



**AGENDA
PLANNING ADVISORY BOARD
REGULAR MEETING
JUNE 12, 2019
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER / ROLL CALL / DETERMINATION OF QUORUM**
- 2. APPROVAL OF MEETING MINUTES**
- 3. OLD BUSINESS**
 - 3.1 **LAND DEVELOPMENT CODE TEXT AMENDMENTS (PAB CASE #: 2019-06):** *CITY OF FERNANDINA BEACH, FLORIDA* REQUESTS LAND DEVELOPMENT CODE TEXT AMENDMENTS TO MODIFY REQUIREMENTS FOR TELECOMMUNICATION FACILITIES WITHIN SECTION 7.01.02 FACILITIES IN PUBLIC RIGHTS-OF-WAY AND SECTION 6.01.00 TELECOMMUNICATION FACILITIES LOCATED OUTSIDE OF PUBLIC RIGHTS-OF-WAY.
 - 3.2 **LAND DEVELOPMENT CODE TEXT AMENDMENTS (PAB CASE #: 2019-05):** *CITY OF FERNANDINA BEACH, FLORIDA* REQUESTS LAND DEVELOPMENT CODE TEXT AMENDMENTS TO MODIFY THE REFERENCE DOCUMENT SPECIFIC TO AIRPORT DESIGN STANDARDS AS CONTAINED SECTION 4.02.03 AIRPORT ARCHITECTURE AND BUILDING DESIGN STANDARDS FOR DEVELOPMENT ON THE AIRPORT.
- 4. NEW BUSINESS**
 - 4.1 **LAND DEVELOPMENT CODE TEXT AMENDMENTS (PAB CASE #: 2019-12):** *CITY OF FERNANDINA BEACH, FLORIDA* REQUESTS LAND DEVELOPMENT CODE TEXT AMENDMENTS TO MODIFY SECTIONS 7.01.01 (ACCESS AND DRIVEWAY DESIGN REQUIREMENTS) AND 7.01.02 (STREETS AND RIGHTS OF WAY).
- 5. BOARD BUSINESS**
 - 5.1 **Presentation of 2019-2020 Capital Improvements Plan (CIP):** City Staff will provide a presentation of the proposed 5-year CIP to the Board. *(Presentation only - No Action Required.)*
 - 5.2 **Application for Consideration of Alternate 2 position:** Victoria Robas *(Review only- No Action Required)*
- 6. STAFF REPORT**
- 7. PUBLIC COMMENT**
- 8. ADJOURNMENT**

NEXT PAB REGULAR MEETING IS SCHEDULED FOR JULY 10, 2019.

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any action, which may be considered with respect to such matter. For information regarding this matter, please contact the Planning Department (904) 310-3135.

PLANNING ADVISORY BOARD AGENDA ITEM
City of Fernandina Beach



SUBJECT: Proposed LDC Amendments for Wireless Telecommunication Facilities.

ITEM TYPE: LDC Text Amendment

REQUESTED ACTION: Recommendation to the City Commission.

SYNOPSIS: In cooperation with Nassau County, the City of Fernandina Beach has worked with CityScape Consulting to prepare a Wireless Facilities Master Plan. Due to the multitude of changes in both Federal and State laws, changes to the current processes and procedures for handling Telecommunication Facilities within the City are required. The attached LDC amendments reflect necessary changes within the City regulations to address the citing wireless facilities in both public rights-of-way and on private property.

In July 2018, the Planning Advisory Board was provided a presentation by City Scape Consulting on the Nassau County and Fernandina Beach Wireless Facilities Master Plan. In April 2019, the PAB was provided an initial opportunity to review and comment on the proposed Land Development Code revisions. Following several months of comments, staff and the consultant team are prepared to finalize the proposed document.

Staff has issued a recommendation of approval at this time. However, there are areas within the document that will require further direction from the City Commission prior to finalizing the document in an ordinance. These areas have been highlighted for purposes of calling attention to those items. Ms. Susan Rabold with CitsScape Consulting will be available to provide technical guidance and address questions of the Board at its regular meeting on June 12, 2019.

CITY ATTORNEY COMMENTS:

Date: June 04, 2019

Submitted By: Kelly Gibson, AICP, Planning Director

OFFICE USE ONLY

REC'D: _____ BY: _____

PAYMENT: \$ N/A TYPE: _____

APPLICATION #: _____

CASE #: 2019-06BOARD MEETING DATE: APRIL 10, 2019**PLANNING ADVISORY BOARD APPLICATION**

- | | |
|---|--|
| ☐ ZONING MAP AMENDMENT
(≤ 10 acres \$1,000 / > 10 acres \$2,000) | ☐ SUBDIVISION PLAT – PRELIMINARY
(≤ 20 units \$1,000 / > 20 units \$1,600) |
| ☒ LAND USE MAP AMENDMENT
(≤ 10 acres \$1,000 / > 10 acres \$2,000) | ☐ SUBDIVISION PLAT – FINAL (\$850) |
| ☐ LDC TEXT AMENDMENT (\$1,000) | ☐ VACATION OF R.O.W. (\$1,700) |
| ☐ COMP PLAN AMENDMENT (\$1,700) | ☐ VOLUNTARY ANNEXATION (\$1,500) |
| | ☐ Revision to each PAB Application
To offset additional display ad fee (\$400) |

APPLICANT INFORMATION**Owner Name:** CITY OF FERNANDINA BEACH, FLORIDAMailing Address: 204 ASH STREET FERNANDINA BEACH, FLORIDA 32034Telephone: 904-310-3100

Fax: _____

Email: DMARTIN@FBFL.ORG**Agent Name:** _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATIONStreet Address: N/A

Parcel Identification Number(s): _____

Lot Number: _____

Block Number: _____

Subdivision: _____

Section: _____

Township: _____

Range: _____

PROJECT INFORMATION

Total Number of Lots/Parcels: _____

Less than One (1) acre Sq. Footage: _____ One (1) Acre or Greater: _____

Existing Zoning Classification: _____

Existing Future Land Use Classification: _____

Previous Planning/Zoning Approvals: _____

Description of Request:

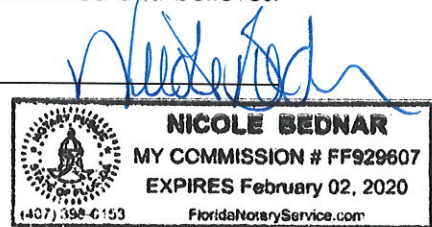
LAND DEVELOPMENT CODE TEXT AMENDMENTS (PAB CASE #: 2019-06): CITY OF FERNANDINA BEACH, FLORIDA REQUESTS LAND DEVELOPMENT CODE TEXT AMENDMENTS TO MODIFY REQUIREMENTS FOR TELECOMMUNICATION FACILITIES WITHIN SECTION 7.01.02 FACILITIES IN PUBLIC RIGHTS-OF-WAY AND SECTION 6.01.00 TELECOMMUNICATION FACILITIES LOCATED OUTSIDE OF PUBLIC RIGHTS-OF-WAY.

SIGNATURE/NOTARY

The undersigned states the above information is true and correct as (s)he is informed and believes.

4/3/19
Date

[Signature]
Signature of Applicant



STATE OF FLORIDA }
COUNTY OF NASSAU } ss

Subscribed and sworn to before me this 3rd day of April, 2019.

[Signature]
Notary Public: Signature

Nicole Bednar
Printed Name

Feb. 2, 2020
My Commission Expires

Personally Known X OR Produced Identification _____ ID Produced: _____



NASSAU COUNTY AND CITY OF FERNANDINA BEACH

WIRELESS MASTER PLAN

THIRD DRAFT

February 13, 2019

Prepared by:

CityScape Consultants, Inc.

7050 W Palmetto Park Rd, #15-652

Boca Raton, FL 33433

(877) 438-2851

www.CityScapeGov.com

ACKNOWLEDGEMENTS

The following individuals played an important role in the development of this Plan. Gratitude also is extended to the citizens, wireless industry and other stakeholders who participated in the public hearings and other special meetings.

Board of County Commissioners:

Justin M. Taylor, Chairman
Daniel B. Leeper, Vice-Chairman
Aaron C. Bell
Pat Edwards
Thomas R. Ford

County Manager:

Michael S. Mullin, Esq.

County/City Staff:

Adrienne Burke, AICP, Esq., PEO Asst. Director, Nassau County
Kelly Gibson, AICP, Planning Director, Fernandina Beach
Taco E. Pope, AICP, PEO Director, Nassau County



EXECUTIVE SUMMARY

The Wireless Master Plan was commissioned by Nassau County (County) and The City of Fernandina Beach (City) in a proactive effort addressing wireless infrastructure development throughout the County. The usage of smart wireless devices are growing and are an integral part of communications for residents, students, businesses and emergency services throughout the County. Because of this growing demand of services, the need for more infrastructure is increasing.

The Wireless Master Plan examines the existing infrastructure to define the deployment patterns and current wireless coverage. The areas in need of wireless services are determined and the numbers of facilities necessary to create a complete wireless representation is projected. Recent federal and state legislative changes prompted local ordinance revisions to uphold compliance and encourage deployment.

Throughout the Wireless Master Plan development there were public outreach meetings designed to educate the public on wireless industry trends, strategies and practices and offered polling to allow all stakeholders the opportunity to participate in the process. For convenience the meetings were held in three different areas of the County as follows:

Initial Public Outreach Meetings and polling:

- 8/15/17 - 7 pm, James S. Page Government Complex, Yulee
- 8/16/17 - 6 pm, American Beach Community Center, Fernandina Beach
- 8/17/17 - 6 pm, Callahan Fairground Multi-Purpose Facility

Second Public Outreach Series:

- 3/20/18 - 6 pm, James S. Page Government Complex, Yulee
- 3/22/18 - 6 pm, City Hall Commission Chambers, Fernandina Beach

The County and City's wireless communication infrastructure is the backbone for the impending development so all existing infrastructure was assessed and cataloged. Countywide there are a total of one hundred and one (101) towers and base stations which consisted of ninety nine (99) existing facilities and two (2) proposed facilities. Of those there are thirty five (35) within the City jurisdiction which included sixteen (16) small cell facilities and one (1) facility located south of the City boundary but within the one and a half mile perimeter.

Mapping was conducted throughout the process and presented at the Outreach meetings to illustrate the wireless service environment throughout the County and the City. The predicted high and low frequency maps identify the approximate coverage and showcase the areas that have limited wireless coverage or gaps in services. Approximate projections were determined taking into consideration the previous deployment pattern, trends of the technology, population density and variables of the area.

The projected number of new facilities needed in both the rural and urbanized areas of the County are estimated to be twenty (20) new macro towers at the height of approximately eighty (80') to one hundred fifty feet (150') tall. These macro towers are necessary as the backbone to fill in the network gaps to meet coverage and capacity needs County-wide over the next ten (10) years. It is estimated that hundreds of small cell antennas mounting at the height of approximately thirty-five (35') to forty feet (40') are needed to meet anticipated 5G demands over the next decade. It is probable that most of these small cell facilities will be in the rights-of-way (ROW) parallel to major thoroughfares and along local streets in the urban residential districts.

Updating the local wireless communication facility ordinance was completed in conjunction with the Wireless Master Plan. The local code was brought into compliance with the 2017 Florida State legislation HB 687 and new federal regulatory changes in the Federal Communication Commissions (FCC) First and Third Report and Orders through January 2019. Highlights of the update includes:

- Standards for small wireless facilities in the ROW
- Promotes the use of concealed antenna and towers
- Provides a wireless facility siting table listing collocation as the preferred type of installation and a non-concealed tower as the last preferred option
- Siting table developed from the citizen responses at the Initial Public Outreach meetings
- Development standards to promote a balance between the needed wireless infrastructure while maintaining aesthetic integrity of the County and City, which was the sentiment voiced during the polling process

The Wireless Master Plan in its entirety is an in-depth study of the wireless communication service coverage throughout Nassau County and The City of Fernandina Beach. This plan offers projections and standards for the County that encourages complete wireless coverage taking into consideration all stakeholder input making this an all-inclusive plan to follow for the next decade.

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INTRODUCTION



Nassau County embarked on a county-wide Wireless Master Plan project as a proactive approach to address poor wireless service coverage, visual concerns of future additional wireless infrastructure and recent changes in federal and state legislation. The approach of the Wireless Master Plan provides strategies to address existing and future deployments in and around Nassau County (County) and the City of Fernandina Beach (City).

This illustrative document details planning guidelines specific to the study area of the City and County. The initial narratives and figures provide explanations on the fundamentals of wireless communication to emphasize the importance of how personal wireless services began and continues to improve and progress. The mapping and engineering analyses identify existing gaps in network coverage and indicate local areas with high demand capacity issues. The community outreach meetings facilitate stakeholder feedback offering guidance for design standards and siting preferences that created the framework for the updated public policy.

CityScape Consultants, Inc., an engineering firm specializing in radio frequency design, developed the Wireless Master Plan in partnership with the County and City to encourage deployment of a robust wireless network throughout the County with minimal visual impact to the landscape.

The Wireless Master Plan includes:

- A brief tutorial on wireless fundamentals;
- An analysis of existing wireless infrastructure throughout the study area;
- An overview on the methodology of network deployment practices;
- A synopsis of the considered characteristics of the study area;
- Theoretical propagation mapping indicating gaps in service;
- Ten year projection maps for potential future network deployment patterns; and
- Policy recommendations aligned with federal and state law amendments for managing future towers and base stations over the next ten to fifteen years.

WIRELESS COMMUNICATION FUNDAMENTALS

Generation Evolution

The **First Generation** of wireless telecommunications technology is known as 1G and was introduced in the 1980's. The first cellular phones operated in the low band 850 megahertz (MHz) frequency and allowed the radio signal from the antenna on the tower to travel beyond a five mile radius provided the signal was unobstructed by buildings or terrain.

Early 1992 marked the deployment of **Second Generation** known as 2G technologies which operated in the 1900 MHz frequency. The 1900 MHz frequency, also known as high band frequency, converted the technology from an analog to digital signal. Calls placed on the 1900 MHz system were audibly clearer. However, this high band signal did not travel as far as the low band signal, so the number of facilities required for this frequency range nearly tripled to provide basic 2G coverage.

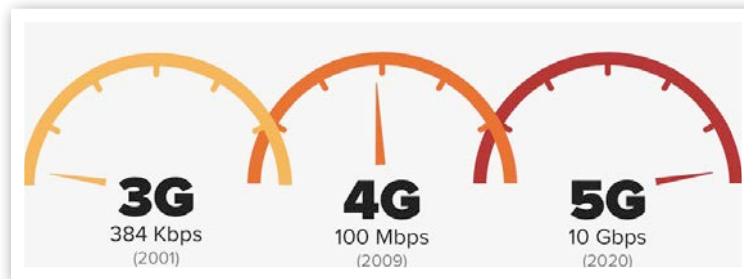
Third Generation, also known as 3G was launched in the early 2000's and introduced mobile download speeds and increased penetration of signal strength for indoor usage. This technology also permitted multi-media messaging (MMS), photo transfer, video conferencing and basic other applications. Network operating platforms, nationally and internationally, were inconsistent between markets during the implementation of 3G networks because of the adoption by different carriers of Time Division Multiple Access (TDMA) and Code Division Multiple Access (CDMA) as competing operating platforms.

In 2010 **Fourth Generation** (4G) Smartphones were introduced and offer a wide variety of services including e-mail, news, music, cameras for still photos and videos, global positioning services, Internet commerce and millions of downloadable applications for just about any use. One of 4G's greatest advancements of the global cellular network operating standard has been the transition to Long Term Evolution (LTE) services. The new universal LTE and LTE-Advanced platforms promote efficient use of spectrum, faster download speeds and continued development and use of smart devices. Technology advancements in 2015 resulted in upgraded, leading edge Smartphones and devices that support remote access to Internet based cloud data storage.

The future of the wireless industry will include continued upgrades to existing networks; improving and increasing network capacity and purchasing additional licenses in the 700, 1700-1800, and 2100-2400 MHz frequencies. The Federal Communications Commission (FCC) is opening more spectrum to be used on top of most of the initial frequencies assigned in all previous generations.

Fifth Generation known as 5G along with the future reassignment of some television frequencies will add more spectrum that is required to meet the growing demand.

The purpose of **Wireless Broadband** technology is to provide high-speed wireless Internet access or computer networking access over a wide area. The FCC revised the definition of wireless broadband to mean Internet access with download speeds of at least 25 megabits per second (Mbps) and upload speeds of at least 3 Mbps. High-speed broadband is necessary for Smartphones, tablets, laptops, hand held devices and machine to machine (M2M) devices. Because of this revised standard there are few wireless service providers that effectively meet the current definition. Fifth generation technology is intended to address this issue and offer high speed broadband. Future deployments will eventually exceed the FCC definition and focus on implementation into full broadband services.



Network design for 5G technology is in testing stages and network standards are not finalized but will expand with a focus on implementing full broadband services. It is anticipated that 5G will open opportunities for

providers beyond those currently authorized in the County. The implementation of 5G is highly technical and while many existing frequencies will be used, providers will likely expand into the Super High Frequencies (SHF) between 3 gigahertz (GHz) to 30 GHz and Extremely High Frequencies (EHF), between 30 GHz and 300 GHz spectrum. Fifth generation networks will require smaller sized antenna mounted at lower heights on facilities spaced closer together. The spacing between facilities is predicted to be between 165 feet to 1,650 feet depending on the population density of the area to be served. Fifth generation networks are expected to sufficiently compete directly with today's fastest computer networks with download speeds well above 100 Mbps. The advanced technologies will allow all forms of communications and entertainment to be streamed, resulting in the eventual elimination of Digital Subscriber Lines (DSL) and cable/satellite television and will provide the underlying communication technology that will enable many wireless features including autonomous vehicles.

Types of Infrastructure

Macro Towers

As defined in the FCC Report and Order, released October 21, 2014 in WT Docket 13-283, commonly referred to as the FCC's "Report and Order", a wireless tower is "a structure built for the sole or primary purpose of supporting any commission licensed or authorized antennas and their associated facilities". **Macro Towers** are high powered sites intended to cover sizable geographic areas for basic voice service, texting capabilities and Internet access. These macro towers require a strong structure and have large antenna with coaxial

cables connecting the antenna to the ground equipment. The macrocell site footprint is large with infrastructure spaced between one and three miles apart and can accommodate between 1,750 and 2,500 devices simultaneously for voice and texting. When large amounts of data such as streaming video is being used many less devices can be used simultaneously. Macro towers can either be concealed or non-concealed and comprise the majority of the towers deployed and constructed to date within the County.

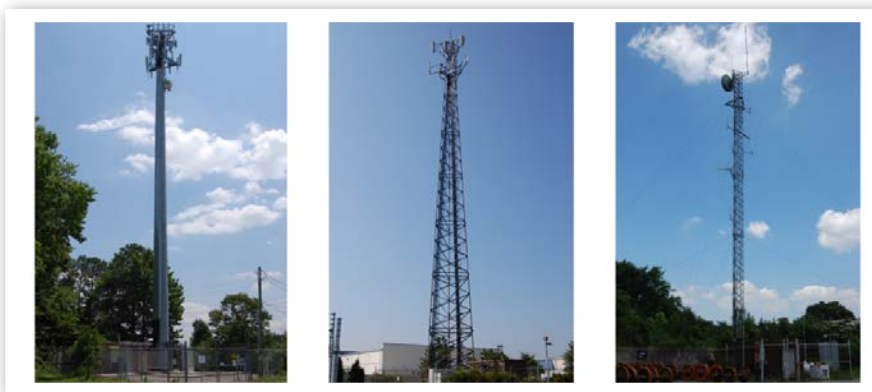


Figure 1: Monopole, Lattice, Guyed Non-Concealed Towers

Monopoles are freestanding towers consisting of a single shaft usually composed of two or more hollow sections attached to a foundation. They are designed so that all feed lines can be installed inside the structure so they are not visible. A

lattice tower is tapered consisting of vertical and horizontal supports with multiple legs, cross bracing and metal strips or bars to support antennas. Guyed towers are a single truss assembly with cross bracing sections that are attached to each other and supported by a series of wires that are connected to anchors placed in the ground or on a building. Examples of non-concealed towers are shown in Figure 1.

A concealed tower is one that is not readily identifiable as a wireless facility and is designed to visually blend in with its surroundings. Concealed towers are disguised to look like something other than a tower. For example, a



Figure 2: Faux Tree, Unipole, Faux Silo Concealed Towers

faux tree is painted and has manufactured branches covering the monopole and a unipole design is a monopole with fiberglass shields covering the antennas which may or may not have a flag affixed atop. Popular concealed tower examples are shown in Figure 2.

There are many other designs of camouflaged sites and as designed may be difficult to detect.

Base Stations

A **Base Station** as defined in the FCC Report and Order is, "a structure or equipment at a fixed location that enables Commission-licensed or authorized wireless communications between user equipment and a communications network. The term does not encompass a tower..."



Figure 3: Water Tank, Rooftops Non-Concealed Base Stations

Base station examples include transmission equipment mounted on top of buildings, water tanks, tall signage, utility lines, existing silos or any other above ground structure not built for the sole purpose of supporting wireless equipment. Concealed



Figure 4: Faux Dormers Concealed Base Stations

base stations are shown in Figure 4. Some types of base station concealment include faux dormers and chimneys, elevator shafts encasing the equipment or just antenna and feed lines painted to match the color of a building or structure.

Small Wireless Facilities

There are various types of infrastructure that is considered in the small cell category with many options for small cell design. **Small Cell** sites accommodate a much lower number of subscribers and are mainly used to fill in needed



Figure 5: Concealed Small Cell Towers

network capacity in areas of high demand. Small wireless facilities are typically installed in right-of-ways on light poles and street lights and in residential areas where macro sites are

difficult to deploy. Small cell are also mounted on buildings and used indoors at sporting stadiums, malls, office buildings and convention centers.

The ground equipment consumes less space and can be mounted on the structure, on the ground or vaulted underground.



Figure 6: Non-Concealed Small Cell Base Stations

Small cell towers and base stations can be concealed, partially concealed or non-concealed as shown in Figures 5 and 6.

In Florida to be considered a small wireless facility the structure must meet both of the following qualifications:

1. Each antenna is located inside an enclosure of no more than six (6) cubic feet in volume or, in the case of exposed antenna elements, if enclosed could fit within an enclosure of no more than six (6) cubic feet; and
2. All other wireless equipment associated with the facility has a cumulative volume of no more than twenty-eight (28) cubic feet.

Distributed Antenna Systems (DAS) are also considered in the small cell category. This system is a series of low powered antennas connected by fiber optics and often used in higher density populated areas, see Figure 7 DAS diagram. Distributed antenna systems may be placed inside buildings (iDAS) for increasing wireless signals only within the building. Often they are placed within large structures such as stadiums or corporate headquarters where high demand capacity is needed. Outdoor distributed antennas systems (oDAS) can often be seen in the utility right-of-way (ROW) on top of utility poles, street light poles or traffic signal poles.

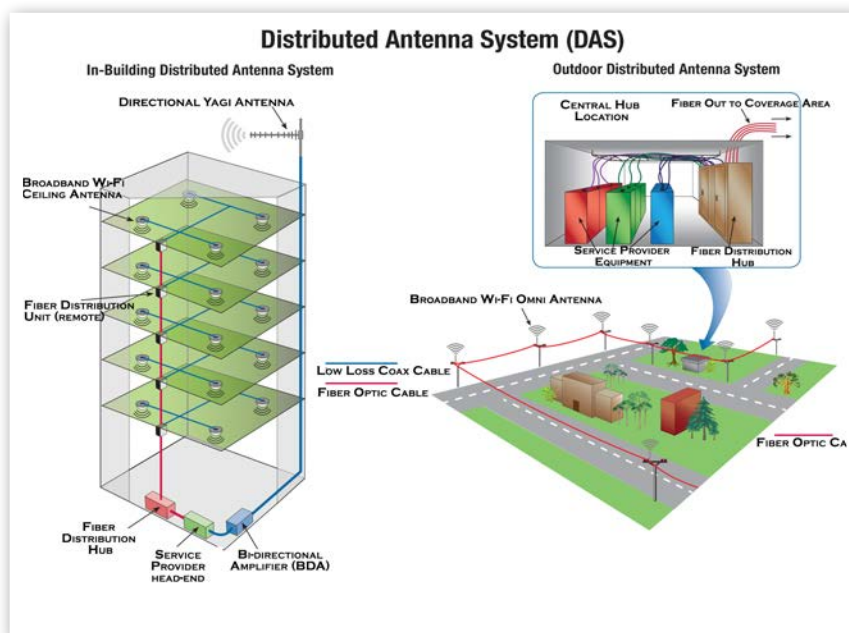


Figure 7: DAS Diagram

Technological advances and predicted demand have many small cell infrastructure developers racing to obtain leasing rights and approvals for facilities in right-of-ways. These companies are seeking quick approval processes and low cost for deployment. There are pros and cons to these types of installations. The upside of small cells in the ROW is its close proximity to residential dwellings and vehicles. The downside is that citizens may not want new small cell facilities in the ROW in their front yard. A combination of small cell and macro sites is necessary for a robust wireless network system throughout the County.

Wireless Spectrum and Frequency

Wireless telecommunications operate using frequencies on the radio spectrum as illustrated in Figure 8.

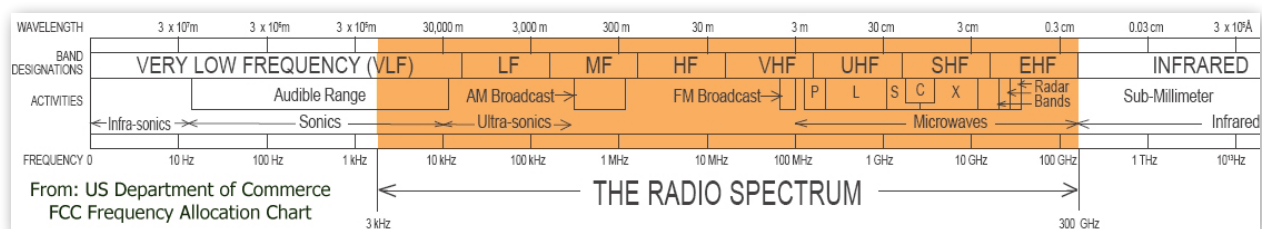


Figure 8: FCC Frequency Allocation Chart Image US Department of Commerce

These radio waves travel in space to and from the tower or base station to the mobile device to provide the necessary information for communication. The antennas at each end of the transmission are what create and intercept these radio waves and converted back to electrical signals as shown in Figure 9.

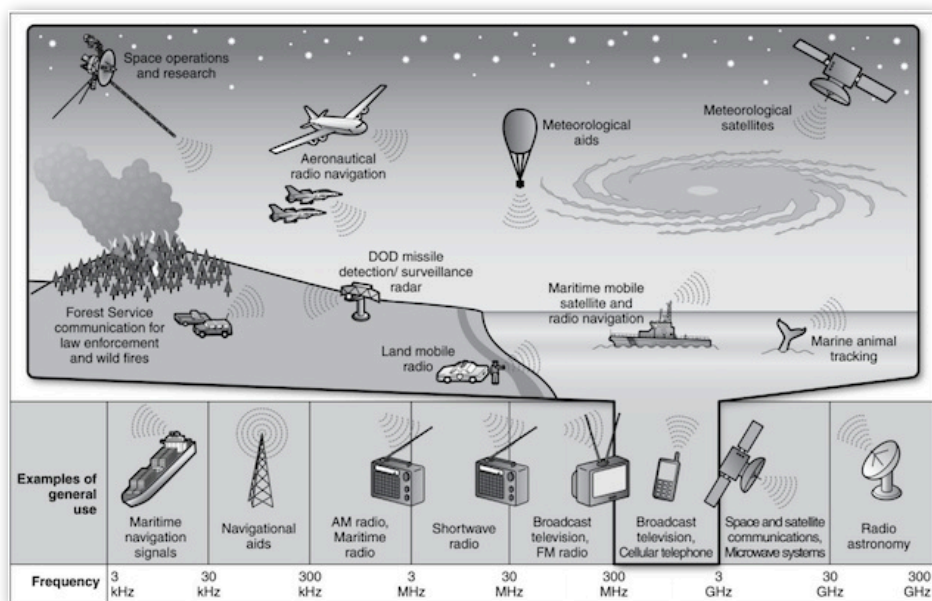


Figure 9: Radio Waves Diagram by Satcompost.com

Cellular communications is the concept of using a network of towers or base stations that are each responsible for service within a geographic "cell". Because the amount of radio spectrum is limited, it is the cellular design that allows the reuse of frequencies beyond a group of cells as depicted in [Figure 10](#).

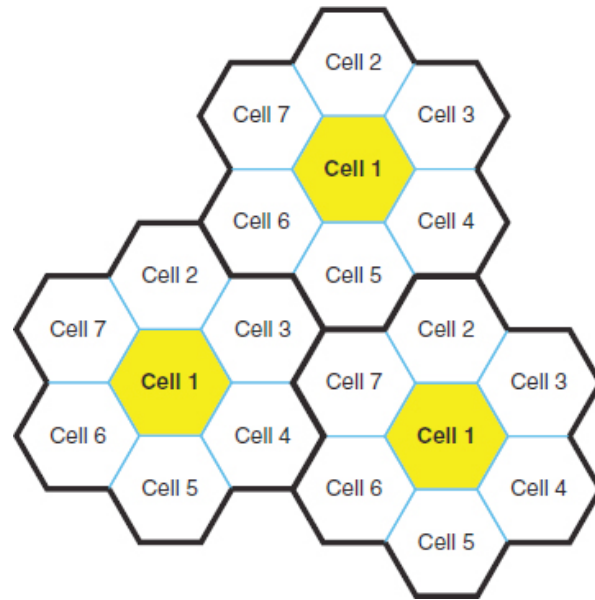


Figure 10: Cellular Design nap.edu

Personal wireless services currently use radio spectrum divided into two distinct bands, commonly described as low (700-850 MHz) and high (1,700-2,100 MHz). The different frequencies yield different overall areas of coverage and clutter penetration. Signals from antenna using low frequency networks cover larger geographic areas and can effectively penetrate through clutter better, allowing the signal to enter through windows and walls of buildings. Antenna using high frequency networks provide greater reception quality but have a smaller service area footprint and do not cut through clutter as effectively. As the demand for wireless broadband increases the FCC has had to allocate more spectrum in even branch out into other frequencies. The planned future evolution to 5G has initiated testing for these new frequencies that were previously thought to be unusable for cellular communications.

COMMUNITY INFORMATION

Nassau County Characteristics

Nassau County is located in the northeast corner of Florida just north of the City of Jacksonville. The overall land area of Nassau County is 648.64 square miles with the eastern part of the County parallel to the Atlantic Ocean and the northern and western County lines contiguous to the State of Georgia.

The major north-south transportation corridors are Interstate 95 (I-95); US Highway 1 (Hwy 1)/ Old Dixie Highway/Lem Turner Road and US Highway 17 (Hwy 17). The primary east-west corridor is State Road 200 (SR 200) and Stadler Road. At the coast Florida State Road A1A (SR A1A) turns and serves as the north-south main corridor along the island area.

According to the United States Census Quick Facts, the population estimate for Nassau County in 2010 was 73,310 and the 2016 population estimate was 80,662. This equates to an estimated population increase of ten percent (10%) over the six year period.

Due to the significant contrast of population and land use characteristics countywide, the County is sectioned into five regions. These five regions are referenced as study areas and are delineated as listed below and as shown in **Figure 11**.

-  Incorporated Island Area - the City of Fernandina Beach
-  Unincorporated Island - areas outside of the City of Fernandina Beach corporate limits
-  Incorporated Non-Island Area
-  Unincorporated Non-Island Area - East of I-95
-  Unincorporated Non-Island Area - West of I-95



Nassau County Study Areas

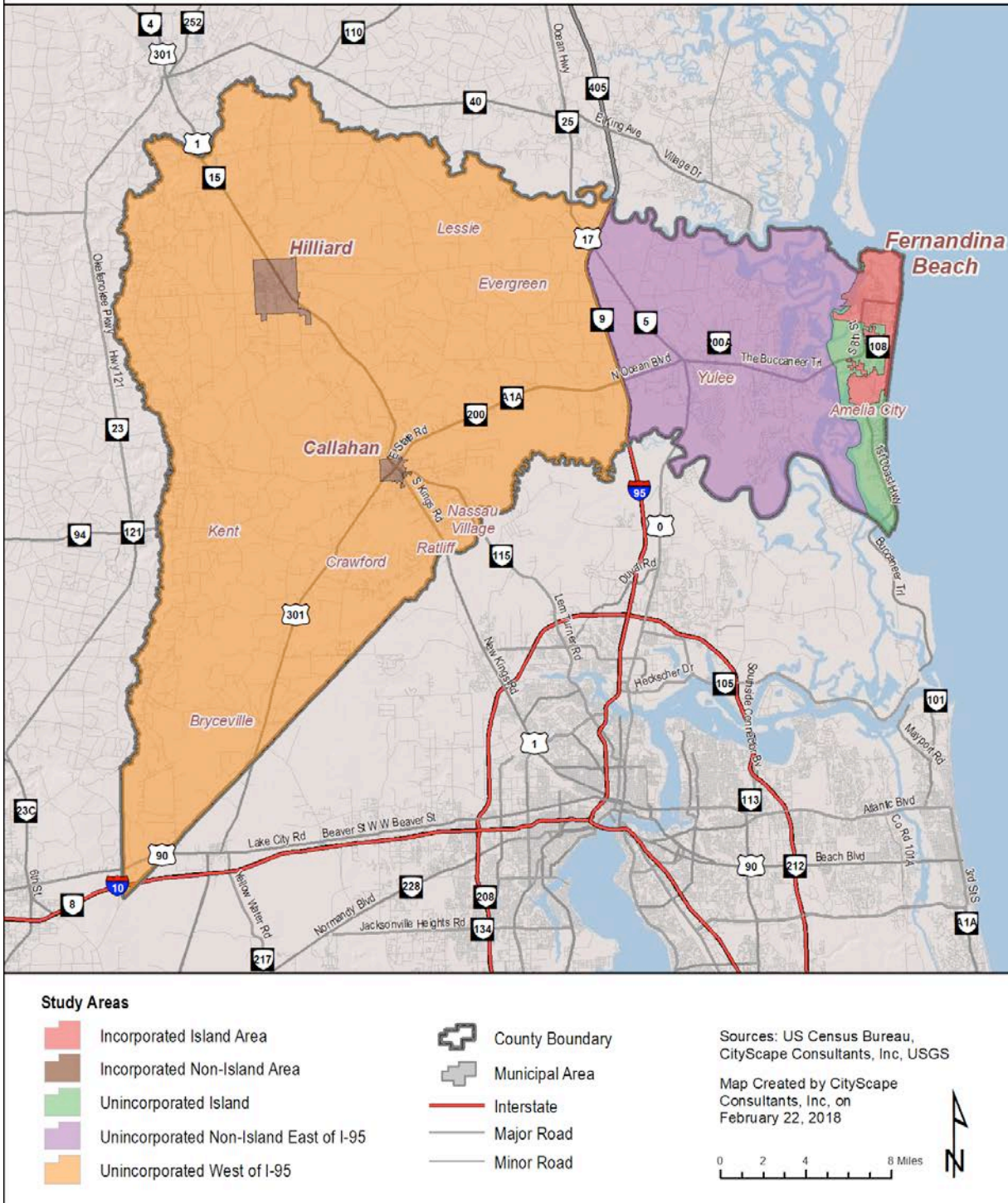


Figure 11: Nassau County Study Areas

The City of Fernandina Beach and the unincorporated area of Amelia City are the most densely populated areas within Nassau County. Other clusters of the more densely populated areas are found in the City of Yulee and to the east in the City of Callahan and to the south in the City of Hilliard and to the south and southeast. The remaining areas of the County have lower population densities.

Nassau County does not have current population estimates so the American Community Survey (ACS) of the US Census data was used as an approximate baseline population for each study area as depicted in [Table 1](#). The land area in square miles excludes bodies of water and marshlands while the total square miles include these areas.

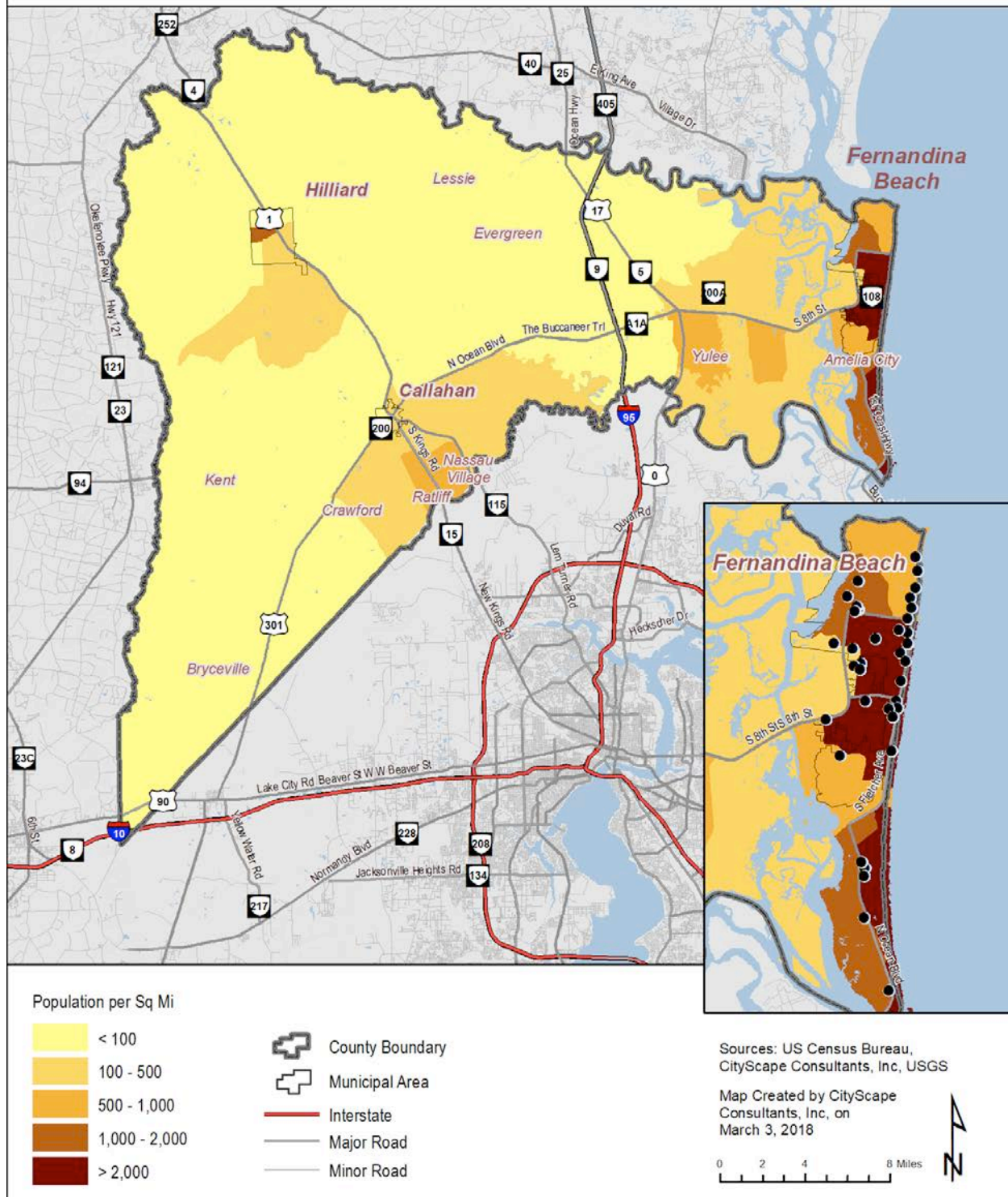
	Study Areas	Land Area Square Miles	Total Square Miles	Population	Population Density People/ Square Miles
	Incorporated Island Area	10.8	12.23	12,156	1,126
	Unincorporated Island	8.57	15.01	9,417	1,099
	Incorporated Non-Island Area	6.43	6.89	4,334	674
	Unincorporated Non-Island Area East of I-95	69.11	124.34	25,929	375
	Unincorporated Non-Island Area West of I-95	430.12	505.27	24,259	56

Table 1: Baseline Population by Study Areas

CityScape used road traffic data to determine the seasonal impact on the County's population along with the seasonal vacation home data from the 2010 Decennial to geographically distribute the influx of seasonal residents and tourists. Generally the County has the lowest population in late December that gradually builds and peaks during the month of May. The summer months of June and July also have population escalations due to tourists vacationing at Nassau County beaches. In August the seasonal population declines and plateaus to the off peak numbers until around Thanksgiving through late December.

[Figures 12 and Figure 13](#) demonstrate the population density variations between the peak and off peak times throughout the County.

Nassau County Population Density by Block Group Peak Summer Season



Nassau County Population Density by Block Group Off Peak Winter Season

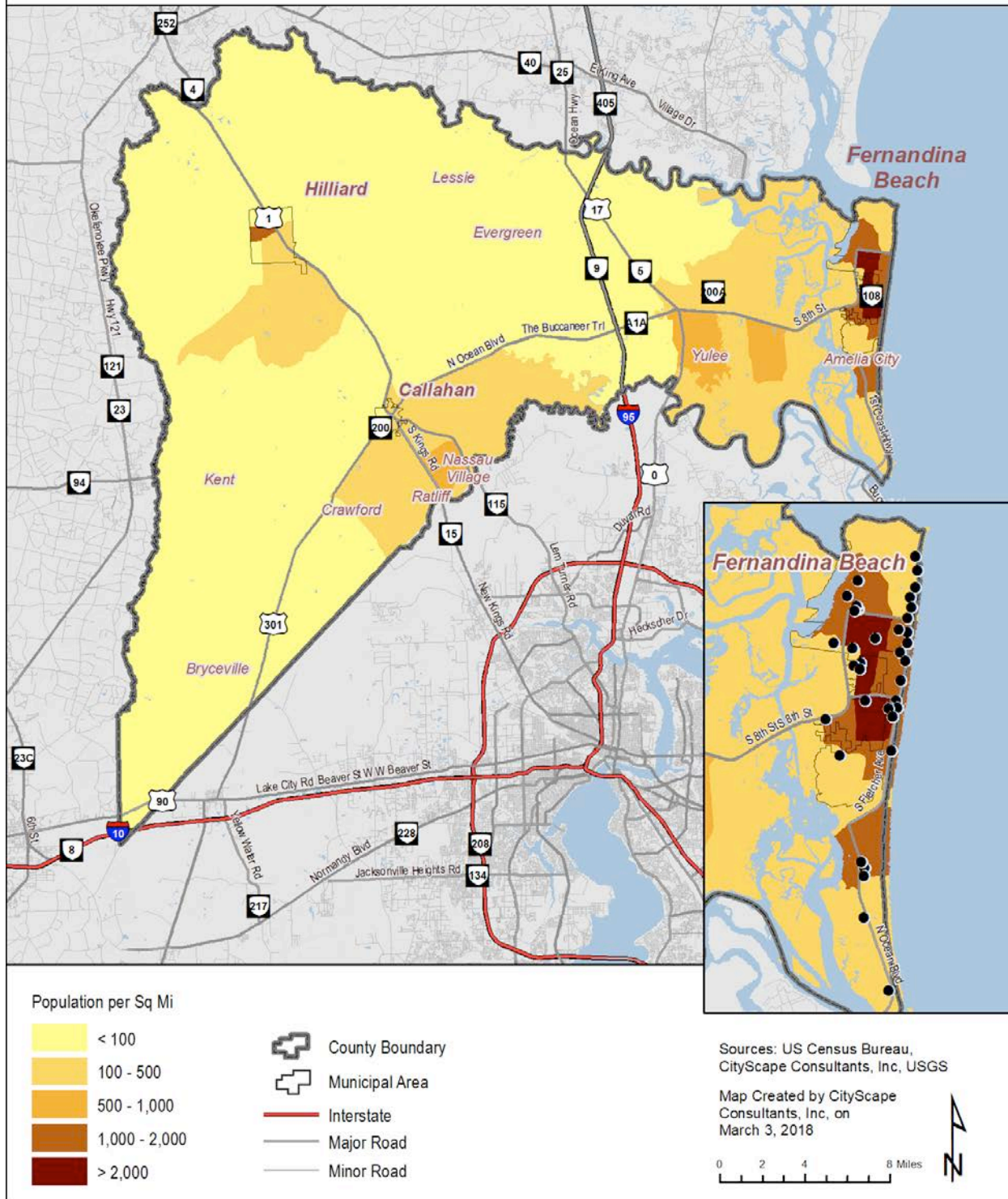


Figure 13: Nassau County Population Density Off Season

Nassau County Wireless Industry Stakeholders

Prior to granting cellular licenses in 1980, the United States was divided into 51 regions by Rand McNally and Company. These regions are described as Metropolitan Trading Areas (MTA). The spectrum auction conducted by the federal government for the 1900 MHz bands for 2G, further divided the United States into 493 geographic areas called Basic Trading Areas (BTA). Nassau County is located in the "Jacksonville" MTA 37 and the "Jacksonville, FL" BTA 212.

The following wireless service providers have purchased licenses to offer broadband, fixed wireless services, mobile radio, phone and or television in the low MHz frequencies (600-800 MHz) in Nassau County: AT&T; BPC Spectrum LLC, Continuum 700, Dish; and; Verizon Wireless.

Wireless service providers operating in the high operating frequencies (1700- 2690 MHz) include: AT&T Wireless; Clearwire; MetroPCS Communications, Inc.; Sprint; T-Mobile; and Verizon Wireless.

Most network service providers do not own the structures on which they attach their equipment. Tower owner companies typically construct and market tower space for lease to wireless service providers. A service provider may also contract with a tower owner to construct a tower in a particular location and once the facility is constructed, the service provider will lease back space on the newly constructed tower.

There are several tower companies within the County who own and lease vertical real estate including but not limited to: Affinity LLC, American Tower Corporation (ATC); CTI; Crown Castle International (CCI); Insite; JEA; NexTower; SBA Communications Corporation; Skyway Towers; Vertical Bridge and a variety of public agencies and broadcast companies.

Nassau County Wireless Inventory

The wireless inventory is created from the data retrieved through CityScape's assessment process. The assessment process includes an extensive online research and collection of assessment data from numerous sources, including but not limited to, County wireless



infrastructure permits, FCC registration and wireless service provider and tower owner direct information. Using the collected assessment data, CityScape prepared mapping using GIS shape files provided by the County. CityScape assessed each individual site by visiting each location and acquiring all available information about the facilities including ownership, tenants, type of structure, condition of site, signage, etc. All information was assembled into a data table to create the wireless inventory.

The inventory catalog is used as the baseline for current, and future deployment patterns.

CityScape assessed a total of one hundred and one (101) towers and base stations countywide. These antenna sites are documented in the Inventory Catalog provided in Appendix A. There are a total of ninety-eight (98) numbered sites in the inventory because one site contains multiple towers and two facilities were identified after the completion of the assessments and were given a numeric and alphabetical identification. The summary of the infrastructure types, owners and heights are shown in [Table 2](#).

LOCATION	INFRASTRUCTURE TYPE	#	INFRASTRUCTURE OWNER	#	INFRASTRUCTURE HEIGHT	#
Outside ROW	Guyed Tower	15	Affiniti, LLC	12	30' - 40'	17
Outside ROW	Lattice Tower	35	American Tower Corporation	16	60' - 105'	9
Outside ROW	Monopole Tower	12	Crown Castle International	36	118' - 153'	21
Outside ROW	Concrete Tower	13	SBA	7	160' - 199'	13
Outside ROW	Base Station	5	CTI, JEA, NexTower, Skyway (2 towers each)	8	200' - 250'	12
Outside ROW	Concealed Towers	3	Public	5	310' - 400'	5
Inside ROW	Non-Concealed Small Cell Towers	14	Other	2	253' - 300'	16
Inside ROW	Concealed Small Cell Towers	2	Not Built	3	420' - 500'	3
Proposed	Approved But Not Constructed	2	Unknown	3	Unknown	3
	TOTAL	101	TOTAL	101	TOTAL	101

[Table 2: Nassau County Infrastructure Type, Owner and Height](#)

The current wireless deployment pattern throughout Nassau County is predominately in and around the population centers and along the major traffic corridors. The rural areas have minimal wireless infrastructure. The majority of the towers are non-concealed macro sites with the only concealed towers in the Island areas of the County.

There are sixteen (16) small cell wireless facilities that have recently been installed within the City of Fernandina Beach. The northern portion of this network is north of Atlantic Avenue and runs parallel to Fletcher and Tarpon Avenues. The southern portion of the network is south of Atlantic Avenue with facilities on side streets that are perpendicular to Fletcher Avenue. All of these small wireless facilities are maintained within the City right-of-ways.

There are a number of geographic areas with an abundance of towers. In the vicinity of the intersection of SR 200, SR A1A and I-95 there are five lattice towers, site numbers 44,45, 46, 47 and 48 ranging in heights from two hundred twenty nine feet (229') to three hundred three feet (303'). The tower at site number 46 is possibly in the Florida Department of Transportation right-of-way and the other four towers are within a mile of each other. This type of deployment pattern is typical when land use development standards do not strongly

promote collocation or the new tower application and review process is favorable to new tower construction.

The lack of continuous infrastructure parallel to I-95 and along SR 15 and SR 115, south of Callahan, is unusual since most wireless service providers tend to have continuous in-vehicle coverage along major transportation corridors. The population densities south of Callahan and around Amelia Island justify the need for additional wireless infrastructure, as does the rural areas of the County that contain no existing towers or base stations. The Nassau County complete map of the tower and base station inventory is shown in [Figure 14](#).



Nassau County Tower and Base Station Inventory

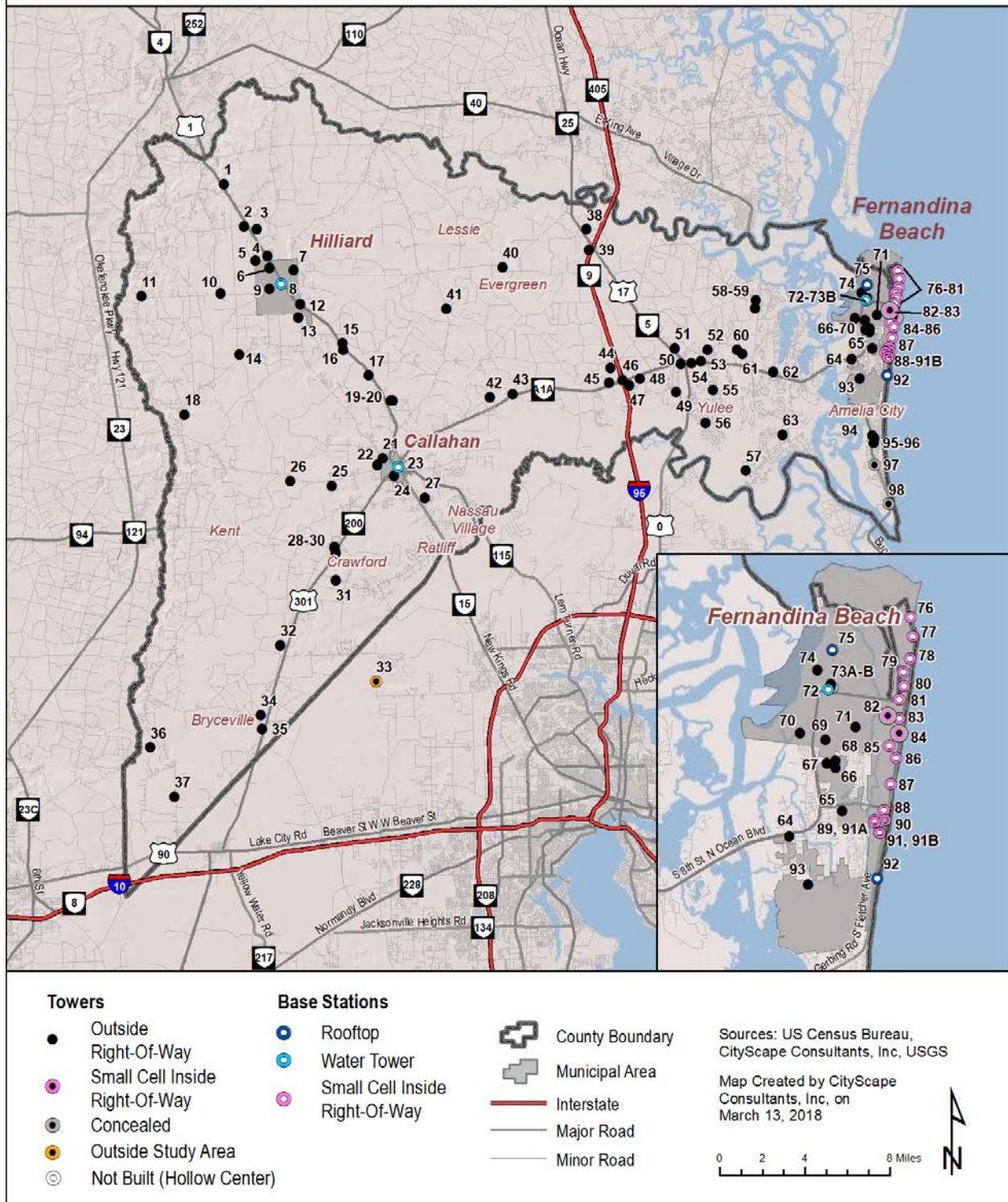


Figure 14: Nassau County Tower and Base Station Inventory

City of Fernandina Beach

The City of Fernandina Beach, also referenced as the Incorporated Island Study Area, is approximately 11.13 square miles in size and according to the 2016 US Census Quick Facts has an estimated population of 12,459. Thirty-five (35) wireless communication facilities are identified within the City's jurisdictional boundary and one (1) is located south of the City within the included one and a half mile study perimeter. A summary of the infrastructure types, heights and owners are shown in [Table 3](#) while [Figure 15](#) shows the location of the tower and base station inventory within the study area.

Most of the wireless infrastructure is either in the right-of-way along the ocean shoreline or in the western part of the City. Large voids of wireless infrastructure are found north of Atlantic Avenue and south of Sadler Road. Four of the tallest towers have more than one wireless tenant on the tower; four have only one tenant; and four have no tenants. Maximizing the use of these existing structures going forward will help reduce the number of new macro towers needed inside the City's jurisdictional boundary.

LOCATION	INFRASTRUCTURE TYPE	#	INFRASTRUCTURE OWNER	#	INFRASTRUCTURE HEIGHT	#
Outside ROW	Guyed Tower	2	Affiniti, LLC	4	30' - 40'	15
Outside ROW	Lattice Tower	3	American Tower Corporation	15	60' - 105'	3
Outside ROW	Monopole Tower	4	Crown Castle International	6	118' - 153'	5
Outside ROW	Concrete Tower	4	Insite	1	160' - 199'	5
Outside ROW	Base Station	3	SBA	2	=230'	1
Outside ROW	Concealed Tower	1	Unknown	4	Unknown	3
Inside ROW	Small Cell Facilities	15	Proposed	3	Proposed	3
Inside ROW	Proposed Small Cell Facilities	3				
	TOTAL	35	TOTAL	35	TOTAL	35

Table 3: City of Fernandina Beach Infrastructure Type, Owner and Height

Fernandina Beach Tower and Base Station Inventory

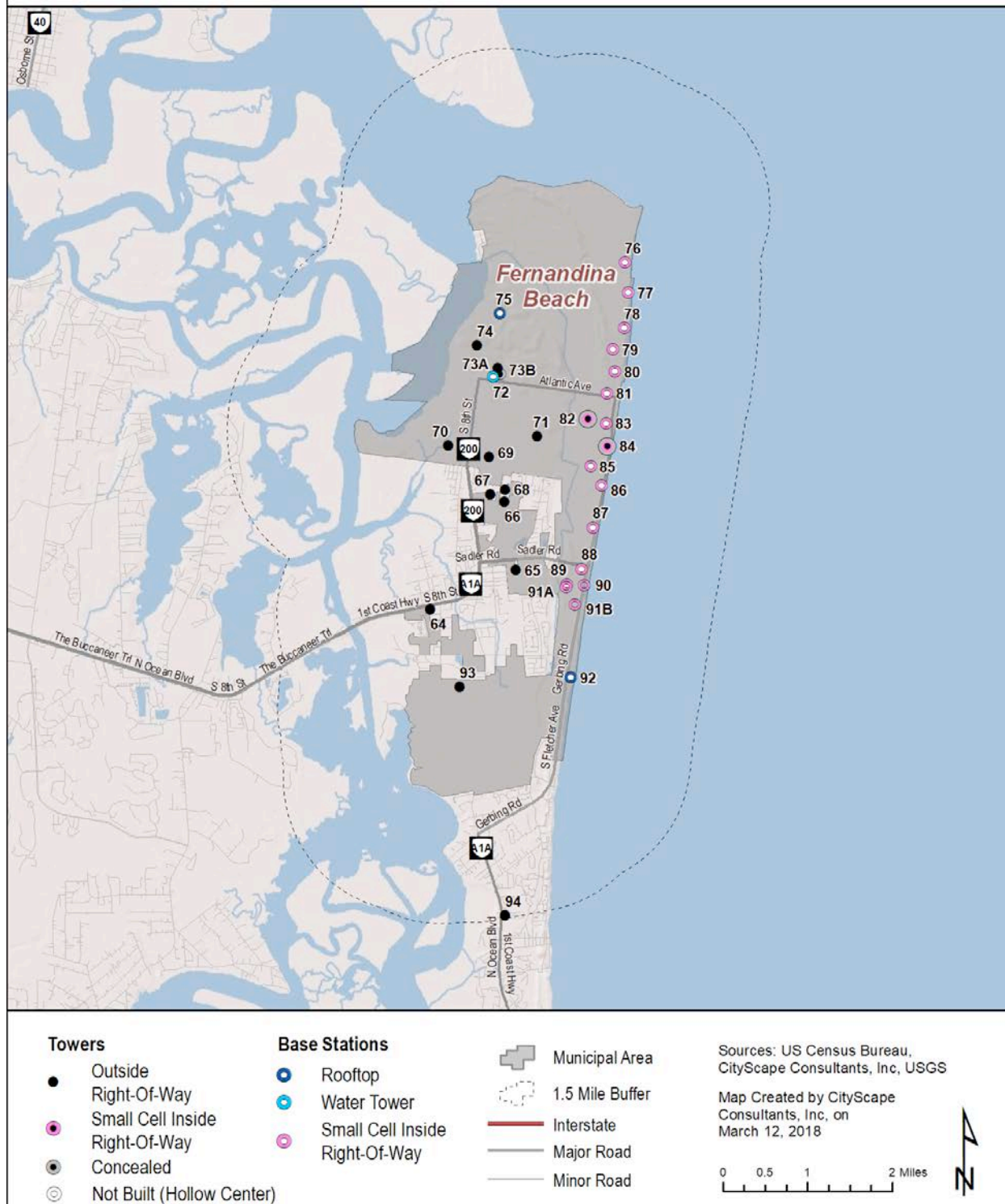


Figure 15: Nassau County Tower and Base Station Inventory

WIRELESS INFRASTRUCTURE ANALYSIS

Wireless Network Planning

As previously explained, wireless service providers utilize radio spectrum to provide service through a network of towers or base stations. Ideally, the service should be seamless, however seamless coverage can only occur when a provider's facilities are properly placed. It is understandably not possible to populate the entire earth with towers and base stations, so as subscriber needs are addressed, a new site or sites are commissioned. Many times, the number of subscribers within a particular cell can exceed the limits creating an overload of that cell, therefore additional infrastructure is needed to break up the cell to make it smaller to accommodate the high demand of less subscribers.

There are many complex variables which affect network planning, including:

- Effective Antenna Height and Topography
- Impact of Ground Clutter
- Capacity and Peak Subscriber Usage and Bandwidth
- Search Area Radii

Antenna Height, Topography and Ground Clutter

Ground elevation and antenna heights play a significant role in the engineering analysis for estimating future projections. Typically the higher the antenna the larger the geographic area serviced by the wireless signal. However, terrain and ground elevation needs to be factored in to the equation of antenna height. For example, a set of antennas mounted on a tower at two hundred feet (200') could provide less coverage than antennas mounted at one hundred feet (100') on a different tower if the latter tower is located on a hill that would effectively raise the antennas above their surroundings. Nassau County is relatively flat and in the western part of the County higher antenna mounting elevations is necessary due to the lower ground elevation. These higher antenna elevations allow for a larger area to be covered. Nassau County has minimal variations in topography which allows for a clearer line-of-sight signal.

An unobstructed line-of-sight pathway between elevated antennas and wireless devices is ideal for optimal performance. However, in actuality many natural and manmade obstructions are within a signal's path. In addition to topography, ground clutter such as trees, vegetation and buildings are typical obstructions affecting the signal. Ground clutter is an important consideration in the network analysis and many factors are contemplated when determining the actual impact of clutter. Tree density, types of trees and seasonal changes are just a few of those factors. Although Nassau County has limited seasonal changes, the rainy season is taken into consideration. Also contemplated in the analysis are the density of buildings and the effective height of the antenna. Higher antenna height in relationship to the user's device will reduce the impact of clutter. From a wireless engineering perspective, the antenna height

is the primary factor for best overall wireless service, both in providing coverage and minimizing clutter effect. To demonstrate the clutter effect, a wireless facility operating across open water will provide better coverage than that of the same type of facility located in a downtown setting with tall buildings.

Capacity, Peak Subscriber Usage and Bandwidth

Base population estimates and subscriber data are used for wireless network planning. Engineers use this information to determine if additional infrastructure is needed in a prescribed area. While there are generic planning tools for locating sites, other factors such as subscriber density, usage profiles, peak subscriber usage and available antenna heights each contribute to the required distance spacing between each facility. As a rule of thumb, each site is estimated to facilitate the usage of approximately 1,750 to 2,500 separate devices at any given time. This number varies depending on the amount of bandwidth being used due to the activities of each device (i.e. talk, text, streaming, etc.). As the bandwidth usage increases, each antenna site will reach capacity and need to decrease its geographic footprint to service a smaller number of subscribers to avoid overloading the network. Over the next ten years as 5G technologies are developed, one macro site will service significantly less devices. That estimated number of devices is predicted to be between only 500 and 1,200 separate devices at any given time. This prediction is based on the ever-increasing customer demand and usage of wireless devices. Because the number of subscribers will be lower per site, Nassau County can expect to see an increase in the number of macro sites. The number of small cell sites will also increase and take some of the load off of the larger macro facilities. Small cell deployment is underway with the small wireless facility network currently in the Incorporated Island Study Area. This type of deployment will continue in order to keep up with the demand for wireless services throughout the rest of the County over the next ten years.

Search Rings For Proposed Coverage Areas

When a wireless service provider identifies an area needed for improved service a radio frequency (RF) engineer designs a search ring. The search ring is designated to either fill in a gap of service or to provide relief for over capacity networks within that designated ring. From an engineering perspective, any location within the search ring is considered acceptable for the new infrastructure. The location of the selected property relative to the ideal location within the search ring typically dictates the required antenna height taking into consideration the previously described variables.

Generally, in areas where signal coverage is the objective, taller macro towers are preferred to allow for greater antennas heights to serve a larger geographic coverage area. Taller towers also provide collocation opportunities for other wireless service providers. The shorter the facility, the smaller the coverage area of the facility, which then results in a greater number of towers or base stations required within each search area.

Search Area Radii for Macro Sites

Search ring calculations for the low and high band frequencies are shown in [Tables 4 and 5](#). The tables utilize the “Okumura-Hata” propagation path loss formula for low band frequencies and the “COST-231” formula for high band frequencies, respectively. Maximum coverage radii for typical in-vehicle coverage is calculated for various tower heights, reduced by twenty percent (20%) to account for a reasonable handoff zone, then divided by four to obtain a search area radius for each tower height. For example, an antenna mounted at one hundred feet (100') would have a search ring radius of 0.72 miles for low band antennas, and a 0.36-mile radius for high band antenna.

LOW FREQUENCY ANTENNA MOUNTING HEIGHT	50'	100'	150'	200'
Radius, miles	2.5	3.6	4.4	5.0
Allow for handoff	2.0	2.9	3.5	4.0
Search ring, miles	0.51	0.72	0.88	1.00

Table 4: Okumura-Hata Propagation Low Band Frequency Formula

HIGH FREQUENCY ANTENNA MOUNTING HEIGHT	50'	100'	150'	200'
Radius, miles	1.3	1.8	2.1	2.5
Allow for handoff	1.1	1.5	1.7	2.0
Search ring, miles	0.27	0.36	0.43	0.5

Table 5: COST-231 Propagation High Band Frequency Formula

Site Planning Analysis

Theoretical Root Mean Square Maps

CityScape provides a series of maps to illustrate the number of antenna locations that would be necessary to provide wireless coverage across the geographic study area. Theoretical Root Mean Square (RMS) maps represent facilities with a connected pattern of overlapping circles that illustrate the coverage area for a tower or base station, without consideration of terrain, clutter, subscriber base or network capacity. A wireless device trying to communicate with another device or with the Internet must be within this network coverage area. Wireless devices outside the coverage area will not function reliably. To design the wireless network, RF engineers overlay circular cells over the geographic area intended for wireless service. The center dot in the middle of the smaller circle is the preferred location for a facility to serve an intended coverage area, while the outer circles represent the overall coverage area. The smaller circle within each larger circle is called the search area and is considered to be the best location for new infrastructure. In reality, site patterns are not exactly circular because topography, clutter, climate, type of site being constructed and the size and location of the subscriber base.

These maps are used to indicate the number of antenna locations necessary to provide wireless service for a given geographic study area. This hypothetical network identifies the minimum number of tower or base station locations required for one service provider to provide service.

CityScape reviewed the existing tower and base station inventory and applicable height regulations for the County and City determining the average tower height for wireless communications purposes to be approximately eighty feet (80') in the urban areas of the City and County and one hundred fifty feet (150') in the suburban and rural areas of the County.

Figures 16 through 19 represent a hypothetical theoretical build-out of equally apportioned antennas mounted at a height of either eighty feet (80') or one hundred fifty feet (150') for a single service provider excluding topographic, clutter and population density considerations.

The dots on the maps indicate ideal antenna locations. The smaller circle around each dot represents the acceptable search ring for locating the antennas and the overall green shaded circle around each dot and search ring is representative of the coverage area of the antenna.

