION (NFTPO)**

#### **OBJECTIVE 6.01. CITY STAFF AND CITIZEN REPRESENTATION AT NFTPO**

**In order to address Fernandina Beach environmental issues, ability to serve residents with equity, provide ability to transport goods and maintain a resilient system during times of natural or other disaster, the city will identify personnel and participate in Local, Regional and State Opportunities to meet Fernandina Beach mobility needs.**

##### **POLICY 6.01.01.**

The City Manager must identify a staff member to be a member of the technical review committee of the North Florida Transportation Planning Organization (NFTPO), representing Fernandina Beach by January 2021.

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**POLICY 6.01.02.**

The City Commissioners must designate and assign a citizen to participate in the North Florida Transportation Planning Organization's Citizen Advisory Board (NFTPO) by November 2021.

**OBJECTIVE 6.02. FUNDING SOURCES**

**Identify funding sources and priorities so that mobility projects must be implemented. The priorities of funding sources are to maintain current infrastructure; facilitate quick restoration of infrastructure following disruptions; and update or add such services as public transportation or shared riding to improve outcomes, including congestion, safety, environmental impact, and job access.**

**POLICY 6.02.01.**

Annually, the City Manager and Chief Financial Officer along with other City Departments, must identify the City's top transportation priorities. These priorities include, but are not limited to:

- a. Maintaining well-care for existing roads and multimodal facilities, such as sidewalks, multi-use trails, Eagan's Creek trails.
- b. Enhancing and care for major thoroughfares within the city limits.
- c. Addressing sea level rise on city streets.
- d. Completing a Master Parking Plan for streets, downtown and the beaches.
- e. Maintaining well-care of other transportation facilities such as bike paths.

**POLICY 6.02.02.**

As part of the City's annual budget process, the City Manager and Chief Financial Officer must identify the transportation needs and set priorities for capital improvements as well as operations and maintenance. Non-city funding sources and partnering opportunities also must be identified.

**SAFE AND EFFECTIVE ROADS AND HIGHWAYS**

**OBJECTIVE 6.03. TRAFFIC CONTROL TECHNIQUES**

**All use of traffic control techniques must take into consideration the non-urban, barrier island environment to ensure within the limits of safety, that the city's character is maintained. The city planning office, in coordination with NFTPO, must develop and implement intelligent transportation system (ITS) technology which will provide enhanced monitoring and notifications systems to ensure that travel is safe and efficient, through prioritization of pedestrians, and transit users.**

**POLICY 6.03.01.**

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The City Planning and Conservation Director and the Fleet, Facility and Sanitation Director must provide annual updates to this plan, including what innovative approaches are being considered and the budget implications.

- a. The City Planning and Conservation Director and Fleet, Facility and Sanitation Director must invest in website and smart phone apps which enhance mobility for pedestrians, bicyclists, transit riders, automobiles, and freight delivery; as well as providing real time information for parking, and other transportation related activities.
- b. The City Planning and Conservation Director must invest in technologies that provide real time traffic data that then can be utilized to adjust traffic flow.
- c. The City Planning and Conservation Director and Fleet, Facility and Sanitation Director must consider improvements to transportation facilities that support automated vehicles which promote improved safety and efficiency and reduced Greenhouse gas emissions.
- d. The City Planning and Conservation Director and Fleet, Facility and Sanitation Director must consider improvements to support existing and evolving innovative modes of transportation, such as bicycle, ride sharing programs, Uber, Lyft and other such services.
- e. The City Planning and Conservation Director and Fleet, Facility and Sanitation Director must continue to support alternative fuel vehicles through encouraging the provision of charging stations throughout the City. (F.S 339.287. Electric vehicle charging stations; infrastructure plan development

**POLICY 6.03.02.**

The Flood Plain Manager must designate roads as at risk for flood zone and sea level rise and must depict them on the Future Land Use Map.

**POLICY 6.03.03.**

As the city is near build out, the City Planning and Conservation Department must introduce ordinances that require any redevelopment or infill project that proposes transportation facilities to comply with road, sidewalk and parking policies that are consistent with conservation practices and that connect such facilities to the current road system. These ordinances include contributing to adverse impacts to the roadway network through implementation of mobility fees.

**POLICY 6.03.04.**

The City Planning and Conservation Department must develop standards and guidelines for employers and businesses to provide for alternatives to impacts on the Level of Service (LOS) thus reducing carbon emissions, such as but not limited to:

- a. Establish an alternative to single vehicle transportation system for its employees and customers.



- b. Provide support, including improved branding, to promote use of public transportation.
- c. Evaluate the feasibility of promoting incentives to ride-share.
- d. Establish varied work schedules between businesses, commerce and resorts.
- e. Provide transportation for seasonal visitors to recreation, special events, and the airport.
- f. Review annually the Florida Department of Transportation (FDOT) accident data and summaries, school zone related accident data, pedestrian and bike accident data and discuss the problems and establish remedial plans to reduce accidents.

#### **OBJECTIVE 6.04. ROAD MAINTENANCE**

**In order to protect the city’s coastal lands, historic communities, cultural character, the City Facilities, Fleet and Sanitation Director must prioritize and implement roadway and intersection maintenance consistent with coastal and conservation element, land use plan, and infill and redevelopment plan.**

**POLICY 6.04.01.**

The Planning Advisory Board (PAB) must provide a transportation standard that facilitates and maintains scenic corridor enhancement and beautification.

**POLICY 6.04.02.**

The Land Development Code must continue to ensure that development along roads provide the landscaping and setbacks necessary to minimize impacts on the visual environment.

**POLICY 6.04.03.**

The Land Development Code must include regulations to minimize sign clutter.

**POLICY 6.04.04.**

In coordination with Nassau County and the Florida Department of Transportation, the City manager and Streets Maintenance Director must systematically coordinate, establish, and maintain a list of capital projects which improve operational efficiency, and safety for all users. This system list of needs must be prioritized based on existing system deficiencies, and the benefit-to-cost ratio of potential improvements as determined by the Transportation Division and must be coordinated with FDOT and Nassau County. The list is to be presented to the City Commissioners, annually, by July 1.

**POLICY 6.04.05.**

The Streets Maintenance Director with support from the City Manager will identify top priority multimodal transportation capital projects that must be included in the City's Capital Improvements Program (CIP) based on available and projected funds accrued through the City's gas tax receipts, mobility fee revenue, grants and other revenue streams.

**POLICY 6.04.06.**

The City Planning and Conservation Department Director will review and provide written comments regarding any proposed redevelopment or infill and its impact on the multimodal mobility system including parking, carbon emissions, pedestrian system and safety and access to public transportation. When, pursuant to the City's Land Development Code, a development must make roadway system improvements to offset the adverse transportation system impacts of proposed development, the City's must require mitigation or in-kind contributions of the developer to be used within the city limits. The PAB will maintain a prioritized list of roadways, transit related, and pedestrian system needs that must be the preferred target of developer mitigation payments or in-kind contributions.