Figure 16 illustrates that thirty eight (38) antenna locations all mounted at either eighty feet (80') or one hundred fifty feet (150') would be needed for complete countywide coverage by a low frequency service provider; and Figure 17 shows it would take one hundred and three (103) locations to cover the same area for a high frequency coverage provider.

Inside the City of Fernandina Beach limits it will take two (2) antennas mounted at eighty feet (80') in the low frequency spectrum and eight (8) in the high frequency spectrum as shown in Figures 18 and 19.



Theoretical Low Frequency Coverage From a Single Provider

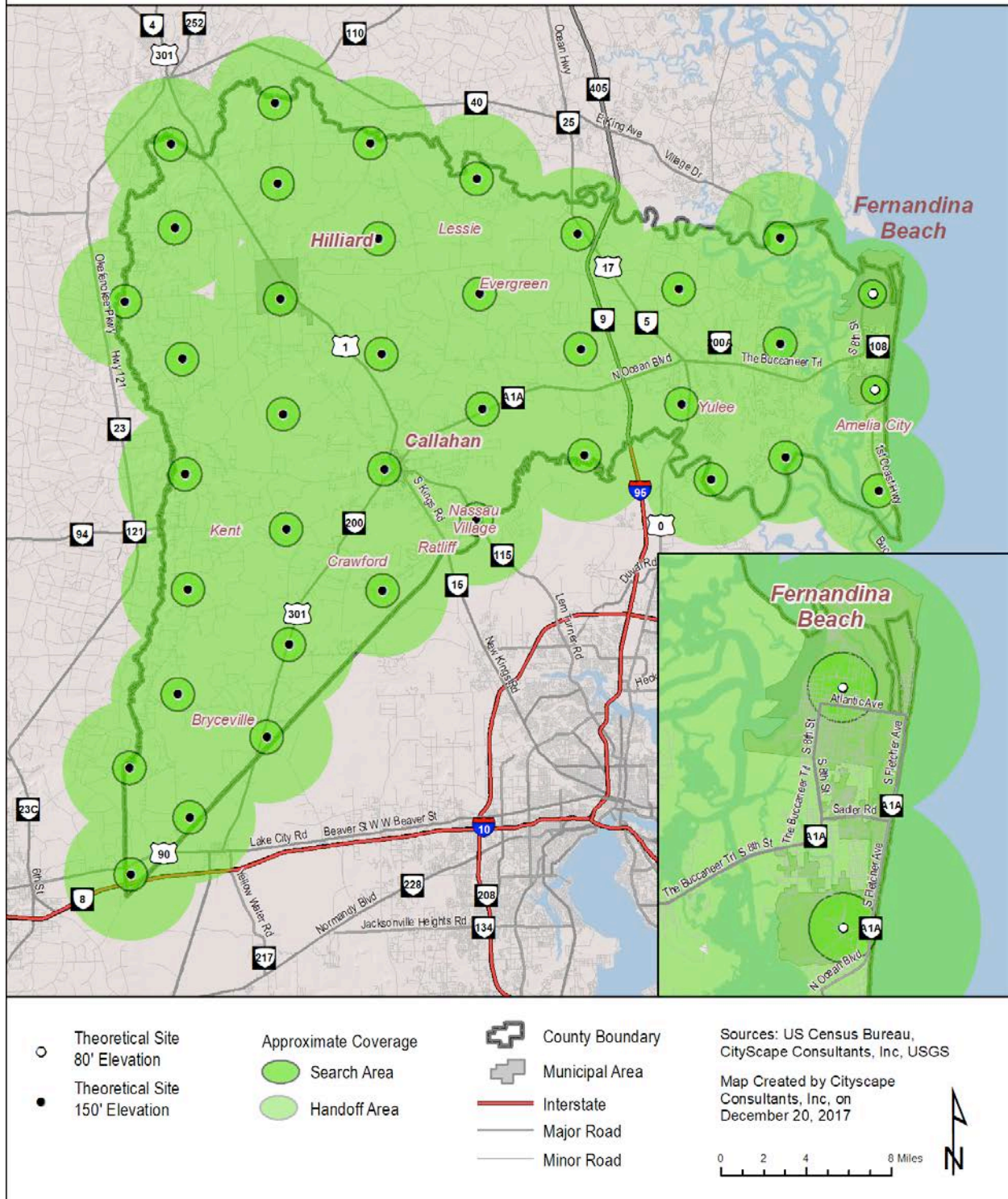


Figure 16: Nassau County Hypothetical Build-Out - Low Frequency Without Terrain Considerations

Theoretical High Frequency Coverage From a Single Provider

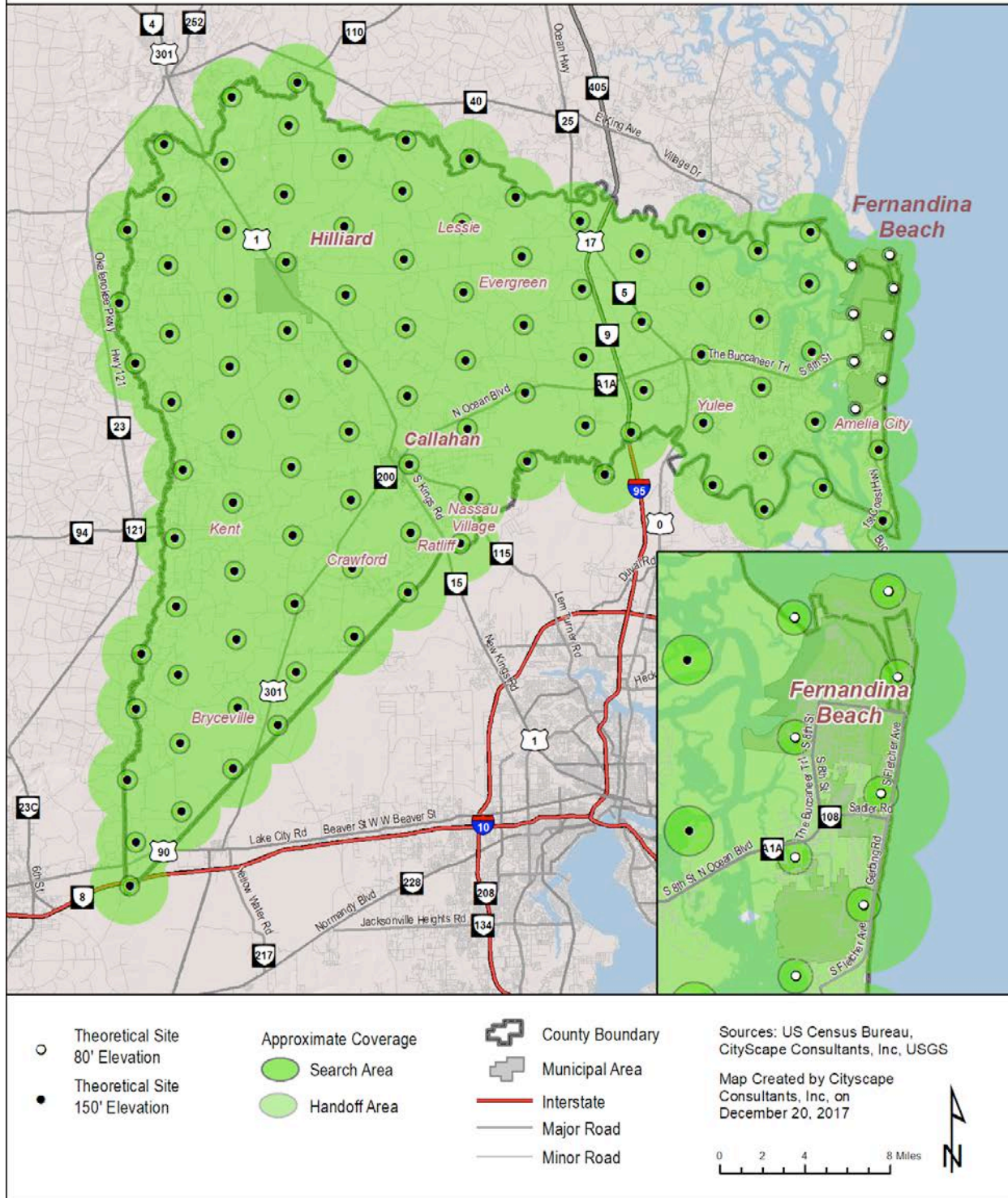


Figure 17: Nassau County Hypothetical Build-Out - High Frequency Without Terrain Considerations

Theoretical Low Frequency Coverage From a Single Provider

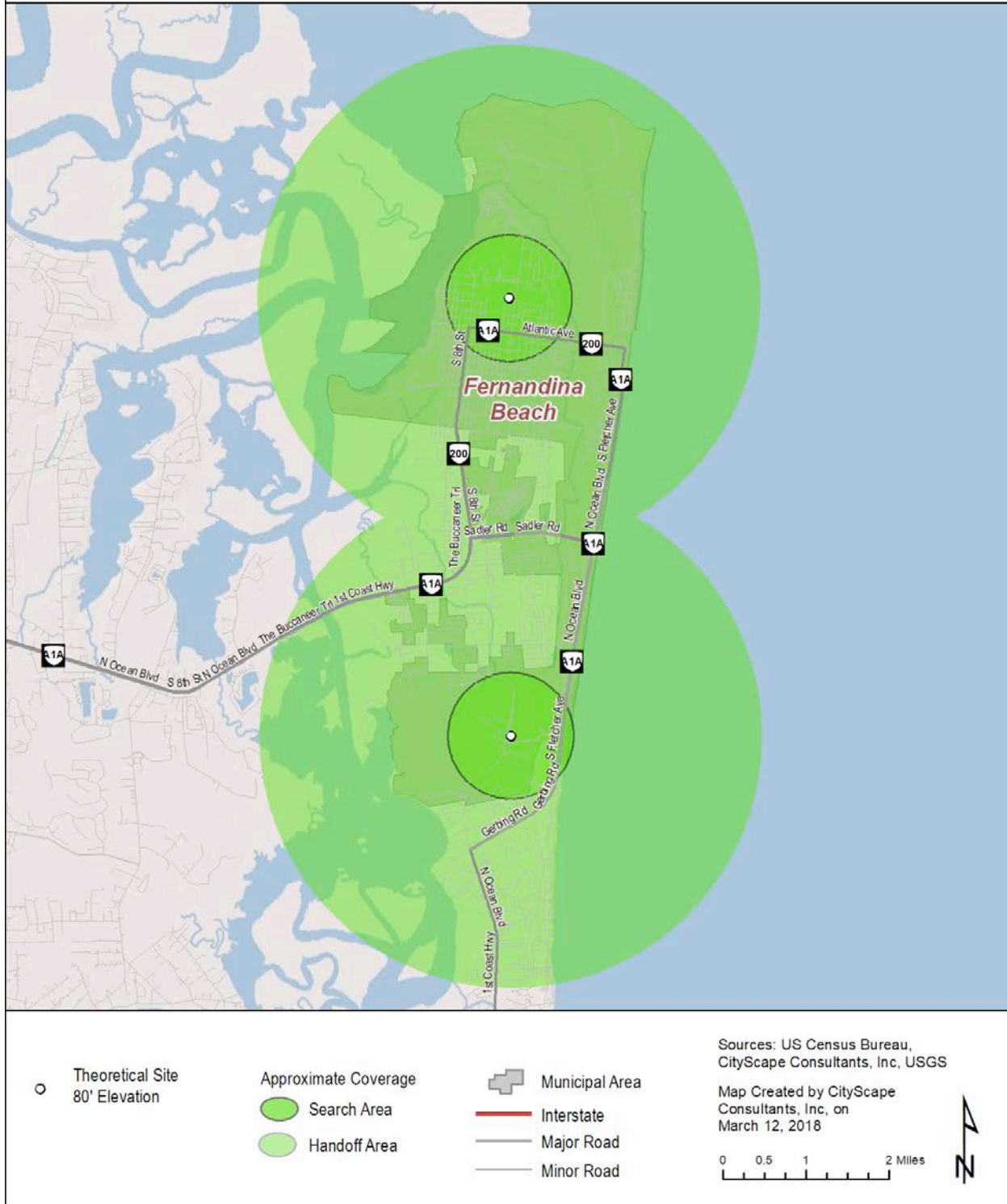


Figure 18: City of Fernandina Beach Hypothetical Build-Out - Low Frequency Without Terrain Considerations

Theoretical High Frequency Coverage From a Single Provider

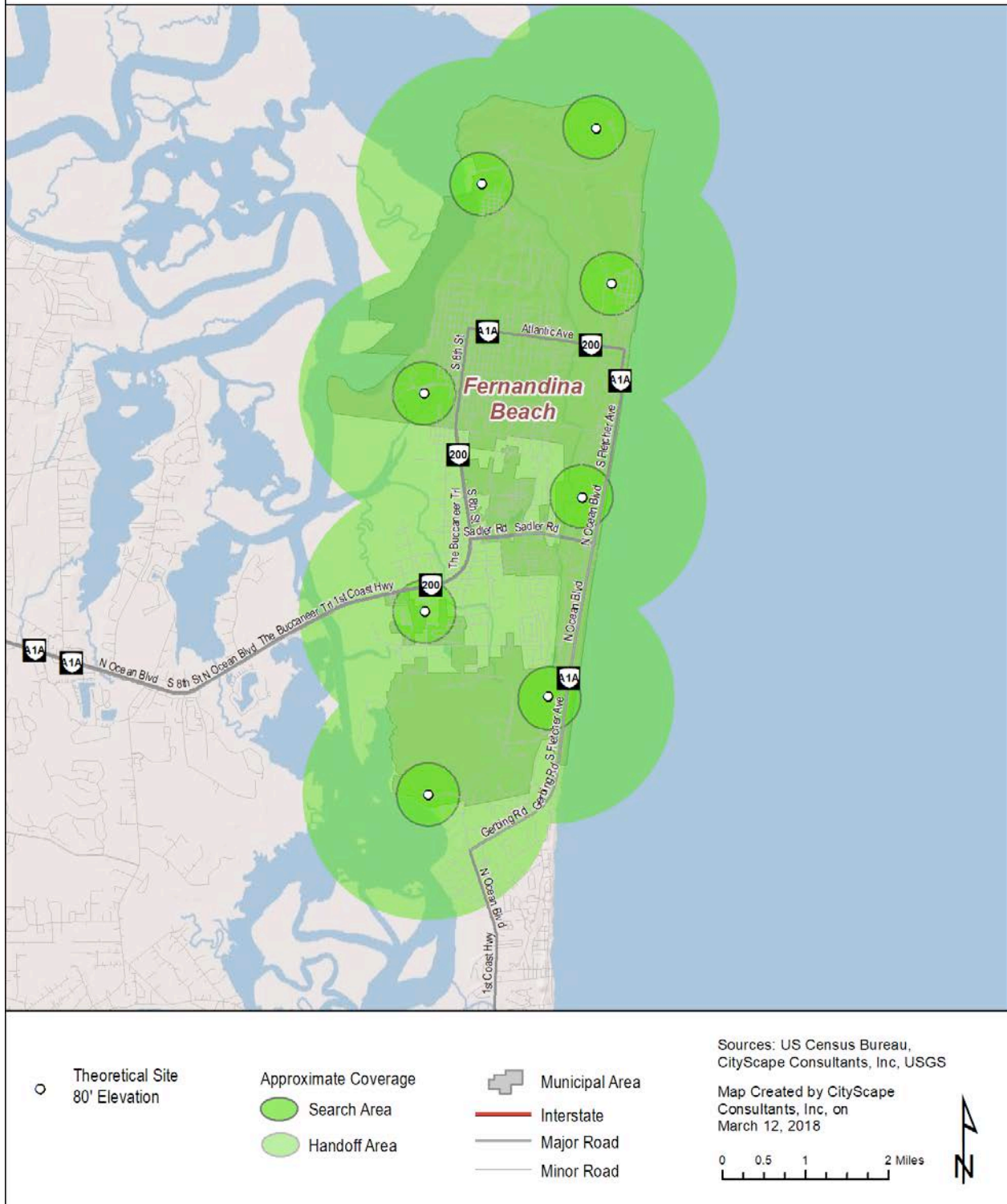


Figure 19: City of Fernandina Beach Hypothetical Build-Out - High Frequency Without Terrain Considerations

Predicted Coverage Mapping

Predicted coverage mapping is a process where software is used to predict the level of wireless service coverage within a designated area. Signal strength is a term used to describe the quality of operability between the antenna and the wireless device. The stronger the signal, the better the wireless device and all the application features will work. A reduced signal means a better chance of dropped or failed calls or a malfunction of the application features. The distance between the antennas on the infrastructure and the location of the person using the device and the location of the person whether indoors or outdoors are two variables that affect signal strength.

The level of propagation signal strength is shown through the gradation of colors from yellow to blue. The closer the proximity to the antenna, the brighter shade of yellow appears and the better quality of wireless service. As distance increases between the wireless device and the antenna, shades of green, blue and gray appear indicating geographic service areas with average, acceptable, and unacceptable signal strength, respectively. Table 6 provides further explanation of the color-coding relative to the propagation signals.

SIGNAL STRENGTH	SIGNAL STRENGTH COLOR	SIGNAL STRENGTH DESCRIPTION
Superior	Yellow	Strong enough to operate within most buildings
Average	Green	Strong enough to operate in a vehicle, but not inside most buildings
Acceptable	Blue	Strong enough to operate outside, but not in vehicles or buildings
Unacceptable	Gray	Marginal or no service

Table 6: Propagation Signal Description

The predicted modeling of coverage from all existing facilities using the known antenna locations and heights illustrate the propagation levels of coverage for low and high frequencies, with considerations for topography, clutter and population density. The areas in blue, green and gray represent geographic areas with minimal coverage or areas indicating a network at capacity overload, which is resulting in diminished or unacceptable service. These coverage areas in gray are a visual representation of gaps in service and indicate the need for additional wireless services in order to improve wireless coverage and capacity overload.

The predicted modeling methodology or process assumes the same wireless service provider is on each tower and base station in the existing inventory. This assumption is for modeling purposes only and it is recognized that not all service providers are on every facility however; the infrastructure is in place to possibly accommodate future collocations.

The mapping in Figures 20 through 31 illustrated by study area shows that most of the incorporated areas of Fernandina Beach, Hilliard, Callahan, Yulee and Amelia Island have more continuous coverage compared to the rural areas of the County. The Hwy15/301 corridor north of Callahan and SR 200/A1A west of Yulee has average service with no significant gaps in coverage. The remaining geographic areas and corridors throughout the County have minimal, incomplete or no wireless network coverage. The geographic areas with no service areas and average/acceptable service areas are indicators where new infrastructure will be needed over the next decade.

Predicted Theoretical Low Frequency Coverage From All Potential Identified Sites Considering Topography, Vegetative Cover and Population Density

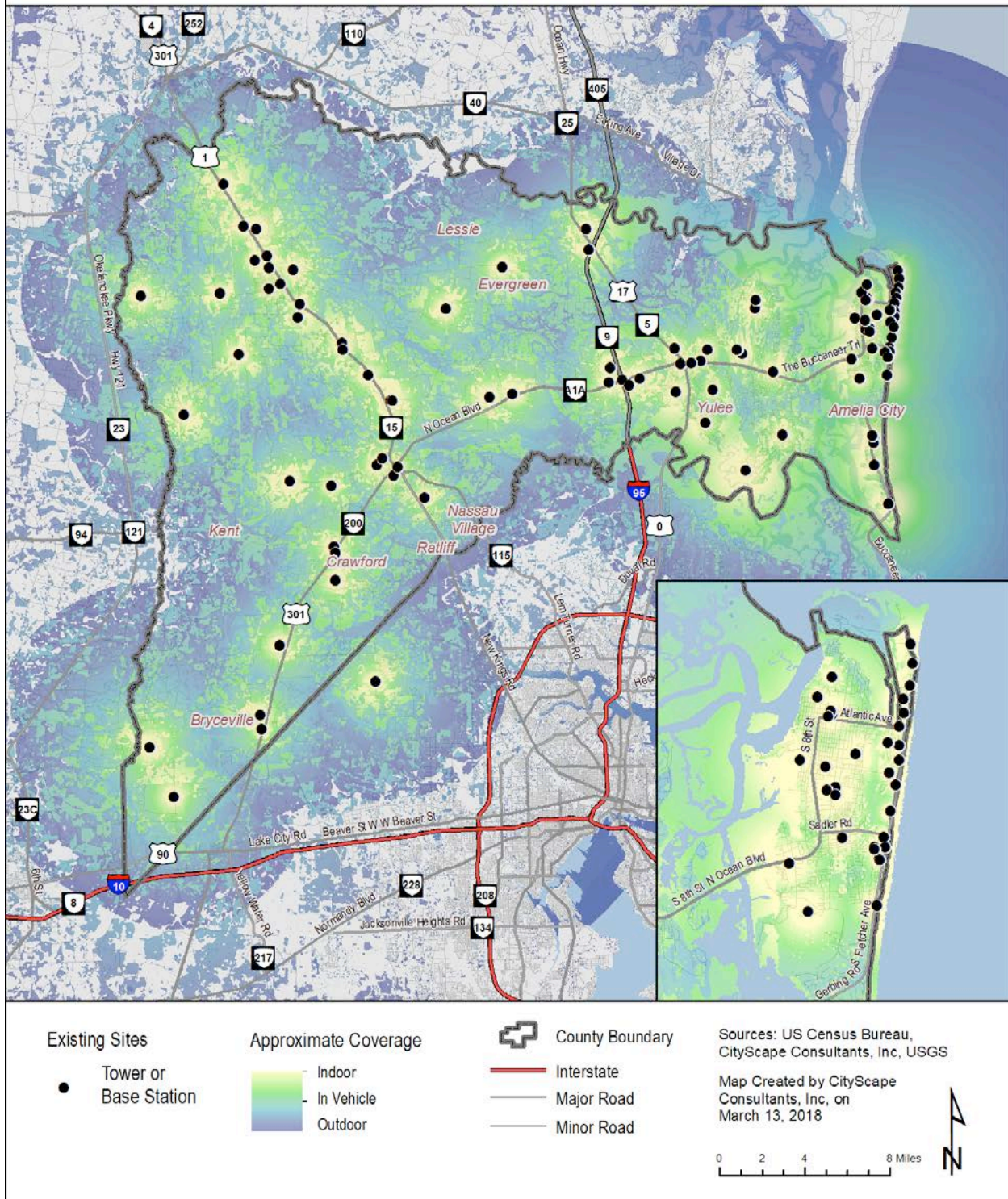


Figure 20: Nassau County Low Frequency Predicted Coverage

Predicted Theoretical High Frequency Coverage From All Potential Identified Sites Considering Topography, Vegetative Cover and Population Density

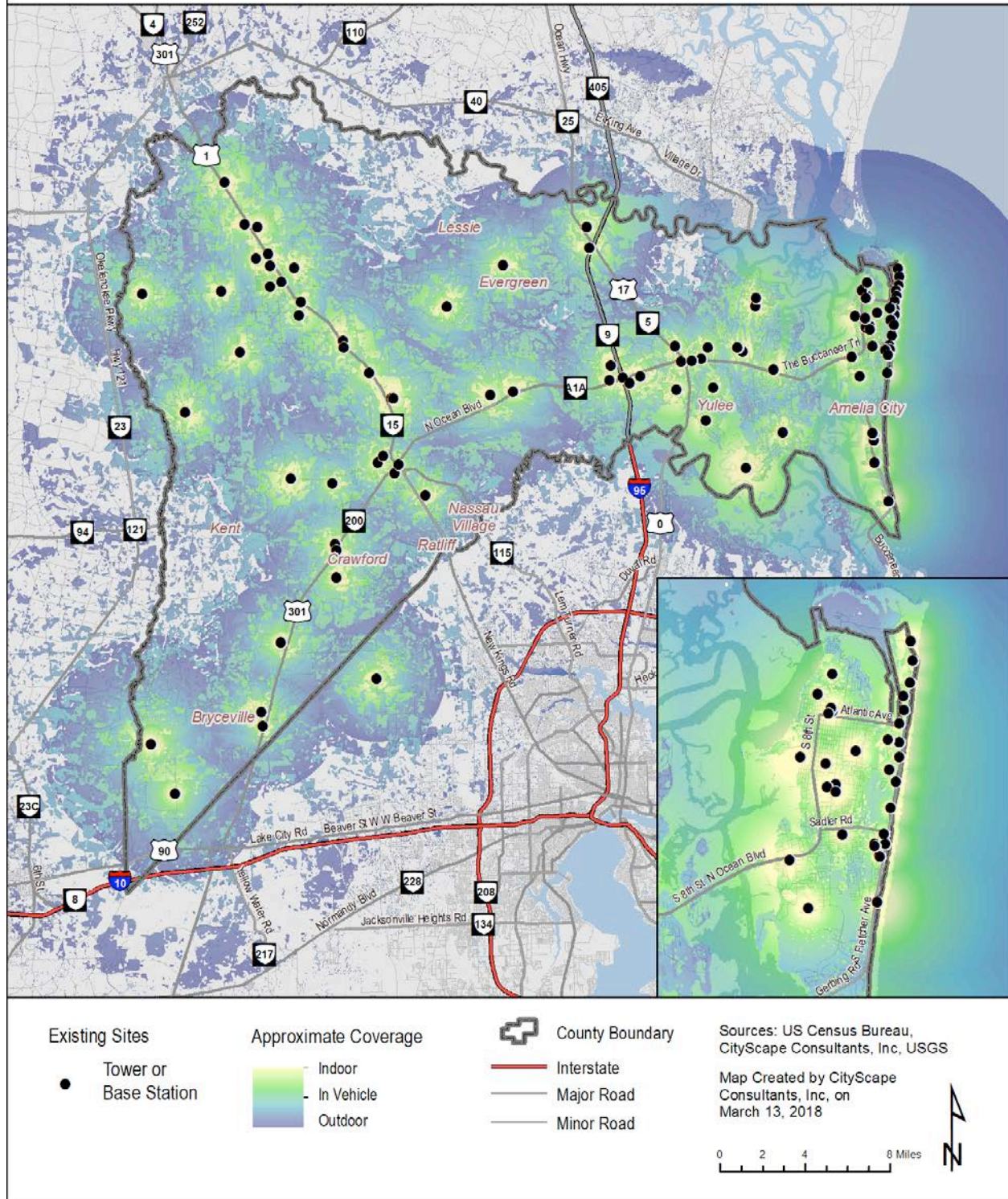


Figure 21: Nassau County High Frequency Predicted Coverage

Incorporated Island Study Area **Predicted Theoretical Low Frequency Coverage From** **a Single Provider with Terrain and Signal Strength**

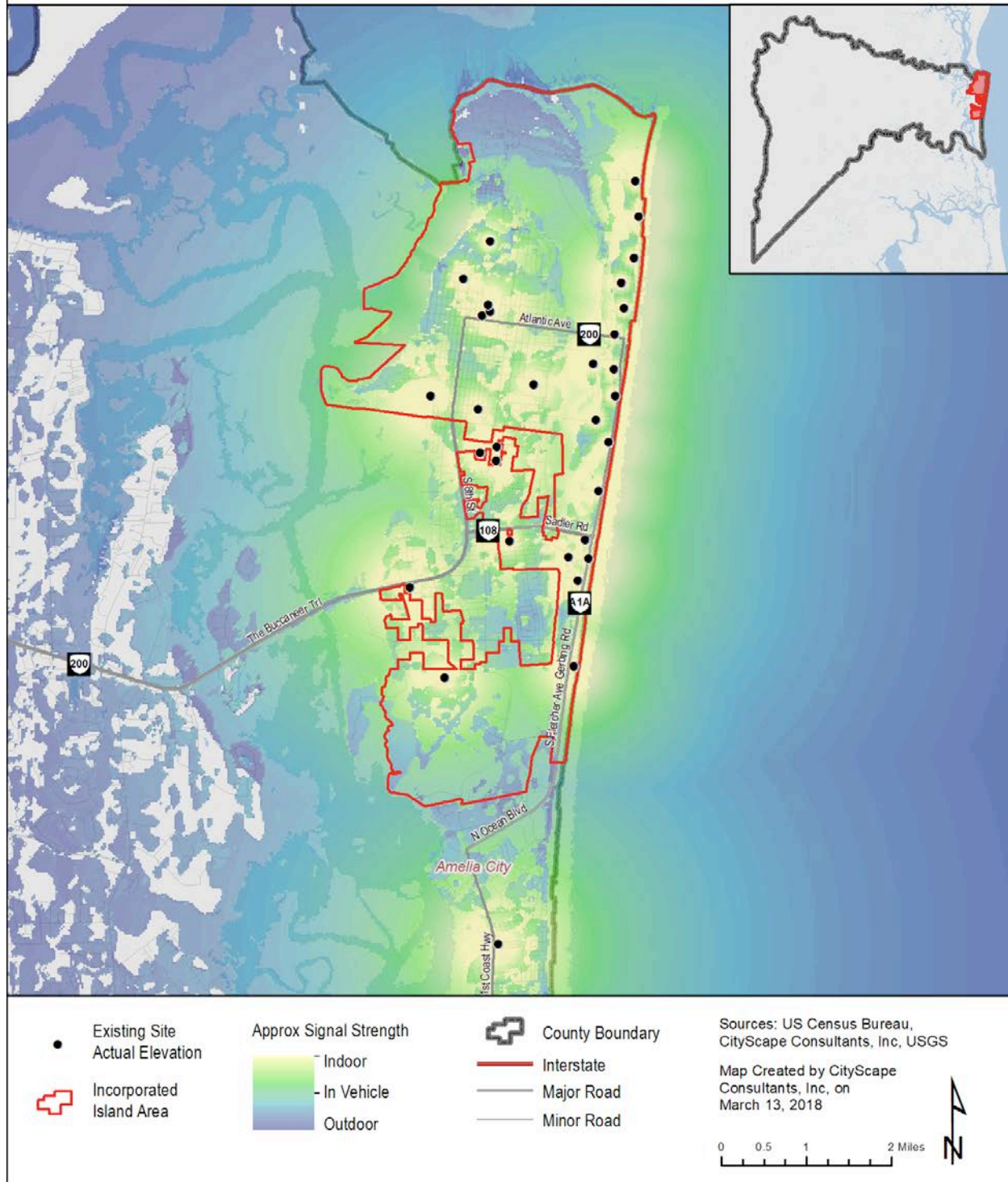


Figure 22: Incorporated Island Low Frequency Predicted Coverage

Incorporated Island Study Area **Predicted Theoretical High Frequency Coverage From** **a Single Provider with Terrain and Signal Strength**

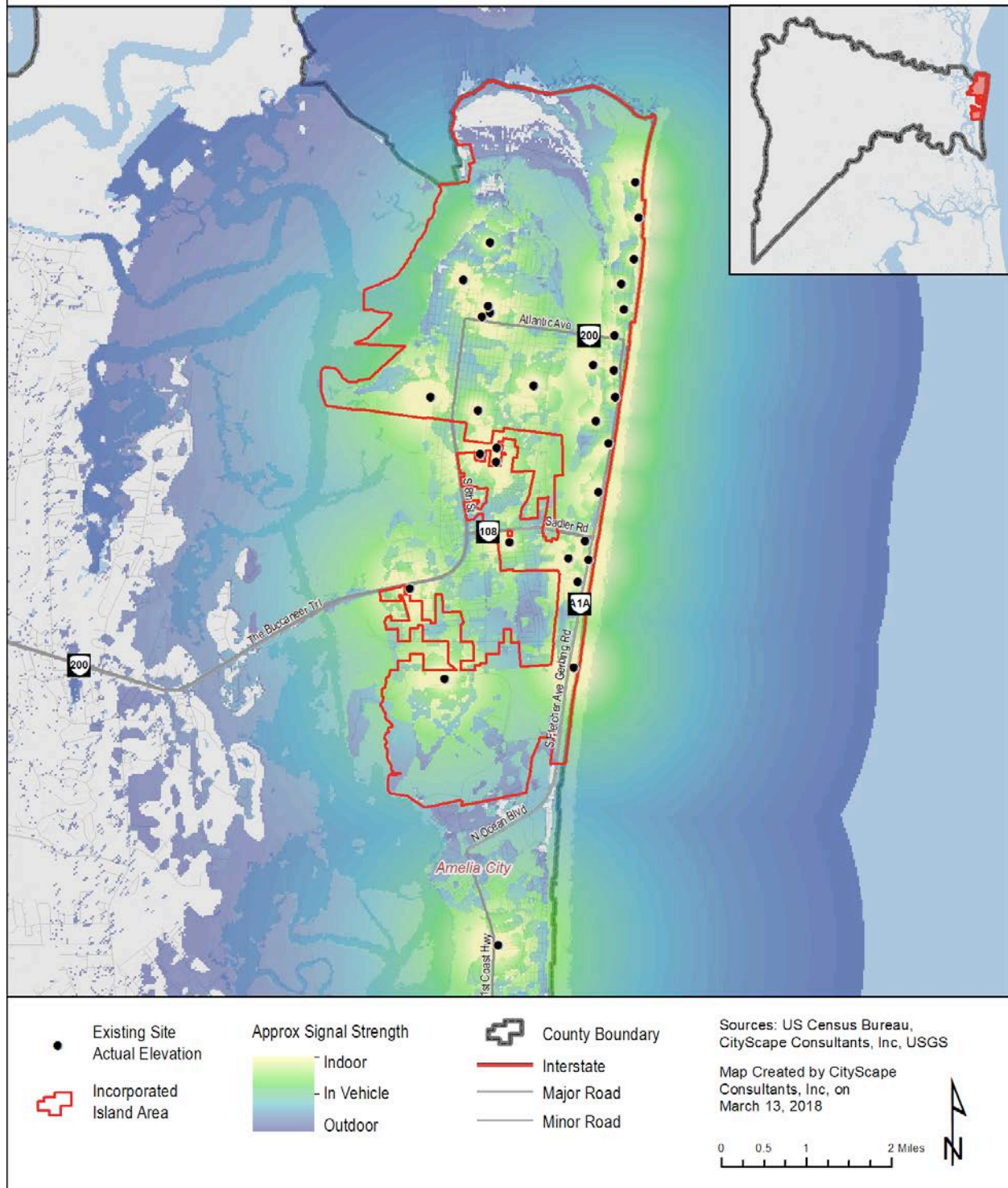


Figure 23: Incorporated Island High Frequency Predicted Coverage

Incorporated Non-Island Study Area **Predicted Theoretical Low Frequency Coverage From** **a Single Provider with Terrain and Signal Strength**

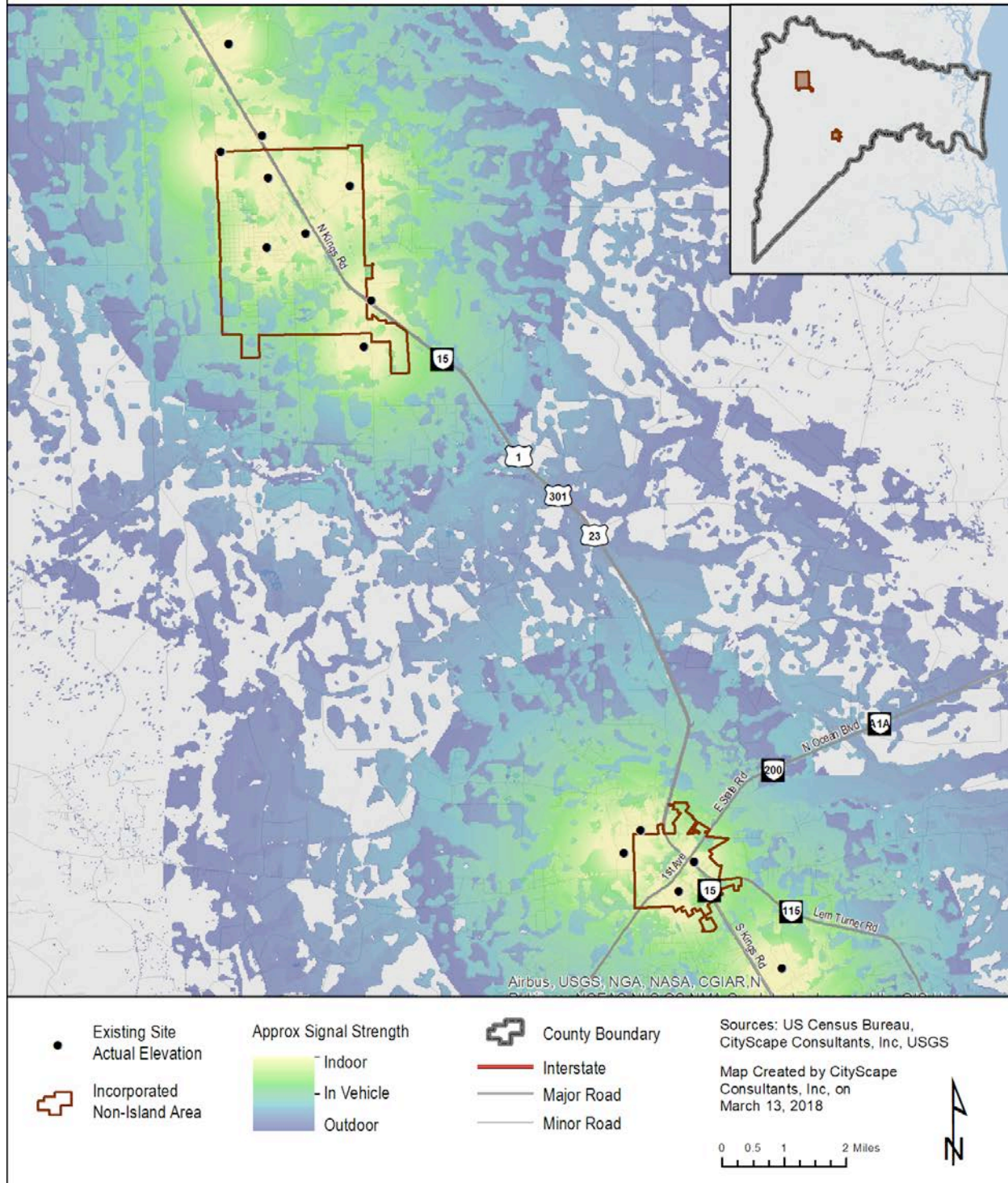


Figure 24: Incorporated Non Island Low Frequency Predicted Coverage

Incorporated Non-Island Study Area Predicted Theoretical High Frequency Coverage From a Single Provider with Terrain and Signal Strength

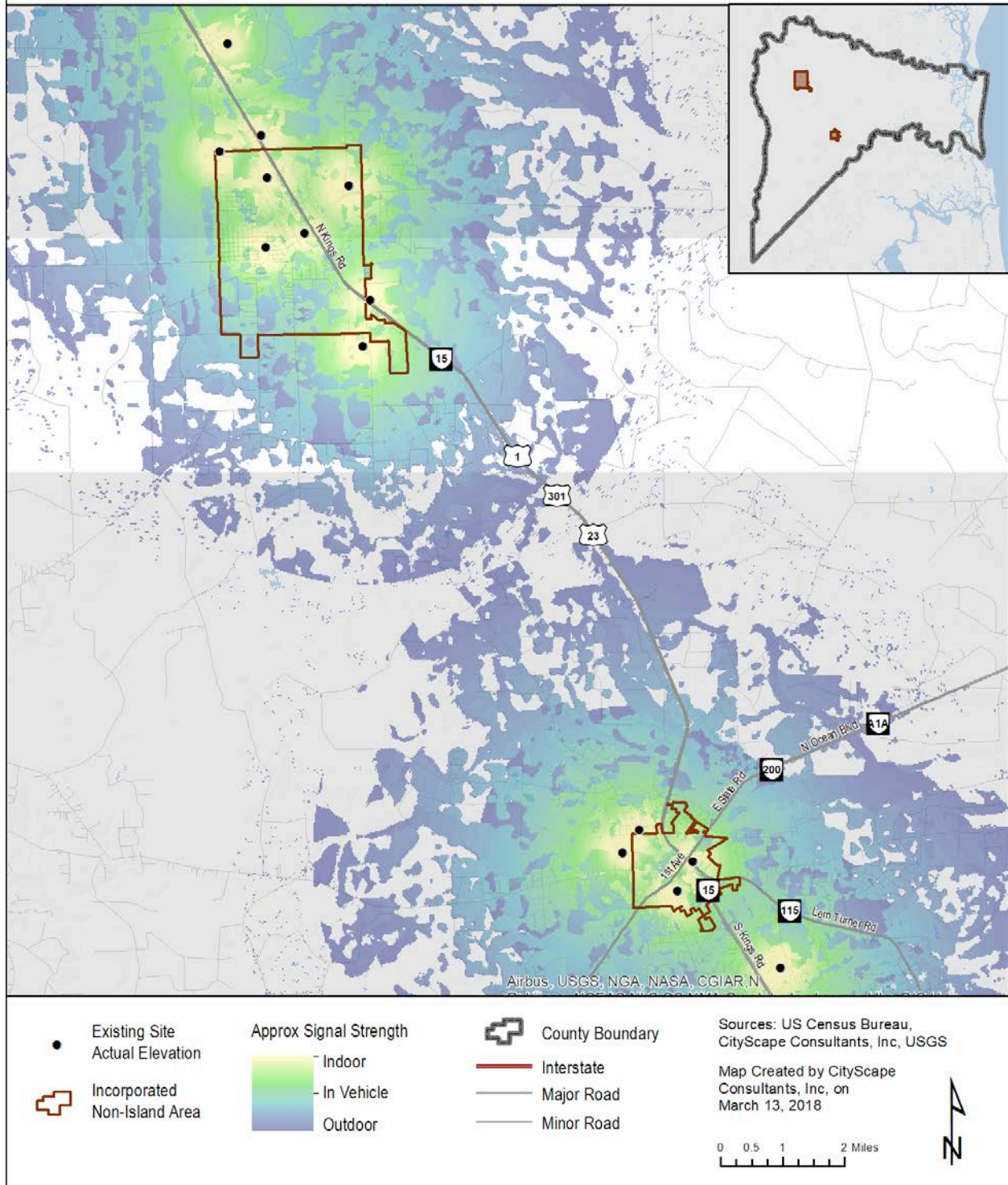


Figure 25: Incorporated Non Island High Frequency Predicted Coverage

Unincorporated Island Study Area **Predicted Theoretical Low Frequency Coverage From** **a Single Provider with Terrain and Signal Strength**

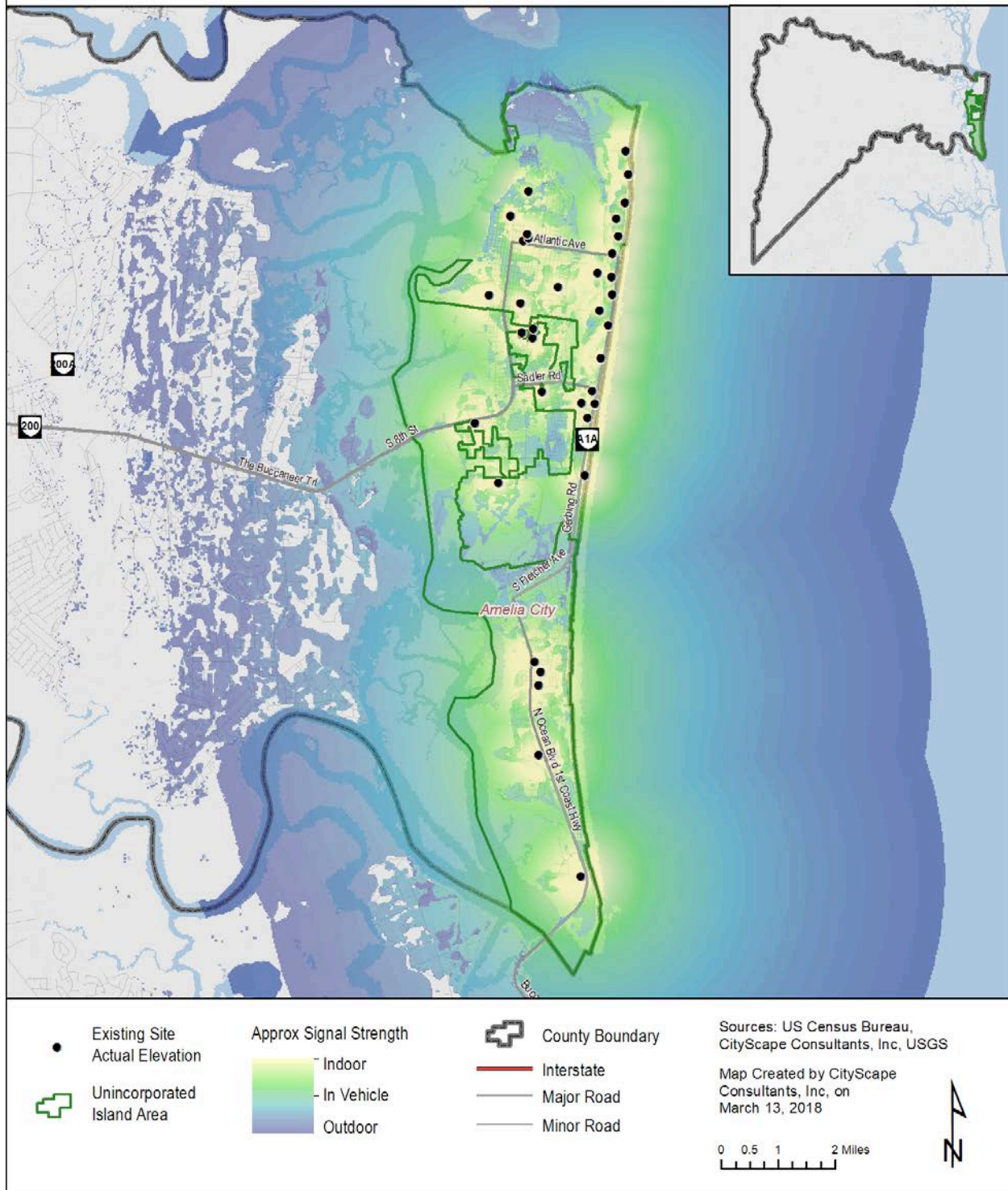


Figure 26: Unincorporated Island Low Frequency Predicted Coverage

Legend:

- Existing Site Actual Elevation (Black dot)
- Unincorporated Island Area (Green outline)
- Approx Signal Strength:
 - Indoor (Light green)
 - In Vehicle (Medium green)
 - Outdoor (Dark green)
- County Boundary (Thick black line)
- Interstate (Thick red line)
- Major Road (Thin red line)
- Minor Road (Thin black line)

Sources: US Census Bureau, CityScape Consultants, Inc., USGS

Map Created by CityScape Consultants, Inc. on March 13, 2018

Scale: 0 0.5 1 2 Miles

North Arrow: N

40

Unincorporated East of I-95 Study Area Predicted Theoretical Low Frequency Coverage From a Single Provider with Terrain and Signal Strength

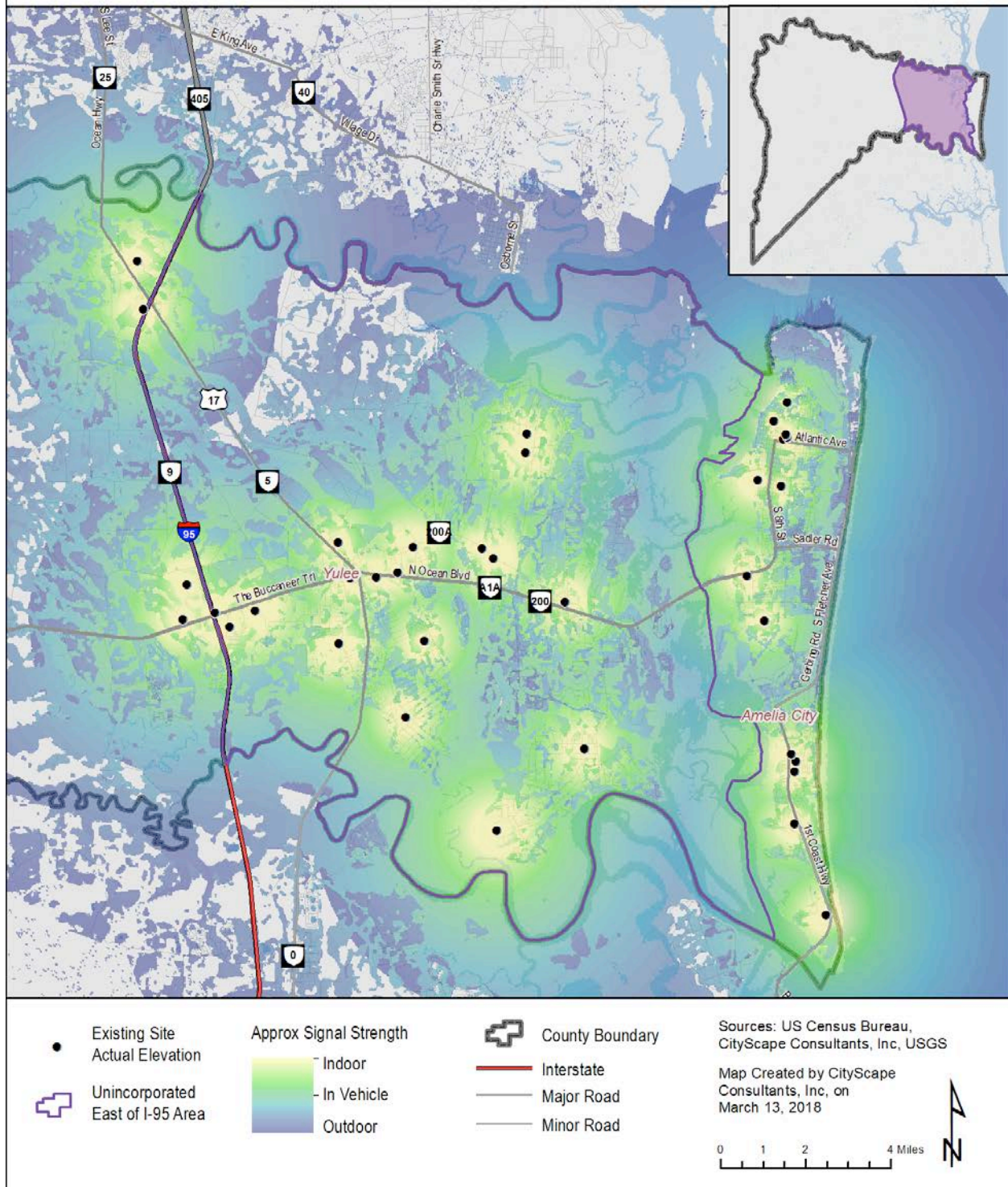


Figure 28: Unincorporated East of I-95 Low Frequency Predicted Coverage

Unincorporated East of I-95 Study Area Predicted Theoretical High Frequency Coverage From a Single Provider with Terrain and Signal Strength

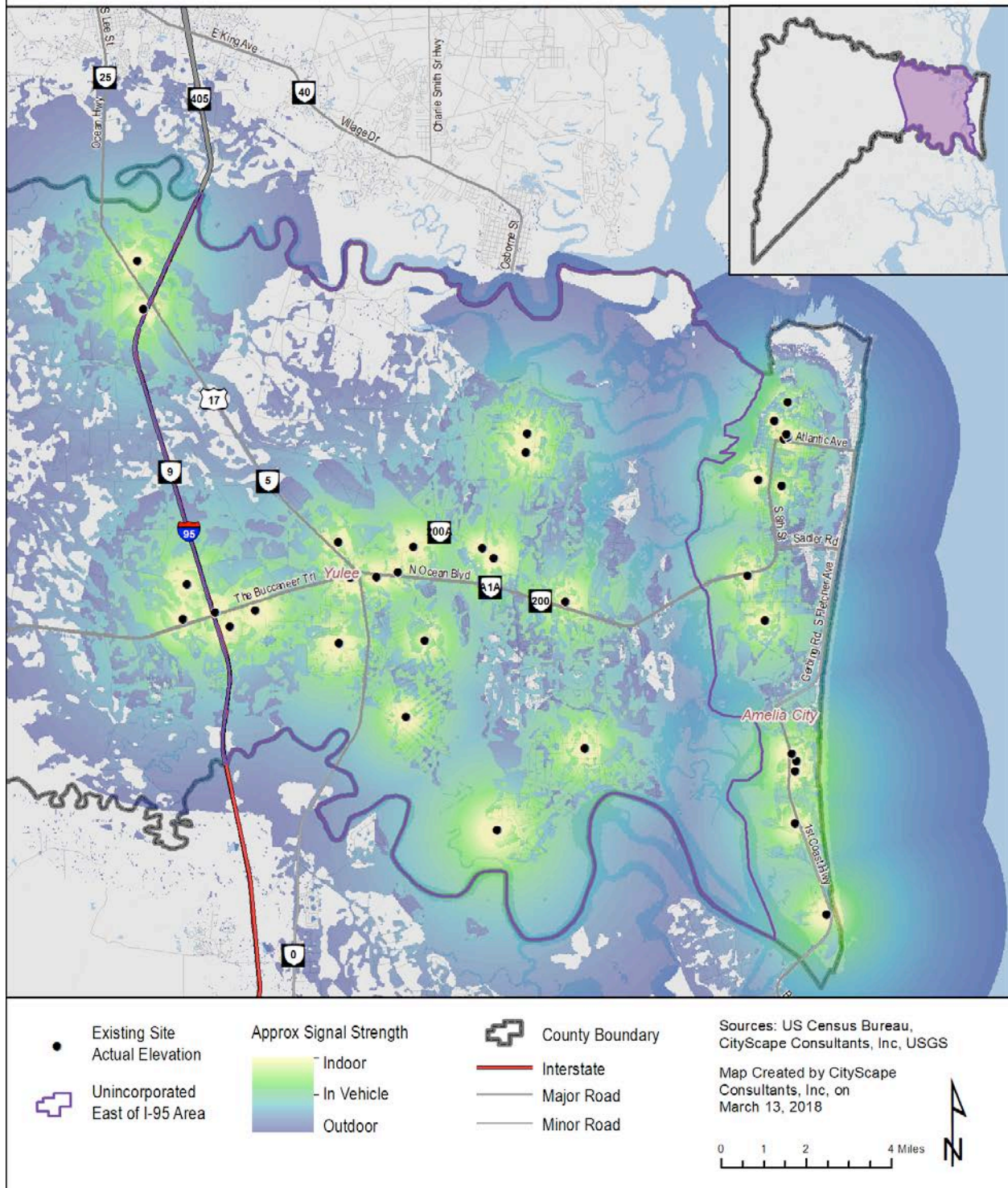


Figure 29: Unincorporated East of I-95 High Frequency Predicted Coverage

Unincorporated West of I-95 Study Area **Predicted Theoretical Low Frequency Coverage From** **a Single Provider with Terrain and Signal Strength**

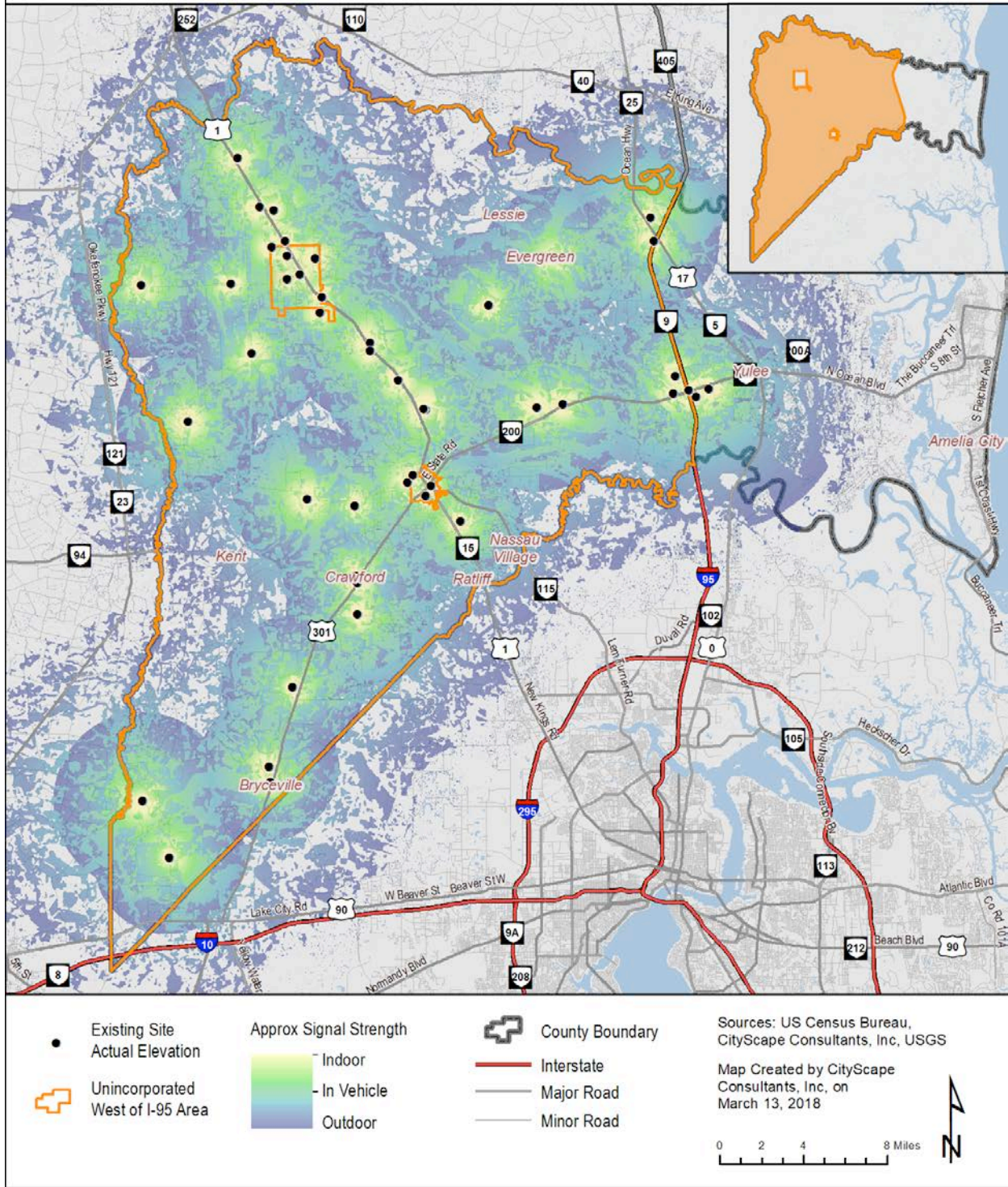


Figure 30: Unincorporated West of I-95 Low Frequency Predicted Coverage

Unincorporated West of I-95 Study Area Predicted Theoretical High Frequency Coverage From a Single Provider with Terrain and Signal Strength

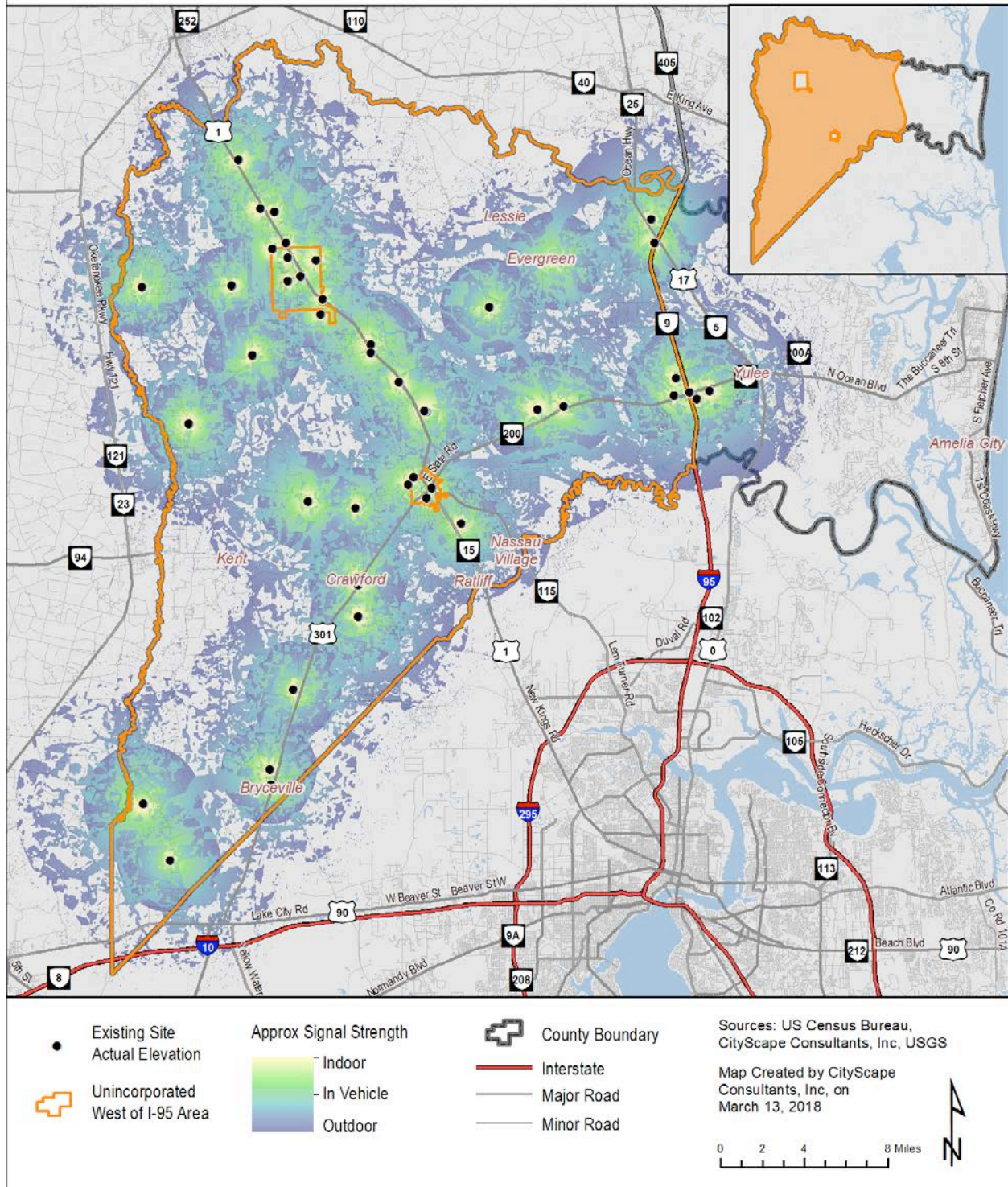


Figure 31: Unincorporated West of I-95 High Frequency Predicted Coverage

10-Year Projections

In general Nassau County is underserved when it comes to wireless service coverage. Continuous wireless service is an issue in many areas throughout the County. CityScape estimates that over the next ten year period the County will require around twenty (20) new macro towers, approximately eighty feet (80') to one hundred fifty feet (150') tall to meet coverage and capacity network objectives. In order to effectively meet the County's anticipated 5G demands over the next decade the estimated number of small cell facilities is expected to be in the hundreds along the roadways and on rooftops with the antenna mounting approximately thirty five feet (35') to forty feet (40') in height. It is important to emphasize that the mounting height for small cells is dependent on the number of collocations desired for each facility. If the proposed facility is a neutral host facility, then multiple service providers would be able to share the same technology platform or same set of antennas and therefore, collocations would not require additional height. The estimated number of required facilities is based on the mathematics of the population density, subscriber base and usage, transient movement throughout the County and the demand volume served simultaneously per site.

As subscriber demand increases, network providers will continue to develop sites to meet these needs. Providers tend to address service issues where the majority of customer complaints exist. Thus, locations with poor service and/or capacity, but growing population density will be the primary focus for new infrastructure.

Figure 32 illustrates the average daily traffic impact during the heaviest seasonal related traffic flows throughout the County during the month of May (the most populated month of the year in Nassau County). The Seasonal Factor values presented in the "2016 Peak Season Factor Category Report - Report Type: All, Category: 7400 Nassau Countywide" referenced in both the Nassau Crossing and Sadler Road Traffic Studies was the data used for this map. These traffic counts were incorporated with the peak seasonal population variations to facilitate the estimated number of new wireless facilities needed over the next ten years throughout the County.



Nassau County Weekly Average Daily Traffic Peak Season High

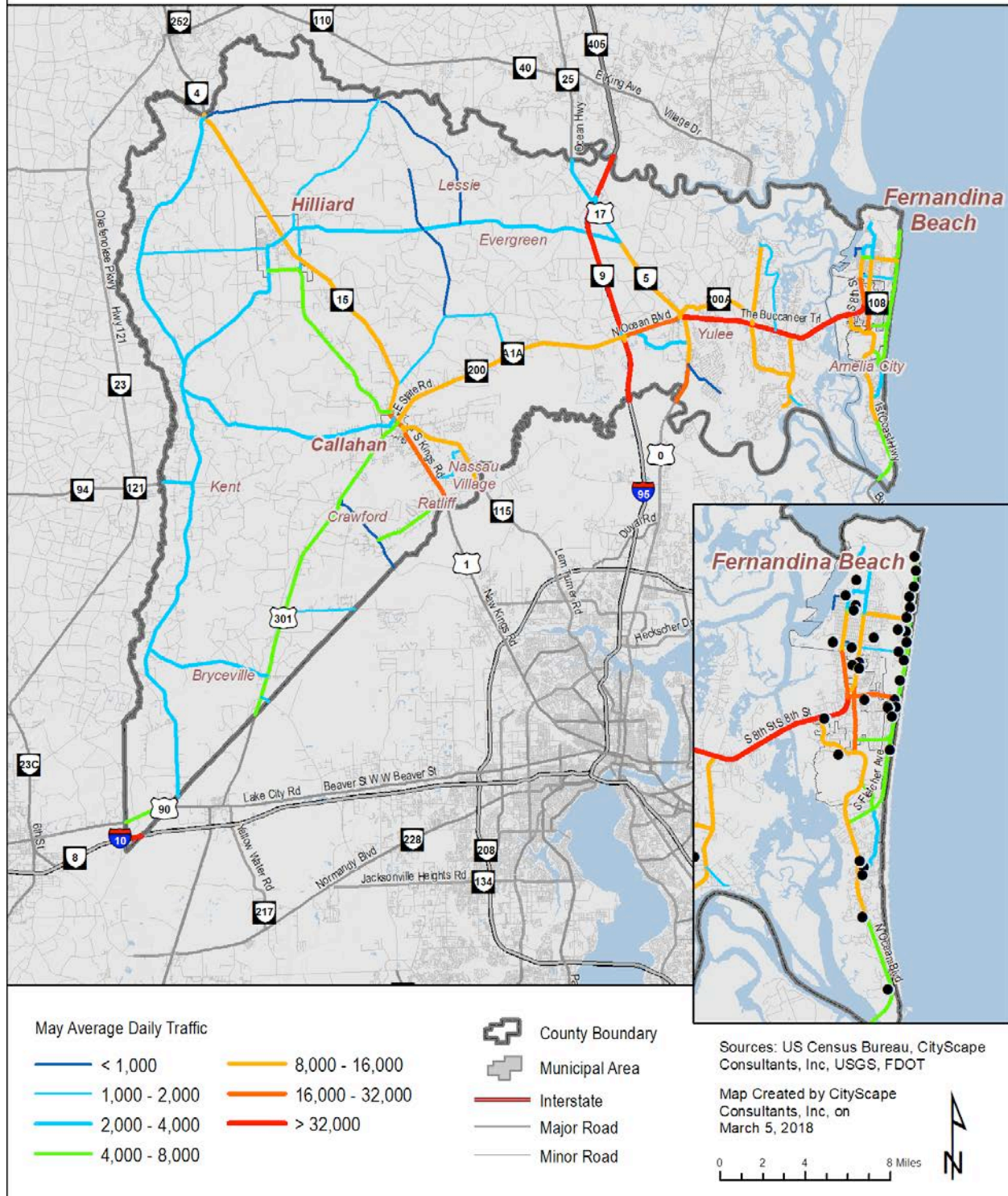


Figure 32: Nassau County Average Daily Traffic Impact in May

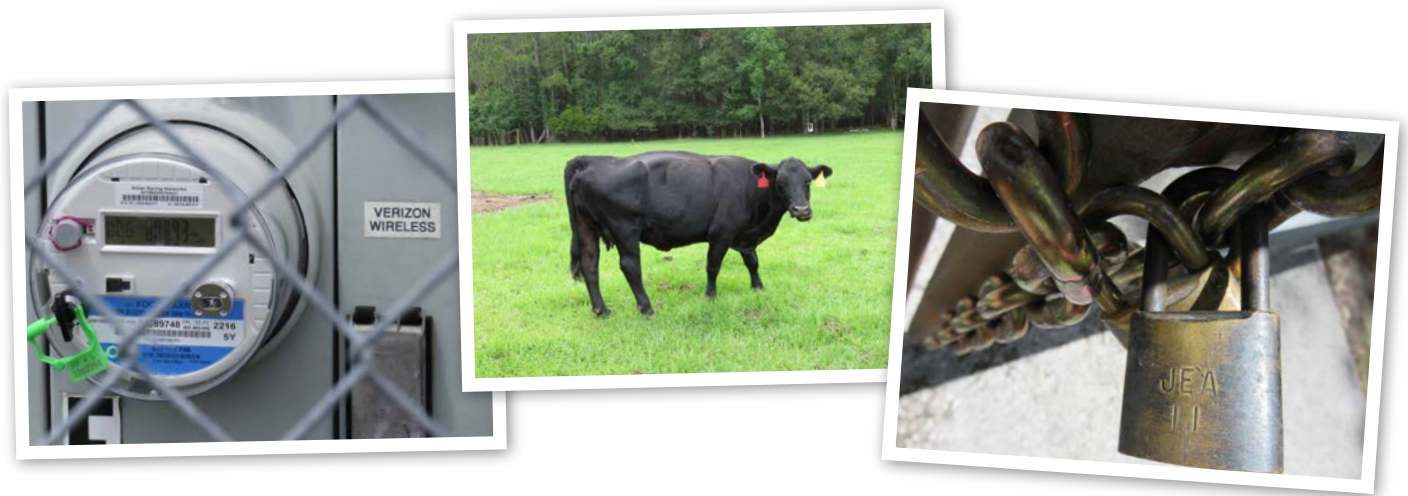
The traffic counts were incorporated with the peak seasonal population variations to facilitate the estimated number of new wireless facilities needed over the next ten years throughout the County. **Figure 33** illustrates Nassau County and **Figure 34** illustrates the City of Fernandina Beach and is the visual representation of the future estimated projections where new macrocell tower and base stations will be needed.

According to the census data, fifty percent (50%) of the vacation homes reported in the County are located within the Unincorporated Island Area. These dwelling units are most likely to be occupied during the peak travel season, with a potential influx of an additional 10,000 people. Small wireless facilities are needed in these areas to accommodate the overload of network capability during this time.

The highest population density in Yulee is within the vicinity of the Amelia National Golf and Country Club. Vacation homes in this area are minimal but many year-round residential dwelling units are constructed or planned to be in close proximity to each other. This center of population will benefit from a small wireless facility network to improve and meet the demands of network capacity.

The City of Fernandina Beach has an existing small wireless facility and can expect this network pattern to grow and expand to other areas of the City.

Figures 35 and 36 estimate the areas likely to experience deployments of small wireless facilities. The darker shades of red indicate the most densely populated areas during peak seasons and where small wireless facilities are likely to be deployed first. The areas shown in the lighter shades of pink are also likely to have small wireless facility networks installed over the next ten years. Rural Unincorporated Areas West of I-95 are not likely candidates for small wireless facility networks due to the lower density of population in this area.



Approximate Additional Macro Sites Needed for All Providers to Accommodate Capacity in Peak Season using 4G 10 Year Projection

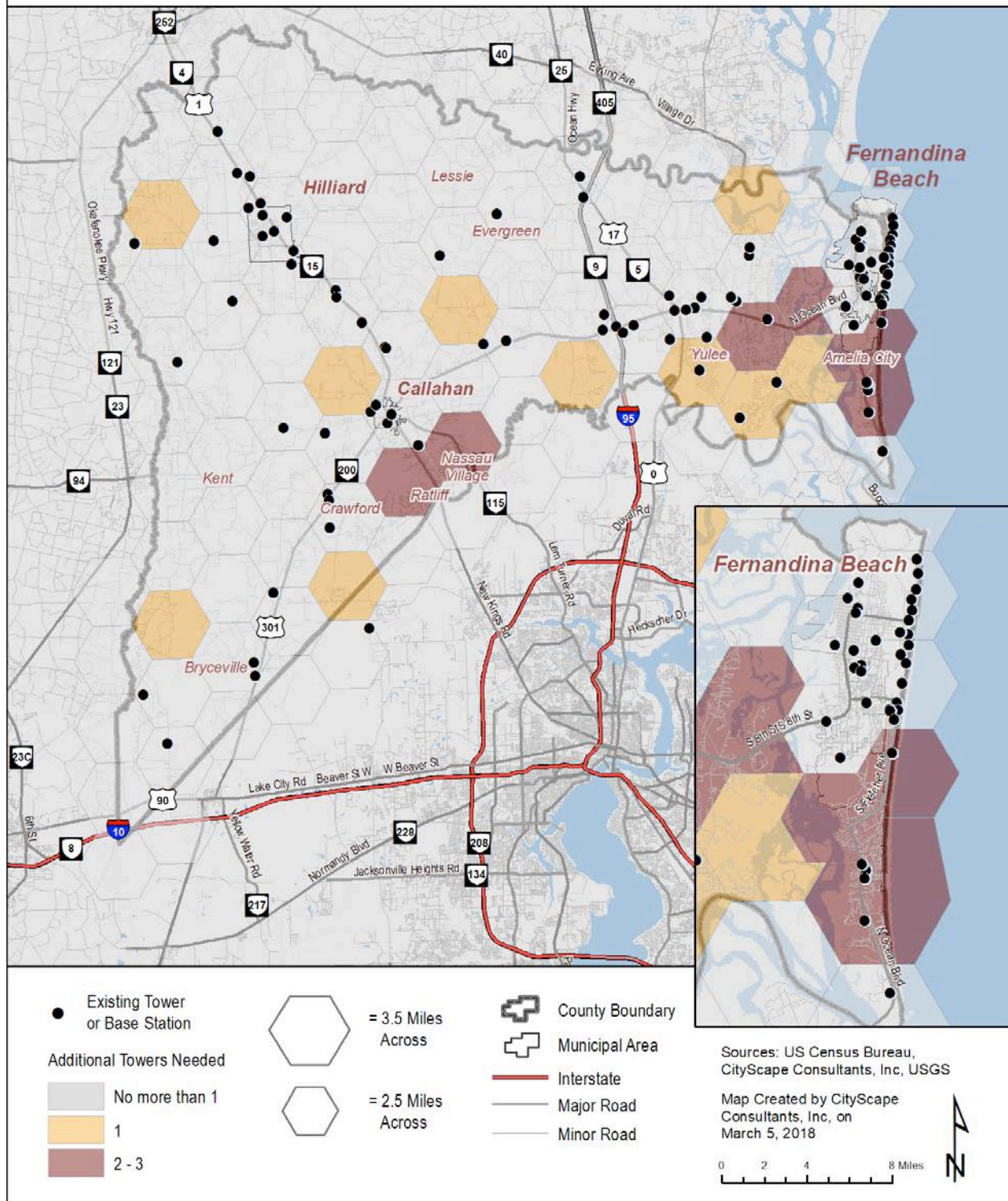


Figure 33: Nassau County Macro Site Fill In Projections

Approximate Additional Macro Sites Needed for All Providers to Accommodate Capacity in Peak Season using 4G 10 Year Projection

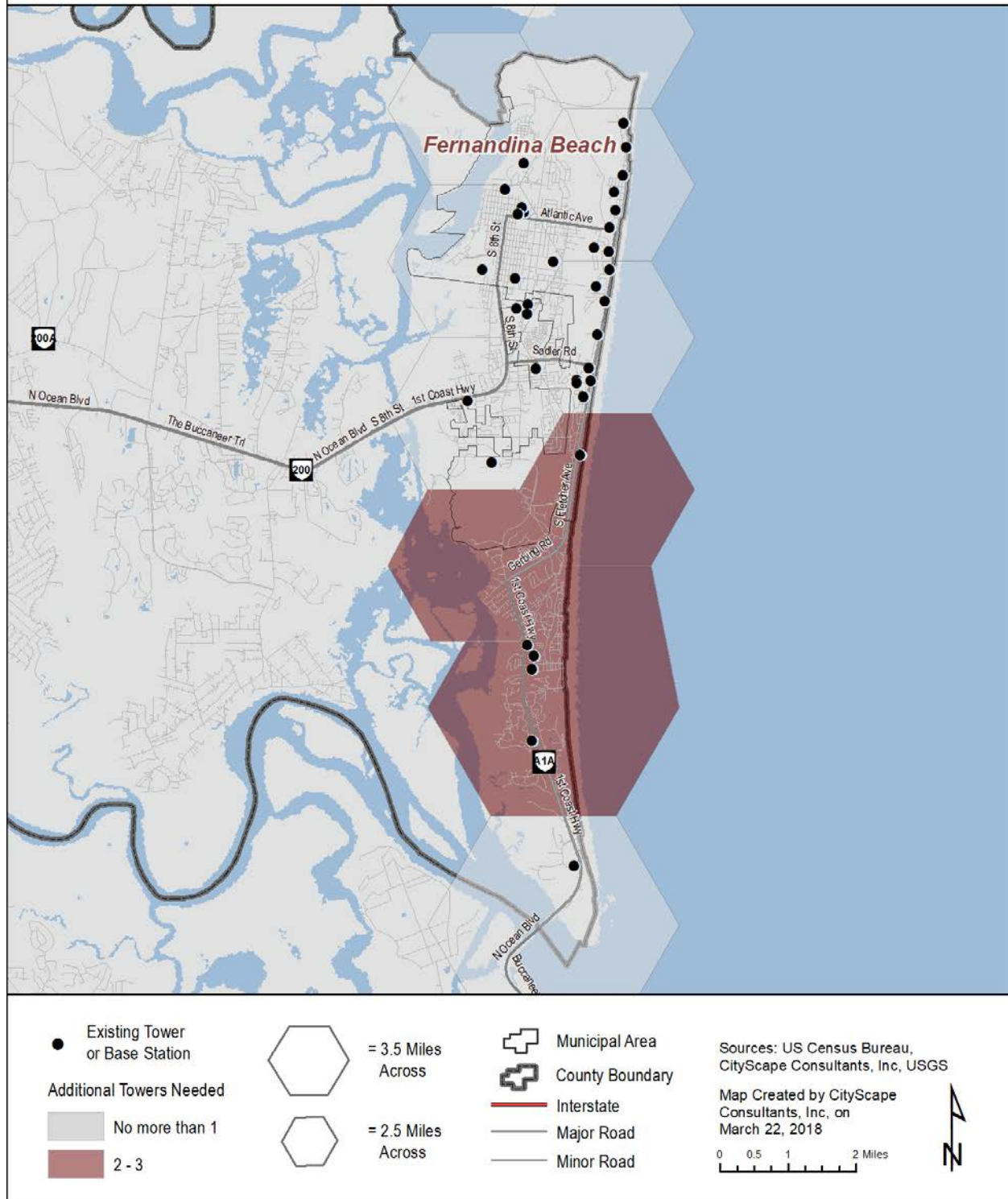


Figure 34: City of Fernandina Beach Macro Site Fill In Projections

Target Areas for Additional Infrastructure to Meet Capacity Demands 10 Year Projection

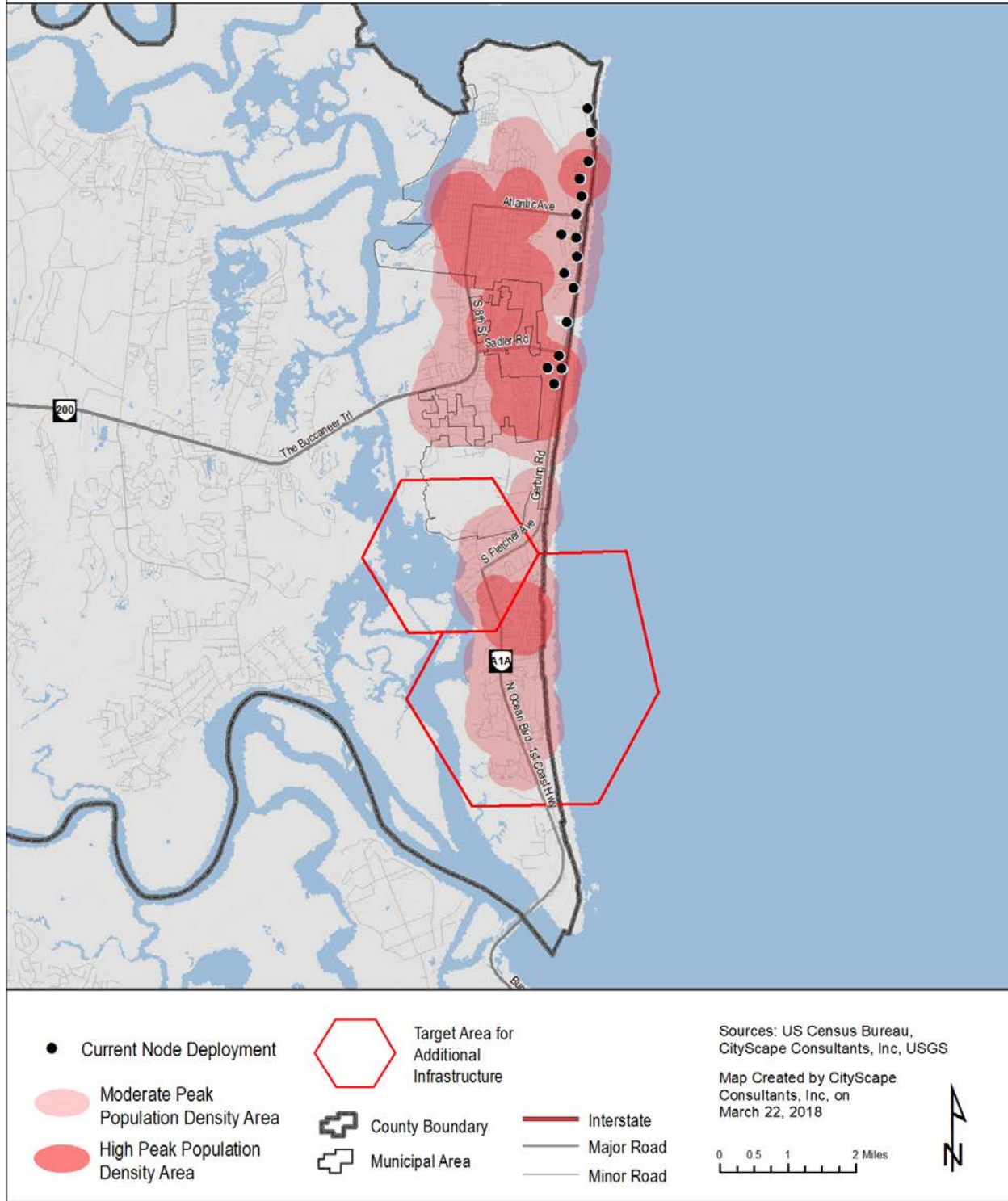


Figure 35: Nassau County Theoretical Small Wireless Facility Fill In

Target Areas for Additional Infrastructure to Meet Capacity Demands 10 Year Projection

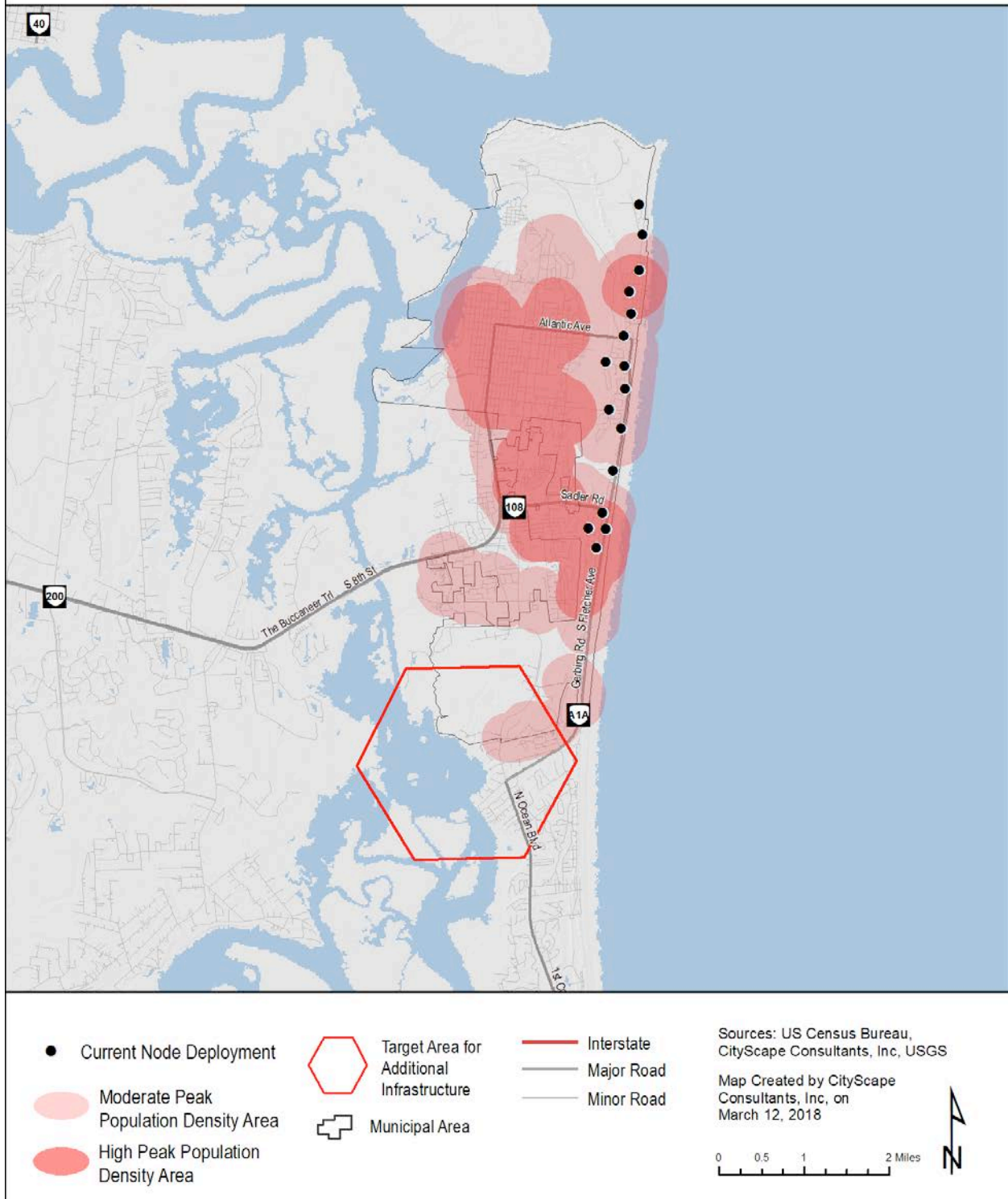


Figure 36: City of Fernandina Beach Theoretical Small Wireless Facility Fill In

WIRELESS POLICY SOLUTIONS

Forecast Statement

Management and regulation of the twenty (20) macro towers and hundreds of small wireless facilities predicted for Nassau County over the next ten years must be done within legal parameters established by the Federal and State governments.

Federal Regulations

Section 704 (47 USC §332(c)(7))

The 1996 Telecommunications Act includes Section 704 (47 USC §332(c)(7), (commonly referenced as 47 USC §332(c)(7) or Section 704) grants local governments ability to regulate wireless infrastructure. Section 704 says in relevant part:

- Land use development standards may not unreasonably discriminate among the wireless providers, and may not prohibit or have the effect of prohibiting the deployment of wireless infrastructure
- Local governments must act on applications for new wireless infrastructure within a “reasonable” amount of time, but didn’t specify what “reasonable” meant.
- Land use policies may be adopted to promote the location and siting of telecommunications facilities in certain designated areas.
- Encourages the use of third party professional review of site applications.
- Prohibits local government from denying an application for a new wireless facility or the expansion of an existing facility on the grounds that radio frequency emissions are harmful to human health provided the wireless service provider met federal standards.

“Shot Clock” Declaratory Ruling

Following the enactment of Section 704 in 1996, wireless infrastructure deployment began across the United States, subject to various local and state regulations enacted in the wake of Section 704. The infrastructure industry eventually appealed to the FCC for assistance in expediting local government review of infrastructure applications, and as a result, the FCC issued what is known as the “Shot Clock” ruling in 2009 which requires infrastructure collocation decisions to be made within 90 days and new tower decisions to be made within 150 days, or the applicant could take the local government to court and request a judicial grant of their application. The US Supreme Court later affirmed that the FCC could impose these timelines on local governments.

(47 USC §1455) Section 6409(a) in the Middle Class Tax Relief and Job Creation Act

While the infrastructure industry benefited from the Shot Clock ruling, they still sought additional federal relief from local regulations. In 2012, Congress enacted legislation known as Section 6409(a) (commonly referred to as the **Spectrum Act**) to promote wireless

broadband for public safety and commercial purposes.

Section 6409(a) says, in relevant part:

“...a State or local government may not deny, and shall approve, any eligible facilities request for a modification of an existing wireless tower or base station that does not substantially change the physical dimensions of such tower or base station.”

Because of a lack of explanation or definitions in Section 6409(a), the FCC was called upon to provide clarification, definitions and guidance to what Congress intended. In a Report and Order released October 21, 2014 in W.T. Docket 13-238, commonly called the “2014 Report and Order” the FCC provided clarifying definitions to the terms used in Section 6409(a).

2014 Report and Order

The introduction of the 2014 Report and Order the FCC states:

“Demand for wireless capacity is booming: more consumers are accessing mobile broadband every year, driving more innovation and expanding access to public safety. But our ability to meet this demand depends on the infrastructure that supports the services. We therefore take concrete steps to facilitate the deployment of the infrastructure necessary to support surging demand, expand broadband access, support innovation and wireless opportunity, and enhance public safety - all to the benefit of consumers and the communities in which they live. (Paragraph 2)...Accordingly, our actions are intended to encourage deployments on existing towers and structures - rather than entirely new towers in recognition that collocations almost always result in less impact or no impact at all.” (Paragraph 3)

The affect on local government planning:

“[n]otwithstanding section 704 of the Telecommunications Act of 1996 or any other provision of law, a State or local government **may not deny, and shall approve**, any eligible facilities request for a modification of an existing wireless tower or base station that does not substantially change the physical dimensions of such tower or base station. An eligible facilities request is one that requests modification of an existing wireless tower or base station that involves (a) collocation of new transmission equipment; (b) removal of transmission equipment; or (c) replacement of transmission equipment.”

The 2014 Report and Order reaffirms that broadcasting infrastructure is also considered a wireless tower or base station for purposes of Section 6409(a) and that transmission equipment includes antennas, cables, and auxiliary power equipment, such as generators. It also defined “existing” as:

“...the term “existing” requires that wireless towers or base stations have been reviewed and approved under the applicable local zoning or siting process or that the deployment of existing transmission equipment on the structure received another form of affirmative State or local regulatory approval (e.g., authorization from a State public utility commission). Thus, if a tower or base station was constructed or deployed without proper review, was not required to undergo siting review, or does not support transmission equipment that received another form of affirmative State or local regulatory approval, the

governing authority is not obligated to grant a collocation application under Section 6409(a)."

A wireless tower that does not have a permit because it was not in a zoned area when it was built, but was lawfully constructed is considered an "existing" tower. In other words, a collocation application that "shall be approved" under Section 6409(a) has to be for a location that has been previously reviewed and approved through the local regulatory approval process and is not a "substantial change" to the original approval.

Under the new FCC definition a "**substantial change**" to an eligible tower or base station is as follows:

- (1) (a) for towers outside of public right-of-ways, it increases the height of the tower by more than 10%, or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet, whichever is greater; (b) for those towers in the right-of-ways and for all base stations, it increases the height of the tower or base station by more than 10% or 10 feet, whichever is greater; or
- (2) (a) for towers outside of public right-of-ways, it protrudes from the edge of the tower more than twenty feet, or more than the width of the tower structure at the level of the appurtenance, whichever is greater; (b) for those towers in the right-of-ways and for all base stations, it protrudes from the edge of the structure more than six feet; or
- (3) it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four cabinets; or
- (4) it entails any excavation or deployment outside the current site of the tower or base station;
- (5) it would defeat the existing concealment elements of the tower or base station; or
- (6) it does not comply with conditions associated with the prior approval of construction or modification of the tower or base station unless the non-compliance is due to an increase in height, increase in width, addition of cabinets, or new excavation that does not exceed the corresponding "substantial change" thresholds identified above. We further provide that the changes in height resulting from a modification should be measured from the original support structure in cases where the deployments are or will be separated horizontally, such as on buildings' rooftops; in other circumstances, changes in height should be measured from the dimensions of the tower or base station inclusive of originally approved appurtenances and any modifications that were approved prior to the passage of Section 6409(a).

For example, provided the request is not a substantial change then, if the County previously approved a non ROW macro tower (a.k.a. eligible facility) to be constructed at one hundred feet (100') then under Section 6409(a) that tower height can be increased by ten percent (10%) or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty feet (20'), whichever is greater. In the case where twenty feet (20%) is the greater, then that eligible one hundred foot (100') tower could be increased to one hundred twenty feet (120') in height to accommodate an additional collocation (provided the modification does not exceed the six substantial change criteria). For eligible towers in the ROW and for all eligible base stations the height can be increased by ten percent (10%) or ten feet (10'), whichever is greater. Thus an existing eligible one

hundred foot (100') tower in the ROW or any eligible one hundred foot (100') base station could be increased in height by right to one hundred and ten feet (110').

The 2014 Report and Order affirm that these standards apply equally to legally nonconforming structures in the jurisdiction. They too will be eligible for Section 6409(a) modifications.

Wireless facility modifications under Section 6409(a) should remain subject to building codes and other non-discretionary structural and safety codes. In particular, the FCC clarified that Section 6409(a) does not "preclude States and localities from continuing to require compliance with generally applicable health and safety requirements on the placement and operation of backup power sources, including noise control ordinances if any."



Federal
Communications
Commission

As for timelines, local government has sixty (60) days to review a new collocation application for an eligible facility under Section 6409(a). The timeline starts when the application is submitted. Local government can then "stop" or "toll" the clock within the initial thirty (30) days if the application is incomplete. The local government's request for additional information "must specify the code provision, ordinance, application instruction, or otherwise publicly stated procedures that require the information to be submitted."

The time clock restarts when the applicant resubmits with the missing information. If the application is still incomplete local government can then "stop" or "toll" the process again by again identifying, in writing, missing information. The clock will restart again upon the second resubmission. After that local government cannot stop the clock because of incompleteness.

If the local government does not complete the application review within sixty (60) days (subject to the tolling provisions above), the 2014 Report and Order adopts a "deemed granted" remedy.

If, after reviewing a proposed Section 6409(a) application, the local government determines that the application request is not eligible for Section 6409(a) processing because it constitutes a "substantial change", then the ninety (90) day timeline from the 2009 Shot Clock ruling applies, starting from the day the County decides the application is not Section 6409(a) eligible. The 2014 Report and Order does suggest that the "deemed granted" isn't necessarily the last word on the subject. Acknowledging that judicial determination may be necessary, the 2014 Report and Order states:

"... a State or local authority may challenge an applicant's written assertion of a deemed grant in any court of competent jurisdiction when it believes the underlying application did not meet the criteria in [Section 6409(a)] for mandatory approval, would not comply with applicable building codes or other non-discretionary structural and safety codes, or for other reasons is not appropriately "deemed granted".

The 2014 Report and Order emphasizes that Section 6409(a) applications must be tailored to request permissible information and then must be acted upon quickly in order to avoid a "deemed granted" remedy.

The 2014 Report and Order points out that Section 6409(a) applies only to local government in its regulatory capacity and NOT as a landlord. Should the County choose, in the capacity as landlord, to limit the number and type of infrastructure applicants on County property, Section 6409(a) will not apply. Furthermore, specific to the use of publicly owned property for the use of wireless communications equipment, the FCC states in the Report and Order:

“We find insufficient evidence in the record to make a determination that municipal property preferences are per se unreasonably discriminatory or otherwise unlawful under Section 332(c)(7). To the contrary, most industry and municipal commenters support the conclusion that many such preferences are valid.”

Thus, local governments can continue the practice of promoting a preference for siting wireless infrastructure on public property in local regulations.

2018 Report and Order

The FCC’s Declaratory Ruling and Third Report and Order adopted September 26, 2018 becomes effective nationwide on January 14, 2019.

“In this document, the FCC issues guidance and adopts rules to streamline the wireless infrastructure siting review process to facilitate the deployment of next-generation wireless facilities. Specifically, the FCC identifies specific fee levels for the deployment of Small Wireless Facilities, and it addresses state and local consideration of aesthetic concerns that effect the deployment of small wireless facilities. The FCC also addresses the “shot clocks” governing the review of wireless infrastructure deployments and established two new shot clock for small wireless facilities.”

The following are the timelines for action by local government established by the FCC’s Third Report and Order:

- 60 days to collocate a small wireless facility on an existing structure
- 90 days to collocate a facility other than a small wireless facility on an existing structure
- 90 days to deploy a small wireless facility using a new structure
- 150 days to deploy a facility other than a small wireless facility using a new structure

After the submission of a small wireless facility application, the local government has ten (10) days from the date of filing to determine if the application is complete or incomplete and notify the applicant. If the application is incomplete, then the shot clock stops and then restarts again from zero when the supplemental information is provided to the local government. As stated in paragraph 143 of the Third Report and Order, “...once the applicant submits the supplemental information in response to a siting authority’s timely request, the shot clock resets, effectively giving the siting authority an additional 60 days to act on the small wireless facilities collocation application.” After the initial notice and response period, the standard tolling process then starts, meaning if the application remains incomplete, the County must notify the applicant in detail as to the remaining insufficient items and the shot clock stops on that date and restarts from when the applicant resubmits until the application is finalized.

The shot clock and tolling system for facilities other than small wireless sites starts when an application is submitted to the local government. The local government has thirty (30) days to review the application to determine if the materials are complete or incomplete. If the application is not complete, the locality must provide in writing to the applicant a detailed summary of deficiencies. At that point the shot clock stops and then restarts from the point where it stopped when the applicant submits revised materials, and so forth until the application process is finalized.

The FCC also addressed zoning related practices that could be interpreted as an effective prohibition of small wireless deployments and cautioned local government to avoid land use regulatory practices that could appear to create a barrier to entry or efficient deployment of this type of infrastructure. Two specific areas, fees and aesthetics, were discussed in the document.

The FCC determined that aesthetics requirements are not preempted if they are (1) reasonable, (2) no more burdensome than those applied to other types of infrastructure deployments, and (3) objective and published in advance (paragraph 86). A local government's aesthetics requirements must be objective, clearly defined and ascertainable (paragraph 88) and cannot be so costly that the design standards could be a deterrent (effective prohibition) to the cost of the small wireless facility deployment.

While the FCC did not mandate a certain fee for small wireless facility application permits or third party reviews, the FCC did provide parameters for what it deemed to be "reasonable" fees for the following matters:

- \$500 (non-recurring) for a single application that includes up to five (5) small wireless facilities and an additional \$100 for each additional small wireless facility beyond the initial five (5) sites.
- \$1,000 (non-recurring) for a new pole (not a collocation) for a small wireless facility.
- \$270 (recurring) per small wireless facility per year for each collocation, new pole and subsequent collocations on said facilities.

Any possible ROW access fee or fee for attachment to municipally-owned structures in the ROW; provided they are (1) a reasonable approximation of costs, (2) those costs themselves are reasonable, and (3) are non-discriminatory (paragraphs 79-80).

The FCC did allow that while the above fee parameters were their interpretation of "reasonable" under applicable federal laws, there was room for some variance from same, stating:

"...there should be only very limited circumstances in which localities can charge higher fees consistent with the requirements of Section 253. In those limited circumstances, a locality could prevail in charging fees that are above this level by showing that such fees nonetheless comply with the limits imposed by Section 253—that is, that they are (1) a reasonable approximation of costs, (2) those costs themselves are reasonable, and (3) are non-discriminatory. Allowing localities to charge fees above these levels upon this showing recognizes local variances in costs."

State of Florida Regulations



The Florida legislature has also chosen to regulate the wireless infrastructure field, primarily through two separate statutory provisions.

First, Florida enacted §365.172(13), which built upon the provisions in the FCC's 2009 "Shot Clock" and provided state law requiring certain collocations to be approved by local governments with nothing more than "building permit review". §365.172(13) says a Florida collocation that does not increase the height of the tower, does not increase the ground compound size of the facility approved in the original site plan, and adds antenna and equipment in design and configuration consistent with those in the original construction and installation of the facility gets only building permit review. If the collocation does increase the ground compound (but not more than 400 square feet or 50% larger than the original compound, whichever is greater) then the collocation application can get land development review and building permit review, but no public hearing is allowed on the application. The Florida law also restricts local government from considering anything other than land development or zoning issues for ANY infrastructure application. Local government cannot consider or require information on quality of service, or customer demand for service from a particular location UNLESS it relates to a specific land development or zoning issue or the applicant volunteers the information. §365.172(13) does allow exclusion of wireless infrastructure from residential areas or residential zoning districts IF that exclusion does not create an effective prohibition of that applicant's service in that area, and allows local government to impose design requirements, permitting and review fees, and require provision of FCC and Federal Aviation Administration approvals from applicants as part of the review process.

The legislature also recently further amended §337.401, which was originally enacted in 2001 to address the underground use of public rights of way by wired communications providers, and to provide a compensation scheme for use of the ground in public rights of way. The infrastructure industry, as part of a nationwide effort to pass legislation at state levels on siting infrastructure in public rights of way, caused the introduction and passage of HB687, captioned the "Advanced Wireless Infrastructure Deployment Act".

This legislation added a new subsection (7) to §337.401, relating to use of public rights of way ("ROW") for wireless above ground infrastructure and adopted certain infrastructure definitions that are diametrically opposite of the federal definitions, primarily in an effort to bootstrap the tower industry (which are not "wireless service providers") into the same category as actual wireless service providers like ATT, Verizon, etc., to obtain some of the protections of that industry provided by the 1996 Telecommunications Act. Hence, tower owners like Mobilitie, Crown Castle International and American Tower can register as "communications providers" under state law and submit applications for certain type of infrastructure and be treated the same as AT&T, T-Mobile and Verizon (regardless of whether they have a launch tenant for the proposed tower).

The list below identifies some of the key elements of HB 687 that the County and Cities in Nassau County will need to (A) integrate into local regulations and (B) apply in connection with the processing of wireless infrastructure applications within a county or municipal ROW:

- HB 687 only applies to small cells, as defined in the legislation – not macro towers and not macro cell sites on poles in the ROW.
- If the applicant meets the small cell parameters as defined, a County or City cannot deny an application, but can require concealment of the facility and landscaping/screening of the ground equipment.
- Local government agencies must charge everyone installing "collocations" on utility poles the same fee.
- Rent or use fee is allowed up to \$150 per new pole in ROW per year.
- Applicant can submit up to 30 sites on a single application.
- Applicant can modify an existing utility pole up to 10' above the existing height of the pole to add their equipment.
- New poles cannot exceed either the height of the tallest pole within 500' linear feet from site or 50' AGL unless local government chooses to waive this provision.

Unknown is the effect of Section 6409 on this infrastructure once built. The state law requires communities allow the installation of initial wireless services on utility poles. Once installed, you now have a new pole that is fifty feet (50') (Forty feet (40') original height plus the ten feet (10') addition permitted by state law). Along comes a second applicant wanting to put their equipment on the same pole (assuming it can handle it structurally). Section 6409 says the second applicant is entitled to use that structure and increase it another ten percent (10%) or ten feet (10') (within a ROW) and you "shall approve and may not deny" such an application if they meet the other "non-substantial change" parameters. So the end result could potentially be a sixty foot (60') structure in the ROW with two (or more) wireless facilities on it (fortunately, Section 6409 permits only a one time increase in height). This is another reason to require concealment of ROW wireless infrastructure because one of the Section 6409 "substantial change" conditions is that the modification/addition doesn't have the effect of destroying or defeating the existing "concealment" technology being utilized.

Comments On Existing County Ordinance

The County's existing tower and antenna ordinance provides a comprehensive approach to regulating towers and antenna throughout the County. The definitions and application review process portions of the Ordinance do need amending to address the most recent Federal and State definitions application process timelines. **Section 28.19 (3)(b) 4.** states Antenna to be located on existing structure in public road rights-of-way may only be located in collector, arterial or limited access road rights-of-way. The recent adoption and implementation of §337.401(7) now prohibits the County from having this type of restriction in the Ordinance.

Camouflaged structures in certain zoning districts are encouraged over non-concealed type wireless infrastructure through the administrative approval process. Towers that are not concealed must get approval of a conditional use permit. Having a more arduous process for

the less desirable infrastructure is one method to have the industry deploy the more preferable type of equipment. Presently, the number of camouflaged structures is minimal and only in the Island Study Area. Requiring applicants to demonstrate why non-concealed towers are a necessity over camouflaged facilities should be added to the Ordinance. Doing so may give the County more leverage to deny non-concealed towers.

Residential areas are going to need wireless towers and base stations. The County Ordinance does not clearly state the process for new towers in these zoning districts and this should be amended to promote the type and development standards of this infrastructure in residential districts.

Polling Results

Between August 15 - 17, 2017 Nassau County and the City of Fernandina Beach held a series of Initial Public Outreach meetings. These meetings were held at James S. Page Government Complex in Yulee; American Beach Community Center in Fernandina Beach and the Callahan Fairground Multi-Purpose Facility in Callahan. At each of these meetings CityScape presented:

- The history of the wireless industry and typical types of infrastructure;
- An introduction to the mapping process including network coverage from existing wireless facilities illustrating network gaps and theoretical propagation coverage maps;
- An overview of the federal and state regulations pertaining to wireless infrastructure.

The presentation concluded with a wireless communication survey during which attendees were invited to cast a vote on the types of wireless communication infrastructure they thought was preferable in the five different study areas. After the meetings online polling continued and was available via the County's web site along with paper copies available at the County offices. A summary of the fifty-seven (57) participants is as follows with an at a glance look in **Tables 7 and 8:**

1. Fifty-five percent (55%) of all voters felt the wireless network coverage was just generally acceptable where they live with seventeen percent (17%) of residents in the Unincorporated Area West of I-95 indicating coverage was unacceptable where they live.
2. Over fifty-six percent (56%) of all voters feel the wireless network coverage when traveling within Nassau County is only moderately acceptable.
3. The preference in the non-concealed category was the monopole by an average of fifty percent (50%) over the lattice or guyed tower for all five-study areas; but almost sixty percent (60%) of the voters that live in the Unincorporated Area West of I-95 preferred the lattice tower for their area.

4. Light stanchions, which is the use of existing outdoor lights at ballparks and schools, was generally preferred over tower wraps and painted towers with many casting a “no preference” vote as their second choice in all areas.
5. For concealed type towers the preferences are as follows:
 - Overall the majority voted for flagpoles for the Incorporated Area and for slick sticks in the Unincorporated Areas. However, the residents of those areas voted differently. In fact, the residents of the Incorporated Island Area have a fifty/fifty split preference between the slick stick and no preference; the Unincorporated Area East of I-95 was slightly higher for slick sticks; and the citizenry from the Unincorporated Area West of I-95 have a slight “no preference” over the flagpole.
 - There was not a distinct variation between the total votes and the votes of those stakeholders that live in the actual areas in relationship to the clock tower, banner pole and faux dormer options with the exception of the Incorporated Island Area. For this area the overall survey showed a preference of the clock tower but the residents in that area preferred the faux dormer. The Incorporated Non-Island Area preferred the clock tower while the Unincorporated Island and Unincorporated Area East of I-95 voters prefer the clock tower. The Unincorporated Area West of I-95 voters preferred the banner pole.
 - The monopine (faux tree) was preferable over the faux fire tower and silo in all of the study areas except for the Unincorporated Island Area where forty-seven percent (47%) cast a “None of these” vote followed by eighteen percent (18%) voting for the faux tree.
6. Regarding the use of high tension electric transmission poles, 56 percent (56%) in the Incorporated Island have “no preference”, 56 percent (56%) in the Unincorporated Island Area like none of these options and the majority of voters from the Unincorporated Areas East and West of I-95 prefer the additional pole in the utility easement.
7. Regarding base stations, all individual study area voters preferred concealed antenna mounted above the rooftop over non-concealed base stations inside their respective study areas.
8. The majority of votes prefer concealed small wireless facilities to semi-concealed and non-concealed facilities.

NON-CONCEALED TOWERS	MONOPOLE LATTICE GUY	ELECTRIC TRANSMISSION LINES	BASE STATION	SMALL CELL
Incorporated Island	Overall/Residents: Monopole	Residents: No Preference Overall: Attachment	Overall: Concealed	Overall: Concealed
Incorporated Non-Island	Overall: Monopole	Overall: New Pole in Utility Easement	Overall: Non-Concealed	Overall: Concealed
Unincorporated Island	Overall/Residents: Monopole	Residents: None Overall: Attachment	Overall/Residents: Concealed	
Unincorporated Non-Island East of I-95	Overall/Residents: Monopole	Overall: New Pole in Utility Easement	Residents: Concealed Overall No Preference	
Unincorporated Non-Island West of I-95	Overall: Monopole Residents: Lattice	Residents: New Pole in Utility Easement Overall: No Preference		

Table 7: Non-Concealed Tower Preference Polling Results At A Glance

CONCEALED AND PARTIALLY CONCEALED TOWERS	LIGHT STANCHION WRAPPED POLE PAINTED POLE	FLAGPOLE SLICK STICK 3-LEGGED POLE	CLOCK TOWER BANNER POLE FAUX DORMER	FAUX TREE FAUX FIRE TOWER FAUX SILO
Incorporated Island	Residents: No preference Overall: Light Stanchion	Residents: ½ Slick Stick and ½ No Preference Overall: Flagpole	Residents: Faux Dormer Overall: Clock Tower	Overall: Faux Tree
Incorporated Non-Island	Overall: Light Stanchion	Overall: Flagpole	Overall: Clock Tower	Overall: Faux Tree
Unincorporated Island	Overall: Light Stanchion	Overall: Flagpole	Overall: Clock Tower	Residents: None of These Overall: No Preference
Unincorporated Non-Island East of I-95	Overall: Light Stanchion	Overall: Slick Stick	Residents: Clock Tower Overall: Banner Pole	Overall: Faux Tree
Unincorporated Non-Island West of I-95	Overall: Light Stanchion	Overall: No Preference	Residents: Banner Pole Overall: No Preference	Overall: Faux Tree

Table 8: Concealed And Partially Concealed Tower Preference Polling Results At A Glance

Proposed Policy Changes

The definitions sections of the County and City land development regulations require updates to track the new and revised definitions in both Federal and State regulations. Unfortunately, many definitions for wireless infrastructure in Florida statutes are inconsistent with the Federal definitions for the same item and certain State statutes are only applicable to small wireless facilities in the ROW. For this reason, the proposed ordinance includes two sets of definitions: one, for communications facilities within a public ROW and a second for communication facilities not located in rights-of way.

A second distinguishing change to the existing code is the inclusion of regulations addressing deployment of small wireless facilities within the ROW. Some local governments in Florida have opted to locate regulations for small cells in the ROW in parts of their code that deal specifically with street design standards and other related activities specific to sidewalks and streets. However, keeping all wireless deployment regulations in one section of the Code can help manage the

installations of all wireless infrastructure and prevent small cells from inadvertently being permitted without planning review as afforded local governments in Florida statutes.

Based on the community's responses to the polling questions the preferred wireless structure types are generally 1) concealed; 2) non-concealed light stanchions; and 3) the monopole. The overall preference is a dual-purpose concealed tower. A dual-purpose tower is a structure built to serve two primary purposes; one of which is a wireless facility. Examples of these include, but are not limited to, clock towers, flagpoles, light poles and faux trees as shown in [Figure 37](#).

The survey results also showed that overall concealed antennas mounted on existing base stations and concealed new base stations are preferred over non-concealed base stations. Non-residential locations are preferred over residential areas because such facilities would be less noticeable and more accepted by the public.

In response to the polling results, it is recommended the County and City add a preferred infrastructure type list to the zoning ordinance. The most preferred option is listed first with the least preferred option last. When a lower ranked alternative is proposed the applicant must demonstrate through relevant information why the higher ranked options are not technically feasible, practical or justified given the location of the proposed facilities. This includes, but is not limited to, an affidavit by a radio frequency engineer demonstrating that despite diligent efforts to adhere to the established preferences within the geographic search area and by clear and convincing evidence it is not possible. The applicant must provide such evidence in its application in order for the application to be considered complete.

The zoning matrix is a table that lists the zoning districts, the various types of wireless facilities and which type of facility is allowed in each zoning district and the review process applicable to that request. The rest of the regulations in the code provide for land use development standards to the greatest extent permitted by applicable Florida and Federal regulations. The purpose and intent of the regulations is to minimize adverse visual effects of wireless facilities through thoughtful design and siting strategies by the entire wireless infrastructure industry, including service providers, infrastructure developer, contractor, owner or management organization.



Figure 37: Nassau County Overall Preference Examples

Potential Public Properties as Fill In Sites for Network Gaps

When publicly owned non ROW property is used for wireless infrastructure the County or City become the landlord and has ultimate control over the design, placement and maintenance of the infrastructure. Many creative concealment techniques are available to the infrastructure industry and some are more aesthetically pleasing and practical than other types. As local government adopts preferred design standards for publicly owned property, these installations become the precedent and standard for future sites developed within the County or City's zoning jurisdiction. Leasing public properties for new wireless infrastructure can also generate new sources of revenue along with creating assets for the County or City. Additionally, there could be potential availability on the new infrastructure for the use of emergency services and public safety communications equipment.

It is recommended the County and City set a preference list of publicly owned locations and types of infrastructure to be used to fill in the identified network service gaps. The overall goal of this list is to allow the County and City the most discretion in location and design so the wireless facilities are as inconspicuous as possible and fits within the surrounding aesthetics.



APPENDIX A

EXISTING INVENTORY

Inventory Catalog of Existing Infrastructure

Procedure

CityScape's assessment process began by conducting extensive online research and collecting assessment data from numerous sources, including but not limited to, City and County wireless infrastructure permits, FCC registration and wireless service provider and tower owner direct information. Once the assessment data was collected CityScape prepared mapping using the GIS shape files provided by the County. CityScape assessed each individual site by visiting each location and acquired all available information about the facility including ownership, tenants, type of structure, condition of site, signage etc. All information was assembled into a data table to create the following inventory.

Evaluation

Each site was inspected for verification of all data and overall site notations are included in the inventory. CityScape made an observation by visual inspection only, whether each support structure has the space to accommodate potential collocations by means of antennas, ancillary equipment and other wireless antenna platform(s) as noted for each facility. In this consideration and prior to mounting any new equipment, CityScape recommends the structure be fully analyzed by a structural engineer for its structural capability to support any proposed addition or collocation(s).

Representation

The infrastructure is listed in numeric order and shown on the map in Figure 1. Colored dots represent specific types of wireless infrastructure as follows:

- Macro tower outside the right-of-way
- Concealed macro tower
- Tower outside the study area
- Rooftop base station
- Water tank base station
- Small cell tower inside the right-of-way
- Small cell base station inside the right-of-way

A catalog of the wireless infrastructure inventory includes a photograph and vicinity map of each tower tower or base station, along with detailed information from all data as referenced.

Nassau County Tower and Base Station Inventory

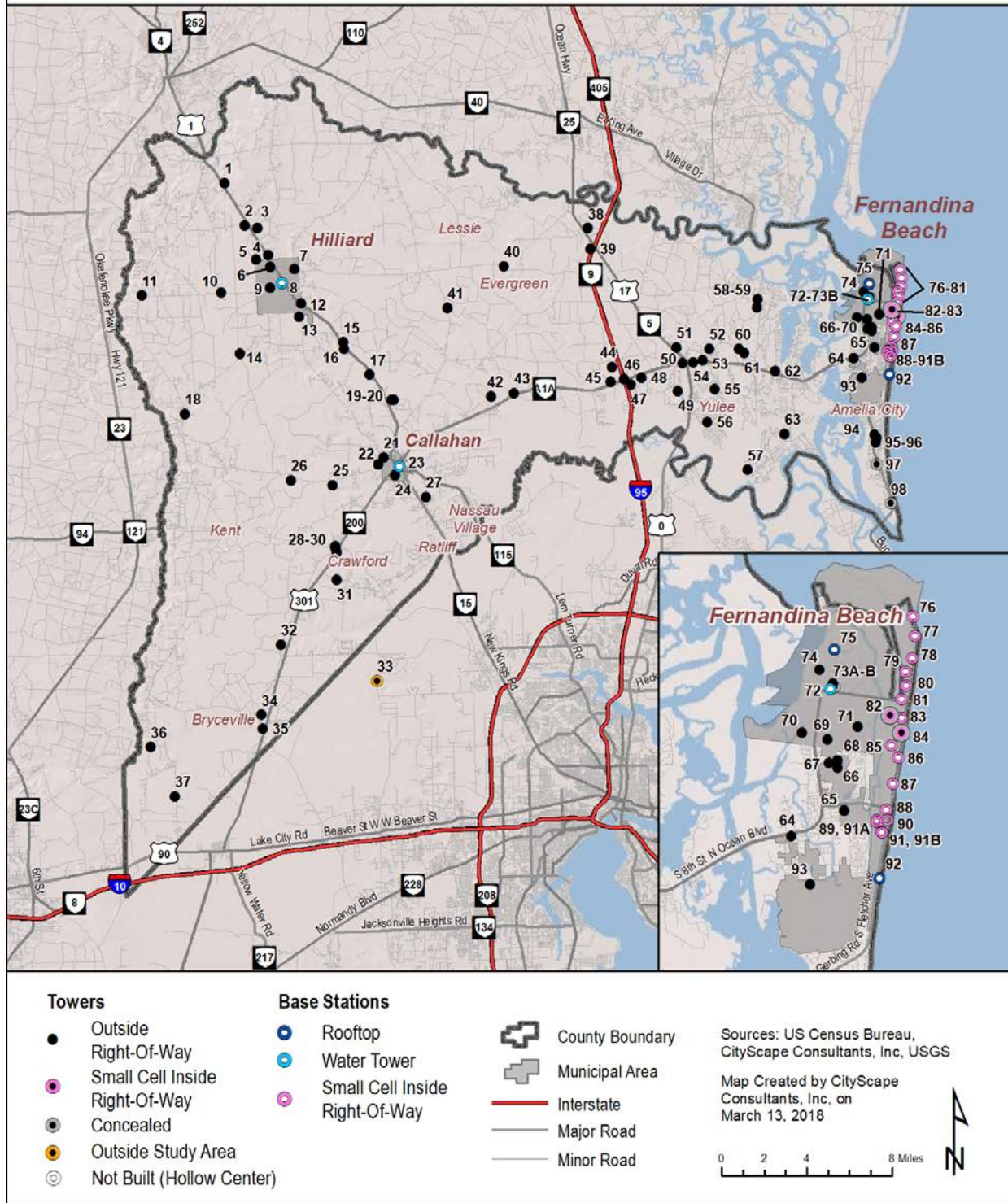


Figure 14: Nassau County Tower and Base Station Inventory

SITE 1: 554400 US Highway 1, Hilliard



ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	41-4N-23-1210-0005-0000
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	415246
FACILITY OWNER SITE NAME:	Hilliard FL SQA	FCC ASR:	1261896
LATITUDE:	30-45-30.600 N	LONGITUDE:	81-57-44.600 W
HEIGHT:	260'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Verizon		
COMMENTS:	None		

SITE 2: 173033 Andrews Road, Hilliard



ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	30-4N-24-0000-0003-0040
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	9117
FACILITY OWNER SITE NAME:	Hilliard FL	FCC ASR:	1027629
LATITUDE:	30-43-46.400 N	LONGITUDE:	81-56-49.800 W
HEIGHT:	301'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Windstream		
COMMENTS:	None		

SITE 3:
28332 Sawmill Road, Hilliard


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	32-4N-24-2020-0001-0010
FACILITY OWNER:	River City Broadcasting LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Not Listed	FCC ASR:	1240070
LATITUDE:	30-43-38.700 N	LONGITUDE:	81-56-13.500 W
HEIGHT:	420'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Broadcast		
COMMENTS:	No site identification at the facility.		

SITE 4:
27051 Hallman Road, Hilliard


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Commercial Intensive	PARCEL PIN#:	05-3N-24-2360-0001-0010
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	844136
FACILITY OWNER SITE NAME:	Hilliard	FCC ASR:	1212253
LATITUDE:	30-42-32.670 N	LONGITUDE:	81-55-45.239 W
HEIGHT:	180'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 5:
271511 Georgia Street, Hilliard

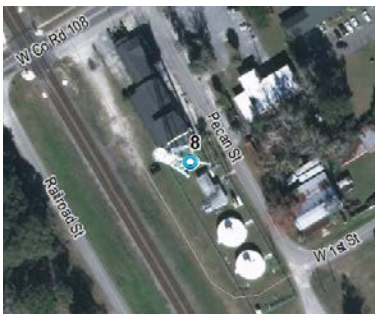

ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Incorporated	PARCEL PIN#:	05-3N-24-2020-0009-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812681
FACILITY OWNER SITE NAME:	North Hilliard JKV088	FCC ASR:	1245048
LATITUDE:	30-42-20.747 N	LONGITUDE:	81-56-20.071 W
HEIGHT:	192'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	None		
COMMENTS:	Tower has no active service providers on site.		

SITE 6:
371105 Oxford Street, Hilliard


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Incorporated	PARCEL PIN#:	05-3N-24-2340-0006-0010
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	302821
FACILITY OWNER SITE NAME:	Hilliard FL 2	FCC ASR:	1218797
LATITUDE:	30-42-2.300 N	LONGITUDE:	81-55-40.080 W
HEIGHT:	254'	COLLOCATION N POTENTIAL:	3
SERVICE PROVIDERS:	County PSRS, ITT, Metro PCS, Nextel, Verizon		
COMMENTS:			

SITE 7:
37075 Aviation Lane, Hilliard


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Incorporated	PARCEL PIN#:	09-3N-24-0000-0002-0000
FACILITY OWNER:	FAA	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	1250825
LATITUDE:	30-41-56.219 N	LONGITUDE:	81-54-31.140 W
HEIGHT:	249'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	No PWSF, FAA Microwave		
COMMENTS:			

SITE 8:
3748 Pecan Street, Hilliard


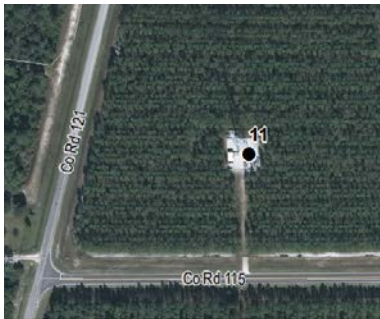
ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Base Station	TYPE:	Water Tank
ZONING:	Incorporated	PARCEL PIN#:	09-3N-24-0000-0034-0000
FACILITY OWNER:	Town of Hilliard	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:		FCC ASR:	1050356
LATITUDE:	30-41-22.000 N	LONGITUDE:	81-55-8.400 W
HEIGHT:	105'	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	T-Mobile		
COMMENTS:			

SITE 9:
1 Flashes Avenue, Hilliard


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Incorporated	PARCEL PIN#:	08-3N-24-2380-0142-0010
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	HILLIARD-755	FCC ASR:	1243755
LATITUDE:	30-41-11.800 N	LONGITUDE:	81-55-41.099 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 10:
27077 Pee Wee Lane, Hilliard

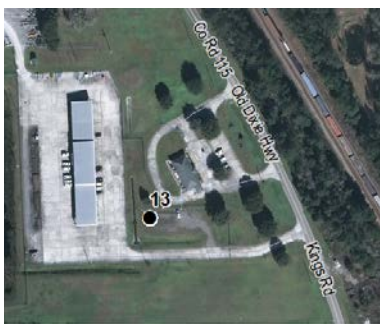

ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Open Rural	PARCEL PIN#:	12-3N-23-2020-0017-0000
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	HILLIARD-855	FCC ASR:	1262855
LATITUDE:	30-41-1.897 N	LONGITUDE:	81-58-0.417 W
HEIGHT:	145'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	None		
COMMENTS:	Tower appears to be abandoned.		

SITE 11:
170226 Bay Road, Hilliard


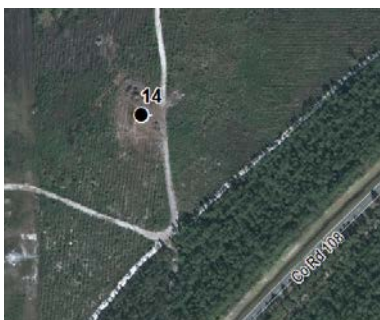
ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	39-3N-23-2080-0005-0000
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	415524
FACILITY OWNER SITE NAME:	Weinaug Woodlands Inc	FCC ASR:	1260953
LATITUDE:	30-40-58.200 N	LONGITUDE:	82-1-45.000 W
HEIGHT:	257'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 12:
3724 Clint Drive, Hilliard

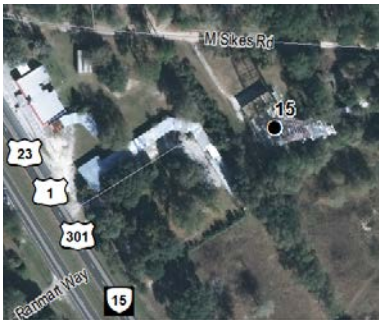

ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	15-3N-24-0000-0005-0000
FACILITY OWNER:	Division of Forestry	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:		FCC ASR:	
LATITUDE:	30-40-33.300 N	LONGITUDE:	81-54-13.400 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Division of Forestry		
COMMENTS:	No PWSF on existing tower.		

SITE 13:
458414 Old Dixie Highway, Hilliard


ELIGIBLE:	No	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Industrial Warehouse	PARCEL PIN#:	21-3N-24-2020-0061-0020
FACILITY OWNER:	Okefenoke Rural Electric Membership Corporation	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:		FCC ASR:	1227245
LATITUDE:	30-40-0.197 N	LONGITUDE:	81-54-19.455 W
HEIGHT:	118'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	No PWSF, Microwave		
COMMENTS:			

SITE 14:
15200 CR 108, Hilliard


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	30-3N-24-2020-0009-0000
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	415525
FACILITY OWNER SITE NAME:	CCRC Woodlands	FCC ASR:	1287708
LATITUDE:	30-38-31.930 N	LONGITUDE:	81-57-9.170 W
HEIGHT:	250'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 15:
36122 M Sikes Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	37-3N-24-0000-0004-0000
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	88439
FACILITY OWNER SITE NAME:	Hilliard - AT&T ACQ	FCC ASR:	1032478
LATITUDE:	30-38-54.643 N	LONGITUDE:	81-52-14.480 W
HEIGHT:	357'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Sprint, State of FL, Verizon, Windstream		
COMMENTS:	Lattice tower with guy wire supports.		

SITE 16:
36351 JW Elliott Drive, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	37-3N-24-0000-0013-0020
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812978
FACILITY OWNER SITE NAME:	South Hilliard (USI)	FCC ASR:	Not Required
LATITUDE:	30-38-37.900 N	LONGITUDE:	81-52-13.700 W
HEIGHT:	153'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 17:
544747 US Highway 1, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	37-3N-24-0000-0013-0020
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	874097
FACILITY OWNER SITE NAME:	Sauls Road	FCC ASR:	1216788
LATITUDE:	30-37-34.212 N	LONGITUDE:	81-51-3.096 W
HEIGHT:	300'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	T-Mobile		
COMMENTS:	Could not access; got info from Crown Castle International.		

SITE 18:
23955 CR 121, Hilliard


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	10-2N-23-0000-0014-0010
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	415526
FACILITY OWNER SITE NAME:	Clyde Mizell	FCC ASR:	1263149
LATITUDE:	30-36-5.350 N	LONGITUDE:	81-59-48.491 W
HEIGHT:	249'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 19:
46281 Landfill Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Government/ Public Use	PARCEL PIN#:	08-2N-25-0000-0002-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	844123
FACILITY OWNER SITE NAME:	Callahan	FCC ASR:	1272260
LATITUDE:	30-36-32.130 N	LONGITUDE:	81-49-59.610 W
HEIGHT:	280'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 20:
46351 Landfill Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Government/ Public Use	PARCEL PIN#:	08-2N-25-0000-0002-0000
FACILITY OWNER:	State of FL Dept of General Services	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	1030776
LATITUDE:	30-36-30.849 N	LONGITUDE:	81-49-55.476 W
HEIGHT:	420'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	No PWSF		
COMMENTS:	Did not see FAA number posted at site.		

SITE 21:
450155 Old Dixie Highway, Callahan


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Government/ Public Use	PARCEL PIN#:	19-2N-25-0000-0122-0000
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	Not Required
LATITUDE:	30-34-10.400 N	LONGITUDE:	81-50-27.000 W
HEIGHT:	100'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	None		
COMMENTS:			

SITE 22:
616666 River Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	30-2N-25-0000-0020-0020
FACILITY OWNER:	SpectraSite/ American Towers Corporation	FACILITY OWNER ID:	303045
FACILITY OWNER SITE NAME:	Callahan	FCC ASR:	1050954
LATITUDE:	30-33-54.000 N	LONGITUDE:	81-50-41.100 W
HEIGHT:	268'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Metro PCS, T-Mobile, Windstream		
COMMENTS:			

SITE 23:
542302 US Highway 1, Callahan


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Base Station	TYPE:	Water Tank
ZONING:	Incorporated	PARCEL PIN#:	29-2N-25-0000-0015-0010
FACILITY OWNER:	Global Wireless	FACILITY OWNER ID:	9JK0256
FACILITY OWNER SITE NAME:	Callahan	FCC ASR:	Not Required
LATITUDE:	30-33-47.800 N	LONGITUDE:	81-49-42.300 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	Unknown		
COMMENTS:	Could not access compound to determine PWSF providers.		

SITE 24:
1 Warrior Drive, Callahan


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Incorporated	PARCEL PIN#:	29-2N-25-3200-0005-0000
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Callahan-662	FCC ASR:	1262662
LATITUDE:	30-33-26.500 N	LONGITUDE:	81-49-55.301 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Trillium Broadband?		
COMMENTS:			

SITE 25:
34586 Ballpark Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Government/ Public Use	PARCEL PIN#:	35-2N-24-0000-0001-0010
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	
FACILITY OWNER SITE NAME:	Callahan-656	FCC ASR:	1262656
LATITUDE:	30-33-4.399 N	LONGITUDE:	81-52-52.702 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 26:
612448 River Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	28-2N-24-0000-0003-0010
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	FL09483-S
FACILITY OWNER SITE NAME:	West Callahan	FCC ASR:	1259577
LATITUDE:	30-33-18.191 N	LONGITUDE:	81-54-50.242 W
HEIGHT:	280'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 27:
44304 Keme Road, Callahan


ELIGIBLE:	No	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	33-2N-25-0000-0013-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812472
FACILITY OWNER SITE NAME:	Lem Turner JKV087	FCC ASR:	Not Required
LATITUDE:	30-32-30.721 N	LONGITUDE:	81-48-28.249 W
HEIGHT:	182'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 28:
33588 Woods Lane, Callahan

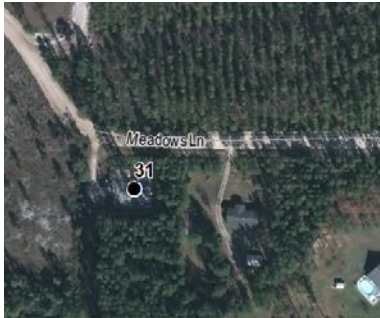

ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	11-1N-24-2180-0058-0030
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	FL 05843-S
FACILITY OWNER SITE NAME:	Crawford	FCC ASR:	1221380
LATITUDE:	30-30-33.900 N	LONGITUDE:	81-52-48.400 W
HEIGHT:	255'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Sprint, Verizon		
COMMENTS:			

SITE 29:
Crawford Road Ext, Callahan

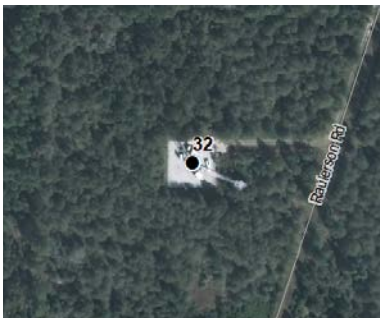

ELIGIBLE:	No	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	14-1N-24-2180-0071-0020
FACILITY OWNER:	Unknown	FACILITY OWNER ID:	
FACILITY OWNER SITE NAME:		FCC ASR:	Not Required
LATITUDE:	30-30-31.830 N	LONGITUDE:	81-52-47.571 W
HEIGHT:	150'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Microwave		
COMMENTS:	No site identification posted on this tower.		