**POLICY 6.04.07.**

The City Commissioners with input from the PAB and Planning and Conservation Director must consider a multimodal transportation system impact fee which must be evaluated annually by the city commissioners to assure that any redevelopment is assessed appropriately for the consumption of roadway system capacity.

**OBJECTIVE 6.05. EVACUATION PROCESSES**

**As described in the coastal management element, the city must coordinate with FDOT and Nassau County to identify methods and alternative evacuation routes and modes as may be necessary in order to safely evacuate residents and seasonal visitors off the island.**

**POLICY 6.05.01.**

Based upon data provided in real time data, the City Manager must coordinate with the TPO and Nassau County to reduce the amount of time to safely evacuate residents and seasonal visitors of the island. This includes education of evacuation routes provided in various methods, such as current technological tools, the Tourist Development Council website, written materials in rental properties and other multimedia techniques.

**POLICY 6.05.02.**

Following a major disaster, the City Manager must coordinate with FDOT, Nassau County, the Ocean Highway and Port Authority, and First Coast Railroad/ CSX to assess damage to the roadway system, bridges, port facilities and rail lines to identify what type of transit may be used to facilitate recovery and redevelopment efforts.

**POLICY 6.05.03.**

The Directors of the Fleet, Facilities and Sanitation Department and Streets Maintenance Department must ensure that evacuation facilities (i.e., roads, bridges, parking lots) are maintained in order to allow for the safe and efficient evacuation of residents, business and seasonal visitors during emergencies.

**POLICY 6.05.04.** The City Manager must seek to achieve a minimum evacuation time of 16-18 hours which will be coordinated with Nassau County and other appropriate agencies. The evacuation plan includes:

- a. Consideration of a 3-stage process that evacuates seasonal visitors, residents in vulnerable housing; and then residents.
- b. Education of process including using community TV services, written material distributed in all rental properties and visitor centers.

## Level of Service

### **OBJECTIVE 6.06. SUSTAINABLE BALANCE TRANSPORTATION**

**Maintain and provide a sustainable balanced transportation system that is compatible with other elements in the comprehensive plan. It should provide transportation alternatives to the automobile, compatible with the city's character, that maintain the higher level of service through reduced traffic demand rather than increased roadway capacity.**

**POLICY 6.06.01.**

The City Commissioners will **analyze level of service (LOS) data** at a minimum of every three years. Due to the scenic, historic, environmental and coastal characteristics and considerations, Fernandina Beach has determined that roadways and roadway segments will not be widened. Therefore, reduced peak hour and daily (peak season and off-season) levels of service will be accepted on identified constrained roadways and roadway segments as a tradeoff for the preservation of the scenic, historic, environmental and aesthetic character of the City.

**POLICY 6.06.02.**

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The Streets Maintenance Director, and the Planning Advisory Board (PAB), under the direction of the City Manager, must create, maintain, and annually update a list of Constrained Roads and provide updates that would impact the City of Fernandina Beach Comprehensive Plan or Land Development Code.

**POLICY 6.06.03.**

The Planning and Conservation Department and PAB with consultation from the NFTPO must adopt LOS standards established by FDOT Rule for Strategic Intermodal System (SIS) and Transportation Regional Incentive Program (TRIP) Facilities as shown in a table that must be include with this element and available in real time on the city's website.

**POLICY 6.06.04.**

The Planning and Conservation Department and PAB with consultation from the NFTPO representatives must implement planning, funding, and maintenance strategies to explore economic, legal and practical feasibility measures to reduce auto ridership. These include:

- a. Expand off-island intercept parking.
- b. Expanded off island and on-island trolley or other public transportation systems.
- c. Restricted auto access and auto travel during peak times.

**POLICY 6.06.05.**

The Planning and Conservation Department, the Technical Review Committee (TRC) and PAB must review all development that is being annexed or redeveloped for consistency with the Comprehensive Plan land use requirements, Level of Service (LOS) standards while protecting coastal and conservation properties, historic properties and maintaining the character of the city.

**OBJECTIVE 6.07. ROADWAY REPAIR**

**The City Manager along with the directors of the Facilities, Fleet and Sanitation Department and the Streets Maintenance Department will require that any road repair is compatible with conservation and coastal and environmentally sensitive lands, culture, historical, scenic and residential and commercial neighborhoods.**

**POLICY 6.07.01.**

The Planning and Conservation Department and with consultation with the representative to the NFTPO must collaborate with the Florida Department of Transportation (FDOT) to determine the feasibility of developing and implementing a road user charge plan for non-Nassau county residents that must be levied for entering the island during peak travel times between Memorial Day and Labor Day. The charges

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are designed for road infrastructure financing as well as the social and environmental negative impacts associated with use of the island roads, beach accessibility and parking and other such as air pollution, greenhouse gas emissions, visual intrusion, noise and dune protection. A report must be provided to the City Commissioners by July 1, 2021.

**POLICY 6.07.02.**

The Streets Maintenance Department with collaboration from the City Planning and Conservation Department and Storm Management Director must review all road repair projects located within the city including those under other jurisdictions to require that such projects meet the minimum City and St. John's Florida Water Management District requirements for stormwater retention and treatment as appropriate.

**POLICY 6.07.03.**

The Streets Maintenance Department with collaboration with the Amelia Trails Organization, citizen representative to NFTPO, city arborist, and staff representative to the NFTPO must determine the scale and character of surrounding land use when potential walk/bike opportunities are considered in the repair of roadways. This includes:

- a. Safety.
- b. Maintaining trees and right of way.
- c. Constrained roads.
- d. Enforce the prohibition on the use of sidewalks and shared use paths by mopeds and motorized scooters.

**POLICY 6.07.04.**

The Streets Maintenance Director with the city Planning and Conservation Department and Technical Review Committee (TRC) must analyze roadway construction or repair to determine the feasibility of roadway alignment with location of utility lines for power, gas, water, and wastewater, etc.

**POLICY 6.07.05.**

The Planning and Conservation department must consult with the Historic Preservation Board, city arborist and with the Conservation Land element to provide for the consideration of Fernandina Beach character and history when road, repair, sidewalks, pedestrian traffic and parking are proposed.

- a. Require existing staffs to review and recommend changes to existing procedures to improve and produce more thorough and efficient procedures that describe impact of development on all infrastructure and the city's character and history including but not limited to roads, sidewalks, pedestrian traffic, and parking by July 1 2021.