SITE 30:
34125 Pickett Family Court, Callahan


ELIGIBLE:	No	LOCATION:	Public Property or ROW?
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	14-1N-24-2180-0097-0000
FACILITY OWNER:	FAA	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:		FCC ASR:	
LATITUDE:	30-30-19.45 N	LONGITUDE:	81-52-45.06 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	FAA		
COMMENTS:	Found tower during assessment process; very little information posted on site.		

SITE 31:
33386 Meadows Lane, Callahan


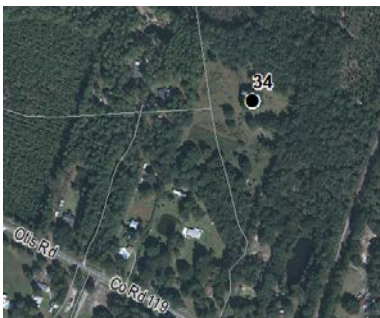
ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	23-1N-24-2180-1296-0020
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	803657
FACILITY OWNER SITE NAME:	FL 301 North Bellsouth	FCC ASR:	1227772
LATITUDE:	30-29-11.300 N	LONGITUDE:	81-52-44.900 W
HEIGHT:	255'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	Cingular, Metro PCS, T-Mobile		
COMMENTS:			

SITE 32:
11701 Old North Trail, Bryceville


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	05-1S-24-0000-0004-0150
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	302641
FACILITY OWNER SITE NAME:	Dahoma	FCC ASR:	1056757
LATITUDE:	30-26-34.699 N	LONGITUDE:	81-55-27.480 W
HEIGHT:	250'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	County PSRS, Nextel, Sprint		
COMMENTS:			

SITE 33:
Diamond C Lane, Jacksonville


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Unknown	PARCEL PIN#:	DUVAL COUNTY
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812215
FACILITY OWNER SITE NAME:	Garden Street	FCC ASR:	1028618
LATITUDE:	30-25-2.300 N	LONGITUDE:	81-50-56.100 W
HEIGHT:	253'	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 34:
8369 Spike Place, Bryceville


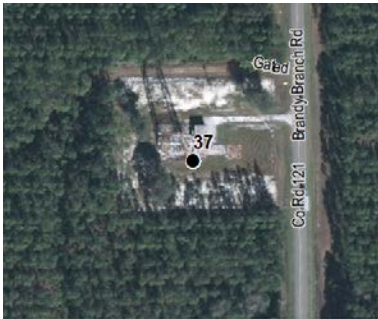
ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	19-1S-24-0000-0003-0030
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	FL 05844
FACILITY OWNER SITE NAME:	Bryceville	FCC ASR:	1220188
LATITUDE:	30-23-43.390 N	LONGITUDE:	81-56-26.459 W
HEIGHT:	250'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	T-Mobile, Verizon		
COMMENTS:			

SITE 35:
6504 Church Avenue, Bryceville


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:		PARCEL PIN#:	30-1S-24-0000-0003-0010
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	
FACILITY OWNER SITE NAME:	Bryceville-655	FCC ASR:	
LATITUDE:	30-23-9.899 N	LONGITUDE:	81-56-22.301 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 36:
1287 Boyd Road, Bryceville


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	32-1S-23-0000-0002-0000
FACILITY OWNER:	West Jacksonville Baptist Church	FACILITY OWNER ID:	
FACILITY OWNER SITE NAME:		FCC ASR:	1236519
LATITUDE:	30-22-28.800 N	LONGITUDE:	82-1-41.200 W
HEIGHT:	499'	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	WJGM		
COMMENTS:			

SITE 37:
5102 CR 121, Bryceville


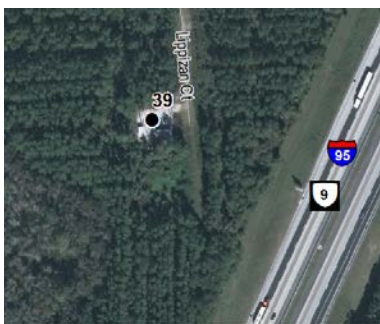
ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	09-2S-23-0000-0001-0010
FACILITY OWNER:	Yellow Water Land & Timber	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	1027945
LATITUDE:	30-20-27.000 N	LONGITUDE:	82-0-35.000 W
HEIGHT:	307'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	None		
COMMENTS:			

SITE 38:
852500 US Highway 17, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Industrial Warehouse	PARCEL PIN#:	35-4N-26-0000-0001-0010
FACILITY OWNER:	SpectraSite/ American Towers Corporation	FACILITY OWNER ID:	303044
FACILITY OWNER SITE NAME:	Gross FL	FCC ASR:	1050953
LATITUDE:	30-43-23.981 N	LONGITUDE:	81-40-33.769 W
HEIGHT:	250'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 39:

Near 77005 Lippizan Court, Yulee



ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	02-3N-26-0000-0001-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812402
FACILITY OWNER SITE NAME:	I-95 NORTH	FCC ASR:	1028640
LATITUDE:	30-42-32.900 N	LONGITUDE:	81-40-26.602 W
HEIGHT:	202'	COLLOCATION POTENTIAL:	1-3
SERVICE PROVIDERS:	AT&T, T-Mobile		
COMMENTS:			

SITE 40:

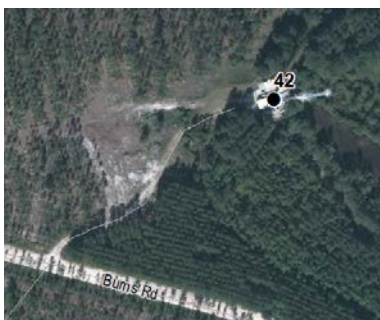
57086 Lazy Aces Lane, Yulee



ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	44-3N-26-0000-0001-0000
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	9015
FACILITY OWNER SITE NAME:	Jacksonville North I-95	FCC ASR:	1037538
LATITUDE:	30-41-54.900 N	LONGITUDE:	81-44-33.800 W
HEIGHT:	263'	COLLOCATION POTENTIAL:	1-2
SERVICE PROVIDERS:			
COMMENTS:	Microwave backhaul for American Tower Corporation.		

SITE 41:
462500 Middle Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	22-3N-25-0000-0001-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	811859
FACILITY OWNER SITE NAME:	Callahan	FCC ASR:	1028644
LATITUDE:	30-40-15.200 N	LONGITUDE:	81-47-18.000 W
HEIGHT:	260'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 42:
55500 Burns Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	12-2N-25-0000-0001-0000
FACILITY OWNER:	SpectraSite/ American Towers Corporation	FACILITY OWNER ID:	302698
FACILITY OWNER SITE NAME:	Burns Road	FCC ASR:	1028873
LATITUDE:	30-36-35.900 N	LONGITUDE:	81-45-17.800 W
HEIGHT:	423'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T, Metro PCS, Verizon		
COMMENTS:			

SITE 43:
56905 Griffin Road, Callahan


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	07-2N-26-0000-0001-0010
FACILITY OWNER:	Florida Power and Light Company	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	#110	FCC ASR:	1061071
LATITUDE:	30-36-43.000 N	LONGITUDE:	81-44-13.000 W
HEIGHT:	320'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:			
COMMENTS:	Maybe Florida Power and Light Company		

SITE 44:
76164 Wildwood Road, Yulee

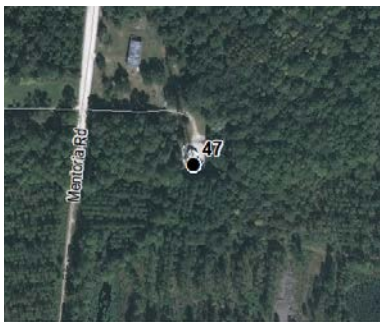

ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	39-2N-26-0000-0001-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	809377
FACILITY OWNER SITE NAME:	Hero J-FL-045-116	FCC ASR:	1000462
LATITUDE:	30-37-42.532 N	LONGITUDE:	81-39-33.109 W
HEIGHT:	256'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	T-Mobile Verizon		
COMMENTS:			

SITE 45:
76059 Wildwood Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	01-2N-26-0000-0006-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	800818
FACILITY OWNER SITE NAME:	talia	FCC ASR:	1210177
LATITUDE:	30-37-5.700 N	LONGITUDE:	81-39-37.800 W
HEIGHT:	296'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 46:
462521 SR 200, Yulee


ELIGIBLE:	Yes	LOCATION:	FL DOT ROW?
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	ROW	PARCEL PIN#:	I95 ROW
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	302911
FACILITY OWNER SITE NAME:	Yulee Heights	FCC ASR:	1060072
LATITUDE:	30-37-12.760 N	LONGITUDE:	81-38-58.531 W
HEIGHT:	229'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	Florida Department of Transportation		
COMMENTS:	FDOT microwave on tower.		

SITE 47:
75806 Mentoria Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	06-2N-27-0000-0005-0040
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	303078
FACILITY OWNER SITE NAME:	Becker FL 1	FCC ASR:	1050967
LATITUDE:	30-36-58.000 N	LONGITUDE:	81-38-40.300 W
HEIGHT:	262'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Metro PCS, Sprint		
COMMENTS:			

SITE 48:
462684 SR 200, Yulee

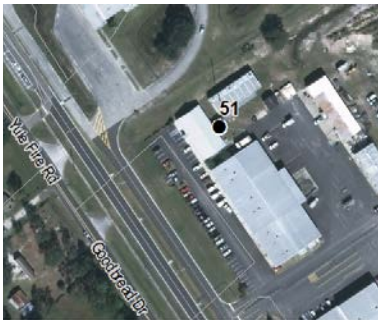

ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Government/ Public Use	PARCEL PIN#:	44-2N-27-0000-0001-0110
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	844137
FACILITY OWNER SITE NAME:	Yulee	FCC ASR:	1029358
LATITUDE:	30-37-15.200 N	LONGITUDE:	81-38-9.100 W
HEIGHT:	303'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T, Nassau County PSRS,		
COMMENTS:			

SITE 49:
85581 North Harts Road, Yulee


ELIGIBLE:	Unknown	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	09-2N-27-0000-0001-0000
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	24515
FACILITY OWNER SITE NAME:	Yulee	FCC ASR:	1206280
LATITUDE:	30-36-39.971 N	LONGITUDE:	81-36-26.219 W
HEIGHT:	272'	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Main Street Broadband, T-Mobile		
COMMENTS:			

SITE 50:
86035 Sowell Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Commercial Intensive	PARCEL PIN#:	42-2N-27-0000-0056-0000
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	1251017
LATITUDE:	30-37-49.300 N	LONGITUDE:	81-36-12.400 W
HEIGHT:	230'	COLLOCATION POTENTIAL:	4
SERVICE PROVIDERS:	Metro PCS, Verizon		
COMMENTS:			

SITE 51:
86334 Goodbread Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Open Rural	PARCEL PIN#:	50-3N-27-0000-0001-0030
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Yulee-665	FCC ASR:	1262665
LATITUDE:	30-38-26.801 N	LONGITUDE:	81-36-27.500 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 52:
86370 Pages Dairy Road, Yulee


ELIGIBLE:	No	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Open Rural	PARCEL PIN#:	51-3N-27-0000-0011-0000
FACILITY OWNER:	NexTower LLC	FACILITY OWNER ID:	NXFL-109
FACILITY OWNER SITE NAME:	Timber Ridge	FCC ASR:	1296133
LATITUDE:	30-38-22.099 N	LONGITUDE:	81-34-55.600 W
HEIGHT:	199'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	T-Mobile		
COMMENTS:			

SITE 53:
86207 Felmor Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Government/ Public Use	PARCEL PIN#:	51-3N-27-0000-0055-0000
FACILITY OWNER:	CTI Towers	FACILITY OWNER ID:	11148
FACILITY OWNER SITE NAME:	Yulee-663	FCC ASR:	1262663
LATITUDE:	30-37-55.099 N	LONGITUDE:	81-35-13.898 W
HEIGHT:	80'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 54:
463260 SR 200, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Open Rural	PARCEL PIN#:	42-2N-27-0000-0001-0120
FACILITY OWNER:	JEA	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:		FCC ASR:	Not Required
LATITUDE:	30-37-50.400 N	LONGITUDE:	81-35-40.600 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	Sprint		
COMMENTS:			

SITE 55:
85399 Miner Rad, Yulee

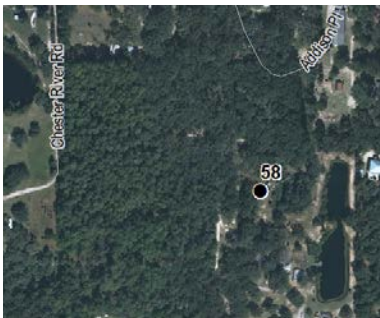

ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Open Rural	PARCEL PIN#:	42-2N-27-0000-0001-0140
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	YULEE-664	FCC ASR:	1262665
LATITUDE:	30-36-43.200 N	LONGITUDE:	81-34-41.300 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 56:
85960 Wilson Neck Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Open Rural	PARCEL PIN#:	43-2N-27-0000-0001-0010
FACILITY OWNER:	JEA	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	Not Required
LATITUDE:	30-35-22.800 N	LONGITUDE:	81-35-4.100 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	No PWSF, likely JEA data transmission facility.		
COMMENTS:			

SITE 57:
85002 Lina Road, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	36-2N-27-0000-0001-0010
FACILITY OWNER:	Vertical Bridge	FACILITY OWNER ID:	FL-5023
FACILITY OWNER SITE NAME:	FM JAX-027	FCC ASR:	1049478
LATITUDE:	30-33-22.990 N	LONGITUDE:	81-33-12.280 W
HEIGHT:	500'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	iHeart Radio, Verizon		
COMMENTS:			

SITE 58:
97121 Po Folks Way, Yulee


ELIGIBLE:	No	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Open Rural	PARCEL PIN#:	42-3N-28-5080-0038-0010
FACILITY OWNER:	Unknown	FACILITY OWNER ID:	
FACILITY OWNER SITE NAME:		FCC ASR:	
LATITUDE:	30-40-21.33 N	LONGITUDE:	81-32-35.47 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	1-2
SERVICE PROVIDERS:	No PWSF		
COMMENTS:	Found tower during assessments with no site identification on site and appears to be abandoned.		

SITE 59:
96750 Lee Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Open Rural	PARCEL PIN#:	44-3N-28-0000-0003-0000
FACILITY OWNER:	NexTower LLC	FACILITY OWNER ID:	NXFL-107
FACILITY OWNER SITE NAME:	Glenwood	FCC ASR:	1296132
LATITUDE:	30-40-1.600 N	LONGITUDE:	81-32-37.399 W
HEIGHT:	199'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	T-Mobile		
COMMENTS:			

SITE 60:
86688 Pages Dairy Road, Yulee

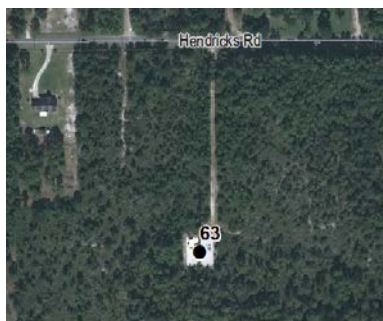

ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	51-3N-27-0000-0001-0120
FACILITY OWNER:	CTI Towers	FACILITY OWNER ID:	81148
FACILITY OWNER SITE NAME:	Yule 2	FCC ASR:	Not Required
LATITUDE:	30-38-20.357 N	LONGITUDE:	81-33-30.738 W
HEIGHT:	60'	COLLOCATION POTENTIAL:	2-3
SERVICE PROVIDERS:	Broadcast		
COMMENTS:			

SITE 61:
86756 Pages Dairy Road, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	51-3N-27-4850-0007-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812807
FACILITY OWNER SITE NAME:	Pages Dairy Rd JKV082	FCC ASR:	1028612
LATITUDE:	30-38-10.300 N	LONGITUDE:	81-33-16.400 W
HEIGHT:	209'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T, T-Mobile		
COMMENTS:			

SITE 62:
464061 SR 200, Yulee


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Open Rural	PARCEL PIN#:	25-2N-28-0000-0002-0010
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	FL15884-A
FACILITY OWNER SITE NAME:	Yulee Heights	FCC ASR:	1038066
LATITUDE:	30-37-23.900 N	LONGITUDE:	81-31-48.600 W
HEIGHT:	247'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	Sprint, T-Mobile, Verizon, WNLE		
COMMENTS:			

SITE 63:
95210 Hendricks Road, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Open Rural	PARCEL PIN#:	32-2N-28-0000-0014-0020
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	FL 09637
FACILITY OWNER SITE NAME:	Nassauville	FCC ASR:	1260529
LATITUDE:	30-34-49.069 N	LONGITUDE:	81-31-25.237 W
HEIGHT:	196'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T, Metro PCS, Verizon		
COMMENTS:			

SITE 64:
3060 S 8th Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Commercial Intensive	PARCEL PIN#:	00-00-30-044B-0096-0030
FACILITY OWNER:	SBA Communications	FACILITY OWNER ID:	FL40894
FACILITY OWNER SITE NAME:	St Patty	FCC ASR:	1254966
LATITUDE:	30-37-51.909 N	LONGITUDE:	81-28-5.385 W
HEIGHT:	150'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	T-Mobile		
COMMENTS:			

SITE 65:
2200 Susan Drive, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Incorporated	PARCEL PIN#:	29-3N-28-0000-0004-0010
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	1262659
LATITUDE:	30-38-16.600 N	LONGITUDE:	81-27-4.400 W
HEIGHT:	60'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 66:
1600 S 14th Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	No zoning Between Commercial Intensive and Incorporated	PARCEL PIN#:	25-3N-28-0000-0001-0000
FACILITY OWNER:	Insite	FACILITY OWNER ID:	FL702
FACILITY OWNER SITE NAME:	Fernandina Beach	FCC ASR:	1227149
LATITUDE:	30-38-58.800 N	LONGITUDE:	81-27-12.400 W
HEIGHT:	177'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	Comcast		
COMMENTS:			

SITE 67:
1559 S 14th Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Commercial Intensive	PARCEL PIN#:	00-00-30-0800-0004-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	870926
FACILITY OWNER SITE NAME:	Fernandina Beach (14th St)	FCC ASR:	1030999
LATITUDE:	30-39-3.200 N	LONGITUDE:	81-27-22.399 W
HEIGHT:	230'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	County PSRS, Metro PCS, Sprint, T-Mobile, Verizon		
COMMENTS:	Some racks are without antenna so one of the providers may have moved off the tower.		

SITE 68:
1412 Nectarine Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Commercial Intensive	PARCEL PIN#:	00-00-31-1800-0267-0010
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	844001
FACILITY OWNER SITE NAME:	Fernandina Beach	FCC ASR:	1029321
LATITUDE:	30-39-6.278 N	LONGITUDE:	81-27-12.100 W
HEIGHT:	180'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 69:
1112 Jasmine Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1800-0212-0010
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Fernandina Beach-661	FCC ASR:	1262661
LATITUDE:	30-39-26.201 N	LONGITUDE:	81-27-23.699 W
HEIGHT:	100'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 70:
1005 S 5th Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Lattice
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1800-0177-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	812143
FACILITY OWNER SITE NAME:	Fernandina Beach JKV075	FCC ASR:	1206027
LATITUDE:	30-39-33.030 N	LONGITUDE:	81-27-52.621 W
HEIGHT:	180'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 71:
435 Citrona Drive, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1180-0017-0000
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Fernandina Beach-658	FCC ASR:	1262658
LATITUDE:	30-39-39.200 N	LONGITUDE:	81-26-49.402 W
HEIGHT:	140'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 72:
20 Atlantic Avenue, Fernandina Beach

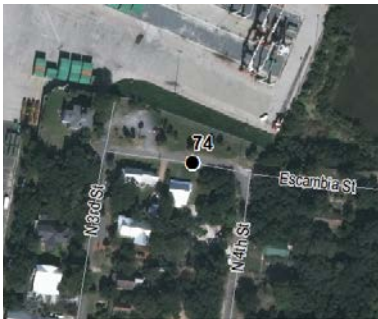

ELIGIBLE:	No	LOCATION:	Public Property
CATEGORY:	Base Station	TYPE:	Water Tank
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1800-0217-0WW L
FACILITY OWNER:	City? Water Authority?	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Fernandina Beach	FCC ASR:	Not Required
LATITUDE:	30-40-15.65 N	LONGITUDE:	81-27-21.07 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	2-3
SERVICE PROVIDERS:	No PWSF		
COMMENTS:			

SITE 73_A:
1201 Atlantic Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concrete Monopole
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1800-0217-00SP
FACILITY OWNER:	Affiniti LLC	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	Yulee-132	FCC ASR:	1262660
LATITUDE:	30-40-21.095 N	LONGITUDE:	81-27-17.572 W
HEIGHT:	100'	COLLOCATION POTENTIAL:	1
SERVICE PROVIDERS:	Broadband		
COMMENTS:			

SITE 73_B:
1207 Atlantic Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Public Property
CATEGORY:	Tower	TYPE:	Concealed Slick Stick
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1800-0217-00SP
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	824029
FACILITY OWNER SITE NAME:	Fernandina North	FCC ASR:	1238740
LATITUDE:	30-40-17.591 N	LONGITUDE:	81-27-16.175 W
HEIGHT:	124'	COLLOCATION N POTENTIAL:	1
SERVICE PROVIDERS:	AT&T, Verizon		
COMMENTS:			

SITE 74:
Near 310 Escambia Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Guy
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	1570 Radio The Winner	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	
LATITUDE:	30-40-38.800 N	LONGITUDE:	81-27-41.300 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	1570 Radio The Winner		
COMMENTS:	AM radio tower		

SITE 75:
600 N 8th Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	81°27'32.76"W
CATEGORY:	Base Station	TYPE:	Rooftop
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1860-0000-0000
FACILITY OWNER:	Preferred Networks Inc	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:		FCC ASR:	
LATITUDE:	30-40-54.800 N	LONGITUDE:	81-27-16.300 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Unknown		
COMMENTS:	Possibly no PWSF		

SITE 76:

Near 1741 N Fletcher Avenue, Fernandina Beach



ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419548
FACILITY OWNER SITE NAME:	FRN001	FCC ASR:	
LATITUDE:	30-41-26.452 N	LONGITUDE:	81-25-47.190 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 77:

Near 1521 N Fletcher Avenue, Fernandina Beach



ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419549
FACILITY OWNER SITE NAME:	FRN002	FCC ASR:	
LATITUDE:	30-41-7.894 N	LONGITUDE:	81-25-44.836 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 78:
Near 940 N Fletcher Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419550
FACILITY OWNER SITE NAME:	FRN003	FCC ASR:	
LATITUDE:	30-40-45.984 N	LONGITUDE:	81-25-47.816 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 79:
Near 631 Tarpon Avenue, Fernandina Beach

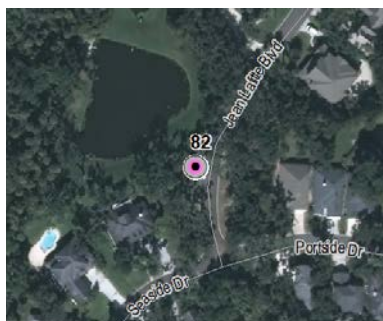

ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419551
FACILITY OWNER SITE NAME:	FRN004	FCC ASR:	
LATITUDE:	30-40-32.844 N	LONGITUDE:	81-25-55.589 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 80:
426 Tarpon Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419552
FACILITY OWNER SITE NAME:	FRN005	FCC ASR:	
LATITUDE:	30-40-19.319 N	LONGITUDE:	81-25-54.239 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 81:
Near 2801 Atlantic Avenue, Fernandina Beach

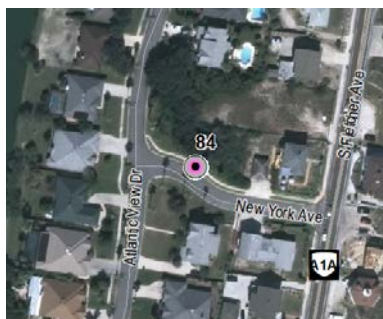

ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419553
FACILITY OWNER SITE NAME:	FRN006	FCC ASR:	
LATITUDE:	30-40-5.774 N	LONGITUDE:	81-25-59.675 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 82:
Near 475 Starboard Lodge, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Tower	TYPE:	oDAS Monopole Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	428358
FACILITY OWNER SITE NAME:	FRN008	FCC ASR:	
LATITUDE:	30-39-50.108 N	LONGITUDE:	81-26-13.024 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 83:
Near 400 Georgia Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419554
FACILITY OWNER SITE NAME:	FRN007	FCC ASR:	
LATITUDE:	30-39-47.336 N	LONGITUDE:	81-26-0.092 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 84:
Near 870 Atlantic View Drive Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Tower	TYPE:	oDAS Monopole Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419555
FACILITY OWNER SITE NAME:	FRN009	FCC ASR:	
LATITUDE:	30-39-33.278 N	LONGITUDE:	81-25-59.513 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 85:
Near 2555 Jasmine Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419556
FACILITY OWNER SITE NAME:	FRN010	FCC ASR:	
LATITUDE:	30-39-20.534 N	LONGITUDE:	81-26-11.357 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 86:
Near 2820 Kentucky Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419567
FACILITY OWNER SITE NAME:	FRS001	FCC ASR:	
LATITUDE:	30-39-8.791 N	LONGITUDE:	81-26-3.419 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 87:
Near 2801 Racheal Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419560
FACILITY OWNER SITE NAME:	FRS002	FCC ASR:	
LATITUDE:	30-38-42.932 N	LONGITUDE:	81-26-9.690 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 88:
Near 2784 Sadler Road, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419561
FACILITY OWNER SITE NAME:	FRS003	FCC ASR:	
LATITUDE:	30-38-17.239 N	LONGITUDE:	81-26-17.704 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 89:
Near 2217 Off Shore Drive, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419562
FACILITY OWNER SITE NAME:	FRS004	FCC ASR:	
LATITUDE:	30-38-7.822 N	LONGITUDE:	81-26-28.064 W
HEIGHT:		COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 90:
PROPOSED Near 2242 S Fletcher Avenue, Fernandina Beach


ELIGIBLE:	Incorporated	LOCATION:	Proposed Right-Of-Way
CATEGORY:	Not Built	TYPE:	Proposed oDAS
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:		FACILITY OWNER ID:	419564
FACILITY OWNER SITE NAME:	FRS006	FCC ASR:	
LATITUDE:	30-38-7.328 N	LONGITUDE:	81-26-15.720 W
HEIGHT:		COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:			
COMMENTS:			

SITE 91:
Near 2473 1st Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Right-Of-Way
CATEGORY:	Base Station	TYPE:	oDAS on Utility Pole
ZONING:	Incorporated	PARCEL PIN#:	ROW
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	419563
FACILITY OWNER SITE NAME:	FRS005	FCC ASR:	
LATITUDE:	30-37-55.744 N	LONGITUDE:	81-26-22.474 W
HEIGHT:	Verizon	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Verizon		
COMMENTS:			

SITE 91A:
PROPOSED, Fernandina Beach


ELIGIBLE:	Incorporated	LOCATION:	Proposed Right-Of-Way
CATEGORY:	Not Built	TYPE:	Proposed oDAS
ZONING:		PARCEL PIN#:	ROW
FACILITY OWNER:		FACILITY OWNER ID:	419565
FACILITY OWNER SITE NAME:	FRS007	FCC ASR:	
LATITUDE:	30-38-6 N	LONGITUDE:	-81-26-38.309 W
HEIGHT:		COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:			
COMMENTS:			

SITE 91B:
PROPOSED, Fernandina Beach

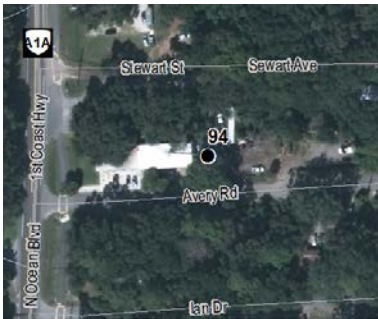

ELIGIBLE:	Incorporated	LOCATION:	Proposed Right-Of-Way
CATEGORY:	Not Built	TYPE:	Proposed oDAS
ZONING:		PARCEL PIN#:	ROW
FACILITY OWNER:		FACILITY OWNER ID:	419566
FACILITY OWNER SITE NAME:	FSR008	FCC ASR:	
LATITUDE:	30-37-55.20	LONGITUDE:	81-26-189
HEIGHT:		COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:			
COMMENTS:			

SITE 92:
3350 S Fletcher Avenue, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Base Station	TYPE:	Rooftop
ZONING:	Incorporated	PARCEL PIN#:	00-00-31-1030-0000-0000
FACILITY OWNER:	Amelia South Condominium and Verizon Wireless	FACILITY OWNER ID:	None
FACILITY OWNER SITE NAME:	None	FCC ASR:	Not Required
LATITUDE:	30-37-10.300 N	LONGITUDE:	81-26-24.800 W
HEIGHT:	Unknown	COLLOCATION POTENTIAL:	Unlimited on rooftop
SERVICE PROVIDERS:	Unknown		
COMMENTS:			

SITE 93:
3427 Citation Court, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Incorporated	PARCEL PIN#:	06-2N-28-0000-0001-006 L
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	805807
FACILITY OWNER SITE NAME:	Fernandina Beach	FCC ASR:	1247764
LATITUDE:	30-37-4.469 N	LONGITUDE:	81-27-43.920 W
HEIGHT:	148'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	AT&T, Nextel, Verizon		
COMMENTS:	MetroPCS meter box is empty and antennas are not on array.		

SITE 94:
1419 Avery Road, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Commercial General	PARCEL PIN#:	00-00-30-0280-0023-0000
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	811540
FACILITY OWNER SITE NAME:	Amelia Island JKV007	FCC ASR:	1200985
LATITUDE:	30-34-43.500 N	LONGITUDE:	81-27-11.100 W
HEIGHT:	150'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	AT&T		
COMMENTS:			

SITE 95:
5392 First Coast Highway, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Commercial Professional Office	PARCEL PIN#:	14-2N-28-0000-0009-0010
FACILITY OWNER:	Crown Castle International	FACILITY OWNER ID:	870924
FACILITY OWNER SITE NAME:	Jacksonville (Amelia Island)	FCC ASR:	1057964
LATITUDE:	30-34-35.602 N	LONGITUDE:	81-27-5.501 W
HEIGHT:	160'	COLLOCATION POTENTIAL:	2
SERVICE PROVIDERS:	Sprint, T-Mobile, Verizon		
COMMENTS:	Active osprey nest on tower.		

SITE 96:
1431 Lewis Street, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Monopole
ZONING:	Commercial General	PARCEL PIN#:	00-00-30-0820-0005-0040
FACILITY OWNER:	American Tower Corporation	FACILITY OWNER ID:	21804
FACILITY OWNER SITE NAME:	Amelia City	FCC ASR:	1062208
LATITUDE:	30-34-25.039 N	LONGITUDE:	81-27-7.099 W
HEIGHT:	187'	COLLOCATION POTENTIAL:	3
SERVICE PROVIDERS:	AT&T, Metro PCS		
COMMENTS:			

SITE 97:
200 Sea Marsh Road, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Concealed Slick Stick
ZONING:	Planned Unit Development	PARCEL PIN#:	20-2N-28-0000-0006-0000
FACILITY OWNER:	Skyway Towers LLC	FACILITY OWNER ID:	FL-01020
FACILITY OWNER SITE NAME:	Amelia Island 1	FCC ASR:	
LATITUDE:	30-33-29.900 N	LONGITUDE:	81-27-6.900 W
HEIGHT:	160'	COLLOCATION POTENTIAL:	Possibly
SERVICE PROVIDERS:	Unknown		
COMMENTS:	Not able to access site through gated community.		

SITE 98:
1 Osprey Road, Fernandina Beach


ELIGIBLE:	Yes	LOCATION:	Private Property
CATEGORY:	Tower	TYPE:	Concealed Slick Stick
ZONING:	Planned Unit Development	PARCEL PIN#:	01-1N-28-0000-0005-0000
FACILITY OWNER:	Skyway Towers LLC	FACILITY OWNER ID:	FL-01021
FACILITY OWNER SITE NAME:	Amelia Island 2	FCC ASR:	1297450
LATITUDE:	30-31-53.699 N	LONGITUDE:	81-26-28.709 W
HEIGHT:	150'	COLLOCATION POTENTIAL:	1-2
SERVICE PROVIDERS:	T-Mobile, Verizon		
COMMENTS:			

DRAFT Telecommunication Small Wireless Facility within Public ROW (7.01.02 (D))

7.01.02 Streets and Rights-of-Way

Re-numbering of all subsections to follow.

D. Small Wireless Facility

a. Definitions

The following definitions apply exclusively to communication facilities located within a Public ROW and are applicable in connection with all subsections contained in 7.01.00. The following words, terms and phrases, when used in this subsection below shall have the meanings ascribed to them in this subsection. Words not otherwise defined in this section shall be given the meaning set forth in LDC Section 1.07.00, and if not defined therein, as defined in the Communications Act of 1934, 47 USC 151 et seq., as amended by the Telecommunications Act of 1996 (collectively, the "Communications Act"), and, if not defined therein, as defined by Section 337.401, Fla. Stat. or another applicable state statute; and, if not defined therein, be construed to mean the common and ordinary meaning.

Abandoned. Any wireless communication facility not in continued use for a period of one hundred eighty (180) consecutive days.

Ancillary structure. Equipment, devices and structures associated with a wireless communication facility in the right of way, including but not limited to: concrete slabs on grade, guy anchors, generators or other power sources, feed lines, mounting hardware, pedestals, and transmission cable supports; however, specifically excluding equipment cabinets, towers, alternative structures and antenna elements.

Antenna. Communications equipment that transmits or receives electromagnetic radio frequency signals used in providing wireless communication services.

Antenna array. A group of antennas and associated mounting hardware, transmission lines, or other appurtenances which share a common attachment device such as a mounting frame or common mounting support structure for a unified purpose of transmitting or receiving electromagnetic waves for a single wireless services provider, or if combined antennas, for the combined providers.

Antenna element. Any antenna or antenna array.

Applicable codes. Such codes shall include this Code of Ordinances; uniform building, fire, electrical, plumbing, or mechanical codes adopted by a recognized national code organization or local amendments to those codes enacted solely to address threats of destruction of property or injury to persons, and includes the National Electric Safety code and the 2017 edition of the Florida Department of Transportation Utility Accommodation Manual. ~~The term includes objective design standards adopted by ordinance that may require a small wireless facility to meet reasonable location context, color, stealth, and concealment requirements; however, such design standards may be waived by the City upon a showing that the design standards are not reasonably compatible for the particular location of a small wireless facility or that the design standards impose an excessive expense. The waiver shall be granted or denied within 45 days after the date of the request via application to the Conditional Use and Variance Board.~~

Applicant. A person who submits an application and is a wireless provider.

Application. A request that is submitted by an applicant to the City for a permit to collocate ~~small wireless facilities or to place a new utility pole used to support a small wireless facility to approve the installation, modification, or replacement of a utility pole, City utility pole, or wireless support structure.~~

DRAFT Telecommunication Small Wireless Facility within Public ROW (7.01.02 (D))

Collocation. To install, mount, maintain, modify, operate, or replace one or more wireless facilities on, under, within, or adjacent to a wireless support structure or utility pole. The term does not include the installation of a new utility pole or wireless support structure in the public ROW.

Combined antenna. An antenna or an antenna array designed and utilized to provide wireless communications services for more than one wireless provider, or a single wireless provider utilizing more than one frequency band or spectrum, for the same or similar type of services.

Communications Services. A cable service as defined in 47 U.S.C. § 522(6), information service as defined in 47 U.S.C. § 153(24), telecommunications service as defined in 47 U.S.C. § 153(53), or wireless services.

Communications Service Facilities. A structure or structures used to provide communication services. The term shall include wireless facilities.

Communications Services Facility Provider. An entity who provides communications services. The term shall include wireless infrastructure providers and wireless service providers.

Concealed. A pole, antenna element or ancillary structure, or equipment box that is not readily identifiable as such, and is camouflaged and designed to be aesthetically compatible with the area so as to reduce or mitigate the facility's potential adverse visual impacts on the surrounding areas. Concealed poles are designed to conceal the equipment internally.

Equipment cabinet. Any structure, including: cabinets, shelters, pedestals, and other similar structures that are used exclusively or in combination with ancillary facilities, to contain radio or other equipment necessary for the transmission or reception of wireless communication signals.

FAA. The Federal Aviation Administration.

FCC. The Federal Communications Commission.

FDOT. The Florida Department of Transportation.

In public ROW or in the public ROW shall mean in, on, over, under or across the public ROW.

Law means any local, state or federal legislative, judicial or administrative order, certificate, decision, statute, constitution, ordinance, resolution, regulation, rule, tariff, guideline or other requirement, as amended, now in effect or subsequently enacted or issued, including, but not limited to, the Communications Act of 1934, 47 USC 151 et seq., as amended by the Telecommunications Act of 1996, PL 104-104 § 101(a), 110 Stat. 70, and all orders, rules, tariffs, guidelines and regulations issued by the Federal Communications Commission or the governing state authority pursuant thereto.

Micro wireless facility. A small wireless facility having dimensions no larger than 24 inches in length, 15 inches in width, and 12 inches in height and an exterior antenna, if any, no longer than 11 inches.

Pass-through provider. Any person who, upon registering with the City, places or maintains a wireless communications facility in the public ROW and that does not remit communications service taxes as imposed by the City pursuant to F.S. Chapter 202 and F.S. § 337.401.

Place or maintain or placement or maintenance or placing or maintaining. To erect, construct, install, maintain, place, repair, extend, expand, remove, occupy, locate or relocate. A communications services facility provider or pass-through provider that owns or exercises physical control over wireless communications facilities in public ROW, such as the physical control to maintain and repair, is "placing or maintaining" the facilities. A party providing service only through resale or only through use of a third party's unbundled network elements is not "placing or maintaining" the communications facilities through which such service is provided. The transmission and receipt of radio frequency signals through the airspace of the public ROW is not placing or maintaining facilities in the public ROW.

DRAFT Telecommunication Small Wireless Facility within Public ROW (7.01.02 (D))

Pole or utility pole. A pole or similar structure that is used in whole or in part to provide communications services or for electric distribution, lighting, traffic control, signage, or a similar function. The term includes the vertical support structure for traffic lights but does not include a horizontal structure to which signal lights or other traffic control devices are attached and does not include a pole or similar structure 15 feet in height or less unless an authority grants a waiver for such pole.

Pole height. The vertical distance measured from the grade line to the highest point of the pole, including any antenna, lighting, lightning protection or other equipment affixed thereto.

PSC means the Florida Public Service Commission.

Public safety communications equipment. All communications equipment utilized by a public entity for the purpose of ensuring the safety of the public.

Registrant or facility owner mean a communications services facility provider or pass-through provider, or other person which seeks to use the public ROW and has registered with the City in accordance with the provisions of this article.

Registration and register mean the process described in this article whereby a communications services facility provider or a pass-through provider provides certain information to the City and the City accepts such information as legally sufficient to be registered.

Replacement. The removal of an existing structure for purposes of erecting a new structure of nearly equal dimensions usually for the purposes of improvement structural integrity.

Rights of Way (ROW). Improved ROW owned, leased, or operated by the City, including any public street or alley that is not part of the FDOT highway system, and includes the surface, the air space over the surface and the area below the surface to the extent the government holds a property interest therein.

Small wireless facility. A wireless facility that meets the following qualifications:

- (1) Each antenna associated with the facility is located inside an enclosure of no more than 6 cubic feet in volume or, in the case of antennas that have exposed elements, each antenna and all of its exposed elements could fit within an enclosure of no more than 6 cubic feet in volume; and
- (2) All other wireless equipment associated with the facility is cumulatively no more than 28 cubic feet in volume. The following types of associated ancillary equipment are not included in the calculation of equipment volume: electric meters, concealment elements, telecommunications demarcation boxes, ground-based enclosures, grounding equipment, power transfer switches, cutoff switches, vertical cable runs for the connection of power and other services, and utility poles or other support structures.

Structure. Anything constructed or erected, the use of which required permanent location on the ground, or attachment to something having a permanent location on the ground, including advertising signs.

Transmission. The development of a radio signal from an antenna device for the purpose of communications or communication of data.

Utility Pole. A pole or similar structure that is used in whole or in part to provide communication services or for electrical distribution, lighting, traffic control, signage, or a similar function. The term does not include a horizontal structure to which signal lights or other traffic control devices are attached and does not include a pole or similar structure 15 feet in height or less unless an authority grants a waiver for such pole.

Wireless facility. Equipment at a fixed location which enables wireless communications between user equipment and a communications network, including radio transceivers, antennas, wires, coaxial or fiber-optic cable or other cables, regular and backup power supplies, and comparable equipment, regardless of technological configuration, and equipment associated with wireless communications. The term includes small wireless facilities. The term does not include:

DRAFT Telecommunication Small Wireless Facility within Public ROW (7.01.02 (D))

- (1) The structure or improvements on, under, within, or adjacent to the structure on which the equipment is collocated;
- (2) Wireline backhaul facilities; or
- (3) Coaxial or fiber-optic cable that is between wireless structures or utility poles or that is otherwise not immediately adjacent to or directly associated with a particular antenna.

Wireless infrastructure provider. A person or entity who has been certificated under F.S. Chapter 364 to provide telecommunications service or under F.S. Chapter 610 to provide cable or video services in this state, or that person's affiliate, in the state and who builds or installs wireless communication transmission equipment, wireless facilities, or wireless support structures but is not a wireless services provider.

Wireless provider. A wireless infrastructure provider or a wireless services provider.

Wireless services. Any services provided using licensed or unlicensed spectrum, whether at a fixed location or mobile, using wireless facilities, including but not limited to, commercial mobile service, private mobile service, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

Wireless services provider. A person who provides wireless services.

Wireless support structure. A freestanding structure, such as a monopole or self-supporting tower, or another existing or proposed structure designed to support or capable of supporting wireless facilities. The term does not include a utility pole, pedestal, or other support structure for ground-based equipment not mounted on a utility pole and less than 5 feet in height.

- b. Exemptions. The following wireless facilities are exempt from the development standards of this Ordinance and subject only to the completion of a Wireless Facility Application and issuance of a building permit for applicable codes; notwithstanding any other provisions:

1. Routine maintenance of small wireless facilities, the performance of service restoration work on existing facilities, or repair work, including, but not limited to, emergency repairs of existing facilities or extensions for such facilities for providing communications services to customers;:-
2. Replacement of small wireless facilities with small wireless facilities that are the same size or smaller and characteristically the same including but not limited to color and style as the original site.
3. Installation, placement, maintenance, or replacement of micro wireless facilities that are suspended on cables strung between existing utility poles within a ROW in compliance with applicable codes by or for a communications services provider authorized to occupy the ROW and who is remitting taxes under F.S. Chapter 202. The Applicant shall provide an initial letter from or on behalf of such provider, which is effective upon filing, attesting that the micro wireless facility dimensions comply with the limits of the definition.
4. New collocations, replacement utility poles or placement of new utility poles in FDOT ROW without receiving a delegation from FDOT for such location(s).

- c. Provisions for all wireless facilities inside ROW

1. Each Applicant shall register with the City prior to installing any infrastructure within City ROW. Registration does not establish a right to place or maintain, or priority for the placement or maintenance of, a communications facility in City ROW. The registration shall include the following:

DRAFT Telecommunication Small Wireless Facility within Public ROW (7.01.02 (D))

- I. Name.
- II. Address.
- III. Telephone number of contact person for the registrant.
- IV. Number of the registrant's current certificate of authorization issued by the Florida Public Service Commission, the FCC, or the Department of State.
- V. A statement of whether the registrant is a pass-through provider.
- VI. The registrant's federal employer identification number
- VII. Proof of insurance or self-insuring status adequate to defend and cover claims.
- VIII. Registrants shall update the registration information within 90 days after any changes in information.
- IX. Registrations shall be renewed every 5 years.

2. Registrants for small cell facilities (excluding microcells) shall pay a \$100 land use permit fee to cover actual costs of the regulatory activity. **Note: If the City elects to NOT require permit fees, the total rate for the local communications services tax as computed use FL 202.20 for the City maybe be increase by ordinance or resolution by an amount not to exceed a rate of 0.12 percent. Which does the City want to do? City pick which they want**

3. Abandonment (Discontinued Use).

- I. Wireless facility towers, utility poles, antennas, and the equipment compound shall be removed, at the tower or base station owners' expense, within 180 days of cessation of use, unless the abandonment is associated with a replacement as provided in the "Replacement" section of this Ordinance, in which case the removal shall occur within ninety (90) days of cessation of use.
 - II. A tower, utility pole or base station owner wishing to extend the time for removal or reactivation shall submit an application stating the reason for such extension. The City may extend the time for removal or reactivation up to sixty (60) additional days upon a showing of good and unique cause. If the tower, utility pole or antenna is not removed within this time, the City may give notice that it will contract for removal within thirty (30) days following written notice to the tower, utility pole or base station owner. Thereafter, the City may cause removal of the tower, utility pole or antenna with costs being borne by the tower, utility pole or base station owner.
 - III. Upon removal of the wireless facility tower or utility pole, antenna, and equipment compound, the development area shall be returned to its natural state and topography and vegetated consistent with the natural surroundings or consistent with the current uses of the surrounding or adjacent land at the time of removal, excluding the foundation, which does not have to be removed.
- I. Interference with Public Safety Communications. In order to facilitate the regulation, placement, and construction of antenna, and to ensure that all parties are complying to the fullest extent possible with the rules, regulations, and/or guidelines of the FCC, each wireless provider shall agree in a written statement to the following:
- a. Compliance with "Good Engineering Practices" as defined by the FCC in its rules and regulations.
 - b. Compliance with FCC regulations regarding susceptibility to radio frequency interference, frequency coordination requirements, general technical standards for power, antenna, bandwidth limitations, frequency stability, transmitter measurements, operating requirements, and any and all other federal statutory and regulatory requirements relating to radio frequency interference (RFI).
 - c. In the case of an application for collocated wireless facility, the applicant, together with the wireless provider, shall use their best efforts to provide a composite analysis of all users of the site to determine that the applicant's proposed facilities will not cause radio frequency interference with the City's public safety communications equipment and will

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implement appropriate technical measures, as described in antenna element replacements, to attempt to prevent such interference.

- d. Whenever the City has encountered radio frequency interference with its public safety communications equipment, and has reasonable cause to believe that such interference has been or is being caused by one or more wireless facility antenna arrays, the following steps shall be taken:

- I. The City shall provide written notification to all wireless service providers operating in the City of possible interference with the public safety communications equipment, and upon receipt of such notifications, the wireless providers shall use their best efforts to cooperate and coordinate with the City and among themselves to investigate and mitigate the interference, if any, utilizing the procedures set forth in the joint wireless industry-public safety "Enhanced Best Practices Guide," released by the FCC in Appendix D of FCC 04-168 (released August 6, 2004), including the "Good Engineering Practices," as may be amended or revised by the FCC from time to time in any successor regulations.
- II. If any wireless provider fails to cooperate with the City in complying with the owner's obligations under this section or if there is a determination of radio frequency interference with the City's public safety communications equipment, the wireless provider who failed to cooperate and/or the wireless provider which caused the interference shall be responsible for reimbursing the City for all costs associated with ascertaining and resolving the interference, including but not limited to any engineering studies obtained by the City to determine the source of the interference. For the purposes of this subsection, failure to cooperate shall include failure to initiate any response or action as described in the "Enhanced Best Practices Guide" within twenty-four (24) hours of City's notification.

2. Signage. All wireless facilities shall ~~meet these objective design standards~~ be clearly identified with the following information:

Comment [SR1]: I think all these items have to be stricken

- I. Name plate signage shall be provided in an easily visible location to include: FCC Antenna Registration System (ASR) registration number (if applicable); site owner's name, site identification number and/or name, phone number of contact to reach in event of an emergency or equipment malfunction, any additional security and safety signs.
 - II. If more than 220 voltage is necessary for the operation of the facility and is present in a ground grid or in the tower, signs located every twenty (20) feet and attached to the fence or wall shall display in large, bold, high contrast letters, minimum height of each letter four (4) inches, the following: "HIGH VOLTAGE — DANGER."
 - III. No outdoor advertising signage is permitted at the wireless facility.
3. ~~Lighting. Lighting on wireless facility towers and base stations shall not exceed the Federal Aviation Administration (FAA) minimum standards. All other lighting shall be subject to the following:~~
3. ~~Any lighting required by the FAA must be of the minimum intensity and number of flashes per minute (i.e., the longest duration between flashes) allowable by the FAA. Dual lighting standards are required with strobe during daytime and red flashing lights at night unless prohibited by the FAA.~~
 3. ~~Lights shall be filtered or oriented so as not to project directly onto surrounding property or ROW, consistent with FAA requirements.~~
3. Structural integrity: The entire tower or base station and all appurtenances shall be designed pursuant to the design requirements of ASCE 7, including wind speed design requirements, and tower loading/wind

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design requirements of Electronic Industries Association/Telecommunications Industry Association (EIA/TIA) 222-H, Series II, including any subsequent modification to those specifications.

4. Grading shall be minimized and limited only to the area necessary for the new tower and equipment.
5. A signed statement from the wireless facility owner or owner's agent stating that the radio frequency emissions comply with FCC standards for such emissions as set forth in 47 CFR 1.1307, 1.310, 2.091 or 2.093, as applicable (*Report and Order*, ET Docket 93-62 (Guidelines for Evaluating the Environmental Effects of Radiofrequency Radiation), 11 FCC Rcd 15123 (1996); *Second Memorandum Opinion and Order and Notice of Proposed Rule Making*, ET Docket 93-62 (WT Docket 97-192), 12 FCC Rcd 13494 (1997). In addition, any collocation, modification or upgrade application shall contain an analytical report that confirms that following installation, the composite facility will remain in compliance with FCC standards as stated in OET-65.

d. General Development Standards for new small wireless facilities in City ROW

1. All work in the authority's right-of-way under this section must comply with the 2017 edition of the FDOT Utility Accommodation Manual.
2. The City may require a ROW permit for work that involves excavation, closure of a sidewalk, or closure of a vehicular lane. Only small wireless facilities shall be permitted inside a City ROW. No other type of wireless facilities shall be permitted.
3. As a result of citizen participation during the Wireless Facility Master Planning Process the City prefers the siting of new small wireless facilities to be located outside the ROW. If the small wireless facility must be placed in the ROW, the City would like the Applicant to consider the citizenry's preferred options in the following ranking order:
 - i. New concealed antenna on an existing utility pole;
 - ii. Non-concealed antenna on an existing utility pole;
 - iii. Replacement of an existing utility pole with a concealed utility pole;
 - iv. Replacement of an existing utility pole with a non-concealed utility pole;
 - v. A new concealed utility pole;
 - vi. A new non concealed utility pole.
4. Applicant shall provide a site plan of the proposed small wireless facility showing all proposed and existing at-grade and aerial facilities located within 50 feet of the proposed location.
5. In an area where the City has required all public utility lines in the ROW to be placed underground the Applicant shall comply with written, objective, reasonable, and nondiscriminatory undergrounding requirements of an authority that prohibit new utility poles used to support small wireless facilities if:
 - I. The City, at least 90 days prior to the submission of an application, has required all public utility lines to be placed underground;
 - II. Structures that the City allows to remain above ground re reasonably available to wireless providers for the collocation of small wireless facilities and may be replaced by a wireless provider to accommodate the collocation of small wireless facilities; and
 - III. A wireless provider may install a new utility pole in the designated area in the ROW that otherwise complies with this subsection and it is not reasonably able to provide wireless service by collocating on a remaining utility pole or other structure in the ROW.
 - IV. These requirements may be waived by the City upon a showing the design standards are not reasonably compatible for the particular location for a small wireless facility or utility pole or are

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technically infeasible or that the design standards impose an excessive expense. The waiver must be granted or denied within 45 days after the date of the request

6. For small wireless facilities installed prior to the City adopting requirements that public utility lines be placed underground, the City must:
 - I. Allow a wireless provider to maintain the small wireless facilities in place subject to any applicable pole attachment agreement with the pole owner; or
 - II. Allow the wireless provider to replace the associated pole within 50 feet of the prior location in accordance with paragraph f.1-10.
7. Ground mounted equipment shall be reviewed on a case-by-case basis and may be required to be spaced up to 15 feet from the associated support structure in areas where pedestrian, vehicular or aesthetic concerns are determined by the City.
8. A small wireless facility shall meet reasonable location context, color, camouflage, and concealment requirements.
9. Applicants shall include an attestation that the small wireless facilities shall be activated for use by a wireless services provider to provide service no later than nine (9) months after the date the application is approved.
10. Applicants are subject to any local historic preservation zoning regulations and design criteria.
11. Nothing in this subsection authorizes a person to:
 - I. Collocate or attach wireless facilities, including any antenna, micro wireless facility, or small wireless facility, on a ~~privately owned~~ privately-owned utility pole, a utility pole owned by an electric cooperative or a municipal electric utility, a privately owned wireless support structure, or other private property without the consent of the property owner.
 - II. Collocate small wireless facilities or micro wireless facilities on a City utility pole or erect a wireless support structure in a location subject to covenants, conditions, restrictions, articles of incorporation, and bylaws of a homeowners' association.
- e. Provisions for New Small Wireless Facility on Existing Utility Poles Inside City ROW.
 1. Small wireless facilities shall be no larger in size than specified in the definition for these facilities.
 2. Height shall be limited to 10 feet above the utility pole or structure upon which the small wireless facility is to be collocated ~~unless waived by the City.~~
 3. No portion of a small wireless facility shall obstruct pedestrians or vehicular or bicycle access, obstruct sight lines or visibility for traffic, traffic signage or signals, or interfere with access by persons with disabilities.
 4. Within 14 days after the date of filing the application, the City may request that the proposed location of a small wireless facility be moved to another location in the ROW and placed on an alternative City utility pole or support structure or placed on a new utility pole, including any objective design standards and reasonable spacing requirement for ground-based equipment subject to the process described in subsection g.1-7.
 5. Small wireless facilities added to an existing utility pole or other structure are considered a base station for purposes of determining future collocation height increases allowed by the Spectrum Act and subject to 28.19(B).

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5. ~~The City may request an alternative location of a small wireless facility subject to the process described below:~~
 5. ~~City to the applicant for an alternative location, an acceptance of an alternative location, or a rejection of an alternative location must be in writing and provided by electronic mail.~~
 5. ~~Within 14 days after the date of filing the application, the City may request that the proposed location of a small wireless facility be moved to another location in the ROW and placed on an alternative City or third-party provider utility pole or support structure or may place a new utility pole.~~
 5. ~~For 30 days after the date of the request, the City and the applicant may negotiate the alternative location, including any objective design standards and reasonable spacing requirements for ground-based equipment.~~
 5. ~~At the conclusion of the negotiation period, if the alternative location is accepted by the applicant, the applicant must notify the City of such acceptance and the application shall be deemed granted for any new location for which there is agreement and all other locations in the application.~~
 5. ~~If an agreement is not reached, the applicant must notify the City of such nonagreement and the City must grant or deny the original application within 90 days after the date the application was filed.~~
 5. ~~A request by the An applicant may file a consolidated application and receive a single permit for the collocation of up to 30 small wireless facilities. The City may separately address small wireless facility collocations for which incomplete information has been received or which are denied.~~
 5. ~~The City may deny a proposed collocation of a small wireless facility in the public ROW if the proposed collocations:~~
 5. ~~Materially interferes with the safe operation of traffic control equipment.~~
 5. ~~Materially interferes with sightlines or clear zones for transportation, pedestrians, or public safety purposes.~~
 5. ~~Materially interferes with compliance with the Americans with Disabilities Act or similar federal or state standards regarding pedestrian access or movement.~~
 5. ~~Materially fails to comply with the 2010 edition of the FDOT Utility Accommodation Manual.~~
 5. ~~Fails to comply with applicable codes.~~
 5. ~~The City may reserve space on a City utility pole for future public safety uses. However, a reservation of space may not preclude collocation of a small wireless facility. If replacement of the City utility pole is necessary to accommodate the collocation of the small wireless facility and the future public safety use, the pole replacement is subject to the make-ready provisions of F.S. Sec. 337.401(7) and the replaced pole shall accommodate the future public safety use.~~
- f. Provisions for the Placement of a New Utility Pole or Replacement of Existing Utility Pole for Installation of Small Wireless Facility inside City ROW Small wireless facilities shall be no larger in size than specified in the definition for these facilities.
 1. Installation of a new utility pole is subject to the City's Roadway Standards.

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2. Within 14 days after the date of filing the application, ~~A replacement utility pole shall be a substantially similar design, material, and color of the utility pole being removed.~~ the City may request that the proposed location of a small wireless facility be moved to another location in the ROW and placed on an alternative City utility pole or support structure or placed on a new utility pole, including any objective design standards and reasonable spacing requirement for ground-based equipment subject to the process described in subsection g.1-7.
3. Height of a replacement pole can be up to 10 feet taller than the existing utility pole but shall not exceed 50 feet in height. The City may allow a greater height on a case-by-case basis.
4. Height for a new utility pole shall be limited to the tallest existing utility pole as of July 1, ~~2017~~2018, located in the same ROW, other than a utility pole for which a waiver has previously been granted, measured from grade in place within 500 feet of the proposed location of the small wireless facility. If there is no utility pole within 500 feet, the proposed wireless facility shall be limited to a height of 50 feet. The City may allow a greater height on a case-by-case basis.
5. A replacement utility pole shall be a substantially similar design, material, and color of the utility pole being removed including any lighting element.
6. A new utility pole used to support a small wireless facility to meet reasonable location context, color, and material of the predominant utility pole type at the proposed location of the new utility pole.
7. The City may waive designed standard described in 5 and 6 above upon a showing the design standards are not reasonably compatible for the particular location for a small wireless facility or utility pole or are technically infeasible or that the design standards impose an excessive expense. The waiver must be granted or denied within 45 days after the date of the request.
8. ~~A replacement utility pole shall be a substantially similar design, material, and color of the utility pole being removed.~~
9. ~~A new utility pole for small wireless facilities shall include concealment of the small wireless facility; however, the applicant may request such design standard be waived by the City upon showing that the design standards are not reasonably compatible for the particular location of a small wireless facility or that the design standards impose an excessive expense.~~
9. A photo rendering shall be provided of the proposed new or replacement utility pole that depicts aesthetic features including, but not limited to, the use of colors and concealment with a before and after installation exhibit.
10. Ground-mounted equipment shall be concealed through the use of (a) design wrapping, for the purpose of blending into the surrounding environment or (b) fencing or landscaping, consistent with the requirements of the Land Development Code, shall be installed around the entire area of ground-mounted equipment. If fencing is utilized, additional landscaping may be required around the perimeter of the fence or wall and around any or all anchors or supports if deemed necessary to buffer adjacent properties. The City may require landscaping in excess of the requirements of the City code in order to enhance compatibility with adjacent residential and nonresidential land uses. Landscaping shall be installed on the outside of the perimeter fence or wall. The City shall determine which method of concealment is more appropriate for each set of ground-mounted equipment.
- g. ~~New and replacement utility poles for small wireless facilities are considered a tower for purposes of determining future collocations and height increases allowed by the Spectrum Act.~~
- g. ~~Applicants shall include an attestation that the small wireless facilities shall be activated for use by a wireless services provider to provide service no later than nine (9) months after the date the application~~

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~~is approved.~~

- ~~g. Abandoned small wireless facilities shall be removed within 180 days of abandonment. Should the wireless services provider or wireless infrastructure provider fail to remove the facility within this time period, the City may have facility removed and may recover the actual cost of such removal, including legal fees, if any, from the wireless service provider or wireless infrastructure provider. A wireless facility shall be deemed abandoned at the earlier of the date that the wireless services provider indicates that it is abandoning such facility or the date that is 180 days after the date that such wireless facility ceases to transmit a signal, unless the wireless services provider or wireless infrastructure provider gives the City reasonable evidence that it is diligently working to place such wireless facility back in service.~~
- ~~g. Applicants are subject to any local historic preservation zoning regulations and design criteria.~~
- g. Approval Process for Small Wireless Facilities inside City ROWs.
 - 1. Completed and accepted registration from the Applicant.
 - 2. A ROW permit is required for small wireless facilities within the City ROW for work that involves excavation, affects traffic patterns or obstructs vehicular traffic within or along the City's ROW as provided in and subject to the City's Roadway Standards.
 - 3. A completed application and approved Land Use Permit.
 - 4. An applicant seeking to collocate small wireless facilities may file a consolidated application and receive a single permit for the collocation of up to 30 small wireless facilities. The City may separately address small wireless facility collocations for which incomplete information has been received or which are denied.
 - 5. Generally, the review timeline for an application is 60 days except as provided in 6.v below. Additionally, the City and Applicant may mutually agree to extend the 60-day application review period.
 - 6. Within 14 days after receiving an application, the City must determine and notify the applicant by electronic mail as to whether the application is complete. If an application is deemed incomplete, the City must specifically identify the missing information. An application is deemed complete if the City fails to provide notification to the applicant within 14 days.
 - 7.
 - 7. The-If within 14 days after receiving an application, the City may requests an alternative location of the proposed collocation, placement or replacement utility pole or new utility pole of the proposed utility pole as described in paragraphs e.4 and f.2 for then the following process applies: small wireless facility subject to the process described below:
 - i. The City must make a determination if the proposed application is complete or incomplete. If the application is deemed incomplete, the City must specify in writing the basis for denial, including the specific code provisions on which the denial was based, and send the documentation to the applicant by electronic mail on the day the City denies the application within the 14-day time period.
 - ii. A requestThe request by the City to the applicant for an alternative location, an acceptance of an alternative location, or a rejection of an alternative location must be included in the deemed incomplete notification in writing and provided by electronic mail to the Applicant within 14 days as described in paragraph g.6 above.
 - iii. Within 14 days after the date of filing the application, the City may request that the proposed location of a small wireless facility be moved to another location in the ROW and placed on

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~~an alternative utility pole or support structure or may place a new utility pole.~~

- iii. For 30 days or other negotiated time period between the City and the Applicant after the date of the request, the City and the applicant-Applicant may negotiate the alternative location, including any objective design standards and reasonable spacing requirements for ground-based equipment.
 - iv. At the conclusion of the 30 days or negotiation time period, if the alternative location is accepted by the applicant-Applicant, the applicant-Applicant must notify the City of such acceptance and the application shall be deemed granted for any new location for which there is agreement and all other locations in the application.
 - v. If an agreement is not reached, the applicant-Applicant must notify the City of such nonagreement and the City must grant or deny the original application within 90 days after the date the application was filed.
8. If within 14 day after receiving an application the City does not request an alternative location of the proposed collocation, replacement utility pole or new utility pole then the following process applies:
- i. If the application is denied, the City must specify in writing the basis for denial, including the specific code provisions on which the denial was based, and send the documentation to the applicant by electronic mail on the day the City denies the application.
 - i. The City must make a determination if the proposed application is complete or incomplete. If the application is deemed incomplete, then the City must specifically in writing the basis for denial, including the specific code provisions on which the denial was based, and send the documentation to the Applicant by electronic mail on the day the City denies the application within the 14-day time period.
 - ii. The applicant-Applicant may cure the deficiencies identified by the City and resubmit the application within 30 days after notice of the denial is sent to the applicant. Any subsequent review shall be limited to the deficiencies cited.
 - iii. The City shall approve or deny the revised application within 30 days after receipt. The review of a revised application is limited to the deficiencies cited in the denial. If the revised application is not approved or denied within the 30 days after receipt, then ~~or~~ the application is deemed approved.
 - iv. A waiver from required concealment shall be granted or denied within 45 days after the date of the request.
 - iv. A complete application is deemed approved if an authority fails to approve or deny the application within 60 days after receipt of the application.
 - v. If the City does not use the 30-day negotiation period described in subparagraph 3.C., the parties may and Applicant mutually agree to extend the 60-day application review period. The City shall grant or deny the application at the end of the extended period.
 - vi. If the City denies an application, the review must be complete, and a written decision must be issued within 45 days after a written request for review is made. A denial must identify the specific code provisions on which the denial is based. If the administrative review is not complete with 45 days, the City waives any claim regarding failure to exhaust administrative remedies in any judicial review of the denials of an application.

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- vii. An approved application permit shall remain ~~effected-in effect~~ for 1 year unless extended by the City.
- viii. The City may deny an application on the basis that it does not meet any of requirements below:
 - 1. Materially interferes with the safe operation of traffic control equipment.
 - 2. Materially interferes with sightlines or clear zones for transportation, pedestrians, or public safety purposes.
 - 3. Materially interferes with compliance with the Americans with Disabilities Act or similar federal or state standards regarding pedestrian access or movement.
 - 4. Materially fails to comply with the 2017 edition of the FDOT Utility Accommodation Manual.
 - 5. Fails to comply with applicable codes.
 - 6. Fails to comply with objective design standards authorized in paragraphs e.4 and f.2.
- h. Appeals
 - 1. Any person aggrieved by a violation of this section may bring a civil action in a United State District Court or in any other court of competent jurisdiction.
 - 2. The court may:
 - I. Grand temporary or permanent injunctions on terms as it may deem reasonable to prevent or restrain violations of this section; and
 - II. Direct the recovery of full costs, including awarding reasonable attorney fees, to the party who prevails.