## Neighborhood Livability

### OBJECTIVE 6.08. MANAGE IMPACT of ROADWAYS

**Preserve neighborhood livability and protect the natural environment through management of roadway traffic with consideration of the impacts of roadway capacity and improvements on the city's environment, history, cultural and environmentally sensitive lands.**

#### **POLICY 6.08.01.**

The Planning and Conservation Department, and the city's representatives to the NFTPO must identify, share information and educate residents about mobility and the environmental and health benefits of walkable and bike communities through participation in NFTPO meetings, school board meetings, joint commissioner meetings and citizen advisory meetings collaborate with regional agencies, school district, community planning groups, community activists, public health professionals, developers, law enforcement officials, and others.

#### **POLICY 6.08.02.**

The Planning and Conservation Department with collaboration from representatives from the NFPTO must require that all governmental entities responsible for proposed road projects leading into the city (i.e., road construction, major road widening or other major corridor improvements) conduct a corridor study prior to any construction or repair. This includes

- a. Rights-of-way acquisition that might impact adjacent areas.
- b. Provide appropriate, cost-effective mitigation mechanisms for adverse impacts.
- c. Must solicit input from adjacent city and county property owners and neighborhoods within two (2) miles or more of affected by the road.
- d. Proposed road construction must be reviewed by city arborist, Main Street organization, City Police and fire department, and Historic District.

#### **POLICY 6.08.03.**

The Planning and Conservation department with input from the city representatives to the NFTPO must require that transportation facilities be, designed, located constructed, and maintained to avoid, minimize and mitigate adverse impacts to conservation and open space areas consistent with the Conservation and Coastal Management Element and Recreation and Open Space Elements of this Plan.

**POLICY 6.08.04.**

The Planning and Conservation department and Technical Review Committee with consultation from the city arborist must approve appropriate conservation, arboricultural, and horticultural standards in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, reduce heat-island effect, enhance habitat connectivity, provide for the safe passage of wildlife, and improve scenic quality consistent with Conservation and Coastal Management Element and Recreation and Open Space Elements of this Plan.

**OBJECTIVE 6.09. PUBLIC TRANSPORTATION**

**Provide a safe, convenient, and efficient transit system to provide for mobility throughout the city and serve as a viable alternative to single-occupant vehicle to access the city's employment centers, neighborhood, recreation areas and beaches.**

**POLICY 6.09.01.**

The Planning and Conservation Department, and The Main Street Organization must participate with the NFTPO in a review of the **Nassau County Transit Study, 2015 and other current data**, identify objectives and develop a plan to implement a transit data system to address the identified needs of city by July 1, 2021.

**POLICY 6.09.02.**

The Planning and Conservation Department with The Main Street Organization must pursue active participation with the Council on Aging/Nassau Transit and other agencies and business that provide transportation services to improve publicity and branding with a goal of increasing use of such services. A report documenting participation to be presented to the City Commissioners by July 1 each year and include budget recommendations in each report.

**POLICY 6.09.03.**

The Planning and Conservation Department must coordinate with The Main Street Organization in conjunction with the Nassau County Chamber of Commerce to develop and implement collaboration with employers of over 35 employees to create and implement alternatives to single vehicles coming to the place of employment. Pursue, alternating shift times, mass transit parking lots off island; incentives for Ride Share and report to the city commissioners annually.

**POLICY 6.09.04.**

The Planning and Conservation Department with The Main Street organization must conduct citizen input meetings to gather information and feedback regarding use of public transportation or other alternative modes to serve needs of communities with

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limited access to public transportation and avoid transportation deserts.  
Documentation of meetings to include input from each impacted group including but not limited to senior citizens, historic districts, and disadvantage populations.

**POLICY 6.09.05.**

Under the direction of the City Manager, The City of Fernandina Beach must continue to provide transit service for transit-dependent and transportation disadvantaged (TD) populations by collaborating with transit planners and providers to achieve a transit system that is 100 percent accessible in accordance with the Americans with Disabilities Act (ADA).

## **Beach Access, Routes and Parking**

### **OBJECTIVE 6.10. BEACH ROUTES**

**Promote the use of alternate routes and parking to the beaches including limiting commercial transportation and institutional transportation land uses at the intersections of state roads in the rural service area.**

**POLICY 6.10.01.**

The City Planning and Conservation Department must coordinate with the Florida Department of Transportation (FDOT) to research, develop and implement a plan that addresses road and parking capacity to Fernandina Beach that includes:

- a. Road user charge plan for non-Nassau county residents that must be levied for entering the island during peak travel times between Memorial Day and Labor Day. The charge is designed for road infrastructure financing as well as the social and environmental negative impacts associated with use of the island roads, beach accessibility and parking and other such as air pollution, greenhouse gas emissions, visual intrusion, noise and dune protection. A report must be provided to the City Commissioners by July 1, 2021. *Or*
- b. Restrict Fernandina Beach access to a maximum vehicular hourly “cap”.
- c. Develop, implement and review the status of identified objectives and policies and the progress to date on the above measures.
- d. After thorough issue resolution and public input, implement appropriate solutions.

**POLICY 6.10.02.**

The Fleet, Facility and Sanitation Director, with support from the City Manager and NFTP representative must evaluate and coordinate the feasibility of providing park and ride facilities close to Fernandina Beach city limits in order to promote a sustainable community. This includes but is not limited to:

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**Deadlines must be reset.**

**Highlighted = updates needed**

- a. Encouraging Nassau County to provide such facilities and services that are consistent with the city's transportation element and protecting the barrier island
- b. Collaborating with private property owners of underused or unused parking lots to provide public parking in order to gain beach access or access to special events.

**POLICY 6.10.03.**

The Fleet, Facility and Sanitation Director, with support from the city manager, and consultation from the city representative to the NFTPO must pursue public transportation options and alternatives for the public to gain access to the beach. A design must be submitted to the city commissioners by July 1 and must include data from contacts, feedback from the community and budget impacts. These options include:

- a. Use of underused business parking lots off the island
- b. Transport system from off the island to beach accesses. These might include small buses that can transport bikes or coolers.
- c. Encourage promoting off-island outdoor activities (such as other waterway access or parks).
- d. Limit the number, size and location of special events that, by their nature, contribute to an overuse of limited capacity roadways. Within the context of this POLICY, an attraction is a land use that generates a significant number of its daily and overall automobile trips from off-Island locations.
- e. Discourage further special events that are anticipated to increase traffic volumes in Fernandina Beach during the peak season. Restrict the issuance of special event permits to only those events that are clearly in the best interest of the entire City and county island residential community and that do not impact the level of service (LOS) of fire and safety personnel.

**OBJECTIVE 6.11. BEACH ACCESS**

**Provide protection of the beaches and dunes through policies and educational formats to residents and visitors. The city will provide pedestrian access to the beaches at all designated and advertised accesses. The city will provide a supply of vehicular and non-motorized parking available to support the needs of the residents and seasonal visitors at these sites. The city will provide limited beach parking at Seaside Park. An annual report of parking and visitor data to provided to the city commissioners and citizens work group on an annual basis.**

**POLICY 6.11.01.**

The City Attorney and the City Manager must implement the Nassau County Shore Protections, and Agreement with Army of Engineers. These documents must be attached to the Comprehensive Plan. In collaboration with the TDC and City Planning and Conservation Department, a plan must be developed to educate residents and seasonal visitors about dune protection, beach parking policies including rules for protecting wildlife.

**POLICY 6.11.02.**

The City Manager in collaboration with the Beach Parking work group must prepare and implement a financially feasible plan for providing beach area parking that anticipates future beach area parking needs. The beach area parking plan must be incorporated into the Capital Improvements Plan in the Capital Improvements Element of this Plan.

**POLICY 6.11.03.**

The City Manager must monitor the supply of and demand for parking facilities in the beach area. The City must determine fiscally responsible alternatives for resolving parking issues, while preserving the character of the beach area and the integrity of the residential neighborhoods on 1st Avenue and Fletcher Avenue and collaboration with neighborhoods within the county.

**POLICY 6.11.04.**

The City Manager in conjunction with the Beach Patrol must ensure that Beach area parking comply with policies contained in the Conservation and Coastal Management Element (see POLICY 5.03.06 for details). These include:

- a. No motorized vehicles are allowed on dune systems except in an emergency situation as designated by the local law enforcement and emergency management agencies. The City must enforce this POLICY through the City Police Department.
- b. Beach driving is prohibited except in the designated parking area as defined by City ordinances. The fine for violation must be increased to \$250 and impoundment of the vehicle until the fine is paid. The fine must be doubled for vehicles without functioning four-wheel drive capability.
- c. Except in an emergency, City police and Beach Rangers, lifeguards, and trash cleaning contractors must be limited to drivers who have successfully completed the City's beach driving training program and have passed the annual refresher test. Drivers of public vehicles violating the beach driving regulations must face disciplinary action, up to and including termination.

**POLICY 6.11.05.**

The City Facilities, Fleet and Sanitation Director, with support from the City Manager, must pursue public transportation options and alternatives for the public to gain access to the beach. A design must be submitted to the city commissioners by July 1 annually and must include data from contacts, feedback from the community and budget impacts.

**POLICY 6.11.06.**

The City Facilities, Fleet and Sanitation Director, with support from the City Manager, must coordinate with business owners of underused or unused parking lots to provide as public parking to gain beach access. The purpose being to provide additional parking for those travelling to and from the area and to encourage businesses to promote sustainable communities.

**POLICY 6.11.07.**

In order to better protect endangered sea turtles, lighting in parking areas on the beach must be kept to a minimum and only as necessary to protect the safety and welfare of citizens and seasonal visitors. Lights must be directed away from the beach and down to the ground. Lighting must be kept as low to the ground as possible and properly shielded to prevent glare onto the beach.

**POLICY 6.11.08.**

The City must not vacate, diminish, or otherwise impair publicly-owned pathways, sidewalks, roads, parking areas, docks, or boat launching facilities and other access points that are currently used, or susceptible to use, by the public to access shorelines.

**POLICY 6.11.09.**

The City must coordinate with the Florida Inland Navigational Fund (FIND) to find funding mechanisms that support public, maintenance of existing facilities, derelict vessel removal, increased educational outreach and awareness of waterway wildlife, safe boating practices and sustainable fishing techniques.

**POLICY 6.11.10.**

The City must continue to coordinate with St. Mary's, Georgia to support the continuation of an interstate waterway taxi service.

## **Bicycle and Pedestrian Planning**

### **OBJECTIVE 6.12. BICYCLE AND PEDESTRIAN PLANNING**

**Provide a safe, accessible, and efficient walk / bike network to facilitate walking and bicycling trips within and between opportunities to connect with conservation areas, and neighborhoods, schools, recreation and employment centers.**

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**Deadlines must be reset.**

**Highlighted = updates needed**

**POLICY 6.12.01.**

The City Facilities, Fleet and Sanitation Department through collaboration with the Amelia Trail Organization, the city arborist and the city representative to the NFTPO must develop an evaluation process that establishes criteria for walking and bicycling trails plans that promote conservation, protection of wildlife and restrictions on outdoor lighting, natural or pervious materials.

**POLICY 6.12.02.**

The City Facilities, Fleet and Sanitation Department through collaboration with the Amelia Trail Organization and the city representatives to the NFTPO when considering the Increase of mileage of on-street bicycle lanes, off-street trails and side-paths, and designated shared-lane bikeways must include:

- a. Connected pedestrian walkways that are safe and comfortable
- b. Connection with Nassau County
- c. Connect with medical, shopping and job opportunities
- d. Compliance with tree protection ordinance as defined in the Land Development Code
- e. Compliance with lighting requirements as defined in the Land Development Code
- f. Clear delineation of bike areas and shared paths with auto traveling lane

**POLICY 6.12.03.**

The City Manager must annually review the citywide pedestrian master plan, or similar tool, to identify needed improvements to the pedestrian network providing safe and accessible routes to schools, transit, and employment and village centers.

**POLICY 6.12.04.**

The City Manager in collaboration with the Amelia Trail Organization and the Tourist Development Council (TDC) must provide appropriate on-road bicycle pathways and designated routes in accordance with current FDOT, the United States Department of Transportation (US DOT), American Association of State Highway Transportation Officials (AASHTO), and local standards and/or statutes, in transportation projects.

- a. The city manager must annually review the citywide bicycle facilities master plan. This report must be made public and presented to the city commissioners during a joint presentation with the Amelia Trails organization.

**POLICY 6.12.05.**

The City Streets Director must maintain improvements to existing roadways such as: signage, re-striping, shared-use lanes and appropriate bicycle-sensitive traffic control measures to increase the safety, convenience, and efficiency of the City's bicycle

transportation infrastructure. Maintenance plans must be included in annual capital improvement and budget proposals.

**POLICY 6.12.06.**

The City Streets Director in coordination with the NFTPO develop the use of traffic management techniques that consider pedestrian movement and safety and maintain protection of the conservation and coastal properties.

**POLICY 6.12.07.**

The City Planning and Conservation Department must coordinate with the North Florida TPO Trail Plan, the Safe Routes to School Program and the Amelia Island Trails programs to implement the Bicycle and Pedestrian Plan. In coordination with these groups and the City Police Department develop and implement a safety program. This plan is to be presented to the City Commissioners by July 1 each year and include any budget implications and recommendations.