Kelly - The City may adopt by ordinance provisions for insurance coverage, indemnification, force majeure, authority liability, bonding or authority warranties. Do you think the City wants to add these items or are they already addressed in another section of your code? Also, Do you want to include collocation of small wireless facilities on City utility poles ie rates, and agreement standards? The City's applicable codes:

If you do want to address here is some possible language, we have used recently:

(a) At all times during the use or occupancy of the public rights-of-way, including any time during placement or maintenance of communications facilities, the Permittee shall obtain, pay all premiums for, and maintain satisfactory to the City, insurance coverage insuring the Permittee and naming the City, its officers, boards, council, council members, agents and employees as additional insureds: workers' compensation and employer liability insurance to meet all requirements of Florida law and commercial general liability insurance with respect to the construction, operation and maintenance of the communications facilities, and the conduct of registrant's business in the City, in the minimum amounts of:

- (1) \$1,000,000.00 in any one accident for bodily injury, personal injury or death, property damage;

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- (2) \$500,000.00 for personal injury to any one person;
- (3) \$250,000.00 for property damage in any one accident;
- (4) Business automobile liability insurance valid in the State of Florida which policy limit shall be in an amount not less than \$1,000,000.00 combined single limit, including bodily injury and property damage covering owned, leased, hired and non-owner vehicles.
- (5) Workers' Compensation valid in the State of Florida which policy limit shall be in an amount not less than the statutory limit for Workers' Compensation.
- (6) Employer's liability insurance valid in the State of Florida which policy limit shall be in an amount not less than \$1,000,000.00 each accident for employer's liability.
- (7) All insurance providers used shall be admitted and duly authorized to do business in the State of Florida and shall have been assigned by A. M. Best Company a minimum Financial Strength Rating of "A" and a minimum Financial Size Category of "IX" (i.e., a size of \$250,000,000.00 to \$500,000,000.00 based on capital, surplus, and conditional reserve funds). Insurance policies and certificates issued by non-admitted insurance companies are not acceptable. All liability policies shall name the City, its council members, officers, boards, agents and employees as additional insureds with respect to any covered liability arising out of the placement or maintenance of communications facilities in the public rights-of-way or other activities under this Chapter. Each communications services provider shall furnish annually to the City certificates showing proof of all required insurance coverage. All liability coverage must be in occurrence form and in accordance with the limits specified. Claims made policies are not acceptable. No insurance policy shall be canceled, nor shall the occurrence or aggregate limits set forth herein be reduced, until the City has received at least 30 days' advance written notice by registered, certified or regular mail of any cancellation, intent not to renew or reduction in policy coverage. Each communications services provider shall be responsible for notifying the City of such cancellation, intent not to renew or reduction in coverage. All certificate(s) of insurance, including all endorsements and riders, evidencing insurance coverage shall be submitted to the City within 30 days after the date of registration with the City in order for a communications services provider to obtain a permit required for construction in the public rights-of-way. Each communications services provider shall, in the event of any such notice described above, obtain, pay all premiums for, and file with the City, written evidence of the issuance of replacement policies within 30 days following receipt by the City or the communications services provider of such notice.
- (8) Nothing contained in this Chapter shall limit a communications service provider's liability to the City to the limits of insurance certified or carried.

A communications services provider may satisfy the insurance requirements of this Chapter by providing documentation of self-insurance that, in the sole discretion of the City Manager, demonstrates incontrovertibly the adequacy to defend and cover claims of any nature that might arise from the placement and maintenance of facilities in the public ROW. The communications services provider must be authorized as a self-insurer by the Department of Insurance under the laws of the State of Florida.

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Concern for public safety, including but not limited to obstruction to pedestrians or vehicular or bicycle access; sight lines or visibility for traffic, traffic signage or signals; or interference with access by persons with disabilities

Failure to meet reasonable location, color, and established streetscapes along within 500 feet of a proposed site.

DRAFT Telecommunication Facilities Outside of Public ROW (6.01.00)

6.01.00 TELECOMMUNICATIONS FACILITIES NOT LOCATED IN CITY RIGHTS OF WAY.

It is the intent of the City to allow telecommunications towers or antennas in compliance with State and federal regulations. It is further the intent of the City to protect the public health, safety, and welfare through regulating the placement and design of permissible telecommunications towers and antennas. The City has adopted a Wireless Master Plan (MP) to provide long-term planning for an efficient and capable wireless telecommunications network throughout the city that promotes collocation and optimal new tower and base station locations to meet the current and future wireless telecommunications needs of the City's residents, businesses, industry and visitors. The MP minimizes negative visual impacts to preserve the character and viewsheds of the City and its natural surroundings. Together the MP and Ordinance promote responsible wireless network planning.

6.01.01 Purpose and Intent. The regulations and requirements of this section are intended to:

- A. Promote the health, safety and general welfare of the citizens by regulating the siting of wireless facilities;
- B. Accommodate the growth and demand for wireless communication services;
- C. Provide for the appropriate location and development of wireless facilities within the City;
- D. Recognize that the provision of wireless services may be an essential service within such land use categories as may be provided for under the Comprehensive Plan, subject to the limitations set forth in this ordinance;
- E. Minimize adverse visual effects of wireless facilities through careful design, siting, landscape screening and innovative camouflaging techniques;
- F. Encourage the location and collection of antennas on existing structures thereby minimizing new visual impacts and reducing the need for additional antenna support structures; and
- G. Further the balance between the need to provide for certainty to the communications industry in the placement of wireless facilities and the need to provide certainty to the residents and citizens of Nassau City that the aesthetic integrity of the City will be protected from the proliferation of unnecessary antenna support structures.
- H. Accommodate and facilitate the growing need and demand for wireless services while adopting and administering reasonable rules and regulations not inconsistent with state and federal law, including Section 337.401, Fla. Stat., as it may be amended, the provisions of the Federal Telecommunications Act of 1996 and other federal and state law(s).
- I. Protect the character of the City while meeting the needs of its citizens to enjoy the benefits of wireless facilities.
- J. Prevent interference with the use of streets, sidewalks, alleys, parkways, public utilities, public views, and other public ways and places.
- K. Protect against environmental damage, including damage to trees. Minimize the placement, frequency and density of new wireless facilities in ROW for public safety purposes, including vehicular and non-vehicular access and circulation, sight lines, as well as aesthetics. Therefore, the City strongly encourages the siting of new wireless facilities on existing base stations and towers or on new base stations and towers outside the ROW wherever possible.
- L. Preserve the unique character of City neighborhoods by promoting use of City property for new wireless facility placement and managing design and location through contractual lease provisions in addition to regulatory authority.

DRAFT Telecommunication Facilities Outside of Public ROW (6.01.00)

6.01.02 Definitions For Communication Facilities NOT located in a City ROW

The following definitions apply EXCLUSIVELY to communication facilities NOT located within a City ROW and are applicable in connection with all subsections of this Section 6.01.00. The following words, terms and phrases, when used in the subsections below shall have the meanings ascribed to them in this subsection (6.01.02), except where the context clearly indicates a different meaning. Words not otherwise defined in this subsection shall be given the meaning as defined in Section 7.01.02 (D), and if not defined therein, shall be given the meaning as defined in the Communications Act of 1934, 47 USC 151 et seq., as amended by the Telecommunications Act of 1996 (collectively, the "Communications Act"), and, if not defined therein, as defined by Section 365.172, Fla. Stat. or another applicable state statute; and, if not defined therein, be construed to mean the common and ordinary meaning.

Abandoned. Any wireless communication facility not in continued use for a period of one hundred eighty (180) consecutive days.

Amateur radio tower. Any tower used for amateur radio transmissions consistent with the Complete FCC U.S. Amateur Part 97 Rules and Regulations” for amateur radio towers.

Antenna structure registration (ASR) number. The registration number as required or listed by the FAA and FCC.

Applicable codes. Uniform building, fire, electrical, plumbing, or mechanical codes **adopted by the International Code Council** or local amendments to those codes enacted solely to address threats of destruction of property or injury to persons, or local codes or ordinances adopted to implement this subsection. The term includes objective design standards adopted by ordinance or that may require reasonable spacing requirements concerning the location of ground-mounted equipment. The term includes objective design standards adopted by ordinance that may require a wireless facility to meet reasonable location context, color and concealment requirements; however, such design standards may be waived by the City upon a showing that the design standards are not reasonably compatible for the particular location of a wireless facility or that the design standards impose an excessive expense. **A waiver shall be considered by the Board of Adjustment within XX days from the date of application.**

Application. A request submitted by an applicant to the City for a permit to install a new wireless facility or collocate a wireless facility.

Base station. A structure or equipment at a fixed location that enables Commission-licensed or authorized wireless communications between user equipment and a communications network. The term does not encompass a tower as defined in this subsection or any equipment associated with a tower. Examples include transmission equipment mounted on a rooftop, water tank, silo or other above-ground structure other than a tower. “Base station” includes, but is not limited to:

- A. Equipment associated with wireless communications services such as private, broadcast and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul; and
- B. Radio transceivers, antennas, coaxial or fiber optic cable, regular and backup power supplies, and comparable equipment, regardless of technological configuration (including Distributed Antenna Systems and small-wireless networks); and

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- C. Any structure other than a tower that, at the time the application is filed under this section, supports or houses equipment described in this definition that has been reviewed and approved under the applicable zoning or siting process, or under another City regulatory review process, even if the structure was not built for the sole or primary purpose of providing such support; and
- D. Base Station. The term does not include any structure that, at the time the relevant application is filed with the State or local government under this section that does not support or house any equipment described in these definitions.

Breakpoint technology.

The engineering design of a monopole wherein a specified point on the monopole is designed to have stresses concentrated so that the point is at least five percent (5%) more susceptible to failure than any other point along the monopole so that in the event of a structural failure of the monopole, the failure will occur at the breakpoint rather than at the base plate, anchor bolts, or any other point on the monopole.

Broadcast facility. A communications facility licensed by the Federal Communications Commission Media Bureau to transmit information on the AM, FM or Television spectrum to the public.

Cellular on wheels (COW). A temporary wireless facility, typically located on a trailer that can be erected/extended to provide short term, high volume communications services to a specific location.

Collocate or collocation. To install, mount, maintain, modify, operate, or replace one or more wireless facilities on, under, within, or adjacent to a tower, base station, wireless support structure or utility pole. The term does not include the installation of an initial wireless facility on a tower, base station, utility pole or wireless support structure.

Concealed. A tower, base station, ancillary structure or equipment compound that is not readily identifiable as a wireless facility and that is designed to be aesthetically compatible with existing and proposed building(s) and uses on a site or in the neighborhood or area. There are two types of concealed facilities, a base station (defined above), or a concealed tower.

Concealed tower. a tower which looks like something else that is common in the geographic region such light standard or flagpole with a flag that is proportional in size to the height and girth of existing structures in the area.

Distributed antenna system (DAS). A DAS system consists of: (1) a number of remote communications nodes deployed throughout the desired coverage area, each including at least one antenna for transmission and reception; (2) a high capacity signal transport medium (typically fiber optic cable) connecting each node to a central communications hub site; and (3) radio transceivers located at the hub site (rather than at each individual node as is the case for small cells) to process or control the communications signals transmitted and received through the antennas. DAS systems can be either outdoor or indoor.

Distributed antenna system (DAS) hub. Ancillary equipment usually contained in a shelter or other enclosure which does not have any wireless transmission or receive equipment contained therein but is utilized in the deployment and operation of wireless DAS receive/transmit infrastructure that is located elsewhere.

Development area. The area occupied by a communications facility including areas inside or under an antenna-support structure's framework, equipment cabinets, ancillary structures, and/or access ways.

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Dual purpose facility. A structure that is built or an existing structure that is modified to serve two primary purposes one of which is a wireless facility. Examples include but are not limited to decorative light poles, banner poles, church steeples, clock towers and public art.

Discontinued. Any tower without any mounted transmitting and/or receiving antennas in continued use for a period of 180 consecutive days.

Eligible facilities request. A request for a modification of an existing wireless tower or base station that involves collocation of new transmission equipment or replacement of transmission equipment but does not include a substantial modification.

Eligible support structure. Any tower or base station as defined in this section, provided that is existing at the time the relevant application is filed under this section.

Equipment compound. The area surrounding the ground-based wireless facility including the areas inside or under a tower's framework and ancillary structures such as equipment necessary to operate the antenna on the structure that is above the base flood elevation including cabinets, shelters, pedestals, and other similar structures.

Equipment cabinet. Any structure above the base flood elevation including cabinets, pedestals, and other similar structures and used exclusively to contain radio or other equipment necessary for the transmission or reception of wireless communication signals.

Equipment shelter. A self-contained building, made of permanent materials such as steel or concrete, which contains all electronic ancillary equipment and normally including a generator.

Existing. A constructed tower or base station is existing for purposes of this section if it has been reviewed and approved under the applicable zoning or siting process, or under another State or local regulatory review process, provided that a tower has not been reviewed and approved because it was not in a zoned areas when it was built, but was lawfully constructed, is existing for purposes of this definition.

Feed lines. Cables or fiber optic lines used as the interconnecting media between the transmission/receiving base station and the antenna.

Federal Aviation Administration (FAA). The division of Department of Transportation of the United States government that inspects and rates civilian aircraft and pilots, enforces the rules and air safety, and installs and maintains air-navigation and air traffic-control facilities.

Federal Communications Commission (FCC). An independent United States government regulatory agency that oversees all interstate and international communication and maintains standards and consistency among ever-growing types of media and methods of communication while protecting the interests of both consumers and businesses.

Flush mounted. Any antenna or antenna array attached directly to the face of the support structure or building such that no portion of the antenna extends above the height of the support structure or building. Where a maximum flush-mounting distance is given, that distance shall be measured from the outside edge of the support structure or building to the inside edge of the antenna.

Lattice tower. A non-concealed self-supporting tapered style of tower that consists of vertical and horizontal supports with multiple legs and cross bracing, and metal crossed strips or bars to support antennas.

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Macrocell. A wireless communications facility that exceeds the defined standards of a small wireless facility.

Monopole tower. A non-concealed style of freestanding tower consisting of a single shaft usually composed of two (2) or more hollow sections that are in turn attached to a foundation. This type of tower is designed to support itself without the use of guy wires or other stabilization devices. These facilities are mounted to a foundation that rests on or in the ground or on a building's roof. All feed lines shall be installed within the shaft of the structure.

Neutral host antenna. An antenna or an antenna array designed and utilized to provide services for more than one (1) wireless provider, or a single wireless provider utilizing more than one (1) frequency band or spectrum, for the same or similar type of services.

Node. A single location as part of a larger antenna array which can consist of one or multiple antennas, such as part of a DAS network antenna array.

Non-concealed. A wireless communication tower or base station that is readily identifiable as such type of equipment and structure.

Over the air reception devices (OTARD). Devices which are limited to either a "dish" antenna one meter (39.37 inches) or less in diameter designed to receive direct broadcast satellite service, including direct-to-home satellite service, or to receive or transmit fixed wireless signals via satellite, or an antenna that is one meter or less in diameter and is designed to receive video programming services via broadband radio service (wireless cable), or to receive or transmit fixed wireless signals other than via satellite or an antenna that is designed to receive local television broadcast signals.

Public safety communications equipment. All communications equipment utilized by a public entity for the purpose of ensuring the safety of the citizens of the City and operating within the frequency range of 145 MHZ through 155 MHZ, 445 MHZ through 475 MHZ and 700 MHZ through 1,000 MHZ and any future spectrum allocations at the direction of the FCC.

Radio frequency emissions. Any electromagnetic radiation or other communications signal emitted from an antenna or antenna-related equipment.

Radio frequency interference (RFI). Any electromagnetic radiation or other communications signal that causes reception or transmission interference with another electromagnetic radiation or communications signal.

Radio frequency propagation analysis. Computer modeling to show the level of signal saturation in a given geographical area.

Replacement. A modification of an existing tower to increase the height, or to improve its integrity, by replacing or removing one (1) or several tower(s) located in proximity to a proposed new tower in order to encourage compliance with this section, or improve aesthetics or functionality of the overall wireless network.

Satellite earth station. A single or group of parabolic or dish antennas mounted to a support device that may be a pole or truss assembly attached to a foundation in the ground, or in some other configuration, including the associated separate equipment cabinets necessary for the transmission or reception of wireless communications signals with satellites.

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Search ring. An area designated by a wireless infrastructure provider or wireless services provider for a new base station or tower, produces in accordance with accepted principles of wireless engineering. The area identifies where a base station or tower must be located in order to meet service objectives of the wireless service provider using the base station or tower.

Site. For towers other than towers in the public ROW, the current boundaries of the leased or owned property surrounding the tower and any access or utility easements currently related to the site, and, for other eligible support structures (base stations), further restricted to that area in proximity to the structure and to other transmission equipment already deployed on the ground.

Stanchion. A vertical support structure generally utilized to support exterior lighting elements.

Streamlined processing. Expedited review process for collocations required by the federal government (Congress and/or the FCC) for wireless communication facilities.

Structure. Anything constructed or erected, the use of which required permanent location on the ground, or attachment to something having a permanent location on the ground, including advertising signs.

Substantial change pursuant to 47 USC §1455 means a modification or collocation to an eligible support structure if it meets any of the following criteria:

- A. For towers other than towers in the public ROW, it increases the height of the tower by more than ten percent (10%) or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed twenty (20) feet, whichever is greater; for all other eligible support structures (including towers within a ROW and base stations), it increases the height of the structure by more than ten percent (10%) or ten (10) feet, whichever is greater; or
- B. Changes in height should be measured from the original support structure in cases where deployments are or will be separated horizontally, such as on buildings' rooftops; in other circumstances, changes in height should be measured from the dimensions of the tower or base station, inclusive of originally approved appurtenances and any modifications that were approved prior to the passage of the 47 USC §1455; or
- C. For towers other than towers in the public ROW, it involves adding an appurtenance to the body of the tower that would protrude from the edge of the tower more than twenty (20) feet of the width of the tower structure at the elevation of the appurtenance, whichever is greater; for other eligible support structures (including towers within a ROW and base stations) it involves adding an appurtenance to the body of the structure that would protrude from the edge of the structure by more than six (6) feet; or
- D. For any eligible support structure (tower or base station), it involves installation of more than the standard number of new equipment cabinets for the technology involved, but not to exceed four (4) cabinets; or for towers in the public ROW and base stations, it involves installation of any new equipment cabinets on the ground if there are no pre-existing ground cabinets associated with the structure, or else involves installation of ground cabinets that are more than ten (10) percent larger in height or overall volume than any other ground cabinets associated with the structure; or
- E. It entails any excavation or deployment outside the current site; or
- F. It would defeat the concealment elements of the eligible support structure; or
- G. It does not comply with conditions associated with the siting approval of the construction or modification of the eligible support structure or base station equipment, provide however that this limitation does not apply to any modification that is non-compliant only in a manner that would not exceed the thresholds identified in A-F above.

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Substantial Change pursuant to F.S. Section 365.172(13) means a modification or collocation to a tower or base station where:

- A. The collocation does not increase the height of the existing structure to which the antennas are to be attached, measured to the highest point of any part of the structure or any existing antenna attached to the structure;
- B. The collocation does not increase the ground space area, otherwise known as the compound, if any, approved in the site plan for equipment enclosures and ancillary facilities;
- C. The collocation consists of antenna, equipment enclosures, and ancillary facilities that are of a design and configuration consistent with any applicable structural or aesthetic design requirements and any requirements for location on the structure, but not prohibitions or
- D. restrictions on the placement of additional collocations on the existing structure or procedural requirements, other than those authorized by the City's land development regulations in effect at the time of the collocation application; and
- E. The collocation consists of antenna, equipment enclosures, and ancillary facilities that are of a design and configuration consistent with all applicable restrictions or conditions, if any, that do not conflict with subparagraph (3) and were applied to the initial
- F. antenna placed on the structure and to its accompanying equipment enclosures and ancillary facilities and, if applicable, applied to the structure supporting the antenna.

Temporary wireless facility. A temporary tower or other structure, typically located on a trailer that provides interim short-term communications when permanent WF equipment is unavailable or offline. A Temporary wireless facility meets an immediate demand for service in the event of emergencies and/or public events where the permanent wireless network is unavailable or insufficient to satisfy demand.

Toll. The time for review and processing an application is effectively stopped pending the resolution of some condition(s).

Tower. Any structure build for the sole or primary purpose of supporting any ~~-FCC~~ licensed or authorized antennas and their associated facilities, including structures that are constructed for wireless communications services including, but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul, and the associated site. The tower can be concealed or non-concealed.

Tower base. The foundation, usually concrete, on which the tower and other support equipment are situated. For measurement calculations, the tower base is that point on the foundation reached by dropping a perpendicular from the geometric center of the tower.

Tower height. The vertical distance measured from the ~~average natural~~ grade line to the highest point of the tower, including any antenna, lighting or other equipment affixed thereto.

Transmission equipment. Equipment that facilitates transmission of any Commission-licensed or authorized wireless communication service including, but not limited to, radio transceivers, coaxial or fiber-optic cable, and regular and backup power supply. The term includes equipment associated with wireless communications services including but not limited to, private, broadcast, and public safety services, as well as unlicensed wireless services and fixed wireless services such as microwave backhaul.

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Variance. A modification of the terms of this Section where a literal enforcement of this Section would result in an unnecessary site-specific hardship and shall be reviewed and may be granted by the Board of Adjustment.

Wireless facility (WF). Equipment at a fixed location which enables wireless communications between user equipment and a communications network, including radio transceivers, antennas, wires, coaxial or fiber-optic cable or other cables, regular and backup power supplies, and comparable equipment, regardless of technological configuration and equipment associated with wireless communications. The term includes small wireless facilities. The term shall not include:

- A. The structure or improvements on, under, within or adjacent to the structure on which the equipment is collocated; or
- B. Wireline backhaul facilities; or
- C. Coaxial or fiber-optic cable that is between wireless structures or utility poles or that is otherwise not immediately adjacent to or directly associated with a particular antenna.

6.01.03 Exemptions.

The following wireless facilities are exempt from the development standards of this Section and subject only to the completion of a Wireless Facility Application and issuance of a building permit for applicable codes; notwithstanding any other provisions:

- A. A government-owned communications facility, upon the declaration of a state of emergency by federal, state, or local government, and a written determination of public necessity by the City designee; except that such facility must comply with all federal and state requirements. No communications facility shall be exempt from the provisions of this division beyond the duration of the state of emergency.
- B. A government-owned communications facility erected for the purposes of installing antenna(s) and ancillary equipment necessary to provide communications for public health and safety.
- C. A temporary wireless facility, upon the declaration of a state of emergency by federal, state, or local government, or determination of public necessity by the City and approved by the City; except that such facility must comply with all federal and state requirements. The WF may be exempt from the provisions of this division up to sixty (60) calendar days after the duration of the state of emergency.
- D. Over the air reception devices ("OTARD") as that term is defined by the Federal Communications Commission, including satellite earth stations that are one (1) meter (39.37 inches) or less in diameter in all residential zoning districts and two (2) meters or less in all other zoning districts. OTARD devices are exempt provided that same do NOT require the construction of a tower or other structure, which height exceeds 12 feet above the residential structure of the consumer who desires to receive fixed wireless services, satellite transmissions, or over the air reception of television signals.
- E. Routine maintenance of small wireless facilities.
- F. Replacement of small wireless facilities with small wireless facilities that are the same size or smaller.
- G. An Amateur Radio Tower that is used exclusively for non-commercial purposes that is less than 65 feet in height.

6.01.04 Applicability For All Non-Exempt WF.

- A. Towers and base stations existing prior to the enactment of this Section or permitted prior to the enactment of this Section shall be allowed to continue to operate provided they met the requirements set forth by the

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City at the time of final inspection; not including any towers that are currently in violation of this Section and any pre-existing Tower Ordinance of the City.

- B. This Section its subparts and the related terms in Tables 6.01.00(1) and 6.01.00(2) shall apply to the development activities of communications service, wireless infrastructure and wireless services providers for equipment including the installation, construction, or modification of all macrocell, small wireless and micro wireless facilities and related ancillary equipment on concealed and non-concealed existing and new wireless communication facilities on public and private land and in City's and other ROW (except small wireless facilities located in a City ROW, which are regulated pursuant to Section 7.01.02 below, and micro wireless facilities which are attached to a wire between two utility poles within a ROW, which are exempt from regulation) including but not limited to:
1. Non-commercial, amateur radio station antennas and towers greater than 65 feet in height.
 2. Temporary wireless facility a/k/a Cell on Wheels (COW).
 3. Existing towers and base stations.
 4. Collocation on existing towers and base stations.
 5. Expansion of existing towers and base stations.
 6. Replacement towers and base stations.
 7. Proposed new towers and base stations.
 8. Broadcast towers and antenna.

6.01.05 Building Code Requirements, Permits and Fees

- A. *Building Code Requirements.* All wireless facility infrastructure(s) shall be constructed and maintained in conformance with all applicable code requirements.
- B. *Permits and Fees Required.* All wireless facility infrastructure(s) shall be subject to completion of a wireless facility application, the development standards described on the WF application and in this Section and all legally permissible permit and review fees.
1. The City uses fees set by the City Commission (which shall not be considered a license, franchise or privilege tax) payable to City of Fernandina Beach to cover the necessary processing cost of all wireless facility applications.
 2. The City reserves the right to conduct a supplemental third party review on all wireless facility applications subject to the same timeframe for initial reviews and approvals for any Permit subject to the following. Based on the results of the supplemental technical review, the approving authority may require changes to the applicant's application or submittals.
 3. The supplemental technical review may address any or all of the following:
 - a. The accuracy and completeness of the application and any accompanying documentation.
 - b. The applicability of analysis techniques and methodologies.
 - c. The validity of conclusions reached.
 - d. Whether the proposed communications facility complies with the applicable approval criteria set forth in these codes.
 - e. Other engineering or technical items deemed by the City to be relevant to determining whether a proposed communications facility complies with the provisions of these codes and not within the knowledge of City staff.

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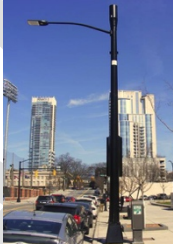
6.01.06 WF Siting Preferences, Zoning Matrix, Review Types and Approvals Required

- A. Siting Preference. As a result of citizen participation during the Wireless Facility Master Planning Process the siting of new wireless facilities of any type shall be in accordance with the siting preferences in the WF Use Table 6.01.00(1) below. The most preferred option is listed first as number one (1) and the least preferred option last as number five. Where a lower-ranked alternative is proposed, the applicant must demonstrate through relevant information why the higher ranked options are not technically feasible, practical or justified given the location of the proposed facilities. The applicant must provide this information in its application for the application to be considered complete.
- B. Zoning Matrix. Applications and Review Matrix for Approvals. No new wireless facility shall be constructed in the City unless all the applicable approvals listed in the table below are secured.
- C. Types of Reviews/Approvals Required. No new wireless facility shall be constructed in the City unless all of the applicable approvals listed in the Table below are secured.

Table 6.01.06(A): Wireless Facility Siting Preferences

<u>Wireless facility Type</u>		<u>Macrocell Tower Examples</u>	<u>Macrocell Base Station Example</u>	<u>Small Wireless Facility Tower Examples</u>	<u>Small Wireless Facility Base Station Examples</u>	<u>Standards</u>
<u>1</u>	<u>Collocation on existing tower or base station, located on:</u> <u>City owned land</u> <u>Other publicly owned land</u> <u>Private property*</u>			No examples at this time of the new infrastructure		Outside ROW: 6.01.00(H), (P) and additionally (Q) for small wireless facilities
<u>2</u>	<u>New concealed base station, located on:</u> <u>City owned land</u> <u>Other publicly owned land</u> <u>Private property*</u>	Not Applicable		Not Applicable		Outside ROW: 6.01.00(H), (S) and additionally (Q) for small wireless facilities

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3	<u>New non-concealed base station, located on:</u> a. <u>City owned land</u> b. <u>Other publicly owned land</u> c. <u>Private property*</u>	<u>Not Applicable</u>		<u>Not Applicable</u>		<u>Outside ROW:</u> <u>6.01.00(H) and (G)</u>
4	<u>New concealed dual purpose tower or utility pole or replacement of a non-concealed tower or utility pole with a new concealed dual purpose tower or utility pole</u> a. <u>On City owned land</u> b. <u>On other publicly owned land</u> c. <u>On private property*</u> d. <u>In public ROW</u>		<u>Not Applicable</u>		<u>Not Applicable</u>	<u>Inside ROW:</u> <u>7.01.02(d), (e and (f)</u> <u>Outside ROW:</u> <u>6.01.00(H) and (U) and in (R) if in a single-family residential zoning district</u>
5	<u>New non-concealed tower or utility pole or replacement of a non-concealed tower or utility pole with another non-concealed tower or utility pole, located on:</u> a. <u>City owned land</u> b. <u>Other publicly owned land</u> c. <u>Private property*</u> d. <u>In public ROW</u>		<u>Not Applicable</u>		<u>Not Applicable</u>	<u>Inside ROW:</u> <u>67.01.02(d), (e) and (f)</u> <u>Outside ROW:</u> <u>6.01.00(H) and (S) and (U)</u>

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*The sub preferences for private property shall be:

1. Non-residential districts,
2. Multi-family residential districts (where permitted).
3. Single-family residential districts (where permitted) shall only be on lots not used for single-family homes. Examples include, but are not limited to parks, open space, schools, religious institutions, and public safety facilities.

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Table 6.01.00(B): Zoning Matrix

Key:

- Prohibited (Empty)

P - Permissible administrative approval

S - Permissible subject to supplemental standards

<u>Type of Wireless Facility</u>	<u>Amateur Radio and Non-exempt temporary facilities Over 65'</u>	<u>Macrocell or Small Wireless Facility Outside ROW</u>				
		<u>Collocation on existing tower or base station</u>	<u>New concealed base station</u>	<u>New non-concealed base station</u>	<u>New concealed dual purpose tower</u>	<u>New non-concealed monopole tower</u>
<u>R-E</u>		<u>P</u>				
<u>R1-G</u>		<u>P</u>				
<u>R-1</u>		<u>P</u>				
<u>RLM</u>		<u>P</u>				
<u>R-2</u>		<u>P</u>				
<u>R-3</u>		<u>P</u>				
<u>OT-1</u>		<u>P</u>				
<u>OT-2</u>		<u>P</u>				
<u>MU-1</u>		<u>P</u>				
<u>MU-8</u>		<u>P</u>	<u>P</u>		<u>P</u>	
<u>C-1</u>		<u>P</u>	<u>P</u>		<u>P</u>	
<u>C-2</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	
<u>C-3</u>		<u>P</u>				
<u>I-1</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	
<u>I-2</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	
<u>I-A</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	
<u>I-W</u>		<u>P</u>	<u>P</u>		<u>P</u>	
<u>W-1</u>		<u>P</u>				
<u>PI-1</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	
<u>CON</u>		<u>P</u>				
<u>REC</u>		<u>P</u>	<u>P</u>		<u>P</u>	

- A. Abandonment (Discontinued Use). (Consider lien provision to support) Kelly, the City needs to offer this language, CityScape is not aware of any client that does this nor have we found any community doing this.
1. Wireless facility towers, antennas, and the equipment compound shall be removed, at the tower or base station owners' expense, within 180 days of cessation of use, unless the abandonment is associated with a replacement as provided in the 'Replacement' section of this Ordinance, in which case the removal shall occur within ninety (90) days of cessation of use.
 2. A tower or base station owner wishing to extend the time for removal or reactivation shall submit an application stating the reason for such extension. The City may extend the time for removal or reactivation up to sixty (60) additional days upon a showing of good and unique cause. If the tower or antenna is not removed within this time, the City may give notice that it will contract for removal within thirty (30) days following written notice to the tower or base station owner. Thereafter, the City may cause removal of the tower with costs being borne by the tower or base station owner.
 3. Upon removal of the wireless facility tower, antenna, and equipment compound, the development area shall be returned to its natural state and topography and vegetated consistent with the natural surroundings or consistent with the current uses of the surrounding or adjacent land at the time of removal, excluding the foundation, which does not have to be removed.
- B. Interference with Public Safety Communications. In order to facilitate the regulation, placement, and construction of antenna, and to ensure that all parties are complying to the fullest extent possible with the rules, regulations, and/or guidelines of the FCC, each wireless provider shall agree in a written statement (as part of the application process) to the following:
1. Compliance with "Good Engineering Practices" as defined by the FCC in its rules and regulations.
 2. Compliance with FCC regulations regarding susceptibility to radio frequency interference, frequency coordination requirements, general technical standards for power, antenna, bandwidth limitations, frequency stability, transmitter measurements, operating requirements, and any and all other federal statutory and regulatory requirements relating to radio frequency interference (RFI).
 3. In the case of an application for collocated wireless facility, the applicant, together with the wireless provider, shall use their best efforts to provide a composite analysis of all users of the site to determine that the applicant's proposed facilities will not cause radio frequency interference with the City's public safety communications equipment and will implement appropriate technical measures, as described in antenna element replacements, to attempt to prevent such interference.
 4. Whenever the City has encountered radio frequency interference with its public safety communications equipment, and has reasonable cause to believe that such interference has been or is being caused by one or more wireless facility antenna arrays, the following steps shall be taken:
 - a. The City shall provide written notification to all wireless service providers operating in the City of possible interference with the public safety communications equipment, and upon receipt of such notifications, the wireless providers shall use their best efforts to cooperate and coordinate with the City and among themselves to investigate and mitigate the interference, if any, utilizing the procedures set forth in the joint wireless industry-public safety "Enhanced Best Practices Guide," released by the FCC in Appendix D of FCC 04-168 (released August 6, 2004), including the "Good Engineering Practices," as may be amended or revised by the FCC from time to time in any successor regulations.
 - b. If any wireless provider fails to cooperate with the City in complying with the owner's obligations under this section or if there is a determination of radio frequency interference with the City's public safety communications equipment, the wireless provider who failed to cooperate and/or the wireless

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provider which caused the interference shall be responsible for reimbursing the City for all costs associated with ascertaining and resolving the interference, including but not limited to any engineering studies obtained by the City to determine the source of the interference. For the purposes of this subsection, failure to cooperate shall include failure to initiate any response or action as described in the “Enhanced Best Practices Guide” within twenty-four (24) hours of City’s notification.

C. Signage. All wireless facilities shall be clearly identified with the following information:

1. Name plate signage shall be provided in an easily visible location to include: FCC Antenna Registration System (ASR) registration number (if applicable); site owner’s name, site identification number and/or name, phone number of contact to reach in event of an emergency or equipment malfunction, any additional security and safety signs.
 2. If more than 220 voltage is necessary for the operation of the facility and is present in a ground grid or in the tower, signs located every twenty (20) feet and attached to the fence or wall shall display in large, bold, high contrast letters, minimum height of each letter four (4) inches, the following: “HIGH VOLTAGE - DANGER.”
 3. No outdoor advertising signage is permitted at the wireless facility.
-
1. Lighting. Lighting on wireless facility towers and base stations shall not exceed the Federal Aviation Administration (FAA) minimum standards and the Illumination Engineering Society Standards. Additional provisions for lighting may be required for compliance with wildlife protection standards. All other lighting shall be subject to the following:
 2. Any lighting required by the FAA must be of the minimum intensity and number of flashes per minute (i.e., the longest duration between flashes) allowable by the FAA. Dual lighting standards are required with strobe during daytime and red flashing lights at night unless prohibited by the FAA.
 3. Lights shall be filtered or oriented so as not to project directly onto surrounding property or ROW, consistent with FAA requirements.
 - a. Structural integrity: The entire tower or base station and all appurtenances shall be designed pursuant to the design requirements of ASCE 7, including wind speed design requirements, and tower loading/wind design requirements of Electronic Industries Association/Telecommunications Industry Association (EIA/TIA) 222-G, Series II or Series III (as applicable), including any subsequent modification to those specifications.
 - b. Grading shall be minimized and limited only to the area necessary for the new tower and equipment.
 - c. A signed statement from the wireless facility owner or owner’s agent stating that the radio frequency emissions comply with FCC standards for such emissions as set forth in 47 CFR 1.1307, 1.310, 2.091 or 2.093, as applicable (*Report and Order*, ET Docket 93-62 (Guidelines for Evaluating the Environmental Effects of Radiofrequency Radiation), 11 FCC Rcd 15123 (1996); *Second Memorandum Opinion and Order and Notice of Proposed Rule Making*, ET Docket 93-62 (WT Docket 97-192), 12 FCC Rcd 13494 (1997). In addition, any collocation, modification or upgrade application shall contain an analytical report that confirms that following installation, the composite facility will remain in compliance with FCC standards as stated in OET-65.
 - d. All communications towers and antennas shall be maintained in good condition and in accordance with all standards in this section. No additions, changes or modifications shall be made except in conformity with the standards of Section 6.06.00.

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- e. At all times, each wireless facility not located in a City right of way shall be insured for liability in the amount of not less than \$5,000,000.00 **as confirmed through issuance of a Local Business Tax Receipt for the wireless facility.**

C. At all times during the use or occupancy of the public rights-of-way, including any time during placement or maintenance of communications facilities, the Permittee shall obtain, pay all premiums for, and maintain satisfactory to the City, insurance coverage insuring the Permittee and naming the City, its officers, boards, council, council members, agents and employees as additional insureds: workers' compensation and employer liability insurance to meet all requirements of Florida law and commercial general liability insurance with respect to the construction, operation and maintenance of the communications facilities, and the conduct of registrant's business in the City, in the minimum amounts of:

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- (1) \$1,000,000.00 in any one accident for bodily injury, personal injury or death, property damage;
- B. (2) \$500,000.00 for personal injury to any one person;
- C. (3) \$250,000.00 for property damage in any one accident;
- D. (4) Business automobile liability insurance valid in the State of Florida which policy limit shall be in an amount not less than \$1,000,000.00 combined single limit, including bodily injury and property damage covering owned, leased, hired and non-owner vehicles.
- E. (5) Workers' Compensation valid in the State of Florida which policy limit shall be in an amount not less than the statutory limit for Workers' Compensation.
- F. (6) Employer's liability insurance valid in the State of Florida which policy limit shall be in an amount not less than \$1,000,000.00 each accident for employer's liability.
- G. (7) All insurance providers used shall be admitted and duly authorized to do business in the State of Florida and shall have been assigned by A. M. Best Company a minimum Financial Strength Rating of "A" and a minimum Financial Size Category of "IX" (i.e., a size of \$250,000,000.00 to \$500,000,000.00 based on capital, surplus, and conditional reserve funds). Insurance policies and certificates issued by non-admitted insurance companies are not acceptable. All liability policies shall name the City, its council members, officers, boards, agents and employees as additional insureds with respect to any covered liability arising out of the placement or maintenance of communications facilities in the public rights-of-way or other activities under this Chapter. Each communications services provider shall furnish annually to the City certificates showing proof of all required insurance coverage. All liability coverage must be in occurrence form and in accordance with the limits specified. Claims made policies are not acceptable. No insurance policy shall be canceled, nor shall the occurrence or aggregate limits set forth herein be reduced, until the City has received at least 30 days' advance written notice by registered, certified or regular mail of any cancellation, intent not to renew or reduction in policy coverage. Each communications services provider shall be responsible for notifying the City of such cancellation, intent not to renew or reduction in coverage. All certificate(s) of insurance, including all endorsements and riders, evidencing insurance coverage shall be submitted to the City within 30 days after the date of registration with the City in order for a communications services provider to obtain a permit required for construction in the public rights-of-way. Each communications services provider shall, in the event of any such notice described above, obtain, pay all premiums for, and file with the City, written evidence of the issuance of replacement

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policies within 30 days following receipt by the City or the communications services provider of such notice.

- H. (8) Nothing contained in this Chapter shall limit a communications service provider's liability to the City to the limits of insurance certified or carried.
- I. A communications services provider may satisfy the insurance requirements of this Chapter by providing documentation of self-insurance that, in the sole discretion of the City Manager, demonstrates incontrovertibly the adequacy to defend and cover claims of any nature that might arise from the placement and maintenance of facilities in the public ROW. The communications services provider must be authorized as a self-insurer by the Department of Insurance under the laws of the State of Florida.
- a.
- b. Towers shall be located and designed to ensure minimal aesthetic impact. Aesthetic impact shall take into consideration, but not be limited to, the amount of the tower structure that can be viewed from surrounding residential zoning districts, designated scenic roadways, and historic districted in eligible or to be listed in the Nation Register of Historic Places. Consideration shall also include the distance to any residential zoning district, any design factors that mitigate negative aesthetic impact, landscaping or intervening visual buffers, existing character of surrounding area, or other visual options proposed by the applicant.
- c. Towers shall be located and designed to ensure compatibility. Compatibility determinations shall take into consideration the degree to which the tower structure is designed and located to be compatible with the nature and character of the other land uses and/or with the environment of the surrounding neighborhood.

6.01.07 Additional Provisions for all Wireless Facilities Outside City ROW

- A. Parking. One parking space is required for each tower development area located outside of the ROW. The space shall be provided within the leased area, or equipment compound or the development area as defined on the site plan.

Buffers and landscaping shall be per City Land Development Code Chapter 4.

6.01.08 Additional provisions for Non-Exempt Temporary Wireless Facilities and Cellular on Wheels.

- A. Development Standards.
1. Proof of notification of installation or construction from the FAA, if applicable.
 2. Height shall be less than 120'.
 3. It does not involve any excavation (or excavation where prior disturbance exceeds proposed excavation by at least 2 feet).
 4. Description of proposed location, including type of temporary structure, type of electrical service to be utilized, description of temporary necessity requiring Temporary WF.
 5. Duration of proposed cellular on wheel facility shall not exceed 14 calendar days.
- B. Approval Process. Administrative approval by the City.

6.01.09 Additional provisions for Collocation on any existing tower or base station

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- A. Development Standards. For collocation on any tower or base stations (concealed or non-concealed) outside the City ROW, additions or modifications may not exceed the definition of substantial change under federal or state definitions set forth above.
- B. Application review timeframes.
1. A collocation application entitled to expedited streamlined processing pursuant to Section 6409 of the Middle Class Tax Relief and Job Creation Act of 2012 (47 USC §1455(a)) shall be deemed complete unless the City provides written notice to the applicant that the submission is incomplete (a “notice of incompleteness”) within 30 calendar days of application submission (or within some other mutually agreed upon timeframe). Notice of incompleteness shall be in writing and shall identify specifically the deficiencies in the application which, if cured, would make the application complete. Upon notice of incompleteness, the timeline for a decision shall be tolled until the applicant re-submits to correct such deficiency. The City shall, within ten (10) calendar days of re-submission, notify the applicant of continuing deficiencies or the application will be deemed complete. The timeline for a decision shall be likewise tolled during the additional re-submission deficiency period until the second resubmission.
 2. Other collocation applications entitled to expedited streamlined process review pursuant to F.S. 365.172(13) shall be deemed complete unless the City provides a written notice of incompleteness to the applicant within 20 business days of submission (or within some other mutually agreed upon timeframe). Notice of incompleteness shall identify specifically the deficiencies in the application which, if cured, would make the application complete. Upon notice of incompleteness, the timeline for a decision shall be tolled until the applicant re-submits to correct such deficiency. The City shall, within twenty (20) business days of re-submission, notify the applicant of continuing deficiencies or the application will be deemed complete. The timeline for a decision shall be likewise tolled during the additional re-submission deficiency period until the second resubmission.
- C. Approval Process. Administrative approval by the City.

6.01.10 Additional provisions for New Small Wireless Facilities outside City ROWs.

A. Development Standards:

1. Concealed and Non-concealed New Base Stations.

- a. Small wireless facilities shall be no larger in size than specified in the definition for these facilities in Section 7.01.02.
- b. Concealed new base station antenna and concealed wireless equipment associated with the facility is preferred over new non-concealed base stations.
- c. The top of the attached wireless facility antenna shall not be more than ten (10) feet above the existing or proposed building or structure.
- d. Concealed WF antennas, feed lines and ground related equipment shelters/cabinets shall be designed to architecturally match the façade, roof, wall, and/or structure on which they are affixed so that they blend with the existing structural design, color, and texture.
- e. A photo rendering shall be provided of the WF that depicts aesthetic features including, but not limited to, the use of colors, concealment, screening and buffering, with a before and after installation exhibit.
- f. When a new base station is located on a nonconforming building or structure, the existing permitted nonconforming setback shall prevail.
- g. To the extent possible, base stations should be located outside of the floodplain. Where it is not possible, placement shall comply with Fernandina Beach’s floodplain management ordinance and Land Development Code regarding floodplain and wetlands.

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- h. Base Stations cannot be located within wetlands, wetland transitional areas, or wetland buffers.
- 2. New Concealed Dual Purpose Tower
 - a. Small wireless facilities shall be no larger in size than specified in the definition for these facilities in Section 7.01.02.
 - b. Concealment design is required to minimize the visual impact of wireless communication facilities. For this reason, all new towers shall be a concealed dual-purpose wireless facility.
 - c. All new small wireless towers shall be designed with considerations of height, scale, color, texture and architectural design of the buildings where the new facility is proposed. All cables, conduits, electronics and wires shall be enclosed within the structure.
 - d. Neutral host antenna, smart poles and prefabricated multi-tenant dual-purpose type facilities are preferred. Applicants may seek a waiver of this requirement if they can demonstrate that there is no commercially available single antenna system, smart pole or multi-tenant dual purpose tower that can accommodate multiple wireless service providers.
 - e. Height: The total height including antenna shall not exceed thirty-five (35) feet.
- 3. New Non-concealed Tower
 - a. Small wireless facilities shall be no larger in size than specified in the definition for these facilities in Section 7.01.02.
 - b. A photo rendering shall be provided of the proposed antenna that depicts a before and after installation exhibit.
 - c. Height shall be limited to thirty (30) feet.
 - d. Neutral host antenna, smart poles and prefabricated multi-tenant dual-purpose facilities are preferred. Applicants may seek a waiver of this requirement if they can demonstrate that there is no commercially available single antenna system, smart pole or multi-tenant dual purpose tower that can accommodate multiple wireless service providers.
 - e. Wireless equipment (other than the antenna) associated with the facility to be located in accordance with the descending order of preference:
 - i. Concealed on the ground away from the tower;
 - ii. Concealed at the base of the tower;
 - iii. Non-concealed on the tower
 - iv. Non-concealed on the ground next to the tower or away from tower to be determined on a case by case basis depending on sidewalk and ROW width.

B. Approval Process.

- 1. The City's staff designee shall review and provide comment on any deficiencies in wireless facility applications in writing within thirty (30) days of submission or within some other mutually agreed upon time frame. The comment notice shall identify the deficiencies in the WF application, which, if cured, would make the application complete. The WF application shall be deemed complete on resubmission if the resubmitted materials cure the original deficiencies indicated by the City.

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2. If the City does not approve or deny the application following resubmission then the application shall be deemed approved within ninety (90) business days from the time the application is deemed complete or a mutually agreed upon time frame between the City and the applicant.
3. The City may deny an application on the basis that it does not meet any of requirements below:
 - a. The City's applicable codes;
 - b. Local code provisions or regulations that concern public safety, reasonable and nondiscriminatory concealment requirements
 - c. Historic preservation requirements.
4. If the ~~City denies~~City denies an application, then the City must:
5. Document the basis for a denial, including the specific code provisions on which the denial was based;
- c. Send the documentation to the applicant on or before the day the City denies an application. The applicant may cure the deficiencies identified by the City and resubmit the application within thirty (30) days of the denial without paying an additional application fee. The City shall approve or deny the revised application within thirty (30) days of the date on which the application was resubmitted. Any subsequent review shall be limited to the deficiencies cited in the prior denial.

6.01.11 Additional provisions for Small Wireless Facilities Outside City Rights-of Way in Single-Family Residential Districts.

A. General Development Standards - New Concealed Dual Purpose Tower

1. Small wireless facilities shall be no larger in size than specified in the definition for these facilities in Section 7.01.02.
2. Concealment design is required to minimize the visual impact of wireless facilities. For this reason, all new towers shall be a concealed dual-purpose wireless facility.
3. All new dual purpose towers shall be designed with considerations of height, scale, color, texture and architectural design of the buildings where the new facility is proposed. All cables, conduits, electronics and wires shall be enclosed within the structure.
4. Neutral host antenna, smart poles and prefabricated multi-tenant dual-purpose facilities are preferred.
5. Height: The total height of a new small wireless facility outside a City ROW in Single-Family Residential Districts, including antenna, shall not exceed thirty (30) feet.
6. To the extent possible, facilities should be located outside of the floodplain and wetland areas. Where it is not possible, placement shall comply with Fernandina Beach's floodplain management ordinance and Land Development Code regarding floodplain and wetlands.

- B. Approval Process. A new concealed small wireless tower under this subsection shall be reviewed and a decision rendered by the **Planning Advisory Board** issue a permit within ninety (90) business days of receipt of the application, subject to any applicable tolling for application deficiencies and resubmissions, so long as the applicant demonstrates that the facilities will be used, immediately upon completion of construction, to provide personal wireless services, or within such other mutually agreed upon time (Speculative towers without an associated wireless service provider are not entitled to review and decision within ninety (90)

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business days, or to any of the other protections of the Telecommunications Act). Construction permits issued for new concealed small wireless tower or base station shall be valid for a term of one hundred eighty (180) days and shall lapse and be void if construction of the contemplated concealed small wireless tower or base station is not completed within that time.

6.01.12 Additional provisions for new Macrocell Base Station Facilities

A. Development Standards.

1. Concealed new base stations are preferred over new non-concealed base stations per the siting preference matrix in Table 6.01.00(1).
2. The top of the attached wireless facility antenna shall not be more than ten (10) feet above the existing or proposed building or structure.
3. Concealed WF antennas, feed lines and ground related equipment shelters/cabinets shall be designed to architecturally match the façade, roof, wall, and/or structure on which they are affixed so that they blend with the existing structural design, color, and texture.
4. A photo rendering shall be provided of the WF that depicts aesthetic features including, but not limited to, the use of colors, concealment, screening and buffering, with a before and after installation exhibit.
5. When a new wireless facility base station is located on a nonconforming building or structure, the existing permitted nonconforming setback shall prevail.

B. Application Review Timelines.

1. City planning staff designee shall review and provide comment on any deficiencies in new base station WF applications in writing which shall be postmarked to the applicant within twenty (20) business days of submission or within some other mutually agreed upon time frame. The notice shall identify the deficiencies in the wireless facility application, which if cured, would make the application complete. The WF will be deemed complete on resubmission if the resubmitted materials cure the original deficiencies indicated by City.
2. If the City does not respond in writing to the applicant of an eligible facility collocation request within the specified timeframe, the application shall be deemed complete.
3. The City shall issue a written decision approving or denying an application request within ninety (90) business days of such application being deemed complete.
4. Approval Process. Administrative approval by the City.

6.01.13 Additional provisions for Outdoor Distributed Antenna System Hub

A. Development Standards.

1. Setbacks for outdoor distributed antenna system hub shelters/buildings shall meet the setback standards of the underlying zoning district.
2. Equipment shelters/building shall be architecturally compatible with the general character of the neighborhood and historic character, if applicable.
3. Equipment shelters/buildings/cabinets shall be screened with materials and colors consistent with the surrounding backdrop and/or textured to match the existing structure. The use of foliage and vegetation around ground equipment may be required based on conditions of the specific area where the ground equipment is to be located.

B. Application Review Timelines.

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1. The City shall review and provide comment on any deficiencies in new outdoor DAS hub applications in writing which shall be postmarked to the applicant within twenty (20) business days of submission or within some other mutually agreed upon time frame. The notice shall identify the deficiencies in the wireless facility application, which if cured, would make the application complete. The WF will be deemed complete on resubmission if the resubmitted materials cure the original deficiencies indicated by City.
2. If the City does not respond in writing to the applicant of an eligible facility collocation request within the specified timeframe, the application shall be deemed complete.
3. The City shall issue a written decision approving or denying an application request within ninety (90) business days of such application being deemed complete.

C. Approval Process. Administrative approval by the City

6.01.14 Supplemental Standards

A. Macrocell Facility Development Standards - New Concealed Dual Purpose Tower, New Non-concealed Tower and Replacement Tower

1. Visibility Concealed
 - a. New concealed wireless facility towers shall be designed to match adjacent structures and landscapes with specific design considerations such as architectural designs, height, scale, color, and texture with existing structures and landscapes on the property.
 - b. New antenna mounts shall be concealed and match the concealed WF tower.
 - c. In residential zoning districts, new concealed wireless facility towers shall only be permitted on lots whose principal use is not single-family residential, such as schools, churches, synagogues, fire stations, parks, and other public property.
2. Visibility Non-concealed - Monopoles only shall be allowed in the City.
3. Replacement – any replacement tower must achieve either the same level of visibility or less than the tower that it is replacing. A replacement for a concealed wireless facility must be concealed. A replacement of a non-concealed tower must be either concealed or a monopole type tower.
4. Height.
 - a. Where permitted new concealed towers in single-family districts shall be limited to 70'. Where permitted, new nonconcealed towers in single-family districts shall be limited to 60'.
 - b. Where permitted new concealed towers in non-single-family districts shall be limited to 120'. Where permitted, new nonconcealed towers in non-single-family districts shall be limited to 100'.
5. Setbacks. New towers shall be subject to the setbacks described below:
 - a. A concealed wireless facility may be constructed using breakpoint design technology (see 'Definitions'), in which case the minimum setback distance shall be equal to 110 percent (110%) of the distance from the top of the structure to the breakpoint level of the structure, or the minimum side and rear yard requirements, whichever is greater. Certification by a registered professional engineer licensed by the State of Florida of the breakpoint design and the design's fall radius must be provided together with the other information required herein from an applicant. (For example, on a 100-foot tall monopole with a breakpoint at eighty (80) feet, the minimum setback distance would be twenty-two (22) feet (110 percent of twenty (20) feet, the distance from the top of the monopole to the breakpoint) in addition to the minimum side or rear yard setback requirements for that zoning district.

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- b. For a non-concealed wireless facility tower or a concealed wireless facility tower not constructed using breakpoint design technology, the minimum setback distance shall be equal to the height of the proposed WF.
 - c. Nonconcealed towers shall be subject to the minimum setback distance required by the applicable zoning district.
 - d. Replacement towers shall be subject to the minimum setback distance imposed upon the tower being replaced.
6. Equipment cabinets and Equipment Shelters. Electronic equipment shall be contained in either (a) equipment cabinets or (b) equipment shelters. Equipment cabinets shall not be visible from pedestrian and ROW views. Equipment cabinets may be provided within the principal building on the lot, behind a screen on a rooftop, or on the ground within the fenced-in and screened equipment compound.
7. Fencing. All equipment compounds shall be enclosed with an opaque fence or masonry wall in residential zoning districts and in any zoning district when the equipment compound adjoins a public ROW. Alternative equivalent screening may be approved through the site plan approval process.
8. Equipment Compound. The fenced-in compounds shall not be used for the storage of any excess equipment or hazardous materials. No outdoor storage yards shall be allowed in a tower equipment compound. The compound shall not be used as habitable space.
9. Non-concealed towers: New antenna mounts shall extend no more than 10 feet from the tower structure, unless it is demonstrated through RF propagation analysis that compliance with this limitation will not meet the network objectives of the desired coverage area.
10. Balloon Test.
- a. New concealed and non-concealed wireless facility towers shall be configured and located in a manner that shall minimize adverse effects including visual impacts on the landscape and adjacent properties.
 - b. A balloon test shall be required subsequent to the receipt of the photo simulations in order to demonstrate the proposed height and concealment solution of the WF. The applicant shall arrange to raise a colored balloon no less than three (3) feet in diameter at the maximum height of the proposed tower, and within twenty-five (25) horizontal feet of the center of the proposed tower. The applicant shall meet the following for the balloon test:
 - i. Applicant must inform the City and abutting property owners in writing of the date and times, including alternative date and times, of the test at least fourteen (14) days in advance.
 - ii. A 3' by 5' sign with lettering no less than 3 inches high stating the purpose of the balloon test shall be placed at closest major intersection of proposed site.
 - iii. The date, time, and location, including alternative date, time and location, of the balloon test shall be advertised in a locally distributed paper by the applicant at least seven (7) but no more than fourteen (14) days in advance of the test date.
 - iv. The balloon shall be flown for at least four (4) consecutive hours during daylight hours on the date chosen. The applicant shall record the weather, including wind speed during the balloon test.
 - v. Re-advertisement will not be required if inclement weather occurs.
 - c. WFs shall be engineered and constructed for collocation as follows: 2 tenants between 80 and 100 feet, for 3 tenants between 101 and 120 feet in height, and for 4 tenants above 120 feet in height.
 - d. Grading shall be minimized and limited only to the area necessary for the new WF and equipment compound.
 - e. All landscaping shall be subject to Chapter 4 of the Land Development Code.

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6.01.15 Additional Submittal Requirements for Applications

A. Development Standards.

1. Simulated photographic evidence of the proposed tower and antenna appearance from any and all residential areas within 1,500 feet and vantage points approved by the City including the facility types the applicant has considered and the impact on adjacent properties including:
 - a. Overall height.
 - b. Configuration.
 - c. Physical location.
 - d. Mass and scale.
 - e. Materials and color.
 - f. Illumination.
 - g. Architectural design.
2. Applicant shall provide a written statement of proposed facility compliance with all applicable FCC rules and regulations.
3. A map of the same search ring submitted and used by the applicant's site locator with a statement confirming the same.
4. A map indicating applicant's existing RF signal propagation, a map indicating applicant's proposed new radio frequency (RF) signal propagation, and a map indicating the proposed facility's coverage area, which provides sufficient justification for the requested support structure height.
5. A map indicating applicant's existing RF signal propagation and a map indicating applications proposed new RF signal propagation.
6. A statement from the applicant providing information regarding justification for the proposed new WF facility.
7. An affidavit by a radio frequency engineer demonstrating compliance with the Permitted Use List (Table 6.01.00 (1)) of this Section and providing the qualifications of affiant. If a lower ranking alternative is proposed the affidavit must address why higher ranked options are not technically feasible, practical, and/or justified given the location of the proposed communications facility.
8. Statement as to the potential visual and aesthetic impacts of the proposed tower and equipment on all adjacent residential zoning districts.
9. Written statement by a registered professional engineer licensed by the State of Florida specifying the design structural failure modes of the proposed facility, if applicable.
10. A radio frequency propagation plot indicating the coverage of existing antenna sites, coverage prediction, and design radius, together with a certification from the applicant's radio frequency engineer that the proposed facility's coverage or capacity potential cannot be achieved by any higher ranked alternative such as a concealed facility, attached facility, replacement facility, collocation, or new tower and reasons why such alternative structures are unacceptable.
11. All other documentation, evidence, or materials necessary to demonstrate compliance with the applicable approval criteria set forth in this Ordinance.
12. Prior to issuance of a building permit, proof of FAA compliance with Subpart C of the Federal Aviation Regulations, Part 77, and "Objects Affecting Navigable Airspace," if applicable.
13. Proof of compliance with National Environmental Policy Act and National Historic Preservation Act.

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B. Application Review Timelines:

1. City planning staff designee shall review and provide comment on any deficiencies in new conditional use permit applications in writing which shall be postmarked to the applicant within twenty (20) business days of submission or within some other mutually agreed upon time frame.
2. The City shall issue a written decision approving or denying a conditional use permit application request within ninety (90) business days of such application being deemed complete.

C. Approval Process: A new conditional use permit application for a new macrocell facility in this section shall be reviewed and a decision rendered by the Board of Adjustment within ninety (90) business days of receipt of the application, subject to any applicable tolling for application deficiencies and resubmissions, so long as the applicant demonstrates that the facilities will be used, immediately upon completion of construction, to provide wireless communication services, or within such other mutually agreed upon time.

6.01.16 Additional provisions for Broadcast towers *outside the City ROWs* (subject to definitions in Sec. 6.01.00(C)).

A. Development Standards.

1. Broadcast Tower Determination of Need. No new broadcast towers shall be permitted unless the applicant demonstrates that no existing broadcast tower can accommodate the applicant's proposed use.
2. The zoning lot on which a broadcast facility is located shall have a minimum gross land area of one hundred fifty thousand (150,000) square feet.
3. Height. Height for broadcast towers shall be evaluated on a case-by-case basis; the determination of height contained in the applicant's FCC Form 351/352 construction permit or application for construction permit and an FAA determination of no hazard (FAA Form 7460/2) shall be considered prima facie evidence of the tower height required for such broadcast facilities.
4. Setbacks. New broadcast towers and anchors shall be setback a minimum of five hundred (500) feet from any single-family dwelling unit on same zone lot; and a minimum of 1 foot for every 1 foot of tower height from all adjacent lots of record.
5. Equipment Cabinets. Except for AM broadcast towers, cabinets shall not be visible from pedestrian views.
6. All landscaping shall be subject to Chapter 4 of the Land Development Code.
7. Fencing. All broadcast facility towers, AM antenna(s) towers, and guy anchors shall each be surrounded with an anti-climbing fence compliant with applicable FCC regulations.
8. Equipment Compound. The fenced in compounds shall not be used for the storage of any excess equipment or hazardous materials. No outdoor storage yards shall be allowed in a tower equipment compound. The compound shall not be used as habitable space.

B. Application Review Timelines.

1. City planning staff designee shall review and provide comment on any deficiencies in new broadcast tower applications in writing which shall be postmarked to the applicant within thirty (30) calendar days of submission or within some other mutually agreed upon time frame.
2. The City shall issue a written decision approving or denying an application request within one hundred fifty (150) calendar days of such application being deemed complete.

C. Approval Process. A new broadcast tower application shall be reviewed and a decision rendered by the Board of Adjustment as applicable within one hundred and fifty (150) days of receipt of the application, subject to

DRAFT Telecommunication Facilities Outside of Public ROW (6.01.00)

any applicable tolling for application deficiencies and resubmissions, so long as the applicant demonstrates that the facilities will be used, immediately upon completion of construction, to provide AM/FM/TV Broadcast services, or within such other mutually agreed upon time.

6.01.17 Appeals

- A. Appeals from Administrative Review Process Denials. Appeals from the Administrative Review Process shall be heard by the Board of Adjustment and subject to provisions in Chapter 11 of the City Land Development Code.
- B. Appeals from Board of Adjustment. BOA decision making go directly to circuit court.

6.01.18 Severability.

If any section, subsection, paragraph, sentence, clause or phrase of Section 6.01.00 of this Land Development Code is for any reason held by any court of competent jurisdiction to be unconstitutional or otherwise invalid, the validity of the remaining portions of Section 6.01.00 shall continue in full force and effect.

OFFICE USE ONLY

REC'D: _____ BY: _____

PAYMENT: \$ N/A TYPE: _____

APPLICATION #: _____

CASE #: 2019-05

BOARD MEETING DATE: APRIL 10, 2019



PLANNING ADVISORY BOARD APPLICATION

- | | |
|---|--|
| ☐ ZONING MAP AMENDMENT
(≤ 10 acres \$1,000 / > 10 acres \$2,000) | ☐ SUBDIVISION PLAT – PRELIMINARY
(≤ 20 units \$1,000 / > 20 units \$1,600) |
| ☒ LAND USE MAP AMENDMENT
(≤ 10 acres \$1,000 / > 10 acres \$2,000) | ☐ SUBDIVISION PLAT – FINAL (\$850) |
| ☐ LDC TEXT AMENDMENT (\$1,000) | ☐ VACATION OF R.O.W. (\$1,700) |
| ☐ COMP PLAN AMENDMENT (\$1,700) | ☐ VOLUNTARY ANNEXATION (\$1,500) |
| | ☐ Revision to each PAB Application
To offset additional display ad fee (\$400) |

APPLICANT INFORMATION

Owner Name: CITY OF FERNANDINA BEACH, FLORIDA

Mailing Address: 204 ASH STREET FERNANDINA BEACH, FLORIDA 32034

Telephone: 904-310-3100

Fax: _____

Email: DMARTIN@FBFL.ORG

Agent Name: _____

Mailing Address: _____

Telephone: _____

Fax: _____

Email: _____

PROPERTY INFORMATION

Street Address: N/A

Parcel Identification Number(s): _____

Lot Number: _____

Block Number: _____

Subdivision: _____

Section: _____

Township: _____

Range: _____

PROJECT INFORMATION

Total Number of Lots/Parcels: _____

Less than One (1) acre Sq. Footage: _____ One (1) Acre or Greater: _____

Existing Zoning Classification: _____

Existing Future Land Use Classification: _____

Previous Planning/Zoning Approvals: _____

Description of Request:

LAND DEVELOPMENT CODE TEXT AMENDMENTS (PAB CASE #: 2019-05): CITY OF FERNANDINA BEACH, FLORIDA REQUESTS LAND DEVELOPMENT CODE TEXT AMENDMENTS TO MODIFY THE REFERENCE DOCUMENT SPECIFIC TO AIRPORT DESIGN STANDARDS AS CONTAINED SECTION 4.02.03 AIRPORT ARCHITECTURE AND BUILDING DESIGN STANDARDS FOR DEVELOPMENT ON THE AIRPORT.

SIGNATURE/NOTARY

The undersigned states the above information is true and correct as (s)he is informed and believes.

4/2/19
Date

[Signature]
Signature of Applicant



STATE OF FLORIDA }
COUNTY OF NASSAU } ss

Subscribed and sworn to before me this 3rd day of April, 2019.

[Signature]
Notary Public: Signature

Nicole Bednar
Printed Name

Feb. 2, 2020
My Commission Expires

Personally Known X OR Produced Identification _____ ID Produced: _____

Architecture and Building
Design Standards for Development on the Airport
(Included within Land Development Code by Reference)

2/4/2019 Clean Draft

(A table of contents will be developed after final formatting. *Editor's Note)

For purposes of this document the City shall be the City of Fernandina Beach and the airport shall be Fernandina Beach Municipal Airport.

These architecture and building design standards shall be applied to airport construction or improvement on or within Fernandina Beach Municipal Airport property boundary as shown on Figure 2-18 of the Airport Master Plan dated September 2015. These design standards have been incorporated by reference into the Airport Overlay section of the City of Fernandina Beach Land Development Code. The City of Fernandina Beach Land Development Code applies to all tenant and lessee construction on the Airport. These design standards are used by the City's Technical Review Committee (TRC) as its basis for beginning the approval process for any construction on the Airport. All construction must meet current adopted Florida Building Codes, City Building Ordinances, and National Fire Prevention Association (NFPA) requirements. In cases of conflict with other City codes or regulations, the more stringent provisions shall apply.