**POLICY 6.12.09.**

The City Streets Director must support the inclusion of the walk/bike plans developed by the NFTPO and approved by the City Commissions appropriate when repair of arterial and collector roadways is proposed.

**POLICY 6.12.10.**

The City Streets Director must coordinate with the Amelia Trails Organization to implement and maintain a bicycle network that is continuous, closes gaps in the existing system, and provides access to employment, medical, employment and shopping areas.

**OBJECTIVE 6.13. MULTIUSE FACILITIES**

**While implementing conservation and preservation best practices and maintaining scenic and historical character, the city must continue to maintain sidewalk facilities or equivalent trail facilities.**

**POLICY 6.13.01.**

Using current pedestrian and bike pathways maps and with input from the Amelia Trail Organization and Amelia Tree Conservancy, the City Street Maintenance Director must improve connectivity of the multi-use trail network through the walk bike plan, for use by bicyclists and pedestrians as appropriate

**POLICY 6.13.02.**

The City Street Maintenance director must Include sidewalks as part of typical section for all roadway designs and revise existing standards to include pedestrian traffic control

devices and pedestrian staging areas in intersection improvement projects and new construction.

**POLICY 6.13.03.**

The City Facilities, Fleet and Sanitation department must strive to achieve greater connectivity in the street system through implementing a grid or modified grid street system. The Technical Review Committee (TRC) must require site plans to include a street grid into the project. When considering site plans for sidewalks and trails, the TRC must obtain input from the city arborist, storm water management, historic preservation and main street to consider the impact on conservation and tree preservation.

## **SAFE AND CONVENIENT PARKING**

### **OBJECTIVE 6.14. CITY-WIDE PARKING**

**Provide for safe and convenient flow of vehicular and non-motorized vehicle parking and ensure that the location of off-street surface parking lots reflect protection of the coastal and conservation element and urban design.**

**POLICY 6.14.01.**

The City must encourage parking strategies that support the overall transportation goals and the coastal and conservation goals while providing for adequate on-site and off-site parking for existing and future land uses.

**POLICY 6.14.02.**

The City must ensure adequate vehicular access to non-residential development by requiring developments to provide on-site parking. Developments unable to achieve necessary on-site parking requirements may consider:

- a. Use of consolidated or free-standing parking facilities through formal agreements with the City or adjacent commercial properties that demonstrate excess parking;
- b. Contributions to the provision of pedestrian, bicycle, or transit facilities in lieu of compliance with on-site parking requirements.

**POLICY 6.14.03.**

The city must provide on and off-site parking standards for non-residential development that are designed to minimize the visual and operational impact of parking on the pedestrian environment, encourage the use of on-street parking, where appropriate, and encourage the development of public, shared parking facilities in-lieu of private, on-site parking.

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**POLICY 6.14.04.**

The City must reduce minimum off-street parking space requirements, as appropriate, and encourage on-street parking in new developments and must re-introduce it in existing areas that would benefit from it.

**POLICY 6.14.05.**

The City must develop and implement strategies to control the number, location, and design of commercial, institutional, and industrial parking areas, including but not limited to:

- a. Maximum parking space requirements.
- b. Requiring off-street parking to be located in the side or rear of building.
- c. Use of pervious parking materials.
- d. Landscaping and buffering requirements that serve to reduce heat-island effect; and
- e. Covered parking areas with green roof or low albedo (heat absorbing) material.
- f. Allowing the number of required parking spaces to be reduced in order to preserve existing trees which are at least six (6) inches in diameter at breast height.

**POLICY 6.14.06.**

All non-residential off-street parking must be placed in the rear or side of a building, rather than in the front or otherwise adjacent to a street.

**POLICY 6.14.07.**

Parking areas must comply with all applicable ADA accessibility requirements.

**POLICY 6.14.08.**

In locations where the City continues to allow parking in front, off-street parking adjacent to a street, it should be visually screened with a vegetative wall, fence, hedge or landscape berm. Walls, fences and berms, where provided, must be designed for aesthetics, security, durability and access.

**POLICY 6.14.09.**

New non-residential and mixed-use access points (breaks or openings in walls, fences or berms) must be required along the side and/or rear of the property rather than just along the major access streets. Chain link fences are not permitted in pedestrian-oriented areas.

**POLICY 6.14.10.**

Off-street parking lots must be linked with off-street vehicular, bicycle, and pedestrian connections.

**POLICY 6.14.11.**

The City must require that all new development and redeveloping properties incorporate use of pervious parking materials for a minimum of 75% of the required parking area. Pervious parking materials that require regular maintenance through activities such as, vacuum sweeping, must demonstrate their ability to perform regular maintenance of the site.

**POLICY 6.14.12.**

The City must require all new commercial, institutional, and industrial uses to provide off-street loading zones.

**POLICY 6.14.13.**

Parking and loading functions must be located and designed with respect to and reinforcement of, the pedestrian orientation of neighborhoods, through on-street parking and parking placed behind buildings.

**POLICY 6.14.14.**

The City must require commercial and mixed-use building frontages to adhere to maximum front, side and corner setback requirements and that new development, redevelopment, and infill development spatially delineate the thoroughfares and mask most of the required parking through design.

**POLICY 6.14.15.** When considering the construction of multi-level garages to be utilized to address parking deficiencies, the city must consider the below criteria, but not limited to:

- a. Street level pedestrian-oriented activities with retail, entertainment, or office space must wrap some portion of the entire 1<sup>st</sup> floor of the garage
- b. Access to recreational or beach access or special events area
- c. Location should not be built in flood zone or conservation area
- d. Limiting lighting to reduce excessive, glaring, and tall lighting
- e. Use of impervious materials

**POLICY 6.14.16.**

The City must establish restrictions on outdoor lighting in off-street surface parking to reduce excessive, glaring, and tall lighting which draws attention to the building. Restrictions must reduce lighting heights and eliminate creation of off-site spillover lighting.

## **DOWNTOWN PARKING**

### **OBJECTIVE 6.15. DOWNTOWN PARKING**

**Ensure an adequate supply of vehicular and non-motorized parking to serve downtown businesses, while maintaining the character of the downtown area and retaining the integrity of residential neighborhoods. The city must ensure that an inadequate parking supply does not detract from the economic viability of downtown businesses.**

#### **POLICY 6.15.01.**

The City must prepare and implement a financially feasible plan for providing downtown parking that anticipates future downtown parking needs. The downtown parking plan must be incorporated into the Capital Improvements Plan in the Capital Improvements Element of this Plan.

#### **POLICY 6.15.02.**

The City must monitor the supply of and demand for parking facilities in the downtown area. The City must determine fiscally responsible alternatives for resolving parking issues, while preserving the character of the downtown area and the integrity of the residential neighborhoods within and adjacent to the downtown.