Approvals and Submittals Required:

1. No building nor any improvement shall be erected, placed, or altered on any building site at the Airport until the plans for such building or improvement, including site plan, landscape plan, building plans and specifications have been approved by the City.
2. Approval or disapproval of such plans shall be with respect to conformity with these restrictions and other applicable ordinances and requirements of the City and with respect to harmony of external design and land use as it effects property within and adjacent to the Airport.
3. Building plans shall be in conformance with all Federal, State, County and City laws and ordinances, and shall conform to the most recent FAA approved Airport Layout Plan.
4. An FAA Form 7460, *Notice of Proposed Construction*, shall be submitted to FAA for review and shall be approved by the FAA prior to start of construction.
5. No construction, including site improvements, shall be undertaken without first receiving all applicable City Land Development Orders.
6. Submittal requirements for review include a site plan, landscaping plan, and building plan and shall also include the following components listed below and/or any other submittals referenced within these design standards:
 - a. Drainage plan indicating predevelopment flow and contours/elevations of proposed development parcel as well as adjacent parcel(s).
 - b. Roof drainage and a soil erosion control plan shall be indicated on plan submittal.
 - c. For hangar development, a proposed thickness and weight bearing of the hangar floor shall be indicated on the site plan, and shall be of sufficient thickness/weight bearing for the largest aircraft that could use the hangar.
 - d. All antennas, satellite dishes, and similar equipment shall be indicated on the site plan to include proposed location and height.

- e. Proposed signage shall be indicated on the site plan and shall specify sign placement, height, and design.
- f. All plan submittals shall include sufficient detailed information on all utility designs and design loads.
- g. The location of any proposed outside storage areas shall be indicated on a site plan with proposed screening materials.
- h. Plan submittals shall include proposed exterior lighting location and light intensity.
- i. A vehicle parking plan shall be identified on the site plan in compliance with requirements outlined further within these design standards.

Variances:

The City, through the Board of Adjustments, shall consider and may grant a variance to these covenants, conditions and restrictions. Request for variance must include a full explanation as to why these codes or requirements cannot be fully met.

Occupancy:

No occupancy of any building shall be permitted before the building is completed and a certificate of occupancy is issued.

Setbacks:

- 1. The City will determine setback distances for construction based on FAA advisory circulars and/or regulations, the most recent FAA approved Airport Layout Plan and other City regulations that may be enacted from time to time.
- 2. No part or portion of any building shall be erected, constructed, or extended into any setback area.
- 3. No building construction equipment or materials shall be staged, placed, or operated in a manner that impedes the movement of aircraft along taxilanes or taxiways or encroaches into a safety or object free areas without the prior permission of the City.
- 4. The minimum building setback shall be 25 feet from any adjacent ground lease boundary.
- 5. Minimum building separation requirements shall be complied with as set forth by the current-State of Florida-adopted version of the National Fire Protection Agency (NFPA) 409, *Standard on Aircraft Hangars*, irrespective of ground lease boundary line location.
- 6. Adjoining hangars sharing a common center wall shall be built by the same lessee. Such hangars shall have a minimum 25 foot side building setback on all unattached sides from the ground lease boundary line.

Drainage:

- 1. A drainage plan shall be submitted indicating pre-development stormwater flow, contours/elevations of the proposed development site, and elevations of adjacent property or parcels.
- 2. Drainage shall not negatively impact adjacent properties or leaseholds and shall flow into the airport's natural or developed drainage.
- 3. The elevation of the lot shall not be changed so as to materially affect the drainage pattern of the surrounding lots.
- 4. Drainage from roofs shall not create erosion or affect adjacent properties or leaseholds. Perimeter roof drainage with gutter and downspouts shall be required.
- 5. Roof drainage and a soil erosion control plan shall be indicated on plan submittal.

Hangars/Buildings:

- 1. Aircraft hangars constructed under these standards shall only be for use or uses authorized under a ground lease from the City. Stand-alone non-hangar buildings within the area of the airport designated as aeronautical use on the most recent FAA approved Airport Layout Plan shall only be used for an aeronautical use approved under a ground lease from the City.

2. Outbuildings may be permitted as an ancillary to the primary building. An outbuilding must be attached or in near proximity to the primary building. Such outbuildings must be directly related to the operation of the primary building and limited to office(s), storage area, or related work area.
3. For multiple nested hangars with no direct road access, such as T-Hangars, the location of the hangar door designates the front of the building. For stand-alone hangars constructed on a named access road, the front of building shall be the side facing the nearest access road upon which the address is affixed
4. The minimum bulk hangar size allowed shall be 1,600 square feet, unless otherwise approved by the City Manager or designee subject to grant assurances provided to the FAA and FAA regulations, and may be private or City construction.
5. T-hangars shall only be constructed by the City.
6. All hangars must have a concrete finished and sealed floor. The proposed thickness and weight bearing of the floor must be indicated on the site plan and be sufficient for the largest aircraft that could use the hangar.
7. Any hangar constructed, unless an individual hangar or separated hangar units within a structural building and built for non-commercial use only and not exceeding 2,000 square feet per unit or individual hangar, requires an oil/water separator to discharge water and oil by-products, as appropriate, into either a sanitary sewer or into a holding tank.
8. Hangars/buildings shall meet all appropriate fire codes for the proposed use of the building.
9. No residential occupancy is permitted within any building constructed on airport property.
10. Maximum building height is 45 feet or an elevation lower than imaginary surfaces outlined in Federal Regulation Title 14 Part 77, *Safe, Efficient Use and Preservation of Navigable Airspace*, at the development site location, whichever is lower.
11. Roof materials shall be non-reflective, not create glare, and be of a type, style and color approved by the City.
12. Open sided structures may be authorized if approved by the City Manager or designee based upon type, style, structural integrity, and proposed location.
13. No alterations or additions to the exterior or interior of a building shall be accomplished without first obtaining all required City permits.
14. All antennas, satellite dishes, and similar equipment, shall be indicated on the site plan and shall include the proposed installation location and height.

Signage:

1. All signs must adhere to the requirements specified in the City's Sign Code. All hangar sign plans and sign proposals shall be submitted to the City for review and approval prior to construction or installation.
2. Additional address signage may be required to be displayed if required by City emergency service providers.
3. Signs, lettering, designs, or other graphics shall not be placed, painted or otherwise located on roofs.

Aprons/Pavement:

1. Taxilanes within hangar areas provided by the City are generally designed to accommodate an aircraft with a wing span no greater than 49 feet. Facilities designed for larger wingspan aircraft shall provide direct access to taxiways, unless otherwise approved by the City Manager or designee subject to grant assurances provided to the FAA and FAA regulations.
2. Entrance pavement is required from the hangar door to the taxilane or taxiway, shall be at least 20 feet wide.

3. All required apron/ramp areas shall be constructed to remain outside the taxilane or taxiway object free area except for the entrance pavement required in 2 above.
4. Apron space between the hangar and the adjacent taxilane or taxiway shall be sufficient to support the proposed use and potential future use of the hangar. The design of the apron is subject to review and approval by the City.
5. All airside leasehold pavements must be of sufficient quality and weight bearing capacity for the largest aircraft that could be hangared on the leasehold and shall be designed for a minimum 20 year life using any applicable current FAA standards.
6. Landside pavements shall be designed per the City's Local Development Orders.
7. Any permitted airside vehicle access routes are to be a minimum of 12 feet wide.

Utilities:

1. Extension of Utilities to the proposed facilities shall be the financial responsibility of the Lessee.
2. All plan submittals shall include sufficient detailed information on all utility designs and design loads.
3. Work shall not commence until approval has been received by the City and all permits have been received.
4. Plan submittals shall indicate above ground utilities such as, but not limited to, condensers and transformers.
5. Sewer, gas, water, electric, and communication utilities shall be located underground.
6. The Lessee shall be responsible to restore all areas disturbed during the utility installation including pavement and grass areas.
7. All electrical wiring shall be in conduit and placed underground from the electrical power source to the hangar/building.
8. Septic tanks are not authorized for use on the airport.

Hangar Doors:

1. Types (Bi-fold, Hydraulic single swing, Track Mounted/rolling, accordion).
2. Hangar door clear opening shall be:
 - a. Horizontal – equal to or greater than 80% of the width of the side of the hangar where the door is located (I.E. building width of 100 feet, hangar door clear opening shall be a minimum of 80 feet), or equal to or greater than 80% the total width of individual T-Hangar or shared wall hangar units.
 - b. Vertical – For a hangar door width of:
 - i. Less than 40 feet, minimum door height shall be 14 feet
 - ii. 40 feet up to 50 feet, minimum door height shall be 16 feet
 - iii. 50 feet up to 60 feet, minimum door height shall be 20 feet
 - iv. 60 feet up to 70 feet, minimum door height shall be 24 feet
 - v. 70 feet up to 80 feet, minimum door height shall be 26 feet
 - vi. greater than 80 feet, minimum door height shall be 26 feet
3. All hangar doors shall be installed in such a manner as to not obstruct the movement of any aircraft on an adjacent taxiway or taxilane or of another airport tenant outside the leased premises.

Hangar/Building Characteristics:

1. At least one bathroom facility is required for any stand-alone commercial use hangar or building. The bathroom facility must be constructed to be American Disabilities Act (ADA) compliant as required by local building code.
2. For non-commercial use hangars, bathroom facilities are required when:
 - There is no public use restroom within 400 feet of the proposed hangar development as measured by linear feet distance from the closest exterior wall of the proposed hangar

- development to the closest exterior or interior wall of any existing public restroom, or
- The proposed development consists of, or will result in, more than 24 t-hangars in a specific location without access to a public use restroom, or
 - The proposed development will be a single hangar larger than 12,000 SF, or
 - The proposed development will be a divided hangar with more than 25,000 SF of total space.
3. Hangar/building materials shall be a metal building or concrete block or related material. Wood buildings are prohibited. The roof may be aluminum if coated with a non-glare substance.
 4. Hangar/buildings that produce glare or other effects that are hazardous to aircraft operation shall not be permitted.
 5. Hangar/building colors shall be neutral tones.
 6. The location of outside storage areas and the materials required for screening shall be included on the site plan submitted by lessee. All materials used for screening shall be opaque and the same as or similar to the main or primary building, or by installation of berms and landscaping acceptable to the City.
 7. Hangars shall have a fire suppression system, if required, as prescribed in the current current-State of Florida-adopted version of the National Fire Protection Agency (NFPA) 409, *Standard on Aircraft Hangars*.
 8. All mechanical equipment shall be housed within the building when possible or screened as defined in 6 above. When roof mounted equipment is required, it must be concealed by parapet walls sufficient to screen the equipment but no more than 42". Such parapet does not count against building height restriction as long as there is no violation of imaginary surfaces described in Federal Regulation Title 14 Part 77, *Safe, Efficient Use and Preservation of Navigable Airspace*. Plumbing vents are the only non-screened roof penetrations allowed.
 9. Any exterior equipment shall be enclosed or screened so as to be an integral part of the architectural design and not in public view.
 10. Any hangar or building abutting a part of the Airport Operation Area (AOA) is also considered part of the security fence system. Such hangar or building shall provide the only entrance to the airside operations area unless approved by the City Manager or designee subject to grant assurances provided to the FAA and FAA regulations.. In addition lessee shall provide a chain link fence without gates separating the airside and the landside with not less than 6 feet chain link with 3 strand barbed wire on top between buildings to the property line to establish a security perimeter. If landscape screening is provided, it shall be located on the landside and no closer than 6 feet from the fence and maintained in a manner to preclude overgrowth onto the security fence.
 11. The outside storage of hazardous materials or hazardous waste shall be prohibited as identified in the Airport Rules and Regulations.
 12. Adequate lighting sufficient for safety and security is required and shall be installed on the building for both airside and landside areas and in general shall be uniform in style as determined by the City. Light fixtures that face a taxilane or taxiway shall not exceed 0.5 foot-candles at the edge of the taxilane or taxiway. Plan submittal shall include exterior lighting information including location. All lighting shall conform to the current City ordinance and the City's specifications and standards for off-street parking areas.

Landscaping:

1. Landscaping within the Airport Operation Area for non-building and non-pavement areas shall have as a minimum natural ground covering and is limited to grass or very low lying vegetation for unpaved areas. No trees or shrubbery shall be permitted within the Airport Operation Area (within the airport security or perimeter fence.)
2. All gross land area of a development site that is not paved or building shall be landscaped and can include grass or ground cover. The landscaped areas outside the AOA (outside the airport perimeter fence) shall be located on the site in such a manner as to maximize preservation of existing trees with priority given to specimen trees. Such landscaping should not be on the airfield side of any hangar or building construction that is not accessible by the public.
3. Landscaping shall not block sight distance or pose a traffic hazard.
4. All grass, trees, and shrubbery must be kept in good appearance at all times. If the Lessee fails to maintain these areas the City reserves the right to maintain or remove them at an additional cost to the Lessee.

Automobile Parking:

1. All parking shall be identified in the site plan.
1. Parking shall not be established or designated along the front of a building if the front of the building is on the airside of the airport.
2. Vehicle parking spaces shall be sized and marked in accordance with requirements outlined within the current Fernandina Beach Land Development Code.
3. Commercial use of a hangar must comply with the quantity, sizing, and marking of ADA parking spaces outlined within the current Fernandina Beach Land Development Code.
4. Parking Spaces Required By Facility Type:

Box Hangar (Aircraft Storage Only)	
1 Space per 1,500 square feet of hangar floor space (5 minimum) rounded up to the next space	
Sample: 8,000 sq/ft hangar would require 6 parking spaces	
Box Hangar W/Office or Maintenance Space	
1 Space per 1,500 sq/ft of hangar floor space (5 minimum)	and
1 Space per 200 sq/ft of office space (5 minimum)	and
1 space per 750 sq/ft of maintenance/shop space (5 minimum)	and
Sample: 8,000 sq/ft hangar (6) and 2,000 sq/ft of office (10) would need 16 spaces	
T-Hangar or Shared Wall Box Hangars w/individual unit size not exceeding 40'x40'	
1 space for 50% of units rounded up to the next space	
GA Terminal/FBO Building	
1 Space per 300 sq/ft of office space (5 minimum)	
Airport Administrative Building	
1 Space per 300 sq/ft of office space (5 minimum)	
MES Building	
1 Space per vehicle bay	and
1 space per 750 sq/ft of maintenance/shop space (5 minimum)	and
Example: a MES building with four bays (4) and 810 sq/ft of shop space would need 9 spaces	

5. All parking areas shall have car stops or curbs placed at least five feet from the closest sidewalk, hangar or building.
6. All parking areas shall be setback at least 10 feet from the lessee's lease lines.

Compliance with Building Codes

The building codes and restrictions for buildings and structures at the Airport shall run with the land and be binding to all parties and all persons on Airport property.

All buildings constructed, erected, or placed upon any lot within the borders of the Airport shall conform to all government zoning and use requirements.

All Building and structures shall comply with all current federal, state and local requirements.

Refuse

Where necessary, dumpster enclosures shall be constructed at the rear of a structure/site and should be enclosed with an opaque wall constructed of a material that is the same as, or similar to, the primary building structure and have gates made of metal.

Architecture and Building

Design Standards for Development on the Airport

(Included within Land Development Code by Reference)

For purposes of this document the City shall be the City of Fernandina Beach and the airport shall be Fernandina Beach Municipal Airport.

These architecture and building design standards shall be applied to airport construction or improvement on or within Fernandina Beach Municipal Airport boundaries. These design standards have been incorporated by reference into the Airport Overlay section of the City of Fernandina Beach Land Development Code. The City of Fernandina Beach Land Development Code applies to all tenant and lessee construction on the Airport. These design standards are used by the City's Technical Review Committee (TRC) as its basis for beginning the approval process for any construction on the Airport. All construction must meet current adopted Florida Building Codes, City Building Ordinances, and National Fire Prevention Association (NFPA) requirements. In cases of conflict with other City codes or regulations, the more stringent provisions shall apply ~~unless specifically addressed within the terms of any written agreement with the City.~~

Approvals and Submittals Required:

1. No building nor any improvement shall be erected, placed, or altered on any building site at the Airport until the plans for such building or improvement, including site plan, landscape plan, building plans and specifications have been approved by the City.
2. Approval or disapproval of such plans shall be with respect to conformity with these restrictions and other applicable ordinances and requirements of the City and with respect to harmony of external design and land use as it effects property within and adjacent to the Airport.
3. Building plans shall be in conformance with all Federal, State, County and City laws and ordinances, and shall conform to the most recent FAA approved Airport Layout Plan.
4. An FAA Form 7460, Notice of Proposed Construction, shall be submitted to FAA for review and shall be approved by the FAA prior to start of construction.
5. No construction, including site improvements, shall be undertaken without first receiving all applicable City Land Development Orders.
6. Submittal requirements for review include a site plan, landscaping plan, and building plan and shall also include the following components listed below and/or any other submittals referenced within these design standards:
 - a. Drainage plan indicating predevelopment flow and contours/elevations of proposed development parcel as well as adjacent parcel(s).
 - b. Roof drainage and a soil erosion control plan shall be indicated on plan submittal.
 - c. For hangar development, a proposed thickness and weight bearing of the hangar floor shall be indicated on the site plan, and shall be of sufficient thickness/weight bearing for the largest aircraft that could use the hangar.
 - d. All antennas, satellite dishes, and similar equipment shall be indicated on the site plan to include proposed location and height.
 - e. Proposed signage shall be indicated on the site plan and shall specify sign placement, height, and design.
 - f. All plan submittals shall include sufficient detailed information on all utility designs and design loads.

Comment [NC1]: New Section

- g. The location of any proposed outside storage areas shall be indicated on a site plan with proposed screening materials.
- h. Plan submittals shall include proposed exterior lighting location and light intensity.
- i. A vehicle parking plan shall be identified on the site plan in compliance with requirements outlined further within these design standards.

Variances:

The City, through the Board of Adjustments, shall consider and may grant a variance to these covenants, conditions and restrictions. Request for variance must include a full explanation as to why these codes or requirements cannot be fully met.

Comment [NC2]: New Section

Occupancy:

No occupancy of any building shall be permitted before the building is completed and a certificate of occupancy is issued.

Comment [NC3]: New Section

Setbacks:

1. The City will determine setback distances for construction based on FAA advisory circulars and/or regulations, the most recent FAA approved Airport Layout Plan and other City regulations that may be enacted from time to time.
2. No part or portion of any building shall be erected, constructed, or extended into any setback area.
3. No building construction equipment or materials shall be staged, placed, or operated in a manner that impedes the movement of aircraft along taxilanes or taxiways or encroaches into a safety or object free areas without the prior permission of the City.
4. The minimum building setback shall be 25 feet from any adjacent ground lease boundary.
5. Minimum building separation requirements shall be complied with as set forth by the current-State of Florida-adopted version of the National Fire Protection Agency (NFPA) 409, *Standard on Aircraft Hangars*, irrespective of ground lease boundary line location.
6. Adjoining hangars sharing a common center wall shall be built by the same lessee. Such hangars shall have a minimum 25 foot side building setback on all unattached sides from the ground lease boundary line.

Comment [NC4]: New Section

Drainage:

1. A drainage plan shall be submitted indicating pre-development stormwater flow, contours/elevations of the proposed development site, and elevations of adjacent property or parcels.
2. Drainage shall not negatively impact adjacent properties or leaseholds and shall flow into the airport's natural or developed drainage.
3. The elevation of the lot shall not be changed so as to materially affect the drainage pattern of the surrounding lots.
4. Drainage from roofs shall not create erosion or affect adjacent properties or leaseholds. Perimeter roof drainage with gutter and downspouts shall be required.
5. Roof drainage and a soil erosion control plan shall be indicated on plan submittal.

Comment [NC5]: New Section

Hangar/Building on any Area of the Airport~~Hangars/Buildings:~~

- ~~1. A primary building is an aircraft hangar with use as addressed in the lease.~~
- ~~1. Stand alone non hangar buildings are not permitted within the airport perimeter fence unless for aeronautical use and/or approved by City.~~
1. Aircraft hangars constructed under these standards shall only be for use or uses authorized under a ground lease from the City. Stand-alone non-hangar buildings within the area of the airport designated as aeronautical use on the most recent FAA approved Airport Layout Plan shall only be used for an aeronautical use approved under a ground lease from the City.
2. Outbuildings may be permitted as an ancillary to the primary building. An outbuilding must be attached or in near proximity to the primary building. Such outbuildings must be directly related to the operation of the primary building and limited to office(s), storage area, or related work area.

3. For multiple nested hangars with no direct road access, such as T-Hangars, the location of the hangar door designates the front of the building. For stand-alone hangars constructed on a named access road, the front of building shall be the side facing the nearest access road upon which the address is affixed
4. ~~The location of the hangar door designates the front of the building.~~
4. The minimum bulk hangar size allowed shall be 1,600 square feet, unless otherwise approved by the City Manager or designee subject to grant assurances provided to the FAA and FAA regulations, and may be private or City construction.
5. T-hangars shall only be constructed by the City.
6. ~~Minimum bulk hangar size is 40 x 40 feet (1,600 square feet) and may be private or City construction; t-hangar construction permitted only by City.~~
6. All hangars must have a concrete finished and sealed floor. The proposed thickness and weight bearing of the floor must be indicated on the site plan and be sufficient for the largest aircraft that could use the hangar.
7. ~~Any hangar must have a concrete floor; any building must have finished flooring.~~
7. Any hangar constructed, unless an individual hangar or separated hangar units within a structural building and built for non-commercial use only and not exceeding 2,000 square feet per unit or individual hangar, requires an oil/water separator to discharge water and oil by-products, as appropriate, into either a sanitary sewer or into a holding tank.
8. Hangars/buildings shall meet all appropriate fire codes for the proposed use of building.
9. No residential occupancy is permitted.
10. Maximum building height is 45 feet or an elevation lower than imaginary surfaces outlined in Federal Regulation Title 14 Part 77, *Safe, Efficient Use and Preservation of Navigable Airspace*, at the development site location, whichever is lower.
11. ~~Maximum building height is 45 feet. New construction may require a Form 7460 be submitted to FAA for review.~~
11. ~~Since roofs are highly visible from aircraft using the Airport, roofs shall be attractively designed and constructed. Signs, lettering, designs, or other graphics shall not be placed, painted or otherwise located on roofs.~~
11. Roof materials shall be non-reflective, not create glare, and be of a type, style and color approved by the City.
12. Open sided structures may be authorized if approved by the City Manager or designee based upon type, style, structural integrity, and proposed location.
13. No alterations or additions to the exterior or interior of a building shall be accomplished without first obtaining all required City permits.
14. All antennas, satellite dishes, and similar equipment, shall be indicated on the site plan and shall include the proposed installation location and height.

~~Roof materials shall be non-reflective, not create glare, and be of a neutral color.~~

Signage:

Comment [NC6]: New Section

1. All signs must adhere to the requirements specified in the City's Sign Code. All hangar sign plans and sign proposals shall be submitted to the City for review and approval prior to construction or installation.
2. Additional address signage may be required to be displayed if required by City emergency service providers.
3. Signs, lettering, designs, or other graphics shall not be placed, painted or otherwise located on roofs.

Aprons/Pavement:

1. Taxi lanes within hangar areas provided by the City are generally designed to accommodate an aircraft with a wing span no greater than 49 feet. Facilities designed for larger wingspan aircraft shall have direct access to taxiways, unless otherwise approved by the City Manager or designee subject to grant assurances provided to the FAA and FAA regulations.
2. Entrance pavement is required from the hangar door to the taxilane or taxiway, shall be at least 20 feet wide.
3. Pavement, at a minimum, is required from the hangar door to the taxi lane or taxiway and shall be at least 20 feet wide.
3. All required apron/ramp areas shall be constructed to remain outside the taxilane or taxiway object free area except for the entrance pavement required in 2 above.
4. Under no circumstances shall required apron/ramp areas encroach into the taxi lane or taxiway objective free area (TOFA) except for the entrance pavement.
4. Apron space between the hangar and the adjacent taxilane or taxiway shall be sufficient to support the proposed use and potential future use of the hangar. The design of the apron is subject to review and approval by the City.
5. Any individual hangar having less than 3,000 square feet shall have an area available for an apron between the hangar door and the taxi lane or taxiway object free area (TOFA), at a minimum, equal to the distance of the depth of its hangar floor area.
5. Any hangar having 3,000 square feet or greater but not more than 7,999 square feet of hangar floor space shall have an area available for an apron between the hangar door and the taxi lane or taxiway object free area (TOFA), at a minimum, of a size at least 50% of its hangar floor area.
5. Any hangar with 8,000 square feet or greater of hangar floor space shall have an area available for an apron between the hangar door and the taxi lane or taxiway object free area (TOFA), at a minimum, of a size at least 75% of its hangar floor area.
5. Sidewalks are permitted only to provide for internal circulation on leasehold property.
5. All airside leasehold pavements must be of sufficient quality and weight bearing capacity for the largest aircraft that could be hangared on the leasehold and shall be designed for a minimum 20 year life using any applicable current FAA standards.
6. Landside pavements shall be designed per the City's Local Development Orders.
7. Airside pavement shall have a compatible look and performance as to any airport taxi lanes/taxiways/apron to which it may abut. All leasehold pavement must be of sufficient quality and weight bearing capacity for the aircraft to be parked on the leasehold.
7. Landside pavement shall have a compatible look and performance as to any street/driveway pavement it shall abut.
7. All pavements shall be designed for a minimum 20 year life using the following guidelines
 - 7.—airside to meet FAA standards for the aircraft to be parked and landside to meet

~~equivalent axle load projections.~~

7. Any permitted airside access routes are to be a minimum of 12 feet wide.

Utilities:

1. Extension of Utilities to the proposed facilities shall be the financial responsibility of the Lessee.
2. All plan submittals shall include sufficient detailed information on all utility designs and design loads.
3. Work shall not commence until approval has been received by the City and all permits have been received.
4. Plan submittals shall indicate above ground utilities such as, but not limited to, condensers and transformers.
5. Sewer, gas, water, electric, and communication utilities shall be located underground.
6. The Lessee shall be responsible to restore all areas disturbed during the utility installation including pavement and grass areas.
7. All electrical wiring shall be in conduit and placed underground from the electrical power source to the hangar/building.
8. Septic tanks are not authorized for use on the airport.

Comment [NC7]: New Section

Hangar Doors:

1. Types (Bi-fold, Hydraulic single swing, Track Mounted/rolling, accordion).
2. Hangar door clear opening shall be:
 - a. Horizontal – equal to or greater than 80% of the width of the side of the hangar where the door is located (I.E. building width of 100 feet, hangar door clear opening shall be a minimum of 80 feet), or equal to or greater than 80% the total width of individual T-Hangar or shared wall hangar units.
 - b. Vertical – For a hangar door width of:
 - i. Less than 40 feet, minimum door height shall be 14 feet
 - ii. 40 feet up to 50 feet, minimum door height shall be 16 feet
 - iii. 50 feet up to 60 feet, minimum door height shall be 20 feet
 - iv. 60 feet up to 70 feet, minimum door height shall be 24 feet
 - v. 70 feet up to 80 feet, minimum door height shall be 26 feet
 - vi. greater than 80 feet, minimum door height shall be 26 feet
3. All hangar doors shall be installed in such a manner as to not obstruct the movement of any aircraft on an adjacent taxiway or taxilane or of another airport tenant outside the leased premises.

Comment [NC8]: New Section.

Leasehold Size:

~~Parcel length is determined from edge of taxi lane or taxiway object free area (TOFA) to edge of roadway or established property line unless parcel already plotted.~~

~~Minimum parcel width is determined by width of hangar/out buildings coupled with required setbacks unless parcel already plotted.~~

~~Should a hangar back up to another hangar or building there are minimum separation requirements set forth by NFPA 409 standards irrespective of lease line location from back of hangar or outbuilding (from whichever structure may extend out furthest).~~

~~Individually built hangars shall have a minimum 25 foot setback on each side or side of outbuilding (from whichever structure may extend out furthest) to establish the side yard and minimum leasehold area unless one side abuts the runway restriction line.~~

~~Adjoining hangars sharing a common center wall shall be built by the same lessee. Such hangars shall have a minimum 25 foot side setback on the unattached opposite side from parcel property line. Adjoining hangar aprons may or may not abut to each other.~~

Comment [NC9]: Section deleted. Parcel setback requirements moved to new setback section.

Hangar/Building Characteristics:

1. ~~At least one bathroom facility is required for any stand-alone commercial use hangar or building. The bathroom facility must be constructed to be American Disabilities Act (ADA) compliant as required by local building code.~~
2. ~~At least one toilet is required for any stand-alone hangar/outbuilding development whether personal or commercial use. Any commercial use of building will require the toilet to be American Disabilities Act (ADA) compliant as required by local building code.~~
2. For non-commercial use hangars, bathroom facilities are required when:
 - There is no public use restroom within 400 feet of the proposed hangar development as measured by linear feet distance from the closest exterior wall of the proposed hangar development to the closest exterior or interior wall of any existing public restroom, or
 - The proposed development consists of, or will result in, more than 24 t-hangars in a specific location without access to a public use restroom, or
 - The proposed development will be a single hangar larger than 12,000 SF, or
 - The proposed development will be a divided hangar with more than 25,000 SF of total space.
3. Hangar/building materials shall be a metal building or concrete block or related material. ~~No wood or aluminum. Wood buildings are prohibited.~~ The roof may be aluminum if coated with a non-glare substance.
4. Hangar/building materials that produce glare or other effects that are hazardous to aircraft operation shall not be permitted.
5. Hangar/building colors shall be neutral tones.
6. The location of outside storage areas and materials used for screening shall be a part of the site plan submitted by lessee. All materials used for screening shall be opaque and ~~be~~ the same as or similar to the main or primary building, or by installation of berms and landscaping acceptable to the City.
5. ~~(All electrical wiring shall be in conduit and placed underground from the electrical power source to the hangar/building.)~~
5. ~~Hangars shall have a fire suppression system, if required, as prescribed in the current current-State of Florida-adopted version of the National Fire Protection Agency (NFPA) 409, Standard on Aircraft Hangars.~~
6. ~~Any hangar over 10,000 square feet will require an approved NFPA sprinkler system.~~
6. All mechanical equipment shall be housed within the building when possible or screened as defined in section 6 above. When roof mounted equipment is required, it must be concealed by parapet walls sufficient to screen the equipment but no more than 42". Such parapet does not count against building height restriction as long as there is no penetration/violation of imaginary surfaces described in Federal Regulation Title 14 Part 77, Safe, Efficient Use and Preservation of Navigable Airspace. Plumbing vents are the only non-screened roof penetrations allowed.
7. Any exterior equipment shall be enclosed or screened so as to be an integral part of the architectural design and not in public view. Large pieces of equipment shall be located at ground level.
8. Any hangar or building abutting or a part of the Airport Operation Area (AOA) is also considered part of the security fence system. Such hangar or building shall provide the only

Comment [NC10]: Moved under utility section.

entrance ~~through the security fencing to the airside operations area~~ unless approved by the City ~~Manager or designee subject to grant assurances provided to the FAA and FAA regulations~~. In addition lessee shall provide a chain link fence without gates separating the airside and the landside with not less than 6 feet chain link ~~with 3 strand barbed wire on top vinyl encased black~~ between buildings to the property line to establish a security perimeter. If landscaping screening is provided, it shall be located on the landside and no closer than 6 feet from the fence and maintained in a manner to preclude overgrowth of the security fence.

9. The outside storage of hazardous materials or hazardous waste shall be prohibited as identified in the Airport Rules and Regulations.
10. Adequate lighting ~~sufficient for safety and security is required and shall be installed on the building for both airside and landside areas and in general shall be uniform in style as determined by the City. Light fixtures that face a taxilane or taxiway shall not exceed 0.5 foot-candles at the edge of the taxilane or taxiway. Plan submittal shall include exterior lighting information including location. All lighting shall conform to the current City ordinance and the City's specifications and standards for off-street parking areas.~~ required for both airside and landside and in general shall be uniform style as determined by the City.

Landscaping:

1. Landscaping within the Air Operations Area for non-building and non-pavement areas shall have as a minimum natural ground covering and is limited to grass or very low lying vegetation for unpaved areas. ~~For safety reasons no~~No trees or shrubbery shall be permitted within the air operations area (within the airport security or perimeter fence.)
2. At least 20% of the total gross land area of a development site shall be landscaped and can include grass or ground cover for the calculation. ~~The landscaped areas outside the AOA (outside the airport perimeter fence) shall be located on the site in such a manner as to maximize preservation of existing trees with priority given to specimen trees. Such landscaping should not be on the airfield side of any hangar or building construction that is not accessible by the public.~~The landscaped areas shall be located—on
2. the site in such manner as to maximize preservation of existing trees with priority given to specimen trees. Such landscaping should not be on the airfield side of any hangar or building construction that is not accessible by the public.
2. Landscaping shall not block sight distance or pose a traffic hazard.
3. ~~All grass, trees, and shrubbery must be kept in good appearance at all times. If the Lessee fails to maintain these areas the City reserves the right to maintain or remove them at an additional cost to the Lessee.~~

~~(Any free standing signage shall not exceed a height of 5 feet from the ground, shall be monument style, and constructed per city code.)~~

Comment [NC11]: Signage requirements moved under signage section.

ParkingAutomobile Parking:

1. Parking shall not be established or designated along the front of building ~~if the front of the building is on the airside of the airport.g.~~
2. All parking must be identified in site plan.
1. Spaces shall be sized ~~and marked in accordance with requirements outlined within the current Fernandina Beach Land Development Code.~~

3. ~~by city code (currently 10 x 20 feet) and may be marked.~~
3. Commercial use of hangar must comply with the quantity, sizing, and marking of ADA parking spaces outlined within the current Fernandina Beach Land Development Code.~~meet city code as to number and shall meet the dimensions and the number required under ADA requirements and to be located in areas convenient to building entrances.~~
4. ~~Stand alone private non-commercial use hangar parking requires a minimum of two spaces for any total gross floor area (including any outbuilding floor area) not exceeding 2,000 square feet and a minimum of four spaces for a building exceeding 2,000 square feet up to 3,500 square feet. One additional parking space shall be required for each additional 1,500 square feet of gross floor area above 3,500 square feet. Such number of spaces shall be rounded up or down to the nearest 1,000 square feet.~~
4. Parking Spaces Required By Facility Type:

Box Hangar (Aircraft Storage Only)	-
1 Space per 1,500 square feet of hangar floor space (5 minimum) rounded up to the next space	-
Sample: 8,000 sq/ft hangar would require 6 parking spaces	
Box Hangar W/Office or Maintenance Space	-
1 Space per 1,500 sq/ft of hangar floor space (5 minimum)	<u>and</u>
1 Space per 200 sq/ft of office space (5 minimum)	<u>and</u>
1 space per 750 sq/ft of maintenance/shop space (5 minimum)	<u>and</u>
Sample: 8,000 sq/ft hangar (6) and 2,000 sq/ft of office (10) would need 16 spaces	
T-Hangar or Shared Wall Box Hangars w/individual unit size not exceeding 40'x40'	-
1 space for 50% of units rounded up to the next space	
GA Terminal/FBO Building	-
1 Space per 300 sq/ft of office space (5 minimum)	-
Airport Administrative Building	-
1 Space per 300 sq/ft of office space (5 minimum)	-
MES Building	-
1 Space per vehicle bay	<u>and</u>
1 space per 750 sq/ft of maintenance/shop space (5 minimum)	<u>and</u>
Example: a MES building with four bays (4) and 810 sq/ft of shop space would need 9 spaces	

- 5.
6. ~~Non-commercial use of hangar exempt from ADA requirements.~~
6. Any parking area next to a hangar or building shall have car stops or curbs placed at least five feet from ~~the hangar or building.~~ the closest sidewalk, hangar or building.
7. All parking areas shall be setback at least 10 feet from other lessee lease lines.
1. East Area:
1. ~~Stand alone non-hangar buildings are permitted on the non-airfield side of Jamestown Road and must be an approved commercial only use.~~
1. ~~A commercial building not attached to a hangar shall provide its parking behind the building. Such a building may not be located on the airfield side of Jamestown Road unless as part of a hangar development and then parking may be between the building and Jamestown Road.~~

1. ~~For non hangar buildings the front yard is considered Jamestown Road.~~
1. ~~Non hangar buildings or hangars fronting Jamestown Road must have set back of at least 25 feet from the street.~~
1. ~~Internal driveways off Jamestown Road shall be 20 feet wide.~~
1. ~~Minimum curb cuts off Jamestown Road—in general use of joint-use driveway to serve several buildings will be required to provide access to a public street. Only in exceptional circumstances is more than one (1) curb cut permitted.~~
1. ~~No parking permitted along Jamestown Road.~~
1. ~~Common use driveways along Jamestown Road shall be used as much as possible.~~

Compliance with Building Codes

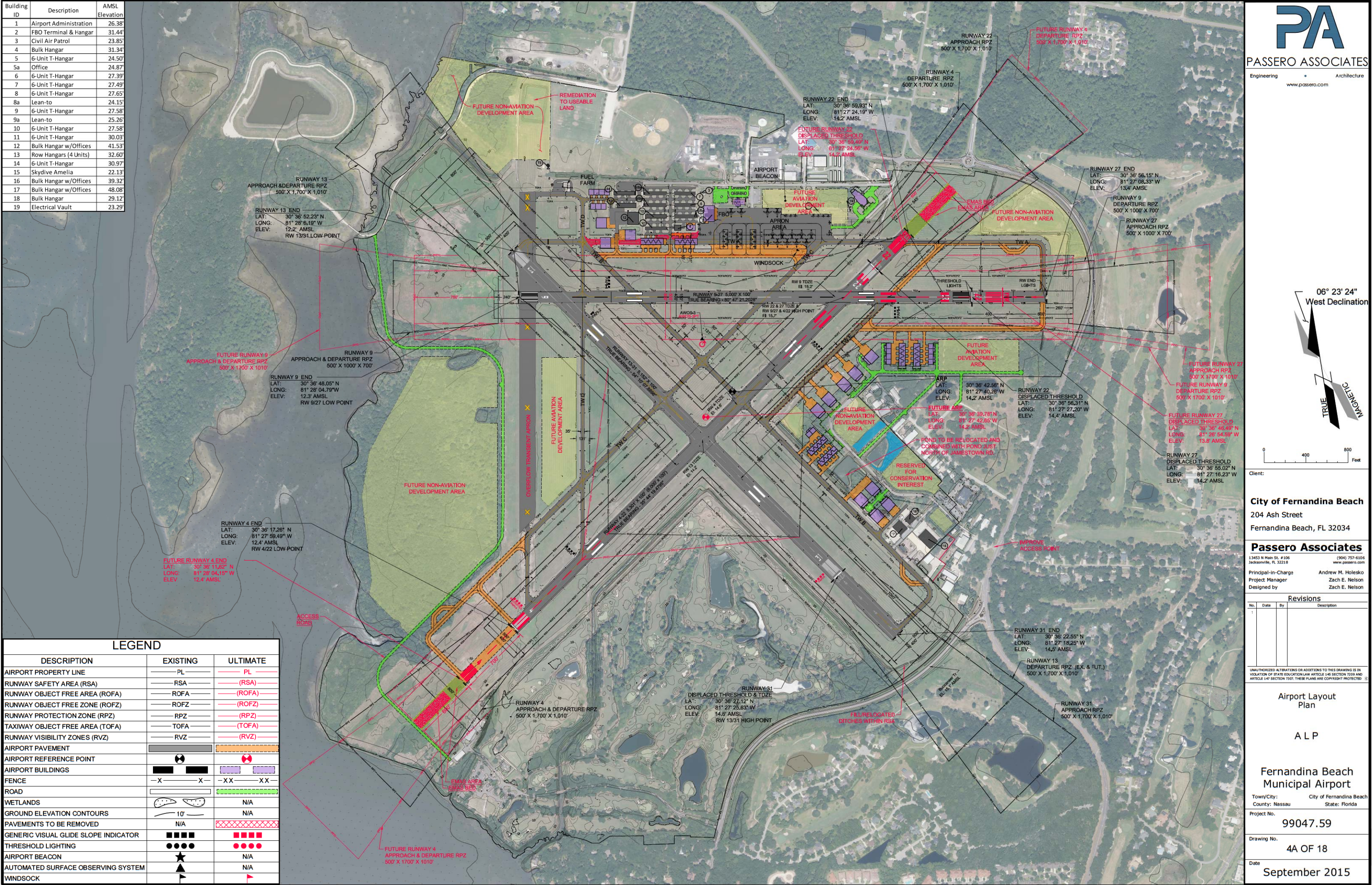
2. ~~-~~
3. The building codes and restrictions for buildings and structures at the Airport shall run with the land and be binding to all parties and all persons on Airport property.
4. ~~-~~
5. All buildings constructed, erected, or placed upon any lot within the borders of the Airport shall conform to all government zoning and use requirements.
6. ~~-~~
7. All Building and structures shall comply with all current federal, state and local requirements.

Refuse

8. ~~-~~
9. Where necessary, dumpster enclosures shall be constructed at the rear of a structure/site and should be enclosed with an opaque wall constructed of a material that is the same as, or similar to, the primary building structure and have gates made of metal.
10. ~~-~~

Building ID	Description	AMSL Elevation
1	Airport Administration	26.38'
2	FBO Terminal & Hangar	31.44'
3	Civil Air Patrol	23.85'
4	Bulk Hangar	31.34'
5	6-Unit T-Hangar	24.50'
5a	Office	24.87'
6	6-Unit T-Hangar	27.39'
7	6-Unit T-Hangar	27.49'
8	6-Unit T-Hangar	27.65'
8a	Lean-to	24.15'
9	6-Unit T-Hangar	27.58'
9a	Lean-to	25.26'
10	6-Unit T-Hangar	27.58'
11	6-Unit T-Hangar	30.03'
12	Bulk Hangar w/Offices	41.53'
13	Row Hangars (4 Units)	32.60'
14	6-Unit T-Hangar	30.97'
15	Skydive Amelia	22.13'
16	Bulk Hangar w/Offices	39.32'
17	Bulk Hangar w/Offices	48.08'
18	Bulk Hangar	29.12'
19	Electrical Vault	23.29'

LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	— PL —	— PL —
RUNWAY SAFETY AREA (RSA)	— RSA —	— (RSA) —
RUNWAY OBJECT FREE AREA (ROFA)	— ROFA —	— (ROFA) —
RUNWAY OBJECT FREE ZONE (ROFZ)	— ROFZ —	— (ROFZ) —
RUNWAY PROTECTION ZONE (RPZ)	— RPZ —	— (RPZ) —
TAXIWAY OBJECT FREE AREA (TOFA)	— TOFA —	— (TOFA) —
RUNWAY VISIBILITY ZONES (RVZ)	— RVZ —	— (RVZ) —
AIRPORT PAVEMENT		
AIRPORT REFERENCE POINT		
AIRPORT BUILDINGS		
FENCE	- X - X -	- XX - XX -
ROAD		
WETLANDS		N/A
GROUND ELEVATION CONTOURS		N/A
PAVEMENTS TO BE REMOVED	N/A	
GENERIC VISUAL GLIDE SLOPE INDICATOR		
THRESHOLD LIGHTING		
AIRPORT BEACON		N/A
AUTOMATED SURFACE OBSERVING SYSTEM		N/A
WINDSOCK		



PASSERO ASSOCIATES
Engineering • Architecture
www.passero.com

06° 23' 24"
West Declination

0 400 800 Feet

Client:

City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034

Passero Associates
13453 N Main St. #106 Jacksonville, FL 32218 (904) 757-6106 www.passero.com

Principal-in-Charge: Andrew M. Holesko
Project Manager: Zach E. Nelson
Designed by: Zach E. Nelson

No.	Date	By	Description
1			

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Airport Layout Plan

A L P

Fernandina Beach Municipal Airport

Town/City: City of Fernandina Beach
County: Nassau State: Florida

Project No. 99047.59

Drawing No. 4A OF 18

Date: September 2015

FERNANDINA BEACH MUNICIPAL AIRPORT

AIRPORT RULES AND REGULATIONS

Initial Adoption October 1, 1987

Amended July 17, 2007

Amended August 21, 2007

Amended September 2, 2008

Amended December 7, 2010

Prepared By:

City of Fernandina Beach

700 Airport Road

Fernandina Beach, Florida 32034

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Introduction

Fernandina Beach Municipal Airport (FBMA-FHB) is municipally owned and operated by the City of Fernandina Beach, Florida as a General Aviation Reliever Airport. These Airport Rules and Regulations (R&R) are intended to promote the health, safety, interest, and welfare of the public in general and in particular the operators, lessees, tenants, consumers, and users of FBMA, and to promote the safe, orderly, and efficient use of the Airport.

These R&R apply to all users, aeronautical and otherwise, of FBMA property, are not all-inclusive, and reinforce and emphasize federal, state, and local statutes, laws, ordinances, and regulations as well as leases and agreements that may apply (see Appendix A - References). In addition the content of Appendixes A and B attached hereto and made a part hereof shall be adhered to by all users of FBMA. In the event of a conflict between these R&R and a lease or other agreement, the lease or other agreement shall govern. Individual Airport users must adhere to the applicable provisions of these R&R and its attached Appendices, as well as any applicable leases and agreements, and all pertinent federal, state, and local statutes, laws, ordinances, and regulations that may be applicable to their operations.

Violations of the R&R may result in revocation of Airport access privileges, denial of use of the Airport, termination of leases or other agreements, and/or prosecution under applicable laws. Perpetration of violation(s) shall be considered as a factor in renewing or not renewing a violator's application or permit/lease renewal. Use of Airport property without approval or in conflict with these R&R is considered a trespass. Nothing in these R&R is intended to preclude any authorized City personnel from taking other action authorized by law. Section 6 of these R&R provides an appeal process to be followed in the event a user of the Airport is aggrieved by the interpretation and application of the R&R.

These R&R may be amended as required, however, every three years an updated revision should be published.

Section 1 – General

1.01 COMPLIANCE AND RESPONSIBILITIES:

- a. By publication of these R&R, all persons based at FBMA will be deemed to have knowledge of the contents herein. Copies of these R&R will be distributed to all tenants and leaseholders, posted at the Airport, and available through the Airport Manager's office.
- b. Entry upon/into the Airport by any person shall be deemed to constitute an agreement by such person to comply with and be governed by these R&R. All persons employed on or using the Airport shall cooperate with the Airport Manager or his designated representatives to enforce these R&R.
- c. Airport tenants/leaseholders shall be responsible for compliance with all requirements of these R&R applicable to them for their exclusive areas and they shall be held liable for any fines, penalties, or other monetary assessments imposed upon the City by any agency having jurisdiction with respect to any violations involving these areas. Any user, who by their intentional or unintentional action or activity, cause the City to be fined, cited, sued, or charged unnecessary fees/fines, will be responsible for reimbursement of said fines/fees upon demand to the City.
- d. Any permission granted by the Airport Manager or the City under these R&R is conditioned upon the payment of any and all applicable fees and charges established by the City.
- e. Voiding of any particular rule or regulation contained herein shall not affect the validity of the remainder of these regulations.

1.02 EMERGENCY PROCEDURES AND DIRECTIVES:

- a. Under emergency conditions, e.g., a natural disaster, the Airport Manager, or designated representative, is empowered to suspend these R&R, or any part thereof, including ordering persons to leave the Airport or portions of the Airport and prevent access to such areas for such time as may be necessary, and to issue such directives and take such actions as is necessary to protect life and property and ensure the safe operation of the Airport. Such directives and actions have the full power of regulation as long as the emergency exists.
- b. In the event of an extreme threat, condition, or event the Airport Manager shall have, in his discretion, the authority to close the Airport in its entirety or any portion thereof to air traffic, to prohibit aircraft landing and/or taking off, and may delay or restrict any flight or other aircraft operation.
- c. The Airport Manager may also, in his discretion, temporarily close the Airport due to periods of adverse climatic conditions when such action is considered necessary and desirable to avoid endangering persons or property.
- d. Under no circumstance shall an authorized Airport closure or restriction constitute grounds for reimbursement of any expense, loss of revenue, or damage incurred by any operator, lessee, or any other entity.

1.03 LIABILITY:

- a. The City shall not be responsible for loss, injury, or damage to persons or property by reason of fire, theft, vandalism, wind, flood, earthquake, collision, strikes, war, acts of terrorism, or act of God, nor shall the City be liable for injury to persons while on the Airport.
- b. The City, City Commission, Airport, and the Airport Manager, individually and collectively, and their representatives, officers, employees, agents, and volunteers shall be held harmless and shall not be liable for loss, loss of use, damage, or injury to persons or property arising out of any accident, incident, or mishap of any nature whatsoever, or from any cause whatsoever to any individual, aircraft or property occurring on or from the Airport or in the use of any facility situated on Airport property.

1.04 FACILITIES AND PROPERTY:

- a. Operational deficiencies regarding buildings, structures, equipment, utilities, or other property owned by the City shall be reported to the Airport Manager so that repairs, as necessary, may be made in a timely manner.
- b. No person shall alter, add to, or erect any building or sign on the Airport or make any excavation on the Airport without prior written approval of the City.
- c. Any person causing, or responsible for damage to or destruction of Airport property of any kind, including facilities, equipment, real property, fixtures or appurtenances, shall be required to pay the City for the full amount of said damage. Any such damage shall be immediately reported to the Airport Manager.

1.05 OTHER LAWS:

All applicable provisions of Federal Aviation Regulations (FAR), federal, state, and local regulations, laws, statutes, and/or ordinances now in existence or hereafter promulgated are hereby adopted as part of the R&R for FBMA.

1.06 USE AND ENJOYMENT OF AIRPORT PREMISES:

- a. All FBMA users are required to abide by applicable federal, state, and local statutes and ordinances regarding personal conduct on Airport property.
- b. Any person who causes injury to any person or damages equipment or property on the Airport shall be liable for such injuries and/or damages.
- c. All commercial activities shall be conducted in accordance with the FBMA Minimum Standards for Commercial Activities (Minimum Standards).

- d. No person may throw, shoot, or propel any object nor shine a light or laser in such a manner as to interfere with or endanger the safe operation of any aircraft taking off from, landing at, or operating on the Airport or any vehicle operating on the Airport.

1.07 ENTRY UPON AND USE OF AIRPORT:

- a. Entry into FBMA property shall be through designated gates.
- b. All FBMA users shall observe and obey all posted signs, fences, and barricades regarding activities and demeanor while on the Airport.
- c. Use of any FBMA facility for other than authorized purposes is prohibited.
- d. Nothing herein contained shall be construed to limit the use of any area of the Airport by its employees, approved contractors, or to prevent law enforcement or fire department personnel from acting in their official capacity.
- e. No person, except representatives of the press on duty or during official announcements, shall take still, motion, or sound pictures for commercial purposes on non-leasehold Airport property without first obtaining written permission of the Airport Manager.
- f. No camping is permitted on FBMA without written permission of the Airport Manager.

1.08 ACCESS TO THE AIRPORT OPERATIONS AREA:

- a. No person may, without authorization of the Airport Manager, enter the FBMA Airport Operations Area (AOA) except:
 - 1. Persons under the direct supervision of a tenant or leaseholder
 - 2. Persons or entities and their employees performing aeronautical activities
 - 3. Passengers, under appropriate supervision, who enter for the purpose of enplaning or deplaning an aircraft
 - 4. Visitors to Fixed Base Operations (FBO)
 - 5. Emergency vehicles
- b. Except for entry/exit, all ground vehicle gates will be secured. Vehicle operators using an Airport perimeter gate shall ensure the gate closes prior to leaving the vicinity; additionally, should a vehicle operator observe any suspicious vehicles or persons gain (or attempt to gain) access to the airside, they shall notify law enforcement immediately.
- c. Persons who have been provided an Airport access device or access code for the purpose of obtaining access to the AOA shall use only Airport issued devices and shall not duplicate or otherwise distribute or disseminate the same to any other person unless the Airport Manager provides written permission.
- d. No person shall walk or drive on taxiways or runways without written authorization from the Airport Manager.
- e. It shall be the responsibility of a tenant, lessee, or contractor to restrict persons or vehicles to their exclusive use area or leasehold and to establish operating procedures for them, reviewed by the Airport Manager for appropriateness.
- f. No one under 16 years of age will be allowed to enter the AOA except under the direct supervision of an adult or unless visiting an FBO.
- g. No person shall assist an unauthorized individual in accessing the AOA.

1.09 ANIMALS:

- a. Animals, including service animals, are permitted on Airport property only when under the control of their owners/handlers; any waste must be properly collected and removed by the animal's owner/handler
- b. No person shall commit any act to encourage the congregation of birds or other animals on the Airport.

1.10 CARGO, MATERIAL STORAGE, AND ABANDONED PROPERTY:

- a. Unless otherwise provided for by lease or other contractual agreement, no person, firm, partnership, or corporation, shall use any area of the Airport, including buildings, either

- privately owned or publicly owned, for the storage of non-aeronautical related cargo, equipment, or any other property without written permission of the Airport Manager.
- b. Any property, aircraft, or vehicle, determined by the Airport Manager to be abandoned, disabled, or which creates an operations problem, nuisance, security or safety hazard, or which otherwise is placed in an illegal, improper, or unauthorized manner, will be removed, stored, and/or disposed of at the owner's expense. The City shall not be liable for any damage to the property or loss or diminution of value that may be caused by the act of removal.

1.11 FIREARMS AND WEAPONS:

Firearms are allowed on FBMA only as permitted by state and federal statutes.

1.12 ADVERTISING, COMMERCIAL SPEECH, AND SIGNAGE:

- a. No person shall post, circulate, distribute, or display written or printed materials or signs on Airport property or facilities or on motor vehicles and aircraft without prior written permission from the Airport Manager. However persons approved to be on Airport property may use vehicles on Airport property that display advertising, pictures, or written material.
- b. Airport entry signage or signage in public areas of the Airport must meet specifications of City codes and be approved by the Airport Manager.

Section 2 – Aeronautical Operations

2.01 COMPLIANCE WITH ORDERS:

All aeronautical activities at FBMA shall be conducted in compliance with applicable FARs, federal and Florida statutes, and local ordinances, these Rules and Regulations, Minimum Standards, and directives/resolutions, as currently written or as may be amended from time to time.

2.02 HOLD HARMLESS:

The aircraft owner, pilot, agent, or his or her duly authorized representative agrees to release, discharge and hold harmless the City, its City Commission, the Airport, and its employees of and from liability for any damage which may be suffered by any aircraft and its equipment, and for personal injury or death. The use of the AOA and related facilities shall constitute acceptance of the terms of this provision, these R&R and other Airport procedures and operating directives.

2.03 NEGLIGENT OPERATIONS PROHIBITED:

- a. Aircraft operators shall not land; take off; taxi; or park an aircraft on any area that has been restricted to a maximum weight bearing capacity of less than the weight of the aircraft. It shall be the aircraft owner's responsibility to repair any damage to the Airport's runways, taxiways, or aprons caused by excessive aircraft weight loading.
- b. No person shall operate any equipment or device on the Airport that will interfere with any aircraft radio communication frequency or any aircraft navigational aid.

2.04 AIRCRAFT ACCIDENTS/INCIDENTS, AIRWORTHY, DISABLED, AND DERELICT AIRCRAFT:

- a. The owner or operator of any aircraft involved in an accident or incident on the Airport, resulting in any injury or death or damage to property shall immediately notify the appropriate emergency response agencies, the Airport Manager, and other governmental agencies as applicable.
- b. The pilot or owner of an aircraft involved in an accident or incident shall be responsible for all costs associated with the accident or incident, including but not limited to, wreckage removal/disposal, environmental clean up, and repair or replacement of property.
- c. Disabled aircraft shall be removed from runways and/or taxiways as quickly as practicable.

- d. Disabled and derelict aircraft shall not be permitted on the tie-down or ramp areas unless in response to an emergency and with written approval of the Airport Manager.
- e. If the owner of an aircraft fails for any reason to remove a disabled or derelict aircraft from the Airport property as may be requested, the Airport Manager may cause the removal and storage or disposal of such disabled or derelict aircraft at the sole expense of the owner.

2.05 AIRPORT OPERATIONAL AREA RESTRICTIONS:

- a. Unless contrary to federal regulations and/or grant assurances, the City shall have the authority to designate or restrict the use of runways or other operational areas at the Airport with respect to, but not limited to, the following:
 - 1. Experimental Flights (Advance notification to Airport Manager of first flight);
 - 2. Equipment Demonstration;
 - 3. Air Shows;
 - 4. Parachute Operations;
 - 5. Banner Towing Operations (Permit required);
 - 6. Aircraft Type.
- b. No kites, model airplanes, rockets, tethered unmanned balloons, or other objects constituting a hazard to aircraft operations shall be operated on the Airport.

2.06 AIRCRAFT PARKING:

- a. No person shall use any area of the Airport for parking and/or storage of aircraft unless otherwise provided for in a lease or other agreement without the written permission of the Airport Manager. If any person uses unauthorized areas for aircraft parking, the aircraft may be removed by or at the direction of City, at the risk and expense of the owner, without liability for damage that may arise from or out of such removal or storage.
- b. No person shall leave an aircraft parked and unattended on the Airport unless it is in a hangar or properly locked and secured with either wheel chocks and/or tie-down ropes. Owners of such aircraft shall be held responsible for any damage resulting from failure to properly comply with this provision.
- c. Articles left in aircraft are the sole responsibility of the aircraft owner/operator. The City is not responsible for theft or vandalism of said articles.

2.07 STARTING AND RUNNING AIRCRAFT ENGINES:

- a. No aircraft engine will be started or operated inside or taxied from/into any hangar or under the roofline of a hangar, whether said hangar is enclosed or not. This shall not be construed as prohibiting the use of tractors, with National Fire Protection Association (NFPA) approved exhaust systems, when moving aircraft within any hangar.
- b. Starting an aircraft when there is any flammable liquid on the ground in the immediate vicinity is prohibited.
- c. No person may run an engine of an aircraft parked on the Airport in a manner that propeller or jet blast could cause injury to persons, damage to any other property, or in any way hinder the safe operation of the Airport. In no case will the operator of an aircraft block any runway, taxiway, or taxi lane while conducting any maintenance/repair run-up.
- d. No full power aircraft engine run-ups are authorized between 2200 and 0700 hours local for maintenance purposes without written approval of the Airport Manager.

2.08 AIRCRAFT OPERATIONS:

- a. All aircraft operations shall be conducted in accordance with published FARs.
- b. Aircraft operators will familiarize themselves with published local noise abatement guidelines.

2.09 REPAIRING AND MAINTAINING AIRCRAFT:

- a. Aircraft owners, under self-maintenance operations, are permitted to fuel, wash, repair, or otherwise service their owned based aircraft utilizing their own equipment and their own employees, as outlined in FAR Part 43 “Maintenance, Preventative Maintenance, Rebuilding and Alteration” and/or as identified in provisions of written agreement.
- b. Aircraft maintenance or repair is permitted only on paved areas of the Airport.
- c. No aircraft or aircraft component shall be suspended or lifted utilizing the building or any component of the building.

Section 3 – Fire, Safety and Environment

3.01 GENERAL:

- a. All persons using the Airport shall exercise the utmost care to guard against fire and injury to persons and property.
- b. All activities at FBMA shall comply with applicable state, local, and National Fire Protection Association (NFPA) codes and standards now in existence or hereafter promulgated and not in conflict with FARs. All applicable codes, standards, and recommended practices are hereby adopted by reference as part of the R&R of the Airport. In the event of conflict, Florida Statute 633 and NFPA codes and/or FARs shall prevail.
- c. Any fire causing damage, regardless of the size of the fire or whether or not the fire has been extinguished, shall be reported immediately to the Fernandina Beach Fire Department as well as the Airport Manager.

3.02 SMOKING:

Smoking or carrying lighted smoking materials or striking matches or other incendiary devices, such as lighters, are not permitted:

- a. Within 50 feet of parked aircraft and fuel carriers not in motion; within 100 feet of aircraft being fueled or de-fueled, a fuel storage facility, or a flammable liquid spill;
- b. In any area on the Airport where smoking is prohibited by the City or leaseholder by means of posted signs;
- c. In any hangar, shop, or other building in which flammable liquids are stored or used, except in cases where specifically approved smoking areas have been designated for that purpose.

3.03 FIRE EXTINGUISHERS:

- a. All tenants or lessees of hangars, aircraft maintenance buildings or shop facilities shall maintain a minimum of one readily accessible, operable fire extinguisher that shall conform to applicable NFPA standards. Current inspection tags shall be left attached to each unit.
- b. No person shall tamper with any fire extinguisher equipment at the Airport or use the same for any purpose other than fire fighting or fire prevention.

3.04 OPEN FLAME OPERATIONS:

- a. The use of any equipment employing open flames or sparks within any aircraft storage area is prohibited. This excludes open flames utilized by lessees and tenants in the performance of aircraft maintenance approved by agreement.
- b. Lead and carbon burning, fusion gas and electric welding, blow-torch work, engine testing, and all operations involving open flames shall be restricted to the repair shops. During such operations, the shop shall be separated from the storage section by closing all doors and openings to the storage section.

3.05 STORAGE OF MATERIALS:

- a. No operator, tenant, or lessee on the Airport shall keep, store, stack, box, bag, or stock material or equipment in such a manner as to constitute a hazard to persons or property, obstructing any operation, littering, or in such a manner as to create any unsightly appearance.
- b. Storage of materials or equipment except for hoses attached to water spigots shall not be permitted outside buildings or hangars unless under approved sheds, within designated storage areas, or in designated parking areas.

3.06 HAZARDOUS WASTE AND MATERIALS:

- a. No person shall store, keep, handle, use, disperse, discharge, or transport at, in, or upon the Airport any hazardous materials in contravention of any regulatory measures.
- b. No more than five gallons of fuel in a container shall be stored in any building or structure on the Airport at any time. An approved fuel container shall be used at all times.
- c. All empty oil, paint, and varnish cans, bottles, or other containers shall be removed from the Airport in a timely manner and shall not remain on the floor, wall stringers, or overhead storage areas of the hangars, offices, shops, or other buildings and only those hazardous materials used in the maintenance of aircraft, engines, and components may be stored and utilized on the Airport.
- d. No person shall use volatile or flammable substances for cleaning hangar floors, hangars or other buildings on the Airport. Cleaning agents shall meet all federal, state, and local codes, regulations, and permit requirements.
- e. All persons on the Airport shall keep all premises, including floors, leased, or used by them, clean and clear of accumulation of oil, grease, and other flammable material and free of rags, waste materials, or other trash or rubbish or accumulated debris.
- f. Gasoline, oil, and solvent drums or receptacles shall not be stored within aircraft and/or vehicle operating areas nor be in excess of that required as current stock. Such materials shall be kept enclosed and covered in clearly marked and labeled housing.
- g. No person shall use, keep, or permit to be used or kept, any foul or noxious gas or substance at the Airport, or permit or suffer the Airport to be occupied or used in a manner offensive or objectionable to other users by reason of noise, odors, and/or vibrations, or interfere in any way with other occupants or those having business therein.
- h. No volatile substances such as fuels, grease, oil, dopes, acid, flammable liquids, solvents and other cleaning fluids, paints and contaminants of any kind, may be stored inside t-hangars, bulk hangar facilities, or other leased property from the City used for storage of aircraft unless included as part of a rental agreement or lease.
- i. All petroleum products, dopes, paints, solvents, acids, or any other hazardous waste shall be disposed of off the Airport and in compliance with all applicable regulatory measures and shall not be dumped or run into drains, on ramp aprons, catch basins, ditches, sewer systems, storm drains, or elsewhere on the Airport.
- j. No person shall store, keep, handle, use, dispose of, or transport at, in, or upon the Airport any Class A, Class B, or Class C explosives or Class A poison, as defined in the Federal Motor Carrier Safety Administration regulation for transportation of explosives and other dangerous articles, and other poisonous substances, solid, liquid, or gas, compressed gas, and/or radioactive article, substance, or material at such time or place or in such manner or condition that may, or may be likely, to unreasonably endanger persons or property.
- k. Cleaning of aircraft parts and other equipment shall preferably be done with non-flammable cleaning agents or solvents. When the use of flammable solvents cannot be avoided, only liquids having flash points in excess of 100⁰ F shall be used and special precautions shall be taken to eliminate ignition sources in compliance with good practice recommendations of the NFPA.

3.07 DOPING, SPRAY PAINTING, AND PAINT STRIPPING:

- a. No paint, varnish, or lacquer spraying of aircraft or motor vehicles is permitted inside any building or hangar on the Airport unless such facility was properly designed and constructed for such activity. Hand-held aerosol containers or a small air compressor powered automotive type touch up spray gun not to exceed 7 oz. capacity may be permitted for paint touchup, used outside and in a no wind situation, with the specific written approval of the Airport Manager.
- b. The use of “dope”, cellulose, nitrate, or cellulose acetate dissolved in volatile flammable solvents, within any hangar is prohibited.

3.08 SANITATION AND ENVIRONMENTAL POLLUTION:

- a. Each person while on Airport property shall conduct his/her activities so as to not cause litter, environmental pollution, or unsanitary conditions.
- b. No person shall unnecessarily or unreasonably or in violation of law, cause any smoke, dust, fumes, gaseous matter, or particulates to be emitted into the atmosphere or be carried by the atmosphere. Exceptions include normal emissions from internal combustion engines, jet engines, smoke from cigarettes, cigars, or pipes, or aircraft maintenance activities.
- c. Aircraft may not be washed with running water in hangars.
- d. Any person who experiences overflow or spillage of oil, grease, fuel, or similar contaminants anywhere on the Airport is responsible and shall take appropriate action in the control, containment, clean up, disposal, and rehabilitation of such hazardous spill. Failure to take appropriate action to clean the area shall result in the City providing the cleanup at the expense of the responsible party. If the responsibility for the spill cannot be promptly determined, the leaseholder will be held responsible for the clean up.
- e. Spills, such as, jet fuel, gasoline, fuel oil, hydraulic oil, motor oil, turbine oil, alcohol, glycol, and all similar chemicals that could be considered hazardous, that covers over 10 feet in any direction or is over 50 square feet in area, continues to flow or is otherwise a hazard to persons or property require notification to the Fernandina Beach Fire Department as well as to the Airport Manager. The spill shall be investigated to determine the cause, to determine whether emergency procedures were properly carried out, and to determine the necessary corrective measures.
- f. In the event of spillage, fuel delivery devices and other vehicles shall not be moved or operated in the vicinity of the spill until the spillage is removed. A fireguard shall be promptly posted to the spill area.
- g. No garbage, empty boxes, crates, rubbish, trash, papers, refuse, and/or other litter of any kind shall be placed, discharged, or deposited on the Airport, including cigarettes, cigars, and matches, except in receptacles specifically provided for such purpose.
- h. The burning of garbage, empty boxes, crates, rubbish, trash, papers, refuse, and/or other litter of any kind is prohibited. With prior written permission of the Airport Manager, Fire Department personnel may engage in training exercises that require controlled burning.
- i. Any person discarding chemicals, paints, oils, batteries, or any products, which may not be discarded in a routine manner, will adhere to all applicable federal, state, and local laws and regulations.
- j. No fuel, grease, oil, dopes, paints, solvents, acid, flammable liquids, or contaminants of any kind shall be allowed to flow into or be placed in any Airport sanitary sewer system or storm drain system.
- k. No person shall dispose of any fill or building, discarded, or waste materials on Airport property except as approved in writing by the Airport Manager and appropriate City authorities.