#### **POLICY 6.15.03.**

The City must evaluate the feasibility of locating a multi-level parking structure downtown. When considering the feasibility of multi-level garages to be utilized to address parking deficiencies, the city must consider the below criteria, but limited to:

- a. Data and analysis of parking need
- b. Street level pedestrian-oriented activities with retail, entertainment, or office space must wrap some portion of the entire 1<sup>st</sup> floor of the garage
- c. Access to recreational, beach or waterway access, business or special events area
- d. Location relative to flood zone, conservation areas
- e. Limiting lighting to reduce excessive, glaring, and tall lighting
- f. Use of impervious materials

#### **POLICY 6.15.04.**

All city-owned parking lots must be developed or resurfaced using pervious parking materials. Lots must be regularly maintained to maximize the effective percolation of water.

**POLICY 6.15.05.**

Downtown parking areas must comply with all policies contained in the Historic Preservation Element and Conservation and Coastal Element.

## **WATERWAYS NETWORK INCLUDING THE MARINA AND PORT**

### **OBJECTIVE 6.16. ACCESS TO WATERWAYS**

**Fernandina Beach must ensure that the Amelia River waterway is maintained as a naturally deep-water site in order to retain the economic viability of the city's historic working waterfront economies including its shrimp industry heritage, watersports industry, its industrial pulp mill operations, and its port facilities. Furthermore, the city must ensure that best environmental practices are in place to protect the marshes and the areas from storm surge. Further, the city recognizes the need to develop realistic and proactive strategies to ensure that Fernandina Beach provides ample opportunities for residents, businesses and visitors to have access to marine and coastal waters for recreational and commercial purposes without jeopardizing its environmental values.**

**POLICY 6.16.01.**

The City must identify a staff member who is responsible to collaborate on a regular basis with the Ocean Highway and Port Authority and FDOT regarding the Port of Fernandina. The Port of Fernandina Beach master plan and the Port Disaster Plan must be posted within this comprehensive plan and posted on the city's website.

**POLICY 6.16.02.**

The City must identify, inventory, and characterize its system of waterways in terms of use, capacity, and relationship to recreational and commercial working waterfronts. The City must use this data when identifying future public access opportunities, for integrating waterways with recreational and commercial working waterfronts and when coordinating with other jurisdictions on potential impacts. All maps must be posted in this plan and maintained on the city's website.

**POLICY 6.16.03.**

The City must identify, inventory, and characterize existing rights-of-way, easements, and other public property interests adjacent to or capable of providing public access or enhancing public access to shorelines.

**POLICY 6.16.04.**

The City Parks and Recreation Department must identify, inventory and characterize all existing publicly- accessible recreational and commercial working waterfront properties on a parcel-by-parcel basis, including but not limited to, public lodging establishments, docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities,

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commercial fishing facilities, boat construction facilities, and other support structures over the water.

**POLICY 6.16.05.**

The City must identify, inventory, and characterize all private facilities that would otherwise qualify as recreational or commercial waterfronts because they provide access to the marine and coastal waters of the City.

**POLICY 6.16.06.**

Based on data and analysis including feedback from residents, the City Parks and Recreation Department must assess the future demand for public water access to shorelines and waters of the City and must establish activity-based levels of service standards for water access.

**POLICY 6.16.07.**

The City must not vacate, diminish, or otherwise impair publicly-owned pathways, sidewalks, roads, parking areas, docks, or boat launching facilities and other access points that are currently used, or susceptible to use, by the public to access shorelines.

**POLICY 6.16.08.**

The Planning and Conservation Department, the grants administrator and the city representative to the NFTPPO must continue to coordinate with the Florida Inland Navigational Fund (FIND) to find funding mechanisms that support enhanced public access opportunities for both motorized and non-motorized vessels, maintenance of existing facilities, derelict vessel removal, increased educational outreach and awareness of waterway wildlife, safe boating practices and sustainable fishing techniques.

**POLICY 6.16.08.**

The Parks and Recreation Department, with support the City Manager is responsible for implementing policies protecting Egan's Creek including managing water quality, wildlife and plant protection, maintenance and use of trails, connectivity to the community, (see objective 3.09).

**OBJECTIVE 6.17. MARINA**

**Fernandina Beach must develop and implement a plan for the protection of the Marina. The Marina is a vibrant waterfront community on the Amelia River. With a variety of uses, it attracts residents, businesses, visitors, and the boating community. It is unique, charming and peaceful, with historic character and culture. It promotes a healthy, active, social, family-friendly, and environmentally-responsible lifestyle. It is a safe and fun place to live, work, and play, day and night.**

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**POLICY 6.17.01.**

The plan should include, but not limited to:

- a. Putting the character and historical characteristics of the marina and city first
- b. Protecting the views of the water
- c. Connectivity to Downtown Center
- d. Establishing a cultural hub
- e. Promote a better environment that protects the city storm surge or other environmental encroachment
- f. Protects current businesses plans
- g. Promotes water sports businesses

**AIRPORT**

**OBJECTIVE 6.18. FERNANDINA BEACH AIRPORT**

**Fernandina Beach must ensure proper and orderly development of Fernandina Beach municipal airport, consistent with the airport master plan which must be attached to the Mobility Element. The adopted master plan must not compromise safety or normal and appropriate aviation activity and must minimize the negative impacts from such airport activities upon adjacent residents, lands, natural systems, and public facilities. The Airport Master Plan and Airport Layout Plan must be included in this plan and posted on the Fernandina Beach website.**

**POLICY 6.18.01.**

Operating conditions on ground access routes to the Airport must be properly preserved.

**POLICY 6.18.02.**

The Airport Director must ensure that all ground access routes to the Airport within its jurisdiction as well as county and city access roads must be properly maintained.

**POLICY 6.18.03.**

The City must coordinate with the Fernandina Beach Municipal Airport on matters relating to the development and land use compatibility at the Airport and development in the surrounding areas, including the protection and conservation of natural resources.

**POLICY 6.18.04.**

The Airport Director must coordinate with the Airport to construct pedestrian and bicycle facilities and to provide transit, as needed, to the Fernandina Beach Municipal Airport property as permitted by applicable laws and security considerations.

**POLICY 6.18.05.**

The Airport Director must ensure that all aviation and non-aviation development at the Fernandina Beach Municipal Airport be made with input from all the City and County Residents, and consider to their quality of life and the environment, and be in accordance with the Future Land Use Element of this Plan. Development must be in accordance with the Fernandina Beach Airport Master Plan and must utilize Low Impact Development (LID) practices.

**POLICY 6.18.06.**

The Airport Director must ensure that all aviation and non-aviation development, as designated on the Airport Master Plan, obtain any and all necessary building permits from the appropriate City, County, State or Federal Agency. Non-aviation property designated in the Airport Master Plan must be developed in accordance with all applicable City, State and Federal regulations. All plans submitted to the City must meet or exceed the provisions of the Airport Architecture and Building Design Standards, the Land Development Code, the Florida Building Code, and the Life Safety Code unless other federal or state laws, codes, or regulations are controlling.

**POLICY 6.18.07.**

The City must coordinate with the Airport to ensure that plans for airport development or other airport activities are in coordination with all other agencies having jurisdiction.

- a. Require timely notice, review and input of plans and projects by both city and county citizens adjacent within 3 miles of the airport and seek input from City Commissioners.
- b. Require compliance with POLICY 6.18.04 U.S. Code of Federal Regulations, Title 14; Chapter 1 through Chapter 1 through Part 150 and ensure that the quality of life is not appreciably degraded by any future development of usage change.
- c. All plans must include actions designed to reduce adverse effects of noise on residents of the surrounding city and county area including: improvements in airport design; Noise abatement ground procedures; Restrictions on airport use (reasonable, nonarbitrary and not unjustly discriminatory restrictions).



**POLICY 6.18.08.**

Development of the Airport may proceed after compliance with applicable laws, statutes, ordinances, rules, regulations, or policies:

Any applicable Federal, State, or local law; or

- a. Activities of the United States Military, including the Army Corps of Engineers; or
- b. Any rule, regulation, or POLICY in the Code of Federal Regulations, the Florida Administrative Code, or local administrative regulation or Comprehensive Plan; or
- c. Plans, studies, or other activities of the North Florida TPO; or
- d. Any plans prepared and approved under Chapter 380, F.S., including but not limited to Developments of Regional Impact, Florida Quality Development, and description of Areas of Critical State Concern should one ever be designated in Fernandina Beach, or any other plan for management of land and/or water resources.

**POLICY 6.18.08.**

The Airport Director, with support from the City Manager, will implement measures including adopting ordinances to maintain the adverse impacts of all noises, including the noise level, frequency and duration, on the surrounding community. Both city and county property owners and residents located within the aircraft or other activities noise/land use control zones must be notified and made aware of the potential objectional aircraft of recreational activity noise that impacts the community. The following methods will be used to notify at least three (3) times as provided in the Laws of Florida Ch. 96-193;

- a. Written notification.
- b. Newspaper and social media notification.
- c. Library and other public places as appropriate.
- d. Maps of impacted areas.

**POLICY 6.18.09.**

Fernandina Beach must consider adopting an ordinances regulating incompatible uses such as the operation of drones, ultralights, balloons, parachutes, kites, banner towing, model airplanes and similar activities within the proximity of airport and to other recreational areas such as the beaches.

**POLICY 6.18.10.**

The Airport Director is responsible for the enforcement of all ordinances including noise, incompatible use of operations and proposed development.

## **INTERGOVERNMENTAL COORDINATION**

### **OBJECTIVE 6.19. INTERGOVERNMENTAL COORDINATION WITH OTHER TRANSPORTATION AGENCIES TO PROVIDE MULTIMODAL SERVICES TO ALL ITS CITIZENS**

The City must develop and implement intergovernmental coordination strategies to achieve the objectives and policies of the Mobility Element. All roadway, bicycle, pedestrian or transit improvement plans and programs must coordinate with county, state, regional and local transportation agencies. The City must coordinate with other entities to resolve any areas of conflict with Nassau County, Florida Department of Transportation (FDOT), North Florida Transportation Planning Organization (TPO), the School District, CSX, Ocean and Highway Port Authority and the Federal Aviation Administration (FAA) by implementing these strategies. The City will continue the integration of all forms of transportation planning into the comprehensive planning process, including planning with other jurisdictions while maintaining the character of the barrier island and creating multimodal transportation for all populations.

#### **POLICY 6.19.01.**

Fernandina Beach city staff must regularly attend and participate in the North Florida Transportation Planning Organization (NFTPO) by assigning a staff member to the technical review committee and assigning a citizen to participate in the NFTPO Citizen's Advisory Board. Notes and data from these meetings must be shared on a quarterly basis to the City Manager beginning January 1, 2021.

#### **POLICY 6.19.02.**

The Amelia Island Joint Local Planning Agency must continue to serve in an advisory capacity to the Nassau County Board of Commissioners and the Fernandina Beach City Commission with respect to land use and transportation issues. The following comprehensive planning areas must be addressed:

- a. Clarify and share Florida Department of Transportation corridor access management planning and signalization of State roads be used as a part of a regional network and as it relates to the City traffic circulation system with citizens.
- b. Require timely review and implementation of Florida Department of Transportation city and county projects, distribute the impact of projects and seek input from citizens and City Commissioners.
- c. Require and ensure that future decisions about and investments in future roads and other multimodal systems such as sidewalks and multiuse paths meet local service needs while being compatible with the City's setting.

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- d. Require existing staffs to review and recommend changes to existing procedures to improve and produce more thorough and efficient procedures that describe impact of development on all infrastructure and the city's character including but not limited to roads, sidewalks, pedestrian traffic, and parking.
- e. Establish adequate right-of-way protection standards which must become the basis for land development review regulations for redevelopment and infill projects and for any new development and include these standards in an adopted area-wide map.

**POLICY 6.19.03.**

Through implementation of the Multimodal Transportation Element, all city staff will sustain thriving Fernandina Beach's diverse and historic neighborhoods along with their businesses and organizations that enhance the vitality and quality of life in these communities. The following must be implemented by the City Planning Department and city finance department. A report must be submitted to the City Commissioners by July 1 each year and include data analysis and budget implications:

- a. The City must assist the Northeast Florida Regional Council (NEFRPC) in the collection of essential data to evaluate the transportation needs of special needs, low income and aging populations within the City. This data will be provided to the City Commissioners by July 1 of each year.
- b. Provide staff acknowledgement in yearly professional evaluations and job performance reports for conducting educational and consultation interactions to the community that assist in implementing the multimodal system of transportation. Documentation includes, but is not limited to day-to-day contact with citizens, special meetings, surveys, workshops, emails, phone calls.
- c. Support small scale economic redevelopment and infill in neighborhoods that maintains the character and historic nature of neighborhood.
- d. Support and provide a a multimodal transportation approach that connects designated neighborhoods to medical facilities, healthy food sources, shopping areas, job and educational opportunities

**POLICY 6.19.04.**

The City must coordinate with FDOT and the Department of State on roadway projects to determine any potential impacts on historic, cultural and archaeological resources.

**POLICY 6.19.05.**

The five-year transportation plan of the FDOT will be considered as the City prepares or evaluates traffic analyses. The City will consider roadway improvement projects in the first three (3) years of the FDOT plan as committed projects.

**POLICY 6.19.06.**

The City must investigate the establishment of a formal interlocal agreement for the assessment of Joint Planning Areas and cross jurisdictional collector or arterials roadway impacts from proposed development activities.

**POLICY 6.19.07.**

In an effort to foster enhanced coordination in the event of a disaster situation, the City must coordinate with Nassau County and FDOT to identify necessary roadway network improvements, coordinate with the Local Mitigation Strategy (LMS) projects to elevate evacuation routes and help to identify and create possible secondary parallel routes to A1A/ SR200/ S.8th Street. In post-disaster situations the City must continue to coordinate with Nassau County and FDOT to identify critical transportation infrastructure for restoration prioritization and those necessary for emergency repairs to expedite recovery and redevelopment efforts.

**POLICY 6.19.08.**

With regard to planned roads, multimodal facilities, and transit services or facilities that cross jurisdictional boundaries, the City must utilize the services or resources of FDOT, the TPO, NEFRC and Nassau County, and also undertake informal ad hoc coordination activities, so that to the maximum extent possible, these roads and services are planned and developed in accordance with the collective goals, objectives, and policies of the City of Fernandina Beach and Nassau County.

**POLICY 6.19.09.**

The City must negotiate agreements with adjacent jurisdictions for planning review of all development proposals in adjacent jurisdictions within two miles of their respective borders or any development which will impact another jurisdiction. The agreements, must require staff cooperation at the technical and administrative levels to review the relationship of proposed development to the existing comprehensive plans, address impacts of development and to achieve compatibility with the comprehensive plans of the respective jurisdictions plan amendments, re-zonings, land development regulations and infrastructure management.

**POLICY 6.19.10.**

The City will coordinate with and, where feasible, assist the First Coast TPO, NEFRC, FDOT and the Council on Aging in its efforts to provide transportation services to the City's elderly and disadvantaged population.

**POLICY 6.19.11.**

The City must continue to support, encourage and participate in A1A/ Fletcher Avenue as a National Scenic Byway and state-level Scenic Highway. The city must continue to maintain the road to meet the level of national and state scenic highway status.

**POLICY 6.19.12.**

The City must coordinate and provide limited administrative support to the Ocean & Highway Port Authority. The updated Port Element may require amendments to the Mobility Transportation Element in order to be fully integrated with this Plan. The City must review all plans or proposals for expansion of the port, in order to ensure that the roadway network meets the need for safe and efficient access to the port.

**POLICY 6.19.13.**

The City must coordinate with the First Coast Railroad and CSX Railroads on improvements of vehicular and pedestrian railroad crossings.

**POLICY 6.19.14** The city must improve the understanding and utilization of multimodal transportation plan.

- a. Working with public and private entities, develop a branding system that promotes public and private transportation alternatives to single car use.
- b. Develop and implement a plan to educate residents, neighborhood organizations and visitors on the benefits of using alternative single vehicle modes of transportation.
- c. Develop and implement a parking and transportation plan for visitors and residents to access beaches.

## Resources and Supportive Data

1. Transportation related maps such as current roads; identified flood areas/roads; parking areas; beach access;
2. Data: all data referenced in Comprehensive Plan 2030
3. Nassau County 2030 Comprehensive Plan Transportation Element Background Data and Analysis  
<https://www.nassaucountyfl.com/DocumentCenter/View/18151/5--Background-DA--Transportation-Element>

Comp Plan/LDC Working Group: February 10, 2021

Deadlines must be reset.

Highlighted = updates needed

4. Florida Statewide Regional Evacuation Study Program, volumes 4 and 5; Florida Division of Emergency Management, Northeast Florida Regional Council (NEFRPC), May 2014;  
<https://www.nefrc.org/>

5. Northeast Florida Regional Council Emergency Preparedness Services  
<https://www.nefrc.org/emergency-preparedness>,

6. Nassau County Transit Study, final draft, November 2015, prepared for North Florida Transportation Planning Organization  
<https://www.nassaucountyfl.com/DocumentCenter/View/12392/Nassau-County-Transit-Study-FINAL?bidId=>

7. SR A1A/SR 200 Corridor Study July 2013 Focusing on Tomorrow  
[https://www.nassaucountyfl.com/DocumentCenter/View/13247/SRA1A-SR200\\_Corridor\\_Study\\_Report\\_Final\\_highres1?bidId=](https://www.nassaucountyfl.com/DocumentCenter/View/13247/SRA1A-SR200_Corridor_Study_Report_Final_highres1?bidId=)

8. Nassau County Transportation Disadvantage Local Coordinating Board, September 2020,  
notes; <https://www.nefrc.org/>

9. Bike, pedestrian, and multi-use trails MAPS;  
<https://www.nassaucountyfl.com/DocumentCenter/View/12131/Chapter-5---Trails-and-Blueways?bidId=> and  
[http://northfloridatpo.com/images/uploads/REVISED\\_Summary\\_Report\\_Amelia\\_Island\\_Bicycle\\_and\\_Pedestrian\\_Focus\\_Area\\_Study\\_4\\_](http://northfloridatpo.com/images/uploads/REVISED_Summary_Report_Amelia_Island_Bicycle_and_Pedestrian_Focus_Area_Study_4_)

10. Airport plan (to be included)

11. Memorandum of Understanding between governmental agencies regarding beach renourishments.

- Agreement No: 13NA2: Florida Department of Environmental Protection Division of Water Restoration Assistance Beach Management Funding Assistance Program, State of Florida Grant Agreement for Nassau County Shore Protection Project
- Memorandum of Understanding Concerning the Dredging of St. Mary's Inlet Channel Between the United States Department of the Navy and the State of Florida
- Project Cooperation Agreement (PCA) Between Department of the Army and City of Fernandina Beach for the Nassau County Shore Protection Project, letter dated April 2019

13. Port of Fernandina Beach Master Plan Update; June 2014; October, 2014  
[https://www.fbfl.us/DocumentCenter/View/14382/OHPA-Master-Plan-Update\\_Oct\\_Sec2?bidId=](https://www.fbfl.us/DocumentCenter/View/14382/OHPA-Master-Plan-Update_Oct_Sec2?bidId=)
14. FDOT Resilience Quick Start Guide, 1-29-2020; final. 2020 FDOT Resilience Quick Start Guide\_FINAL.pdf. [http://floridatransportationplan.com/pdf/2020-01-29\\_FDOT%20Resilience%20Quick%20Start%20Guide\\_FINAL.pdf](http://floridatransportationplan.com/pdf/2020-01-29_FDOT%20Resilience%20Quick%20Start%20Guide_FINAL.pdf)
15. North Florida Transportation Planning Organization (NFTPO),  
<http://northfloridatpo.com/>
16. Public Comments from EAR meetings, April 2019.