3.09 ELECTRICAL EQUIPMENT AND LIGHTING SYSTEM:

- a. Extension lights and all portable and mobile lighting equipment used in and around aircraft hangars, shops, buildings, and other areas on or near combustible materials shall be explosion proof and meet NFPA standards. No portable lamp assembly shall be used without a proper protective guard or shield over such lamp assemblies to prevent breakage.
- b. All power operated equipment or electrical devices including hangar interior lights shall be shut off when not in use.
- c. A low current, constant current/constant voltage, or demand type battery charger with a maximum short term output charge rate exceeding seven amps, or a continuous trickle charge rate exceeding two amps, may not be used when an aircraft is located inside or partially inside a hangar.

3.10 HEATING EQUIPMENT:

- a. All heating equipment and fuel burning appliances installed or used on FBMA shall comply with the requirements of the State of Florida and the Florida Fire Prevention Code.
- b. Space heaters may be utilized when attended in hangars so long as the heater has a clear radius of 10 feet from aircraft, or any other object, and fire prevention/safety measures are observed.

Section 4 – Fueling Operations

4.01 GENERAL:

- a. All fuel handled on the Airport shall be treated with due caution and prudent attention with regard to the rights and safety of others so as not to endanger, or likely to endanger, persons or property.
- b. All aircraft fueling operations, including self-fueling, shall be in accordance with NFPA 407 “Standards for Aircraft Fuel Servicing.”
- c. No aircraft shall be fueled or drained of fuel while within the confines of any building, hangar, or enclosed space.
- d. Fueling of aircraft is allowed only on paved surfaces.
- e. In accordance with FAA Order 5190.6B “Airports Compliance Handbook,” any person self-fueling with their own equipment requires authorization and permit from the Airport Manager confirming compliance with all orders, procedures, standards, and these R&R regarding fueling operations.
- f. Airport tenants involved in fueling operations, including those self-fueling, shall maintain an adequate supply of fuel absorbent materials readily available for use in the event of a fuel spill.
- g. No person shall engage in aircraft fueling or de-fueling without readily accessible, adequate, operational fire extinguishing equipment at the point of fueling.
- h. Aircraft being fueled shall be positioned so that aircraft fuel system vents or fuel tank openings are not closer than 25 feet from any terminal building, hangar, or service building.
- i. During fueling operations, no person shall use any material or equipment that is likely to cause a spark or ignition within 100 feet of such aircraft or vehicle.
- j. No aircraft shall be fueled or de-fueled while passengers are on board unless a passenger boarding device is in place at the cabin door of the aircraft, the door is open, and a flight crew member or ground person is at or near the cabin door.
- k. Fueling or de-fueling operations on the Airport shall not be conducted during periods of dangerous thunderstorm activity or if an electrical storm is observed within three statute miles of the Airport.
- l. Should a fire occur during the fueling of an aircraft, fueling shall be discontinued, all emergency valves and dome covers shall be shut down, and the Fire Department notified immediately.

- m. Any malfunction or irregularity detected on or within the aircraft being refueled or de-fueled shall be brought to the attention of the fueling operator immediately.

4.02 ENGINE OPERATIONS:

- a. No aircraft shall be fueled or de-fueled while one or more of its engines are running or is being warmed by external heat.
- b. No person shall start the engine of an aircraft on the Airport if there is any gasoline or other volatile fluid on the ground within the vicinity of the aircraft.
- c. Combustion heaters on aircraft e.g., wing & tail surface heaters, integral cabin heaters, shall not be operated during fueling operations.

4.03 STATIC BONDING:

- a. Each hose, funnel, or apparatus used in fueling or de-fueling aircraft, including self-fueling, shall be maintained in good condition and be properly bonded.
- b. A conductive funnel shall be used to reduce the chance of spillage during fueling operations, when a hose with an approved nozzle is unavailable. When a funnel is used, it shall be kept in contact with the filler neck as well as the fueling nozzle spout during fueling operations.

4.04 LIABILITY:

- a. The fueling operator, tenant, or lessee shall be solely responsible for any violation incident to or in connection with fueling, storage facilities, equipment, operations, and training. The City assumes no liability or responsibility for violations of any applicable fueling requirements and procedures.
- b. The operator, tenant, or lessee shall reimburse the Airport for any fines, legal, or court costs, incurred by FBMA for such violations.

Section 5 – Motor Vehicles

5.01 GENERAL:

- a. All motor vehicles and their operators on the Airport shall comply fully with the State of Florida motor vehicle laws as amended, these R&R, and instructions issued by law enforcement personnel.
- b. Unless otherwise provided herein, the City shall have the authority to establish regulations regarding motor vehicle traffic and control on FBMA.
- c. The Airport Manager may tow, remove, or cause to be removed from the Airport any vehicle that is disabled, abandoned, and/or parked in violation of these R&R at the vehicle operator's risk and expense and without liability for damage that may result from such removal if the vehicle creates a safety hazard or interferes with Airport operations.
- d. Any person causing death or injury on the Airport or damage to Airport property as a result of a motor vehicle accident or incident shall report the accident or incident immediately to the Fernandina Beach Police Department as well as the Airport Manager. Such persons shall be responsible to the City for any damages to City property.
- e. Use of all-terrain vehicles, mini-bikes, go-carts, roller blades, roller skates, skateboards is not permitted on the Airport.
- f. Use of bicycles for transportation between buildings is permitted within hangar areas.

5.02 LICENSING AND INSURANCE:

- a. No person shall operate a motor vehicle or motorized ground equipment on the Airport without a valid operator's license appropriate for the vehicle being operated.
- b. All vehicles entering Airport property are required to have at least the minimum amount of insurance as required by State of Florida statutes.

5.03 VEHICLE OPERATIONS WITHIN AIRPORT OPERATIONS AREA:

- a. No person shall operate a motor vehicle of any kind on the Airport in a reckless manner, or in excess of the posted speed limit.
- b. Speed limits shall not exceed 10 mph on ramps, aprons, in aircraft parking or hangar areas, and other areas of the AOA unless posted.
- c. All motor vehicles on the Airport shall be operated on roadways or paved surfaces when traveling to/from/between aircraft parking areas, hangar areas, and tenant facilities.
- d. No motor vehicle shall be permitted on any portion of the AOA unless the Airport Manager has granted specific written permission to such vehicle's operator and such vehicle is utilized for, or in conjunction with, aeronautical activities.
- e. Pedestrians, aircraft, and emergency vehicles shall at all times have right of way over vehicular traffic.
- f. No person shall operate a motor vehicle in any hangar that is occupied by an aircraft on the Airport unless its exhaust is protected by screens and baffles pursuant to NFPA guidelines.
- g. No person shall park motorized ground equipment near any aircraft in such manner so as to prevent it or the other ground equipment from being readily driven or towed away from the aircraft in case of emergency.
- h. No vehicle used for hauling trash, dirt, or any other materials shall be operated on the Airport unless such vehicle is constructed so as to prevent the contents from dropping, sifting, leaking, or otherwise escaping there from.

5.04 VEHICLES CROSSING TAXIWAYS AND RUNWAYS:

- a. All motor vehicles operating on or across taxiways or runways shall have a functioning two-way radio (capable of communicating on UNICOM) and an operating yellow rotating flashing beacon, except when under escort by a motor vehicle properly authorized and equipped. During an emergency, blue/red flashing lights are acceptable for law enforcement and fire and rescue vehicles.
- b. The installation of two-way radio and/or flashing beacon shall not be construed as license to operate a motor vehicle on the taxiways or runways without prior written permission of the Airport Manager.
- c. Motor vehicles permitted to operate on the Airport will not proceed closer than 250 feet from the centerline of the runways nor across any of the runways prior to visually clearing for aircraft taking off or landing.
- d. When parking adjacent to a runway, all motor vehicles must park at least 250 feet to the outside of the runway lights. Exceptions include operational, agricultural, and maintenance equipment engaged in working on runways.
- e. Construction-related motor vehicles required to enter or work within the AOA, will be marked with an approved orange and white-checkered flag for daytime operations or a yellow beacon for nighttime operations. Non two-way radio capable construction vehicles shall be escorted at all times while within the AOA by an Airport authorized vehicle or flagman equipped with two-way radio.

5.05 PARKING:

- a. Short-term (less than 24 hours) motor vehicle parking is available only in the unpaved vehicle parking lot on Airport Road. Long-term (more than 24 hours up to 30 days) parking may be permitted in the paved vehicle parking lot on Airport Road. Any ground vehicle improperly parked in the short term or long term public parking areas without written approval of the Airport Manager may be removed at the owner's expense.
- b. No person may park in such a manner to obstruct a parking lot lane, driveway, roadway, Airport access gate, walkway, crosswalk, fire lane, runway, taxiway, taxi lane, and/or obstruct access to hangars, parked aircraft, and/or parked vehicles or create a hazard nor in a manner, which could interfere with, or create a hazard for aircraft operations.

- c. No person shall use any public parking area to temporarily or permanently store any type of motor vehicle.
- d. Boats, jet skis, snowmobiles, dune buggies, any cars including race cars and antique cars, recreational vehicles, trailers, and like equipment may not be permanently parked or stored on FBMA, including within hangars, unless permitted by written agreement or with written permission of the Airport Manager.
- e. Attended vehicles shall be parked parallel to the t-hangar. One vehicle only may be parked inside a t-hangar when hangar is empty and aircraft is not on the Airport. Additional motor vehicles shall park in long-term parking or other designated areas.
- f. Bulk hangar tenants shall park their motor vehicles in designated areas at their hangar.

5.06 REPAIR OF VEHICLES:

No person shall clean or make any repairs to motor vehicles anywhere on the Airport; except as may be approved by the Airport Manager for minor repairs.

Section 6 – Conflict Resolution Process

6.01 VIOLATIONS:

The Airport Manager may issue verbal or written violation notices to any tenant or operator and agents or employees who, in his discretion, violates any part of these R&R.

6.02 APPEAL PROCESS:

- a. Anyone issued a written notice of violation who wishes to contest such issuance shall have ten (10) calendar days from such notice to provide a written statement to the Airport Manager explaining the occurrence and providing any other information or explanation concerning the alleged violation(s). The Airport Manager has ten (10) calendar days to respond to any request for review based upon information received from the alleged violator and, if applicable, may revise, amend, or rescind his original violation notice. However, should the Airport Manager, in his discretion, conclude that the alleged violation(s) poses a threat to the safety, health, and welfare of others, may temporarily revoke the violator's Airport privileges and/or temporarily suspend the Airport operations of the violator pending completion of such appeal.
- b. An alleged violator may file a written request of appeal to the City Manager within ten (10) calendar days of the Airport Manager's written decision. The City Manager, along with the City Attorney, and an appointee of the City Manager, who shall be a Department Director but not the Airport Manager, shall schedule a meeting to review and hear an appeal from the Airport Manager's decision. The Committee shall hear the appeal and have thirty (30) calendar days to issue a written opinion which shall be final and binding on the alleged violator.

Appendix A

REFERENCES

Code of Federal Regulations – Title 14 Aeronautics and Space – All Chapters, Current Edition
(commonly called Federal Aviation Regulations – FARs)

Code of Federal Regulations – Title 49 Transportation – Current Edition

Aeronautical Information Manual (AIM) - Current Edition

Chapters 1-10, Appendix 3 Abbreviations/Acronyms, Pilot/Controller Glossary

FAA Order 5190.6B – Airport Compliance Handbook

City of Fernandina Beach Code of Ordinances

Nassau County Code of Laws and Ordinances

State of Florida Statutes as applicable including:

Chapter 163 – Intergovernmental Programs

Chapters 329-333 – Aviation

Chapter 633 – Fire Prevention and Control

National Fire Prevention Association Codes as applicable including:

NFPA Code 403 – Standard for Aircraft Rescue and Firefighting Services at Airports

NFPA Code 407 – Standard for Aircraft Fuel Servicing

NFPA Code 409 – Standard on Aircraft Hangars

NFPA Code 410 – Standard on Aircraft Maintenance

NFPA Code 30 – Flammable and Combustible Liquids Code

State of Florida Administrative Code as applicable including:

Department 9 – Department of Community Affairs

Department 14 – Department of Transportation

Department 17 – Department of Environmental Regulation

Department 62 – Department of Environmental Protection

Fernandina Beach Municipal Airport Minimum Standards for Commercial Activities

Fernandina Beach Municipal Airport Noise Abatement Procedures

Aircraft Owners and Pilots Association (AOPA) - AOPA WATCH

Florida Department of Environmental Protection

State of Florida Aviation System Plan

State of Florida Department of Transportation, “Florida (Aviation) Guidelines”

Navy Helicopter Operations MOU

Local Operations MOUs

Appendix B

DEFINITIONS

The terms below shall have the following definitions for purposes of these R&R. All other terms not defined below and related to aeronautical practices, processes, and equipment shall be construed according to their general usage in the aviation industry.

- **Aeronautical Activity** – Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety of such operations. Activities within this definition, commonly conducted on airports, include, but are not limited to the following: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities, and any other activities that, because of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities.

- **Agency** – Any federal, state, or local government entity, unit, agency, organization, or authority.

- **Agreement (or Lease or Hangar Rental Agreement)** – A written contract between the City of Fernandina Beach and an entity or person to occupy, use, and/or develop land and/or improvements and engage in aeronautical activity. Such contract shall recite the terms and conditions under which the activity will be conducted at the Airport including, but not limited to, term of the agreement, rents, fees, and charges to be paid by the entity or person, and the rights and obligations of the respective parties.

- **Aircraft** – Any contrivance now known or hereafter invented, used, or designed for navigation of or flight in air. Examples of aircraft include, but are not limited to, airplane, glider, rotorcraft, helicopter or gyroplane, balloon, blimp, and ultralight.

- **Airport** – All land within the legal boundaries of Fernandina Beach Municipal Airport, owned by the City of Fernandina Beach.

- **Airport Manager** – The individual appointed and authorized by the City of Fernandina Beach to administer and manage all operations of the Airport and Airport facilities.

- **Airport Rules and Regulations** – Rules and Regulations of the Airport, properly adopted by Resolution of the City Commission of the City of Fernandina Beach, as may be amended from time to time.

- **Airport Tenant (Tenant)** – Any person or entity based on the property of the Airport possessing an approved lease or agreement with the City; any person or entity with a sublease agreement with an entity based on the Airport possessing a lease or agreement with the City.

- **AOA (Airport Operations Area)** – The area of the Airport situated within the perimeter fence line, which is used primarily for aircraft parking, taxiing, refueling, landing, takeoff, or surface maneuvering.

- **Apron (or Ramp)** – A defined area of an Airport intended to accommodate aircraft for the purposes of loading and unloading passengers or cargo, refueling, parking, or maintenance.

- **City** – The City of Fernandina Beach located in Nassau County, Florida

- **Commercial Aeronautical Activity** – An activity which involves, makes possible, or is required for the operation of aircraft, or which contributes to or is required for the safety of aircraft operations commonly conducted on the Airport and the purpose of such activity being to generate or secure earnings, income, compensation, services, goods, like-kind exchange, or profit of any kind, whether or not such results are accomplished.

- **Emergency Vehicle** – Vehicle of the police or fire department, ambulance or any vehicle conveying an Airport official or Airport employee in response to an official alarm call.

- **Entity** – A person, persons, firm, limited-liability company, corporation, partnership, unincorporated proprietorship, association, or group formed for the purpose of conducting the proposed activity.

Fernandina Beach Municipal Airport Rules and Regulations

- FAA (Federal Aviation Administration) – The federal agency within the Department of Transportation of the United States government that has the responsibility of promoting safety in the air, by both regulation and education.
- FAR (Federal Aviation Regulation) – The federal government rules and regulations governing aviation activity under Code of Federal Regulations – Title 14 Aeronautics and Space.
- Fire Department – Fernandina Beach Fire Department having jurisdiction and responsibility over the Airport.
- Fixed Base Operator (FBO) – A business granted the right by the Airport sponsor to operate on an Airport and provide aeronautical services such as fueling, hangar space, tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction.
- Flammable Liquids – A liquid or agent which when in contact with another property or properties may ignite causing a flame.
- Fuel – Any petroleum product used for the purpose of providing propulsion to an aircraft.
- Fuel Handling – The transporting, delivering, dispensing, storage, or draining of fuel or fuel waste products to or from any aircraft, vehicle or equipment.
- Hazardous Materials – Any substance, waste or material which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic, or otherwise hazardous, and is or becomes regulated as a hazardous material by any governmental authority, agency, department, commission, or board.
- Minimum Standards for Commercial Activities (Minimum Standards) – The qualifications, criteria, and standards established by the City of Fernandina Beach as the minimum requirements to be met as a condition for the right to conduct a commercial aeronautical activity on the Airport.
- Motor Vehicle (or Vehicle) – Any device that is capable of moving itself, or being moved, from place to place upon wheels, but does not include any device designed to be moved by muscular power or designed to move primarily through the air.
- NFPA (National Fire Protection Association) – All codes, standards, rules, and regulations contained in the standards of the National Fire Protection Association, as may be amended from time to time, and are incorporated herein by reference.
- Operator (Aircraft or Motor Vehicle) – Any person who is in actual physical control of an aircraft or motor vehicle.
- Operating Directive – Specific written documents detailing approved methods of operations as directed and signed by the Airport Manager. Such will become an addendum of the Airport Rules and Regulations.
- Owner – Any person who holds the legal title of an aircraft or a motor vehicle.
- Permission – A right or approval granted by the Airport Manager under authority delegated by City Manager and/or City Commission.
- Person – Any individual, firm, partnership, corporation, company, association, joint stock association, or body politic or any other group acting as an entity, or combination of thereof; and further includes any trustee, receiver, committee, assignee, or other representative or employee thereof.
- Police Department (or Law Enforcement) – Fernandina Beach Police Department having jurisdiction and responsibility over the Airport.
- Public Area (or Common Area) – The land and/or improvements at the Airport that is available for use on a non-exclusive basis and not controlled by any leasehold.
- Regulatory Measures – Federal, state, county, city, and Airport, laws, codes, ordinances, policies, rules and regulations, including, without limitation, those of the United States Department of Transportation, the FAA, the FDOT, NFPA, Airport Minimum Standards, Airport Rules and Regulations, all as may be in existence, hereafter enacted, and amended from time to time.
- Restricted Area – Any area of the Airport wherein entry or use thereof is restricted to authorized personnel only pursuant to regulatory measures, including but not limited to: runways, taxiways, fire lanes, Airport maintenance facilities, mechanical rooms, electrical vaults, fire breaks, and any of the areas marked as such with appropriate signage.

Fernandina Beach Municipal Airport Rules and Regulations

- Run-up – Aircraft engine operation above normal idle power for purposes other than initiating taxi or takeoff.
- Runway – A defined rectangular surface on an Airport prepared or suitable for the landing or taking off of aircraft. Runways are identified by a broken white centerline, solid white edge lines, and white edge lights.
- Self-fueling or self-service – Self-fueling means the fueling or servicing of an aircraft (i.e. changing the oil, washing) by the owner of the aircraft with his or her own employees and using his or her own equipment. Self-fueling or other self-services cannot be contracted out to another party. Self-fueling implies using fuel obtained by the aircraft owner from the source of his/her preference. As one of many self-service activities that can be conducted by the aircraft owner or operator by his or her own employees using his or her own equipment, self-fueling, differs from using a self-service fueling pump made available by the Airport, a FBO, or an aeronautical service provider. The use of a self-service fueling pump is a commercial activity and is not considered self-fueling as defined herein and can be subject to Minimum Standards. In addition to self-fueling, other self-service activities that can be performed by the aircraft owner with his or her own employees include activities such as maintaining, repairing, cleaning, and otherwise providing service to an aircraft, provided the service is performed by the aircraft owner or his/her employees with resources supplied by the aircraft owner. Title 14 CFR Part 43 permits the holder of a pilot certificate to perform specific types of preventative maintenance on any aircraft owned or operated by the pilot.
- Shall (or will or must) – These words are always mandatory.
- Taxi lane – The portion of the aircraft parking areas used for access between taxiways and aircraft parking positions.
- Taxiway – A defined path established for the taxiing of aircraft from one part of an Airport to another. Taxiways are identified by a solid painted yellow centerline and blue edge lights.
- Tie-down Area – An area paved or unpaved suitable for parking and mooring of aircraft wherein suitable tie-down points are located.
- UNICOM (CTAF) – A two-way communication system operated by a non-governmental entity on a designated radio frequency to provide Airport advisory information while operating to or from an Airport that does not have a control tower or an Airport when the tower is closed. The Common Traffic Advisory Frequency (CTAF) may be a UNICOM, MULTICOM, Flight Service Station (FSS), or a tower frequency and is identified in appropriate aeronautical publications. While not required for operation at Fernandina Beach Municipal Airport, use is strongly encouraged.

1. **Call to Order:** Chairperson Chuck Colcord called the meeting to order at 6:00 pm.
2. **Members Present:** Chuck Colcord (Chair), Prudence Hostetter, Kent McKee, Ward Gill, and Dave Austin
Members Absent: Tom Piscitello and Don Edlin

Others Present: Commissioner Len Kreger, Commissioner Chip Ross, Brian Echard, Kathryn Echard, Andrew Holesko (Passero Associates), Robert Kozakoff (Airport Staff), Nathan Coyle (Airport Staff), David Broughton, and R.D. Lake.
3. **Public Comment Regarding Items Not On The Agenda:** No public comment was received.
4. **Old Business:** Member McKee asked if there were any updates on the coordination of a GPS procedure, and Airport Manager Coyle stated that he continued to work with the FAA ADO office and flight procedures on this matter, and would hopefully have an update soon.
5. **New Business:**

5.1 Airport Architectural Standards – Final Discussion and Recommendation

Airport Manager Coyle presented a revised copy of draft airport architectural standards which included recommended changes that had previously been provided to the AAC. Mr. Coyle stated that the item regarding T-Hangar exclusivity still required discussion.

Mr. Coyle provided an excerpt from an AOPA publication on hangar development which outlined pros/cons between airport hangar development and private hangar development. Mr. Coyle then asked AAC members for feedback on this provision within the draft standards. Member McKee stated that he felt as though the T-Hangar exclusivity should be removed to allow private development of T-Hangars which would allow for sufficient development to help better meet the demand for hangar space at the airport. Member Austin stated that he supported this concept to allow private development of T-Hangars and that additional development may have beneficial impacts to the airport beyond land lease revenue through aviation activity, such as fuel flowage. Member Colcord asked if there were any options to control private development once exclusivity is removed, and Mr. Coyle stated that he had attempted to research this but that, in discussion with the City's Attorney, felt as though once the exclusivity is removed that it may never be available to the airport again. Member McKee asked if there were a method to control private development of T-Hangars through a process such as identifying an area within the Master Plan or on the airport's layout plan for private T-Hangar development. Andrew Holesko provided comment stating that a simple amendment to the airport's ALP could be achieved but that he was not sure about the proposed concept. Mr. Coyle stated that he thought this concept was interesting and that he had not considered it before. Mr. Coyle stated that he could discuss this concept with the FAA to see if it might be an option for consideration of the airport. The group provided

consensus that it would be beneficial to research this option and come back with more information.

Mr. Coyle then asked if there were any other comments or questions on the rest of revisions within the proposed draft airport architectural standards as presented. No other comments or questions were posed.

A motion was made by Member Hostetter, seconded by Member Austin, to recommend that the City adopt all proposed revisions to the airport's architectural standards and for the AAC to further evaluate T-Hangar exclusivity, specifically the option of identifying a parcel on the airport's layout plan for private T-Hangar development, before proposing any amendments to that language within the airport's architectural standards. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

5.2 AAC Vacancy – Review of Applicants and Recommendation

Airport Manager Coyle presented four applications of interest for appointment under the existing vacancy for the AAC. Mr. Coyle also introduced Mr. R.D. Lake and Mr. David Broughton, two of the applicants, who were in the audience at the meeting. Mr. Lake and Mr. Broughton both introduced themselves and provided background regarding their experience within aviation.

The AAC deliberated on the recommendation stating that all applicants, and those at the meeting, were well qualified to fill the vacancy.

A motion was made by Member Hostetter, seconded by Member McKee, to recommend that the City Commission appoint Mr. David Broughton to the Airport Advisory Commission to fill the existing voting vacancy on the committee. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

6. Airport Manager and Staff Reports:

Airport Manager Coyle presented his monthly department report to the group as included within the agenda packet.

Airport Manager Coyle also provided information about a recent discussion that had been conducted with City Manager Martin regarding an interest in potentially moving forward to develop a joint-use fire station on airport property, as shown on the airport's ALP, to serve firefighting needs of the general public and the airport alike. Mr. Coyle stated that the airport currently carries a capital improvement project in 2026 for FDOT funds to develop an ARFF facility on the airport, and that FDOT funding could be used to fund eligible (ARFF-related) expenses within construction of this facility. The City is interested in moving forward on this project within the next few years. Mr. Coyle stated that he had asked FDOT about obtaining

grant funding to support the project and/or support eligible components of design work and FDOT suggested that funds could be transferred from an existing project. Mr. Coyle stated that the FBO has offered a zero percent loan in support of funding needed for the fuel farm and perhaps there is an option to use that offer to cover any grant dollars which would potentially be transferred from the fuel farm project. Mr. Coyle asked for thoughts from the group.

Member Gill stated that he thought there would be benefit to the airport from having a fire station and ARFF capability on-site. Member Hostetter asked if the preliminary design/conceptual work would look at traffic flow and any potential issues with fire vehicles access Amelia Parkway, and Mr. Coyle stated that he believes response capability would most likely be a part of the planning process. Member Colcord stated that he would be concerned if this project would jeopardize replacement of the existing fuel farm. Mr. Coyle stated that he felt the fuel farm project could still be completed but did not yet have cost estimates as Passero will be completing initial scoping for the project in the coming weeks, which would reveal general cost estimates for the project. Mr. Coyle stated that he would keep the group advised on this discussion as it evolves.

7. Commission Member Reports and Comments:

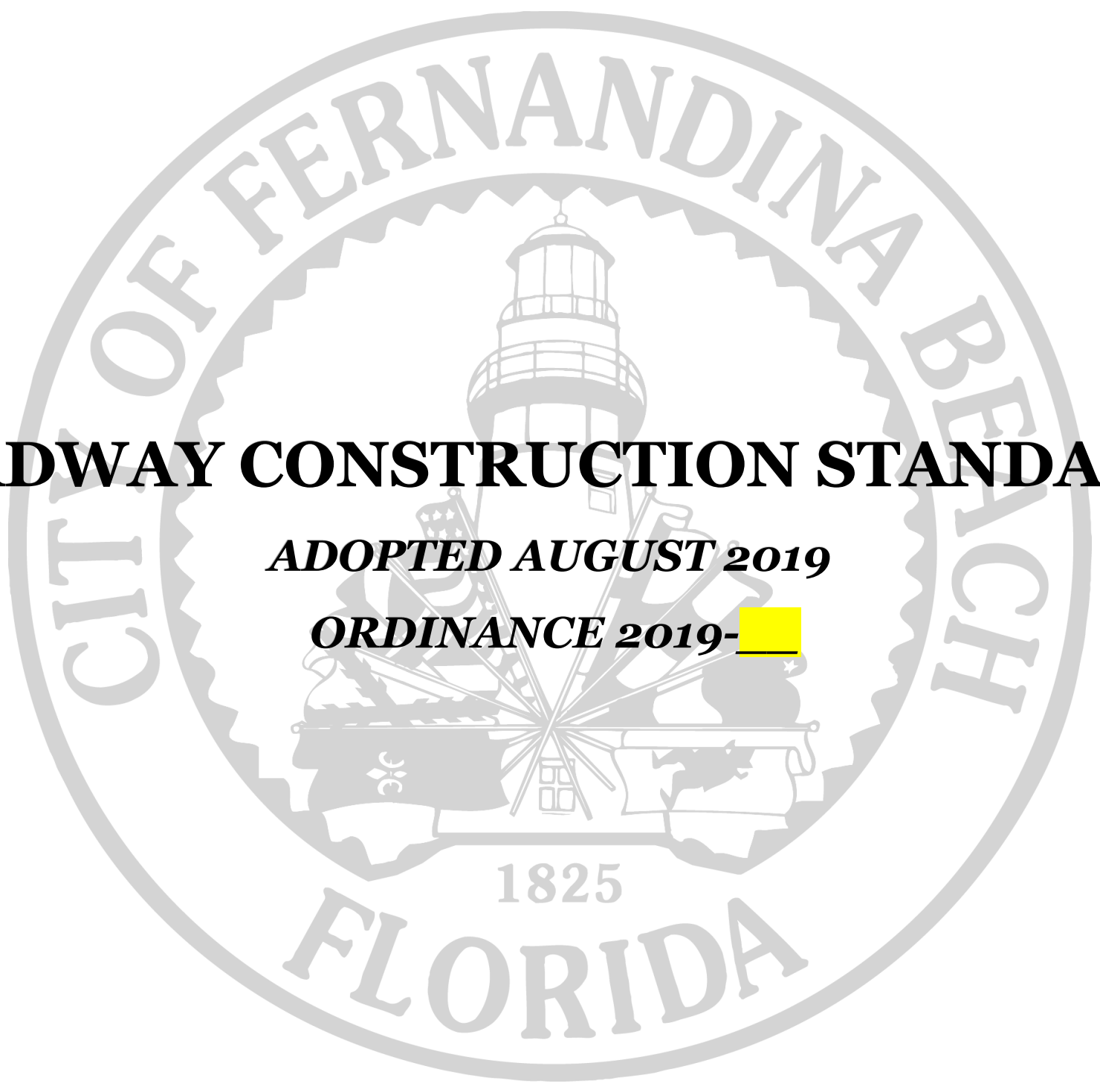
Member Colcord asked if there were any updates on Hangar B or the demolition of the old FBO office facility. Mr. Coyle stated that there were no updates on Hangar B however the plans for demolition of office space had been received from Passero and a bid packet had been developed for release, and would be released in the coming weeks.

8. Next Meeting Date: Thursday April 11, 2019.

9. Adjournment: There being no further business to come before the Airport Advisory Commission, the meeting was adjourned at 8:00 p.m.

Secretary

Chuck Colcord, Chairperson



ROADWAY CONSTRUCTION STANDARDS

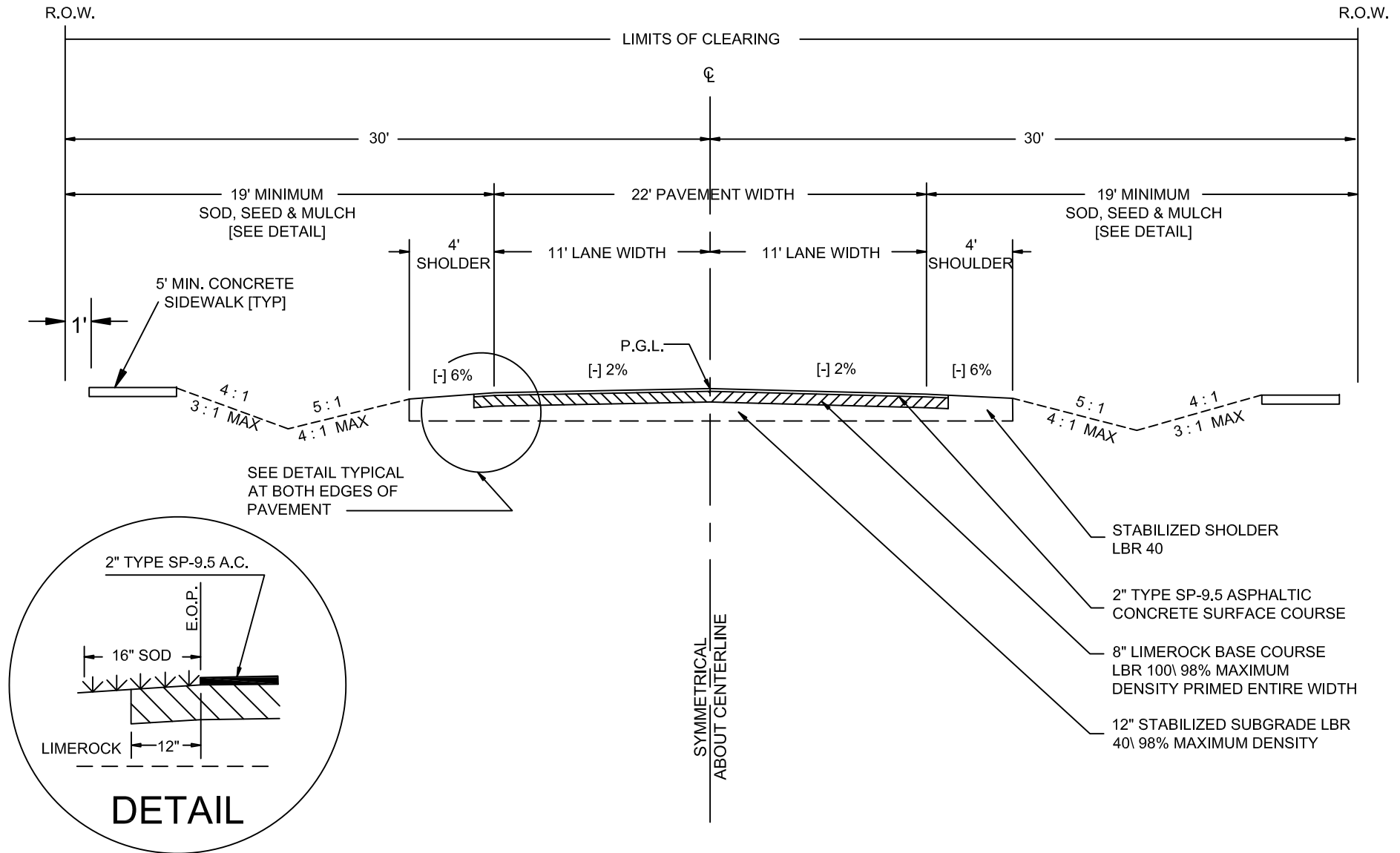
ADOPTED AUGUST 2019

ORDINANCE 2019-

1825

FLORIDA

RIGHT-OF-WAY WIDTH: 60 FEET



OPTIONAL BASE MATERIALS MAY BE ACCEPTABLE UPON
APPROVAL BY THE CITY OF FERNANDINA BEACH

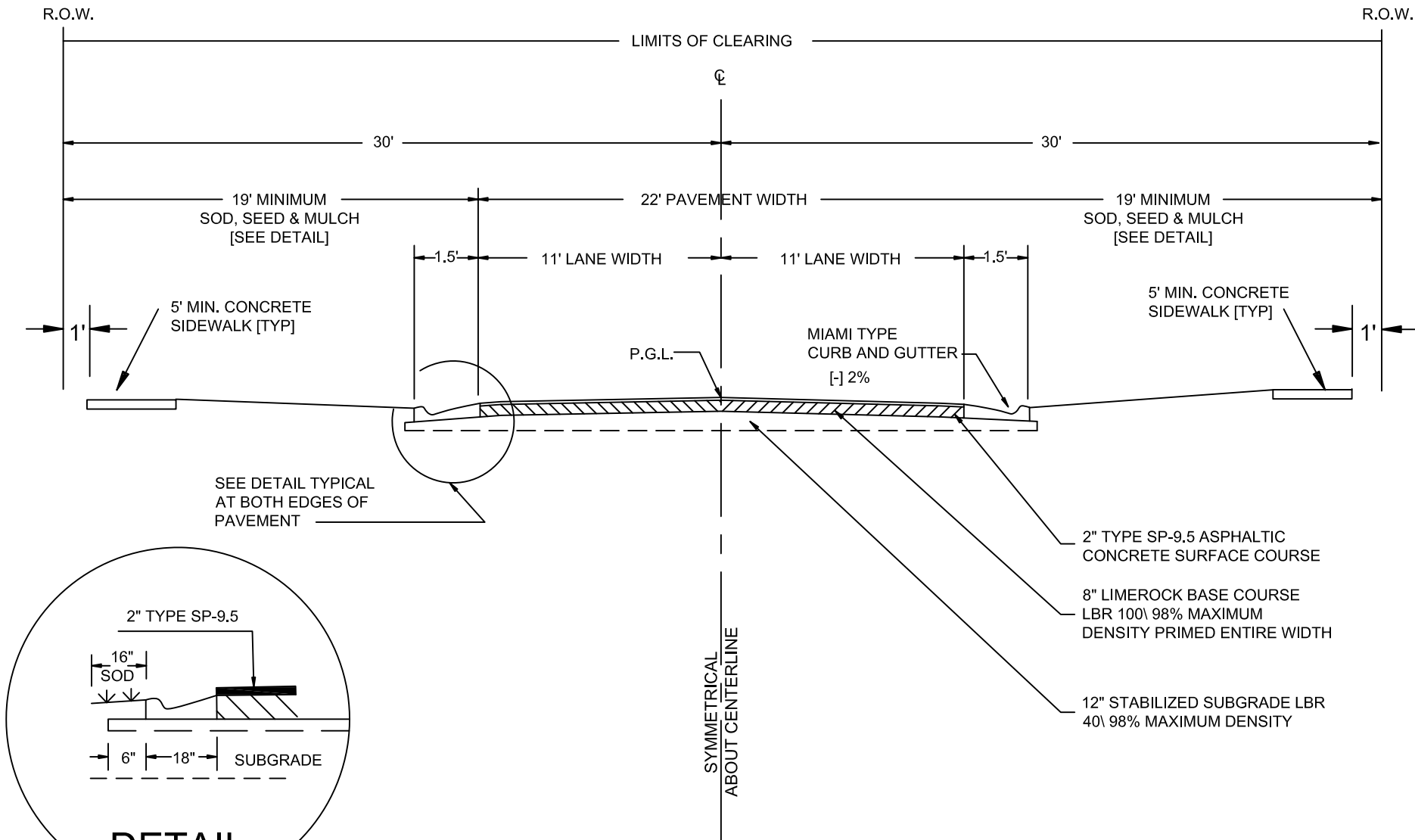


LOCAL ROAD - 2 LANE TYPICAL SWALE SECTION

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	1 OF 14

RIGHT-OF-WAY WIDTH: 60 FEET



OPTIONAL BASE MATERIALS MAY BE ACCEPTABLE UPON APPROVAL BY THE CITY OF FERNANDINA BEACH

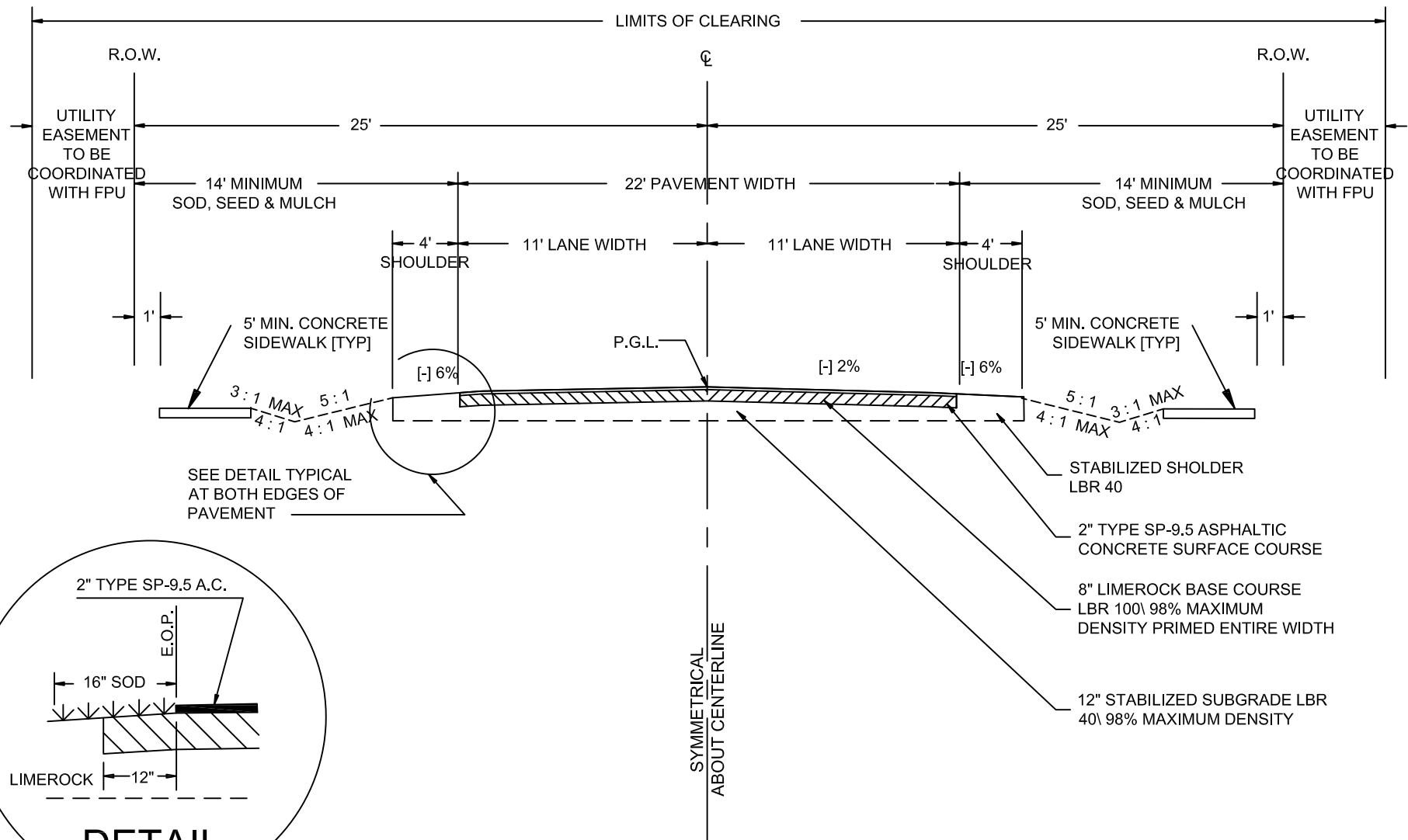


LOCAL ROAD - 2 LANE
CURB & GUTTER TYP SECTION

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	2 OF 14

RIGHT-OF-WAY WIDTH: 50 FEET



SEE DETAIL TYPICAL AT BOTH EDGES OF PAVEMENT

OPTIONAL BASE MATERIALS MAY BE ACCEPTABLE UPON APPROVAL BY THE CITY OF FERNANDINA BEACH



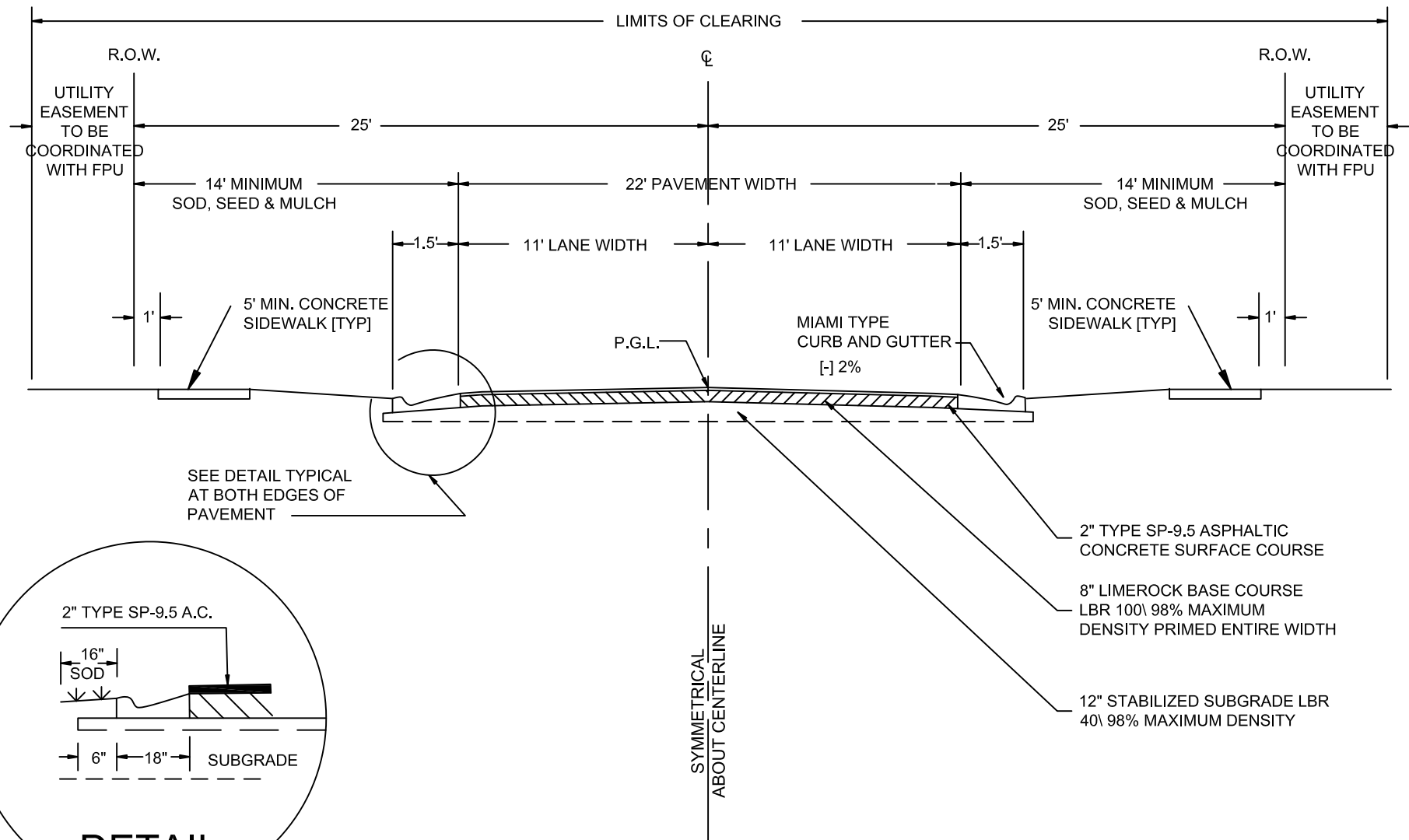
LOCAL ROAD - 2 LANE TYPICAL SWALE SECTION

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH
1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA

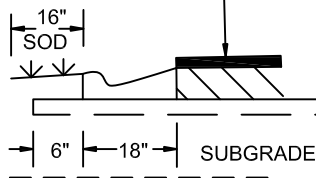
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ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	3 OF 14

RIGHT-OF-WAY WIDTH: 50 FEET



SEE DETAIL TYPICAL
AT BOTH EDGES OF
PAVEMENT

2" TYPE SP-9.5 A.C.



DETAIL

OPTIONAL BASE MATERIALS MAY BE ACCEPTABLE UPON
APPROVAL BY THE CITY OF FERNANDINA BEACH

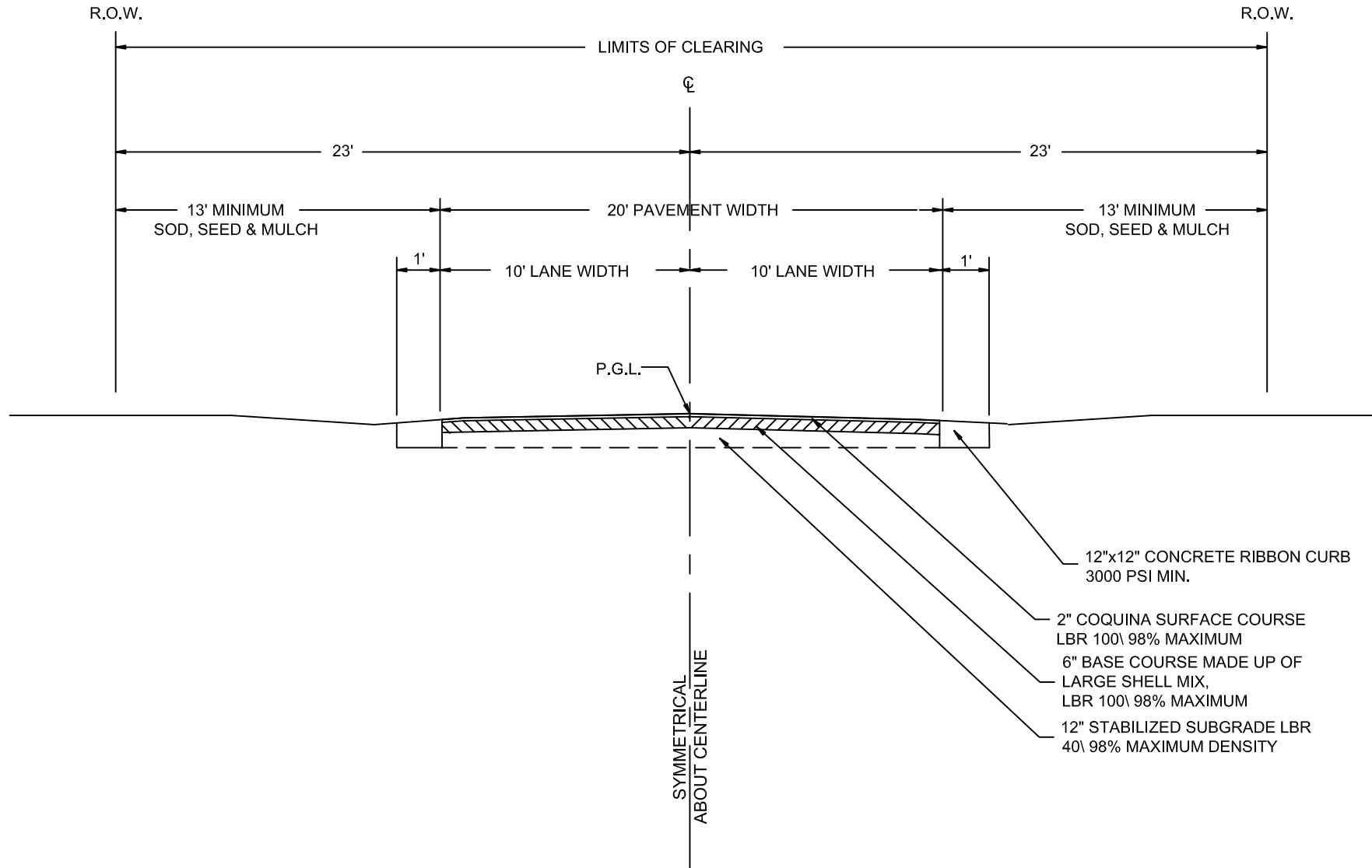


LOCAL ROAD - 2 LANE CURB & GUTTER TYPICAL SECTION

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	4 OF 14

RIGHT-OF-WAY WIDTH: 46 FEET

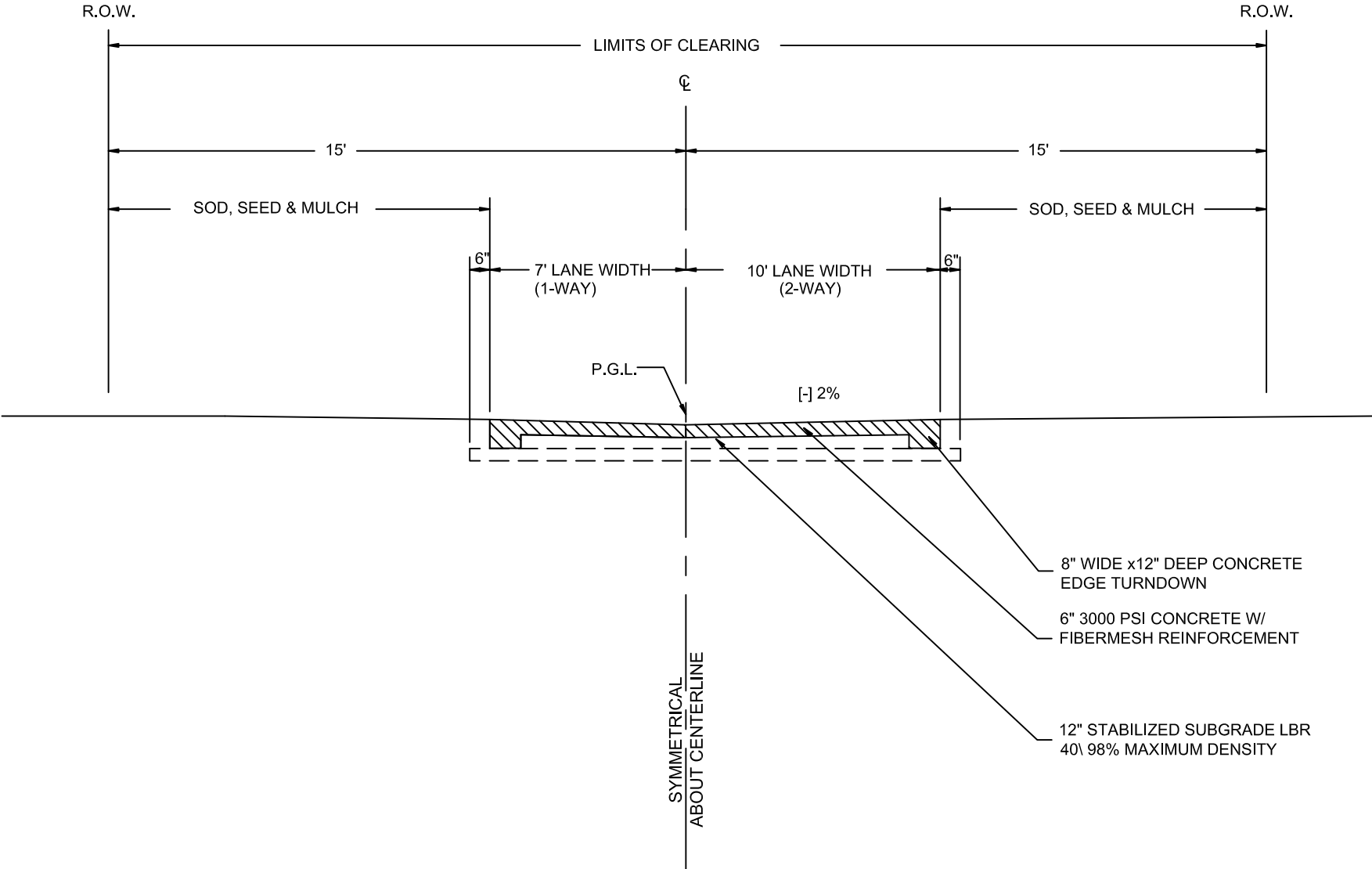


LOCAL ROAD - 2 LANE OLD TOWN TYPICAL SECTION

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	5 OF 14

RIGHT-OF-WAY WIDTH: 30 FEET



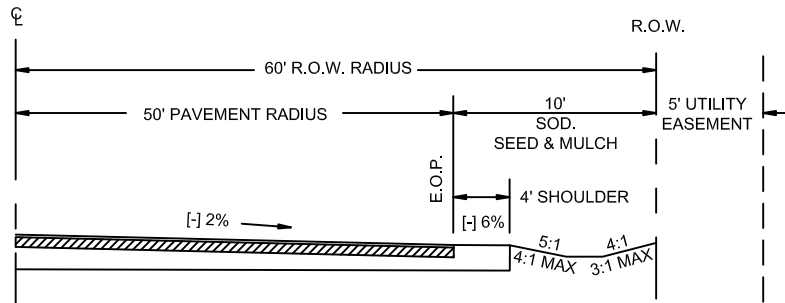
OPTIONAL BASE MATERIALS MAY BE ACCEPTABLE UPON
APPROVAL BY THE CITY OF FERNANDINA BEACH



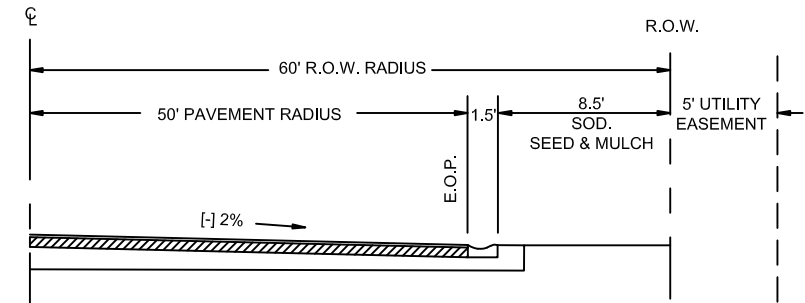
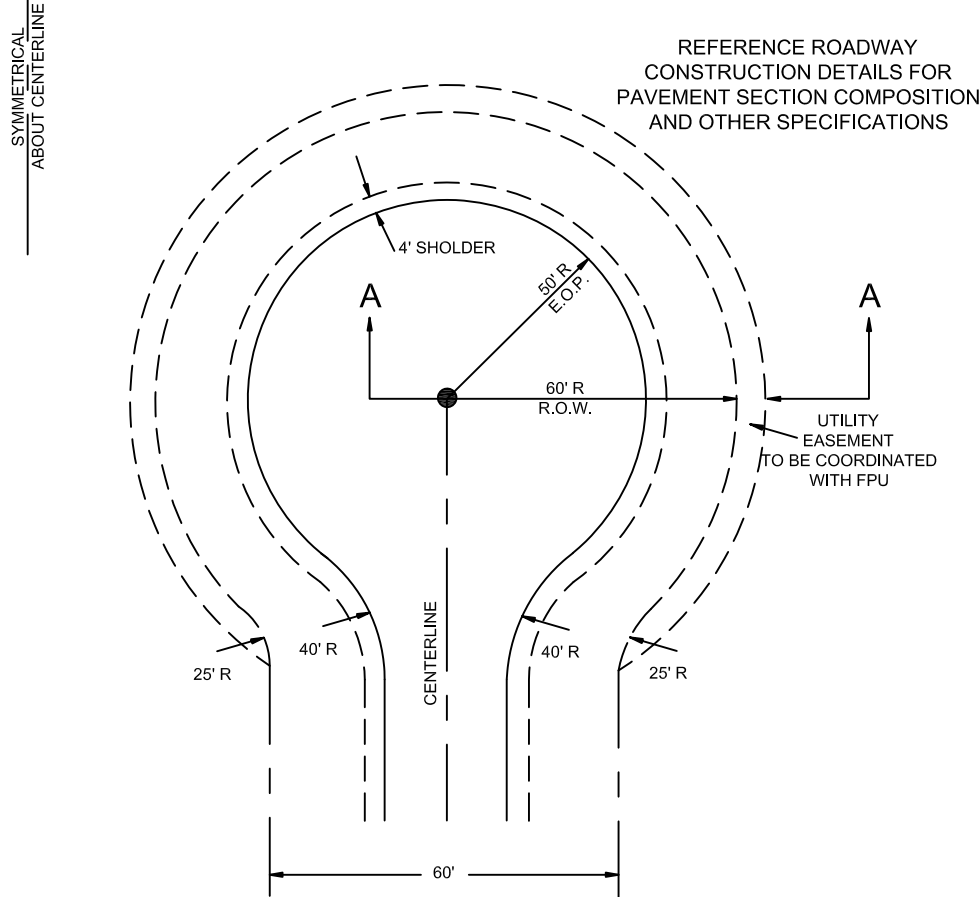
30' ALLEY
TYPICAL SECTION

ROADWAY STANDARD DETAILS

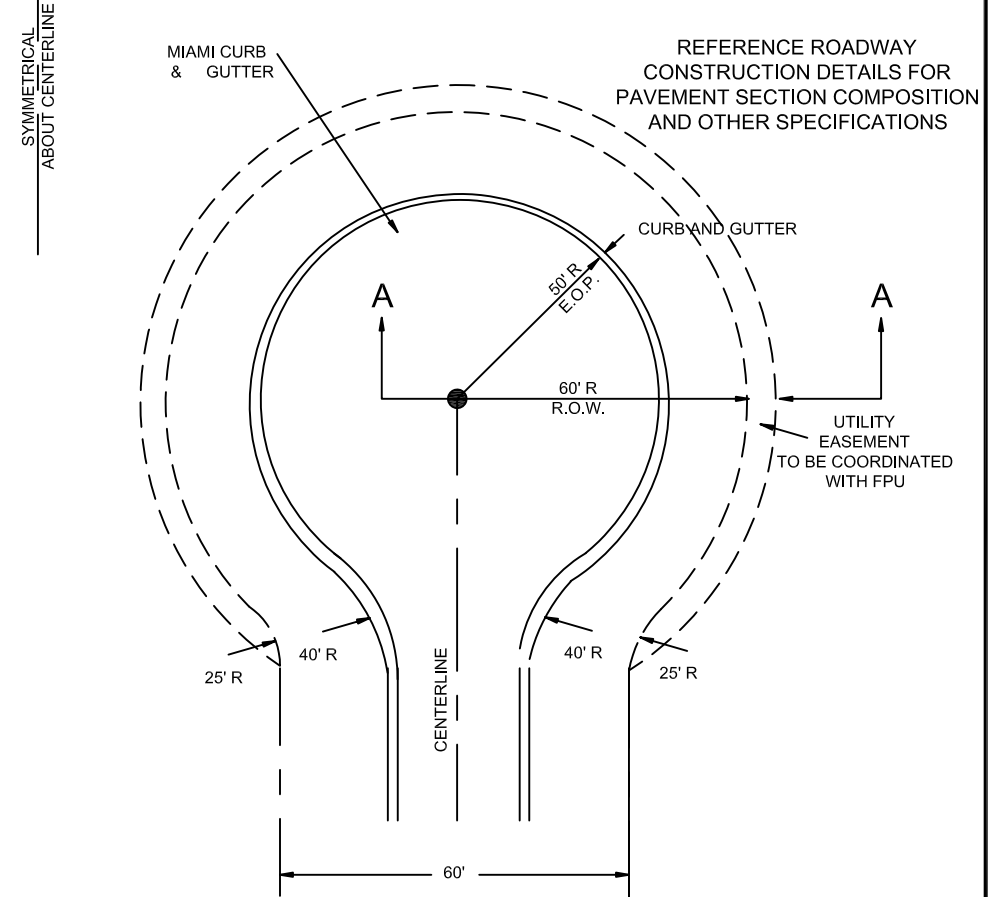
CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	6 OF 14



SECTION "AA"



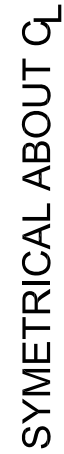
SECTION "AA"



RESIDENTIAL CUL-DE-SAC CONSTRUCTION TYPICAL DETAIL

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	7 OF 14



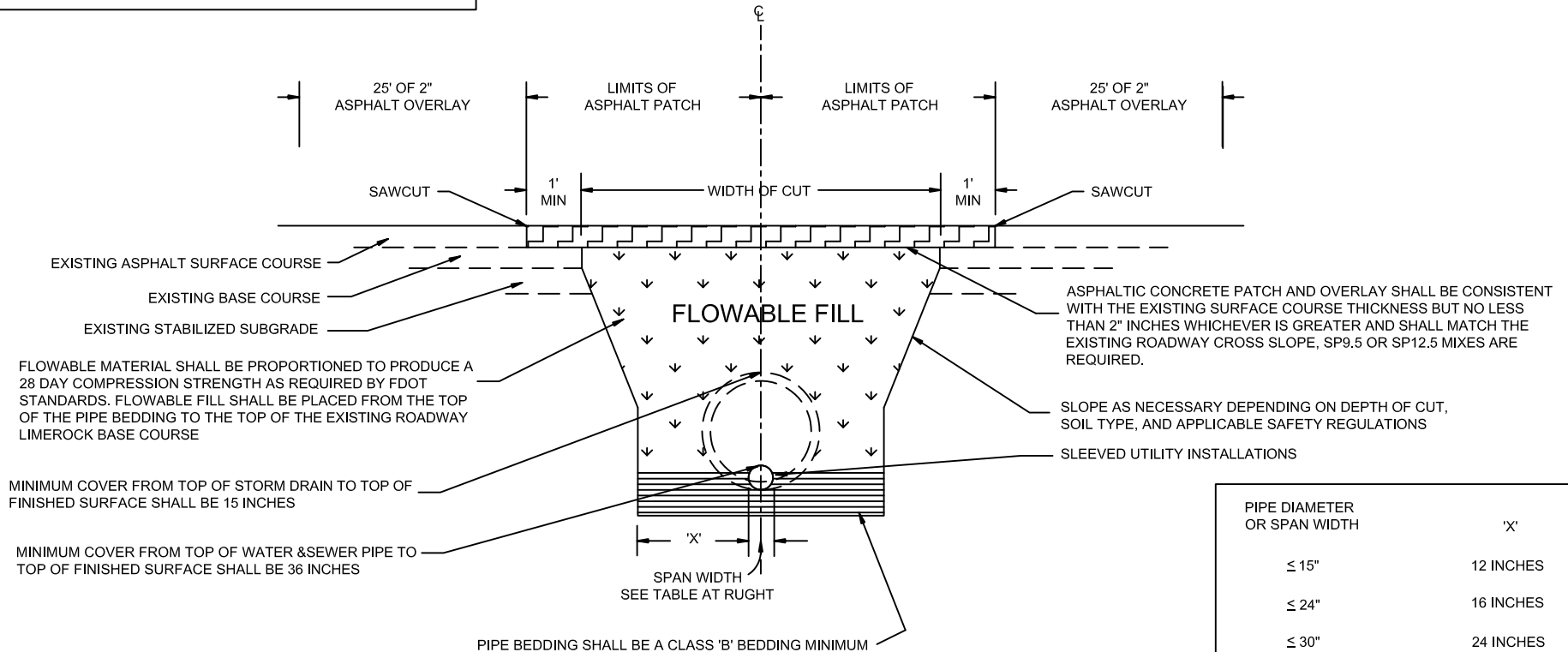
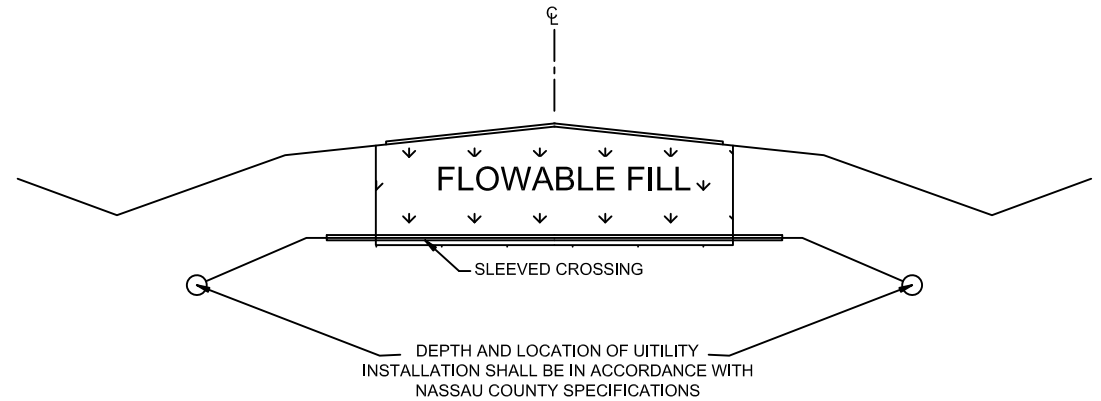
NOTE:

TO BE USED ONLY
WHERE CUL-DE-SAC
IS INAPPROPRIATE

ROADWAY STANDARD DETAILS CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	8 OF 14

NOTES:

- 1) OPEN ROAD CUTS ARE GENERALLY NOT AN ACCEPTABLE MEANS OF CONSTRUCTION UNLESS APPROVED IN ADVANCE BY THE ENGINEERING SERVICES DEPARTMENT.
- 2) MATERIALS, MIX PROPORTIONS, PRODUCTION, PLACING, CONSTRUCTION REQUIREMENTS, AND ACCEPTANCE OF FLOWABLE FILL SHALL BE IN ACCORDANCE WITH NASSAU COUNTY SPECIFICATIONS
- 3) ALL OPEN CUTS SHALL REQUIRE A PERMIT AND 48 HOUR ADVANCE NOTICE TO THE ENGINEERING SERVICES DEPARTMENT INSPECTION STAFF PRIOR TO COMMENCEMENT OF CONSTRUCTION A REPRESENTATIVE FROM THE COUNTY'S INSPECTION STAFF MUST BE PRESENT AT THE TIME OF INSTALLATION OF THE UTILITY
- 4) PUBLIC SAFETY SHALL BE MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH THE PROVISIONS OF PART 6, WORK ZONE TRAFFIC CONTROL, OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE FDOT STANDARDS, LATEST EDITION
- 5) THE CONTRACTOR SHALL PROVIDE TO THE NASSAU COUNTY CEI CERTIFICATION OF THE MIX DESIGN FROM THE SUPPLIER AT THE TIME OF CONSTRUCTION
- 6) 1" ASPHALT OVERLAY LONGITUDINALLY, TO BE 25' EACH WAY FROM LIMITS OF PATCH / REPAIR (OR VARIED BY THE CITY OF FERNANDINA BCH



PIPE DIAMETER OR SPAN WIDTH	'X'
≤ 15"	12 INCHES
≤ 24"	16 INCHES
≤ 30"	24 INCHES
≤ 30"	36 INCHES



OPEN ROAD CUTS / FLOWABLE FILL

ROADWAY STANDARD DETAILS

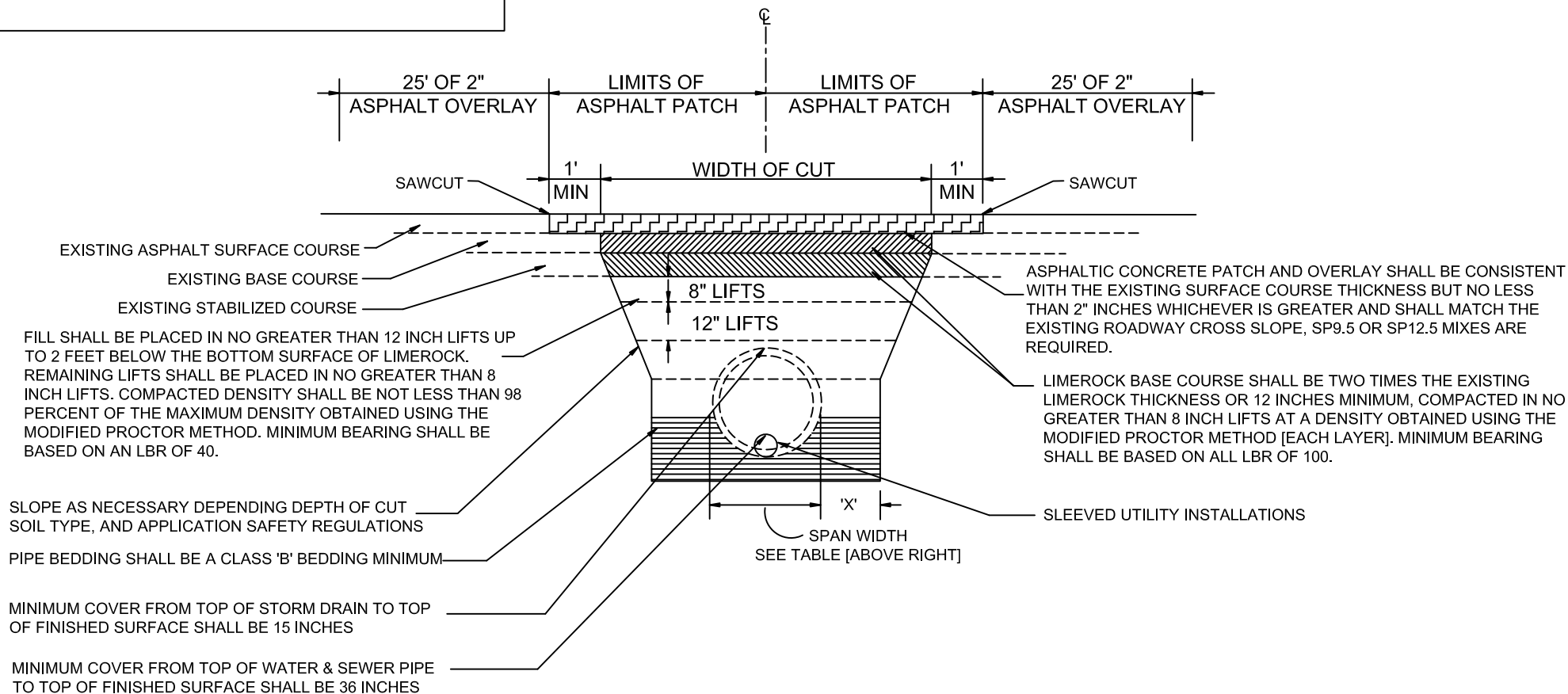
CITY OF FERNANDINA BEACH
1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA

DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	9 OF 14

NOTES:

- 1) TEST REPORTS FOR DENSITY AND BEARING SHALL BE REQUIRED FOR ALL COMPACTED LIFTS
- 2) SOIL BEARING MAY BE DETERMINED BY A STATIC CONE PENETROMETER
- 3) FLOWABLE FILL IS THE PREFERRED ALTERNATIVE FOR ALL BACKFILL REQUIREMENTS (SEE OPEN ROADWAY CUT DETAIL NO. 15V FOR USE OF FLOWABLE FILL)
- 4) PUBLIC SAFETY SHALL BE MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH THE PROVISIONS OF PART 6, TEMPORARY TRAFFIC CONTROL, OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE NASSAU COUNTY ROAD CLOSURE POLICY
- 5) ALL OPEN ROADWAY CUTS SHALL REQUIRE A 24 HOUR ADVANCE NOTICE TO THE ENGINEERING SERVICES DEPARTMENT INSPECTION STAFF PRIOR TO COMMENCEMENT OF CONSTRUCTION. A REPRESENTATIVE FROM THE HIGHWAY INSPECTION STAFF MUST BE PRESENT AT THE TIME OF INSTALLATION OF THE UTILITY
- 6) 1" ASPHALT OVERLAY LONGITUDINALLY, TO BE 25' EACH WAY FROM LIMITS OF PATCH/ REPAIR (OR VARIED BY THE CITY OF FERNANDINA BEACH FLORIDA)

PIPE DIAMETER OR SPAN WIDTH	'X'
≤ 15"	12 INCHES
≤ 30"	24 INCHES
≤ 42"	30 INCHES
≤ 48"	36 INCHES
≤ 60"	42 INCHES
≤ 60"	48 INCHES



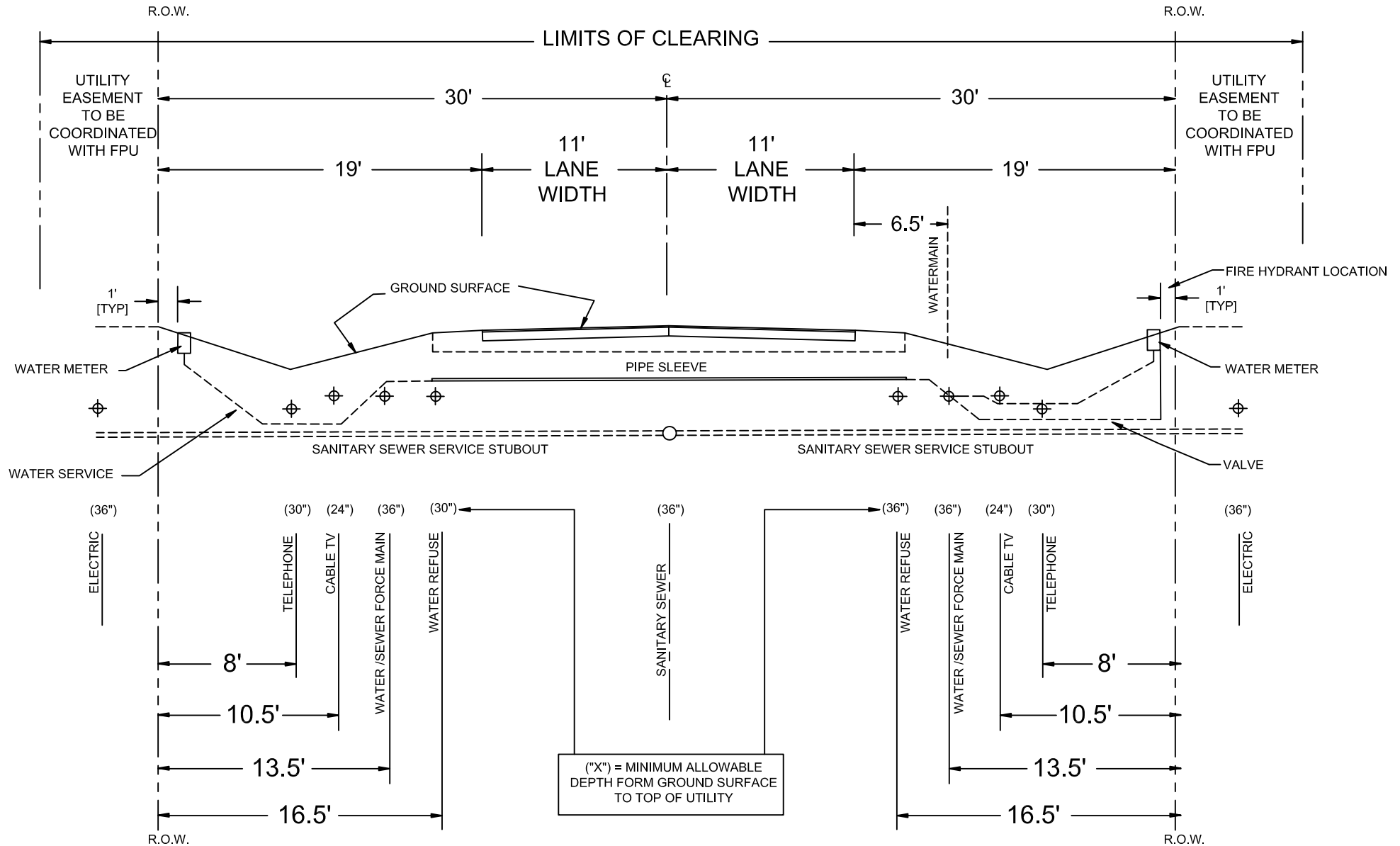
OPEN ROAD CUTS / COMPACTED FILL

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH
1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA

DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	10 OF 14

ALL UTILITIES TO BE INSTALLED BELOW DRAINAGE SYSTEM UNLESS APPROVED BY THE CITY OF FERNENDINA BEACH
 ALL UTILITIES INSTALLED BELOW PAVEMENT MUST HAVE A MINIMUM COVER OF 36"



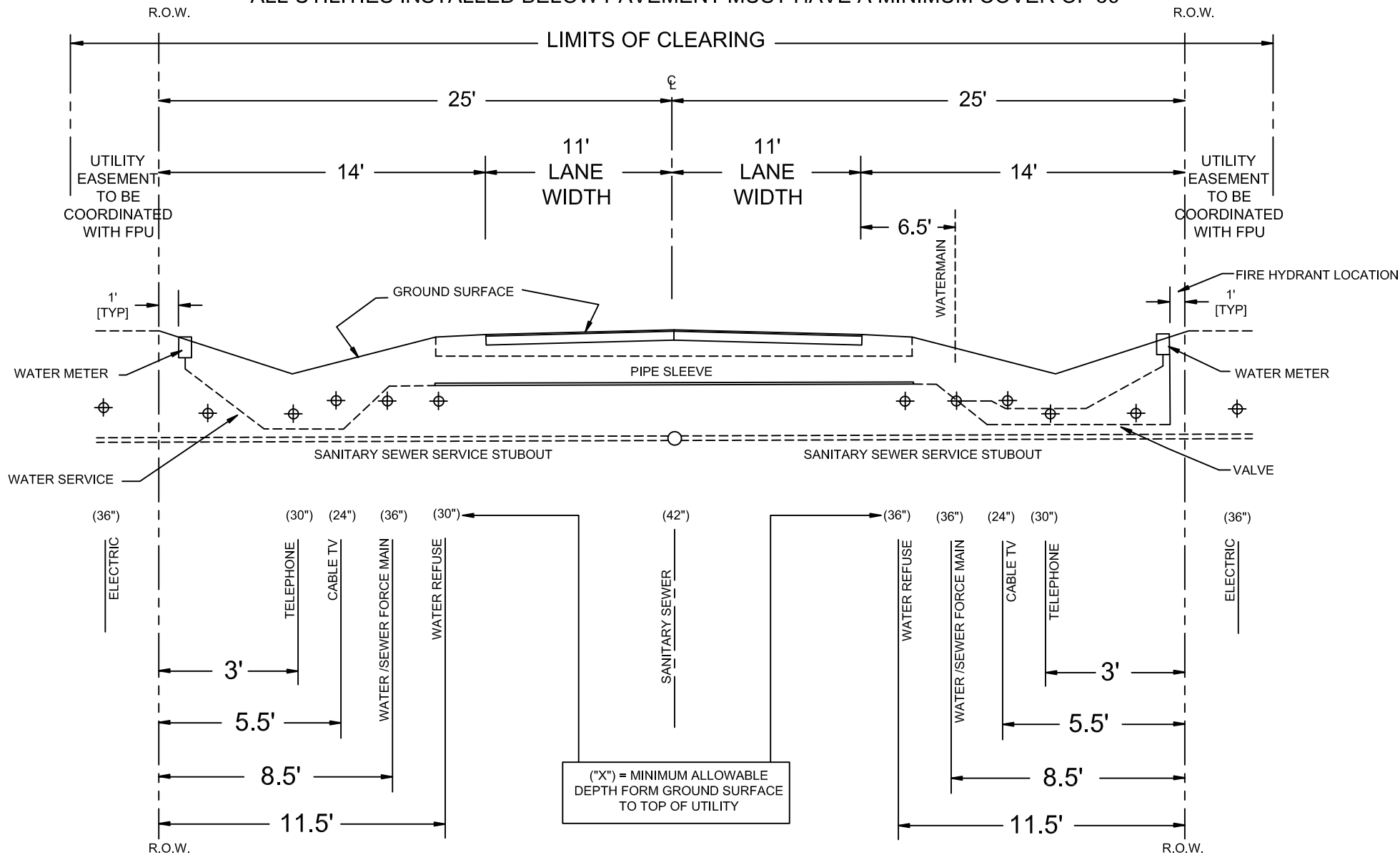
TYPICAL UTILITY LOCATION PLAN

60 FOOT RIGHT-OF-WAY

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	11 OF 14

ALL UTILITIES TO BE INSTALLED BELOW DRAINAGE SYSTEM UNLESS APPROVED BY THE CITY OF FERNANDINA BEACH
 ALL UTILITIES INSTALLED BELOW PAVEMENT MUST HAVE A MINIMUM COVER OF 36"

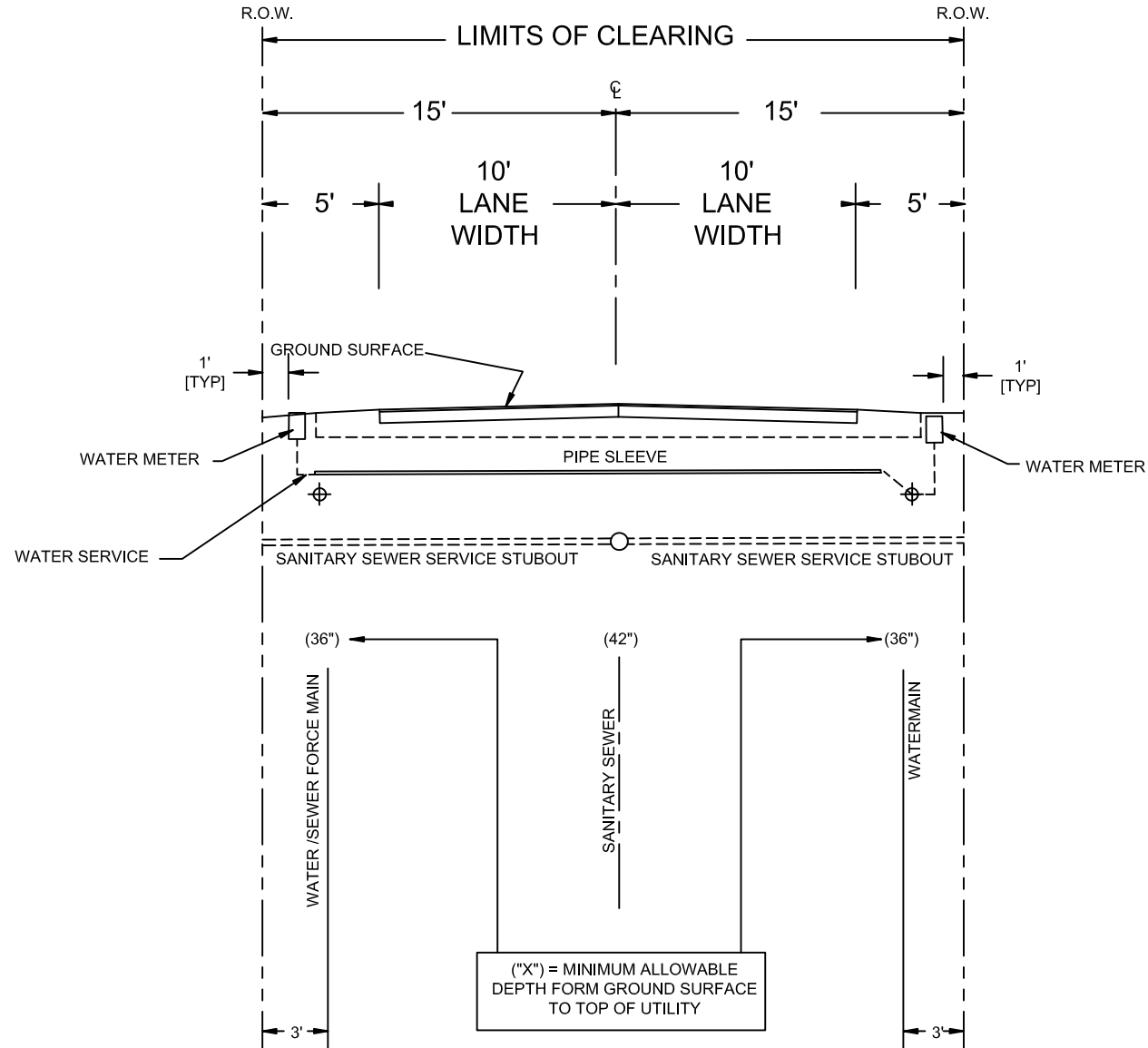


TYPICAL UTILITY LOCATION PLAN 50 FOOT RIGHT-OF-WAY

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	12 OF 14

ALL UTILITIES TO BE INSTALLED BELOW DRAINAGE SYSTEM UNLESS APPROVED BY THE CITY OF FERNENDINA BEACH
 ALL UTILITIES INSTALLED BELOW PAVEMENT MUST HAVE A MINIMUM COVER OF 36"



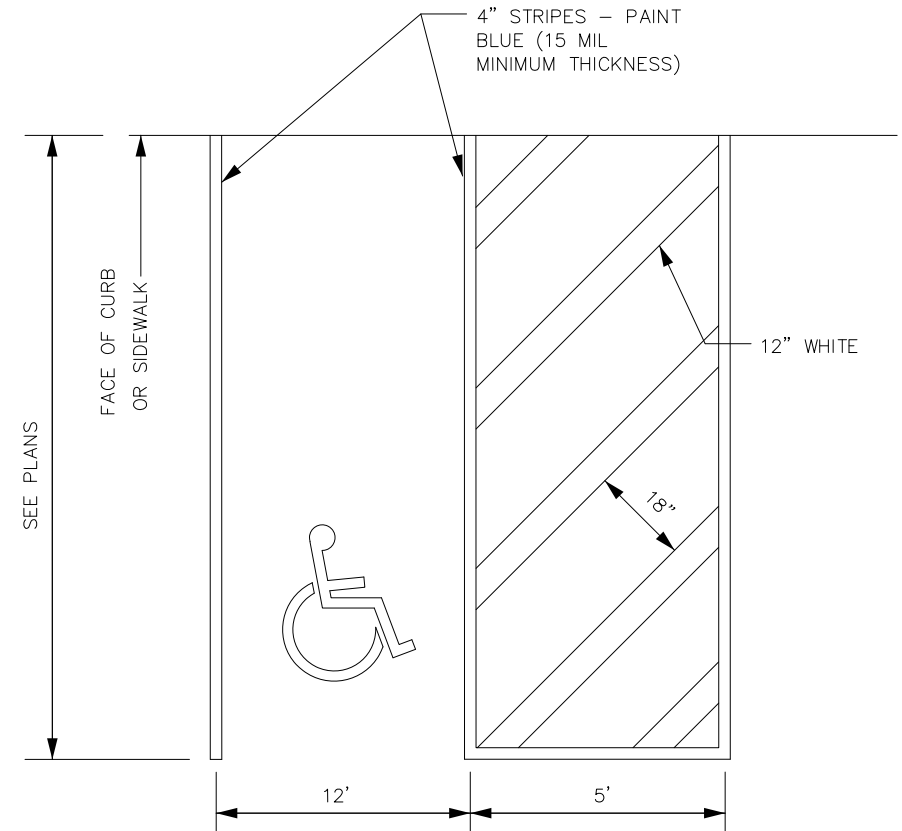
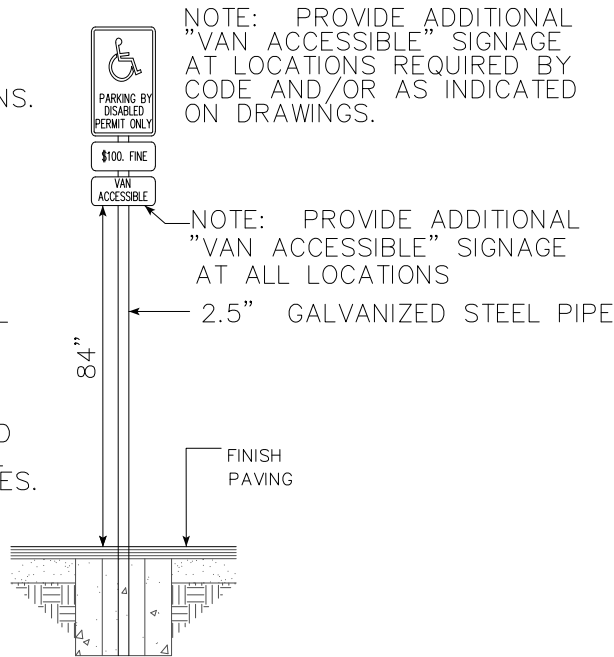
TYPICAL UTILITY LOCATION PLAN 30 FOOT ALLEY RIGHT-OF-WAY

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	13 OF 14

NOTE:

1. ALL SIGNS SHOWN SHALL CONFORM TO FEDERAL ACCESSIBILITY SPECIFICATIONS.
2. ALL SIGNS SHOWN SHALL BE REFLECTORIZED TO SHOW THE SAME COLOR BY NIGHT AS BY DAY.
3. ALL SIGNS SHALL BE SECURELY MOUNTED ON GALVANIZED STEEL CHANNEL POSTS.
4. INSTALL QUANTITY AND AT LOCATIONS REQUIRED BY CODE AND/OR AS INDICATED ON DRAWINGS. CONFIRM ALL HANDICAPPED SIGNAGE CODES.



Stall dimension measured from inside to inside striping

TYPICAL DISABLED PARKING



ADA PARKING AND SIGNAGE DETAIL

ROADWAY STANDARD DETAILS

CITY OF FERNANDINA BEACH 1181 S. 5TH STREET FERNANDINA BEACH, FLORIDA	
DATE: 2/27/19	RIGHT OF WAY TYP. 60'
ENGINEER: AD	SCALE: N.T.S.
DRAWN BY: BE	AUTHORIZED BY: AD
REVISED BY:	DRAWING #
REVISION DATE:	14 OF 14

ROADWAY CONSTRUCTION NOTES

1. All right-of-way other than roadway areas shall be seeded and mulched or sodded. All slopes steeper than 6:1 shall require sodding. The City reserves the right to require sodding in special areas where erosion is a concern, such as adjacent to sidewalk and back curb.
2. The following will be the standard protection for ditches unless drainage calculations indicate otherwise:

(Minimum slope for grass ditches shall be 0.5%)

<u>SWALE PROFILE GRADES</u>	<u>PROTECTION REQUIRED</u>
0.5%-1.0%	Grassing and mulching
1.0%-4.0%	Sod
4.0% and greater	Ditch paving (concrete)

3. The limits of stabilizing sub-grade shall extend to a varying depth (per plan) below the bottom of the base and outward to six inches (6") beyond the curb.
4. The stabilizing material should be a high bearing value soil, sand-clay, limerock, recycled concrete, shell, or other material as approved by the City and a licensed soils engineer.
5. The sub-grade for all street shall be stabilized not less than forty (40) pounds Limerock Bearing Ratio (LBR) to a 12" minimum depth. A compaction of no less than ninety-eight (98%) percent density based on AASHTO T-180 shall be required.
6. Tests for sub-grade bearing capacity and compaction shall be done at a minimum of every 250 feet and shall be staggered to the left, right, and at center line of the roadway. For short sections of roadway, at least two (2) tests shall be required.
7. Bases for all streets shall have a minimum 8" depth. Soil cement bases shall have a strength of 350 pounds per square inch at 28 days (85 to 125% tolerance). Recycled concrete or limerock bases shall be compacted to (98%) minimum density based on AASHTO-T 180 Modified Proctor Test (LBR 100).
8. Soil Cement and recycled concrete mix designs shall be submitted to the Streets Director for approval prior to start of sub-grade preparation.
9. Concrete delivery tickets shall be provided to the City at the time of placement.
10. Testing of the in-place bases shall be done at intervals equivalent to sub-grade testing and shall consist of, as a minimum, moisture content and compaction of the City.
11. Limerock, recycled concrete, or full depth asphalt pavement may be used in place of soils cement bases. All bases and roadway designs shall be subject to the approval of the City.
12. Soil cement base material construction shall be continuously supervised by a soil testing lab at the developer's expense.
13. Cure coating of soil cement base shall be removed by hand planing prior to installation of driving surface.

ROADWAY CONSTRUCTION NOTES

14. Soil cement pavement bases with the cure coat applied shall be allowed to cure a minimum of seven (7) days under no traffic prior to placing any asphalt surface. (Test report required prior to traffic usage)
15. Concrete and asphalt mix designs shall be submitted to the Streets Director for approval no less than three (3) working days prior to any roadway construction.
16. Asphalt specifications shall be submitted by the Design Engineer with final plans to the City. Florida State-certified batch plants must than certify that these approved specifications have been met.
17. Extraction and gradation test on asphalt mixes shall be provided to the City prior to final inspection to ensure that design mixes meet the City standard specifications.
18. The roadway crown shall have a standard one quarter inch (1/4") per foot slope.
19. All roadways with curb and gutter sections shall have a standard, a minimum longitudinal slope of 0.30%.
20. The finished pavement edge may be within one quarter inch (1/4") above the adjacent concrete curb.
21. Concrete curbs shall be provided on both sides of all streets and constructed with 3,000 PSI concrete at 28 days.
22. Concrete curbs shall be saw cut 1/4" at intervals of ten feet (10') with expansion joints at street intersections, structures, and along curves at sixty feet (60') intervals. All expansion joint material is required to be installed through the entire depth of the concrete curb.
23. A "S" shall be cut or etched in the curb to mark the location of all sewer service.
24. An upside-down "W" shall be cut in the outside edge of curb to mark the location of all water services.
25. Three (3) concrete cylinders shall be taken and tested (1 at 14 days and 1 at 28 days) for every seventy-five (75) cubic yards or less of concrete placed. Test results shall then be provided to the City Engineer as they become available.
26. The Developer shall provide all required pavement markings on all roadways per City, County, and State requirements. Centerline stripes shall be provided on extensions of City collector or arterial roads, county roads, and state highways only.
27. A City of Fernandina Beach approved Stop Sign and a 24" thermoplastic Stop Bar are required at all roadway intersections.
28. All traffic control devices placed at intersections, private streets, public streets, county roads, and state highways within the City limits shall be installed according to the FDOT Manual on Uniform Traffic Control Devices, latest edition.
29. The Developer is responsible for paying fees for Traffic Control Devices to the City for purchase and installation. Street signs and stop signs shall be placed at all intersection, including but not limited to private street, public street, county roads, and state highways within the City limits.

ROADWAY CONSTRUCTION NOTES

30. The Developer is responsible for paying fees for purchase and installation for all street lights prior to acceptance of the project by the City.
31. A minimum of Five foot (5') wide sidewalks shall be provided on both sides of all residential streets, see details. Areas where additional width is required will be identified by City Technical Review Committee.
32. All materials utilized for improvements within the City Right of Way shall have a minimum manufacturers warranty of 50 years.

33. Standard Turning Radii for Intersections:

Residential streets with state & County Roadways Or major thoroughfares within the City	40-50 ft.
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Entrances to commercial sites off of City streets	30 ft.
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Intersections interior in subdivisions	40 ft.
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Should Nassau County or the Florida Department of Transportation (FDOT) determine that larger radii are warranted within there right-of-way, the larger radii shall prevail.

34. Construction methods and design for concrete pavement shall conform to F.D.O.T. Standard Specifications for Road and Bridge Construction, latest edition.
35. All contractors who are performing the construction of public improvements (water main, sanitary sewer main, reclaimed water mains, storm pipes and inlets, and also constructions of roadways). Shall be certified with the Florida State Department of Business and Professional Regulations (DBPR) for the type of work that they perform.
36. Utility Depth:
- High Voltage utilities such as power (feeder, service, and drops) shall be buried in accordance with National Electric Code.
 - Low Voltage utilities such as phone and cable TV shall be buried a minimum of 12 inches in depth for feeder and services. Services drops shall be buried a minimum of 6 inches in depth, 36" under pavement.
37. All dead end roadways that exceed one-hundred fifty feet (150') shall be provided with an approved turnaround.
38. Minimum vertical clearance over all roadways is 13'-6". Minimum vertical clearance over all sidewalks is 7'.

7.01.00 Access and Driveway Design Requirements

Table 7.01.01(A). Maximum number of access points per lot.

Functional Classification of Frontage Street	Maximum Number of Access Points
Arterial	1 per 500 feet of frontage
Collector, City responsibility	1 per 200 feet of frontage
Local	1 per 100 feet of frontage

The following standards shall apply to all driveways or access points from a lot or parcel onto a public street:

- A. The maximum number of access points for a lot is set forth in Table 7.01.01(A).
- B. Platted lots of record on the effective date of this LDC which have fewer frontages than required in Table 7.01.01(A) shall be allowed one (1) access point.
- C. No point of access shall be allowed within 100 feet of the intersection of the centerlines of any public street, except for single-family dwellings located on local streets intersecting with a local street, where the minimum separation shall be fifty (50) feet.
- D. Access ways or driveways for corner lots shall be located on the street with the lower functional classification.
- E. Driveways shall comply with the following standards:
 - a. Residential driveways shall be a minimum of twelve (12) feet in width and a maximum of twenty (20) feet in width.
 - b. Non-residential driveways shall be twenty-five (25) feet in width; when two (2) or more uses share a driveway, the width may be increased to thirty-five (35) feet. When a landscaped median is provided, the total width shall not exceed fifty (50) feet.
 - c. The minimum inside turning radius shall be fifteen (15) feet. No part of the turning radius shall extend over the property line.
- F. Concrete shall be 3,500 PSI with fiber and six (6) inches in depth in all rights-of-way.
- G. The alley and driveway easements are to the property line of structures served and are not required inside the property line.
 - a. For residential subdivisions on any local roadway, a secondary access may be provided through an easement for emergency vehicles.
 - b. For residential subdivisions on a cul-de-sac;
 - c. The maximum number of lots shall be limited to twenty (20); and
 - d. The maximum length of the cul-de-sac shall be limited to 800 feet.
- H. No curbs shall be cut or altered, and no points of access or openings for vehicles onto a public street shall be established, without a permit issued by the City.
- I. Approval from FDOT or the County is required for any access way or driveway onto a road under their jurisdiction. Driveway connections are required to meet the standards and requirements for compliance under guidance of FDOT or the County.
- ~~J. The location, design, and construction of driveway connections shall comply with the FDOT Roadway Traffic Design Standards.~~
- K. All driveways shall be designed and constructed to comply with all drainage standards of the City and shall be improved with a permanent paving material. (MOVE TO ABOVE I. in revision)

7.01.01 Streets and Rights-of-Way

- A. Table 7.01.02(A) provides the minimum right-of-way widths for streets within the City. Where the minimum right-of-way width is not available for all streets abutting a parcel proposed for development, the applicant shall dedicate sufficient land to meet the right-of-way requirement. Dedication shall be based on one-half (1/2) of the right-of-way requirement.

Table 7.01.02(A). Minimum right-of-way widths.

Functional Classification	Minimum Right-of-way (ft.)
Minor Arterial	100
Collector, City responsibility	60
Local Streets shown on original 1857 City plat	50 60
Centre Street	80
Local Streets in Old Town	46
Local Streets, all other	60 50
Alley	30

- B. Right-of-way provisions
- Additional right-of-way may be required by the City:
 - In areas where drainage needs dictate swale cross sections larger than those that can be accommodated within the designated rights-of-way; or
 - To promote public safety and convenience and ensure adequate access, circulation, and parking in high density residential, commercial, or industrial areas. Where a development abuts or contains an existing street of inadequate right-of-way width, additional right-of-way in conformance with the standards set out in this subsection shall be required.
 - City Roadway Standards are adopted by reference and made part hereof. Standards have been developed to guide the development of new roadway construction.
 2. If pavement within a roadway is divided to allow for preservation of a tree within the right-of-way, the applicant shall demonstrate that adequate width remains for utilities and drainage between the shoulder and the right-of-way line.
 3. Acceleration, deceleration, and turn lanes may be required when an entrance to a development is on an arterial or collector road.

PLANNING ADVISORY BOARD AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Comprehensive Plan Amendment

REQUESTED ACTION:

SYNOPSIS:

CITY ATTORNEY COMMENTS:

Kelly N. Gibson, AICP

Date: May 28, 2019

Submitted By: Kelly Gibson, AICP, Planning Director

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value over \$100,000

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Street Resurfacing	Streets	300 (GF)	100%	500,000	500,000	500,000	500,000	500,000	2,500,000	A1, A4, A6, B1, B2, B4, B5	
Remove, Replace, or Add sidewalks	Streets	300 (GF)	100%	130,000	130,000	130,000	130,000	130,000	650,000	A1, A4, A6, B1, B2, B4, B5	
Move Fire Sta 2 Construction	Fire	300 (GF)	100%		1,500,000				1,500,000	B1	
City Hall Roof Replacement	Non-Departmental	300 (GF)	100%		146,000				146,000	A1, A5, A6, B5	300
City Hall Stucco/Paint	Non-Departmental	300 (GF)	100%		100,000				100,000	A5, A6	200
Post Office Facility Acquisition	Non-Departmental	300 (GF), 8	100%	1,500,000					1,500,000		
Renewal & Replace (Storage, Network Switch, ERP)	IT	300 (GF)	100%	125,000	110,000	100,000	125,000		460,000	A3, B1	3,000
Replace fencing Buccaneer Sports Fields	Parks	300 (GF)	100%	200,000					200,000	A1,A6,A4,B1	-
Replace picnic areas at Main Beach Park	Parks	300 (GF)	100%				175,000		175,000	A1,A6, B1	-
Replace fencing at soccer fields	Parks	300 (GF)	100%					110,000	110,000	B1	-
Renovate the softball restrooms/concession building	Parks	300 (GF)	100%					175,000	175,000	A6,B1	-
Reroof MLK Center	MLK	300 (GF)	100%			147,000			147,000	A1,A6,B1,B5	-
Replace Peck Gym roof	Peck	300 (GF)	100%			133,000			133,000	A1,A6,B1,B5	-
Re-roof ARC fitness room and aquatic building	Rec	300 (GF)	100%				261,000		261,000	A1,A6,B1,B5	-
Waterfront Park Development	Non-Departmental	300 (GF),8	100%					2,500,000	2,500,000		
Boardwalk Along Parking Lot C and D	Parks	300 (GF)	100%			150,000			150,000		
Total GF/300 W/Out Debt				2,455,000	2,486,000	1,160,000	1,191,000	3,415,000	10,707,000		
				955,000	986,000	1,160,000	1,191,000	915,000	5,207,000		
Fire Station 2A Reconfiguration	Fire	9	100%				500,000		500,000	A1, B1	
Move Fire Sta 2 Design	Fire	9	100%	140,000					140,000	B1	
Phase II of Main Beach Boardwalk	Parks	9	100%	275,000					275,000	A1,A6,A4,B1,B2	1,100
Central Park Playground Upgrade	Parks	9	100%	255,000					255,000	A1, A6,B6,B2	-
Retro fit lighting at Buccaneer Fields	Parks	9	100%	475,000					475,000	A1,A6,B1,B5	-
Restrooms at Peck Field	Parks	9	100%		160,000				160,000	A6, B1	1,050
Install formal parking at Buccaneer field	Parks	9	100%		150,000				150,000	A1, A6,B1,B5	-
Challenge course with surfacing at Peck Field	Parks	9	100%			260,000			260,000	B1	2,300
Expand Soccer Concession	Parks	9	100%	185,000					185,000	A6,B1	2,000
Install walking trail and large pavilion at Central Park	Parks	9	100%		175,000				175,000	B1	5,500
Install restrooms at North Beach Park	Parks	9	100%			165,000			165,000	A6,B1	38,000
Oklawaha trail and Boardwalk	Parks	9	100%			175,000			175,000	B1	2,000
Install dune walkover at access 16 Cleveland Street	Parks	9	100%			111,000			111,000	A6,bb1	2,300
Install dune walkover at access 2 Amelia Street	Parks	9, Grant	50%/50%	126,500					126,500	A6,B1	2,300
Install dune walkover at 9N 6th street and 8N	Parks	9, Grant	50%/50%	145,000					145,000	A6,B1	2,500
Install dune walkover at access 15 Madison Street	Parks	9	100%				110,000		110,000	A6,B1	2,300
Install dune walkover at John Robas access21	Parks	9	100%					165,000	165,000	A6,B1	2,500
Simmons Road Park components	Parks	9,2	50%/50%	400,000					400,000	A4,A6,B1,B3	6,000
Install exterior fencing	Cemetery	9	100%		125,000				125,000		
Total Impact Fees 310				2,001,500	610,000	711,000	610,000	165,000	4,097,500		
AERATOR MIXER UPGRADE	WW Imprmt (330)	11	100%			400,000			400,000	A2,A3,A6,B1	200
DIGESTER BLOWER SYSTEM	WW Imprmt (330)	11	100%				2,000,000		2,000,000	A2,A3,A6,B1	200

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value over \$100,000

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
SLUDGE PRESS	WW Imprmt (330)	11	100%					750,000	750,000	A2,A3,A6,B1	2,000
PLANT AUTOMATION	WW Imprmt (330)	11	100%					500,000	500,000	A2,A3,A6,B1	2,500
ADVANCED TREATMENT	WW Imprmt (330)	11	100%					6,000,000	6,000,000	A2,A3,A6,B1	250,000
Total WW Improvement 3:				-	-	400,000	2,000,000	7,250,000	9,650,000		
T-Hangar(s)	Airport	11, 6	20, 80	138,000	744,000				882,000	A6, B1, B3	7,500
Fuel Farm (North Area)	Airport	11, 6	20, 80	343,750					343,750	A1, A5, B1, B3, B5	500
Rwy 4/22 Pavement & Lighting Rehab	Airport	11, 7	5, 5, 90	2,220,000					2,220,000	A1, A2, A3, A5, B1, B3, B4	6,000
Transient Parking Apron Rehab	Airport	11, 6, 7	5, 5, 90		89,000	1,170,000			1,259,000	A1, A2, A3, A5, B1, B3, B4	3,000
Install Taxiway E Lighting/Signage	Airport	11, 7	10, 90			660,000			660,000	A1, A5, A6, B1, B3, B4	300
ARFF Building	Fire	3,9	20% 9, 80% 3				500,000		500,000	A1	
Corporate/Bulk Hangar(s)	Airport	11, 6	20, 80				1,875,000		1,875,000	A6, B1, B3	10,000
Twy A, B, C, D Rehab w/lighting	Airport	11, 7	10, 90				166,000	1,660,000	1,826,000	A1, A2, A3, A5, B1, B3	3,000
Wildlife Hazard Assessment	Airport	11, 6, 7	10, 90					100,000	100,000	A1, A2, A5, B1, B3	-
Twy D Extension/Parking Apron	Airport	11, 6, 7	5, 5, 90					1,000,000	1,000,000	A1, A2, A3, A5, B1, B3, B4	3,000
Greens Reconstruction	Golf	11	100%		250,000	250,000	250,000		750,000	A-6	20,000
Cart fleet	Golf	11	100%			350,000			350,000	B-5	1,800
LIFT STATION UPGRADES	Wastewater	11	100%	100,000	50,000	50,000	50,000	50,000	300,000	A1,A4,A5,A6,B5,C1,C2	
GRAVITY RELINE	Wastewater	11	100%	300,000	300,000	300,000	300,000	300,000	1,500,000	A1,A4,A5,A6,B1,B5,C1,C2	
CLARIFIER A UPGRADES	Wastewater	11	100%	300,000				800,000	1,100,000	A1,A2,A3,A6,B1,B5,C1	
Recondition Sludge Press	Wastewater	11	100%	100,000					100,000	A5,A6,B1,B5,C1	
Solar System 138 KW in WWTP	Wastewater	11	100%	150,000					150,000	A4,A5,B5,C1	
RENEWAL & REPLACEMENTS	Water	11	100%	100,000	100,000	100,000	100,000	100,000	500,000	A1,A3,A4,A5,A6,B1,B4,B5,C1,C2,E1	
WATER METER PERIODICS	Water	11	100%	100,000	100,000	100,000	100,000	100,000	500,000	A3,A5,A6,B2,B5,C1,E1	
Solar #3 WTP	Water	11	100%	350,000					350,000	A4,A5,B5,C1	
New Large Water Reservoir #3 WP	Water	11	100%	800,000					800,000	A1,A3,A6,B1,B5,C1,C2,D1,E1	100
A-5 Downtown Drainage (Broom to Alachua, from River to 5th)	Stormwater	3,4	100%	565,000	565,000				1,130,000	A1, A6, B1, B2, B3, B5, E1	2,500
A-1 (N 15th Street)	Stormwater	14	100%	312,945	100,000				412,945	A1, A6, B1, B2, B3, B5, E1	2,000
A-4 Beech Street (Citrona to Greenway)	Stormwater	14	100%	132,850					132,850	A1, A6, B1, B2, B3, B5, E1	1,500
A-4 Beech Street (18th St to Citrona)	Stormwater	11	100%		153,630				153,630	A1, A6, B1, B2, B3, B5, E1	1,000
A-6 Ash to Elm (From River to 6th)	Stormwater	3	100%			2,228,000			2,228,000	A1, A6, B1, B2, B3, B5, E1	1,500
Lisa Ave Drainage project	Stormwater	3, 11	75%			503,000			503,000	A1, A6, B1, B2, B3, B5, E1	2,000
A-9 1st Ave (Allen to Casino)	Stormwater	11	100%			250,000	305,202		555,202	A1, A6, B1, B2, B3, B5, E1	1,500
A-3 Beech Street (east of 16th)	Stormwater	11	100%					175,000	175,000	A1, A6, B1, B2, B3, B5, E1	1,500
Boater Uplands Improvements	Marina	11,3	50%/50%	400,000					400,000	A3,A4,A6,B3,C1	2,600
Mooring Field Phase II	Marina	11,3	50%/50%		225,000				225,000	A4,B3,C1	6,300
Mooring Field Phase III	Marina	11,3	50%/50%			225,000			225,000	A3,A4,A6,B3,C1	9,300
Marina Northern Expansion	Marina	11,3	52/47FWC/1FIND					3,500,000	3,500,000	A1,A4,A6,B1,B3 B4,B5,C1,C2	25,000
Total Enterprise Funds				6,412,545	2,676,630	6,186,000	3,646,202	7,785,000	26,706,377		
Total Projects over \$100k				10,869,045	5,772,630	8,457,000	7,447,202	18,615,000	51,160,877		440,150

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value over \$100,000

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Priorities Per Comp Plan						Funding					
Priority A:						1. CDBG					
1. Capital Improvements needed to protect public health and safety.						2. FRDAP					
2. Capital Improvements needed to fulfill a State or Federal mandate.						3. State					
3. Capital Improvements needed to fulfill a legal or regulatory requirement.						4. Federal					
4. Capital improvements needed to complete an ongoing project.						5. EDA Repay					
5. Capital improvements that are shovel ready (funding, permits, etc. are in place).						6. FDOT					
6. Capital improvements needed to correct existing deficiencies or maintenance issues.						7. FAA					
Priority B:						8. Loan					
1. Capital Improvements needed to meet or maintain adopted level of service standards.						9. Impact Fees					
2. Capital improvements needed to implement adopted plans or studies.						10. Assessments					
3. Capital improvements that are eligible for grant funding.						11. Enterprise					
4. Capital improvements that will promote economic development.						12. Utility Bond					
5. Capital improvements that will reduce operating and/or maintenance costs.						13.Priv Fin					
Priority C:											
1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.											
2. Capital Improvements that will promote redevelopment and/or infill development.											
Priority D:											
1. Capital Improvements needed to accommodate projected new development, that are consistent with the FLUM, and which represent a logical extension of public facilities.											
2. Capital Improvements needed to serve developments that were approved prior to the adoption of the Fernandina Beach Comprehensive Plan.											
Priority E:											
1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.											

City of Fernandina Beach
Five Year Capital Plan
Projects with an Estimated Value between \$25,000 to \$99,999

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Beach Construction	Beach Renourishment	300 (GF), 3	46% State, 54% MSTU	35,000	35,000	35,000	35,000	35,000	175,000		
Beach Monitoring/Sea Turtles	Beach Renourishment	300 (GF), 3	46% State, 54% MSTU	30,000	30,000	30,000	30,000	30,000	150,000		
Beach Renourishment	Beach Renourishment	300 (GF), 3	100% MSTU	35,000	35,000	35,000	35,000	35,000	175,000		
Resurface FM building	Fac Maint	ISF	100	32,000					32,000	A6, B1	
Deputy Chief Vehicle #145 - F150	Fire	300 (GF)	100%		38,500				38,500	A1	1,800
Resurface Fleet Ops building	Fleet	ISF	50%/50%		60,000				60,000	A6, B1	
Network Router Replacement	IT	300 (GF)	100%					80,000	80,000	A3, B1	4,000
Resurface the MLK pool deck including ramps and awning	Aquatics	300 (GF)	100%	75,000					75,000	A1,A6,B1	-
Replace kiddie pool toys at MLK and ARC	Aquatics	300 (GF)	100%			75,000			75,000	A1,A6,B1,B5	-
Paint the metal framing work at top of Lighthouse	Parks	300 (GF)	100%	34,000					34,000	A6,B1,B2	-
Concrete curbing for Egans Creek Parking Lot	Parks	300 (GF)	100%	25,000					25,000	A1,A6,B1,B2	-
Redeck Seaside Park	Parks	300 (GF)	100%	50,000	50,000				100,000	A1,A6,B1,B5	-
Replace Welcome Sign	Parks	300 (GF)	100%		35,000				35,000	A6,	-
Redeck North Beach Park	Parks	300 (GF)	100%		40,000				40,000	A1,A6,B1,B5	-
Repoint and paint the interior and exterior of the lighthouse	Parks	300 (GF)	100%			74,000			74,000	A1, A6, B1	-
Replace Playground at Main Beach Park	Parks	300 (GF)	100%				70,000		70,000	A1,A6,B1	-
Replace fencing at Hickory Street Park	Parks	300 (GF)	100%				60,000		60,000	A1,A6,B1	-
Replace skate park ramps	Parks	300 (GF)	100%					75,000	75,000	A1,A6,B1	-
Resurface tennis and Pickleball courts at CP	Parks	300 (GF)	100%					55,000	55,000	A1,A6,B1	-
Replace playground equipment at Sunrise Park	Parks	300 (GF)	100%					50,000	50,000	A1,A6,B1	-
Peck windows	Peck	300 (GF)	100%	55,000					55,000	A4,A6,B1,B5	-
Repoint east side of Peck Center	Peck	300 (GF)	100%		25,000				25,000	A6,B1	-
Repoint west side of Peck Center	Peck	300 (GF)	100%			25,000			25,000	A6,B1	-
Replace locker room and lower level gym roof	Peck	300 (GF)	100%			80,000			80,000	A1,A6,B1,B5	-
Replace flooring in Peck Center	Peck	300 (GF)	100%				55,000		55,000	A6,B1	-
Replace bus that is out of service	Rec	300 (GF)	100%	69,000					69,000	A1,A6,B1,B5	-
Replace fencing at Charles Albert Field	Rec	300 (GF)	100%		60,000				60,000	A1,A6,B1,B5	-
Sandblast, prime and repaint the exterior softs at ARC	Rec	300 (GF)	100%			30,000			30,000	A6,B1	-
Replace East Generator	Police	300 (GF)	100%	55,000					55,000	A 6	1,500
Replace Access Control System	Police	300 (GF)	100%	75,000					75,000	A6	
Replace Roof North Building	Police	300 (GF)	100%		30,000				30,000	A6	
Replace Plumbing North Building	Police	300 (GF)	100%			25,000			25,000	A 6	
Investigations Vehicle Replacement	Police	300 (GF)	100%		55,000	40,000	42,500	45,000	182,500	A1 B1	20,000
Striping	Streets	300 (GF)	100%	37,000					37,000	A1, A4, A6, B1, B2, B4, B5	
Total GF/300				607,000	493,500	449,000	327,500	405,000	2,282,000		
CrossFit Rig with pip rubber surfacing for Peck Field	Parks	9	100%	55,000					55,000	B1	500
Large Pavilion for Peck Field	Parks	9	100%		75,000				75,000	A6, B1	350
Columbarium	Cemetery	9	100%	85,000	85,000				170,000	B2	1,000
Shade structure and picnic area for MLK basketball court	MLK	9	100%	25,000					25,000	A1,A6,B1	1,300
Expand MLK conference room	MLK	9	100%	85,000					85,000	A1,A6,B1,B5	-
Install a splash pad at a park to be determined	Parks	9	100%			50,000			50,000	A1,B2	8,000
Dog Park	Parks	9	100%			35,000			35,000		6,500
Install dune walkover at access 1 Nassau Street	Parks	9	100%			85,000			85,000	A6, B1	2,300
Install dune walkover at access8, Maryland Street	Parks	9	100%					65,000	65,000	A6,B1	2,000
Install dune walkover at access 6 New York Street	Parks	9	100%		57,000				57,000	A6,B1	2,000

City of Fernandina Beach
Five Year Capital Plan
Projects with an Estimated Value between \$25,000 to \$99,999

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Total Impact Fees 310				250,000	217,000	170,000	-	65,000	702,000		
License Plate Reader System	Police	LE RECOVERY (190)	100%	28,000	-	-	-	-	28,000	A1 A2 B1	5,000
Capital Set-Aside (Rwy 13/31)	Airport	11	100%	50,000	50,000	50,000	50,000	50,000	250,000	A1, A2, A3, A5, B1, B3, B4	
Club House Exterior	Golf	11	100%	30,000					30,000	A-6	1,000
Maintenance Equipment	Golf	11	100%	75,000	75,000		75,000	75,000	300,000	B-1,5	6,000
Cart Path removal	Golf	11	100%	25,000	25,000	25,000			75,000	A-1, 6	5,000
Banquet Room Flooring	Golf	11	100%		27,000				27,000	B-1 C-1	500
Banquet Room Ceilings	Golf	11	100%					80,000	80,000	B-1 C-1	
Bar Area Remodel	Golf	11	100%					30,000	30,000	B-1 C-1	
Lift Station Generators	Wastewater	11	100%	60,000	30,000	30,000	30,000	30,000	180,000	A1,A5,A6,B1,B5,C1,C2	
Manhole Rehabilitation	Wastewater	11	100%	50,000	50,000	50,000	50,000	50,000	250,000	A1,A6,B1,B5,C1	
Replace Vehicle #380 w/crane	Wastewater	11	100%		75,000				75,000	B1,B5	100
Replace Vehicle #1300	Water	11	100%		35,000				35,000	B1,B5	100
Replace Vehicle #1330	Water	11	100%			35,000			35,000	B1,B5	100
Replace Vehicle #1325	Water	11	100%			30,000			30,000	B1,B5	100
Replace Vehicle #1301	Water	11	100%				35,000		35,000	B1,B5	
12th & Division French drains	Stormwater	11	100%	38,500					38,500	A1, A6, B1, B2, B3, B5, E1	1,500
Fir Street water quality structure	Stormwater	14	100%	60,000					60,000	A1, A6, B1, B2, B3, B5, E1	1,500
East 1st Street Drainage	Stormwater	11	100%		55,000				55,000	A1, A6, B1, B2, B3, B5, E1	1,500
Vacuum Truck lease purchase	Stormwater	11	100%		89,000	89,000	89,000	89,000	356,000	B1, B5, E1	
A-7 Fir to Gum Street (River to 8th St)	Stormwater	11	100%			30,000	50,000		80,000	A1, A6, B1, B2, B3, B5, E1	1,000
A-4 Beech Street (17th to 18th St)	Stormwater	11	100%			55,468			55,468	A1, A6, B1, B2, B3, B5, E1	500
Educational Signage	Marina	11,3	50%/50%				75,000		75,000	B1,B3	500
Total Enterprise Funds				388,500	511,000	394,468	454,000	404,000	2,151,968		
Total Projects from \$25k to \$99k				1,273,500	1,221,500	1,013,468	781,500	874,000	5,163,968		75,650

Priorities Per Comp Plan	Funding
Priority A:	1. CDBG
1. Capital Improvements needed to protect public health and safety.	2. FRDAP
2. Capital Improvements needed to fulfill a State or Federal mandate.	3. State
3. Capital Improvements needed to fulfill a legal or regulatory requirement.	4. Federal
4. Capital improvements needed to complete an ongoing project.	5. EDA Repay
5. Capital improvements that are shovel ready (funding, permits, etc. are in place).	6. FDOT
6. Capital improvements needed to correct existing deficiencies or maintenance issues.	7. FAA
Priority B:	8. Loan
1. Capital Improvements needed to meet or maintain adopted level of service standards.	9. Impact Fees
2. Capital improvements needed to implement adopted plans or studies.	10. Assessments
3. Capital improvements that are eligible for grant funding.	11. Enterprise
4. Capital improvements that will promote economic development.	12. Utility Bond
5. Capital improvements that will reduce operating and/or maintenance costs.	13.Priv Fin
Priority C:	

Projects with an Estimated Value between \$25,000 to \$99,999

[illegible]

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value under \$24,999

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Electric maintenance cart for workers	Cemetery	Impact Fees	9	100%	18,000				18,000	A6,B5	-
Beach Vehicle Replacement	Police	LE RECOVERY		100%		22,500	23,500	24,500	24,500	A1 B1	8,000
Beach Vehicle Replacement	Police	General Fund		100%			21,500		23,500	A1 B1	6,000
UAV	Fire		9	100%	22,000				22,000	A1, B1	1,000
Ballistic Armor Protection	Fire		9	100%	20,044				20,044	A1, A2	-
Total GF/300				60,044	22,500	45,000	24,500	48,000	200,044		
Kitchen Appliances	Golf		11	100%		20,000			20,000	B-1, 5	2,000
Clubhouse Bathroom Remodel	Golf		11	100%			10,000		10,000	B-1 C-1	1,000
Cart Barn Exterior	Golf		11	100	15,000				15,000	A-6	1,000
Driving Range Tee Box Re-grass	Golf		11	100	15,000				15,000	A-6 B-1	1,000
System Laterals	Wastewater		11	100	20,000	20,000	20,000	20,000	100,000	A1,A4,A5,A6,B5,C1	
PLANT AUTOMATION	Wastewater		11	100	20,000	20,000	20,000	20,000	100,000	A1,A2,A3,A4,A5,B1,B5,C1	
WATER METER NEW ACCOUNTS	Water		11	100	20,000	20,000	20,000	20,000	100,000	A3,A5,A6,B5,D1,E1	
Total Enterprise Funds				90,000	80,000	70,000	60,000	60,000	360,000		
Total Projects under \$25k				150,044	102,500	115,000	84,500	108,000	560,044		20,000

Priorities Per Comp Plan

Priority A:

- 1. Capital Improvements needed to protect public health and safety.
- 2. Capital Improvements needed to fulfill a State or Federal mandate.
- 3. Capital Improvements needed to fulfill a legal or regulatory requirement.
- 4. Capital improvements needed to complete an ongoing project.
- 5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- 6. Capital improvements needed to correct existing deficiencies or maintenance issues.

Priority B:

- 1. Capital Improvements needed to meet or maintain adopted level of service standards.
- 2. Capital improvements needed to implement adopted plans or studies.
- 3. Capital improvements that are eligible for grant funding.
- 4. Capital improvements that will promote economic development.
- 5. Capital improvements that will reduce operating and/or maintenance costs.

Priority C:

- 1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- 2. Capital Improvements that will promote redevelopment and/or infill development.

Priority D:

- 1. Capital Improvements needed to accommodate projected new development, that are consistent with the FLUM, and which represent a logical extension of public facilities.
- 2. Capital Improvements needed to serve developments that were approved prior to the adoption of the Fernandina Beach Comprehensive Plan.

Priority E:

- 1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.

Funding

- 1. CDBG
- 2. FRDAP
- 3. State
- 4. Federal
- 5. EDA Repay
- 6. FDOT
- 7. FAA
- 8. Loan
- 9. Impact Fees
- 10. Assessments
- 11. Enterprise
- 12. Utility Bond
- 13. Priv Fin

City of Fernandina Beach
Five Year Capital Plan
Vehicle Purchases

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Replace #39 (2008 Ford Ranger) with new Ranger	POLICE	Federal Forfeiture (110)		29,500					29,500	A6, B1, B5	
Replace #57 (2013 Ford Taurus) with Chevrolet Tahoe	POLICE	Federal Forfeiture (110)		59,500					59,500	A6, B1, B5	
Replace #48 (2012 Ford Taurus) with Chevrolet Tahoe	POLICE	Federal Forfeiture (110)		59,500					59,500	A6, B1, B5	
General Police Vehicle Replacement	POLICE	Federal Forfeiture (110)			185,000	190,500	265,000	287,000	927,500	A1, B1	64,000
Purchase additional ATV for beach patrol - FF funded	POLICE	Recovery Fund (190)		21,500					21,500	A6, B1, B5	
Replace #77 (2014 Ford Explorer) with Chevrolet Tahoe	POLICE	Recovery Fund (190)		59,500					59,500	A6, B1, B5	
Replace #47 (2012 Ford Taurus) with Dodge Durango	POLICE	General Fund		39,500					39,500	A6, B1, B5	
Replace #85 (2011 Ford Expedition) with Chevrolet Tahoe	POLICE	General Fund		59,500					59,500	A6, B1, B5	
Replace #56 (2013 Ford Taurus) with Chevrolet Tahoe	POLICE	General Fund		59,500					59,500	A6, B1, B5	
Replace Engine 3 (2002 Pierce Pumper)	FIRE & RESCUE	General Fund		118,000	118,000	118,000	118,000	118,000	590,000	A6, B1, B5	16,000
Replace #128 (Yamaha ski) with equiv	FIRE & RESCUE	General Fund		12,000					12,000	A6, B1, B5	
Deputy Chief Vehicle #145 - F150	FIRE & RESCUE	General Fund			38,500				38,500	A1	
Replace Aerial - Ladder 2 Truck	FIRE & RESCUE	General Fund				88,440	88,440	88,440	265,320	A1,B1, C2, D1	
Replace Rescue Spare Unit	FIRE & RESCUE	General Fund			260,000				260,000	A1, B1	6,600
Replace Rescue 1 Unit	FIRE & RESCUE	General Fund						270,500	270,500	A1, B1	6,600
Replace #203-425 (2005 Ford F-150) with equivalent	REC / CEMETERY	General Fund		22,000					22,000	A6, B1, B5	
Replace #230 (2007 GM 25-pass bus) with equivalent	REC / CEMETERY	General Fund		69,000					69,000	A6, B1, B5	
Replace #419 (2004 Ford F-450 dump truck) with equivalent	PARKS	General Fund		80,000					80,000	A6, B1, B5	
Replace #482 (1999 Cushman Truckster) with equiv	PARKS	General Fund		40,000					40,000	A6, B1, B5	
Replace #493 (2010 Sandpro dragger)	PARKS	General Fund		16,000					16,000	A6, B1, B5	
Replace #448 (2014 Elgin Streetsweeper)	STORMWATER			235,000					235,000	A6, B1, B5	
None	FLEET	General Fund									
Replace #911 (2001 JLG 1932 Scissor lift) with equivalent	FACILITIES	General Fund		15,000					15,000	A6, B1, B5	
Replace #916	FACILITIES	General Fund			40,000				40,000		
Replace #434 (2006 Ford F-350) with F-250 or equivalent	STREETS	General Fund		40,000					40,000	A6, B1, B5	
Replace #450 (2009 Chevrolet 2500) with equiv	STREETS	General Fund		40,000					40,000	A6, B1, B5	
Purchase ATV/Utility vehicle	STREETS	General Fund		12,000					12,000	A6, B1, B5	
Dump Truck	STREETS	General Fund				140,000			140,000		
Bucket Truck	STREETS	General Fund			90,000				90,000		
Front End Loader	STREETS	General Fund						180,000	180,000		
N/A	GOLF										
Purchase additional vehicle for Code Enforcement	BUILDING/CODE	Bldg Restricted Funds		30,000					30,000	A6, B1, B5	

City of Fernandina Beach
Five Year Capital Plan
Vehicle Purchases

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Replace custom equipment trailer	WASTEWATER			5,000					5,000	A6, B1, B5	
Replace custom equipment trailer	WATER			5,000					5,000	A6, B1, B5	
Replace #1323 (2011 Ford F-250)				37,000					37,000	A6, B1, B5	
None	I.T.										
Replace #1701 (2008 Ford Escape) with F-150 4WD	AIRPORT			30,000					30,000	A6, B1, B5	
			Total	1,194,000	731,500	536,940	471,440	943,940	3,877,820		
			General Fund Total	622,500	546,500	346,440	206,440	656,940	2,378,820		
			Federal Forfeiture (110)	148,500	185,000	190,500	265,000	287,000	1,076,000		
			Recovery Fund (190)	81,000	-	-	-	-	81,000		
			Bldg Restricted Funds	30,000	-	-	-	-	30,000		
			Enterprise Funds	312,000	-	-	-	-	312,000		
				1,194,000	731,500	536,940	471,440	943,940	3,877,820		

City of Fernandina Beach
Five Year Capital Plan
Vehicle Purchases

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Priorities Per Comp Plan						Funding					
Priority A:						1. CDBG					
1. Capital Improvements needed to protect public health and safety.						2. FRDAP					
2. Capital Improvements needed to fulfill a State or Federal mandate.						3. State					
3. Capital Improvements needed to fulfill a legal or regulatory requirement.						4. Federal					
4. Capital improvements needed to complete an ongoing project.						5. EDA Repay					
5. Capital improvements that are shovel ready (funding, permits, etc. are in place).						6. FDOT					
6. Capital improvements needed to correct existing deficiencies or maintenance issues.						7. FAA					
Priority B:						8. Loan					
1. Capital Improvements needed to meet or maintain adopted level of service standards.						9. Impact Fees					
2. Capital improvements needed to implement adopted plans or studies.						10. Assessments					
3. Capital improvements that are eligible for grant funding.						11. Enterprise					
4. Capital improvements that will promote economic development.						12. Utility Bond					
5. Capital improvements that will reduce operating and/or maintenance costs.						13.Priv Fin					
Priority C:											
1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.											
2. Capital Improvements that will promote redevelopment and/or infill development.											
Priority D:											
1. Capital Improvements needed to accommodate projected new development, that are consistent with the FLUM, and which represent a logical extension of public facilities.											
2. Capital Improvements needed to serve developments that were approved prior to the adoption of the Fernandina Beach Comprehensive Plan.											
Priority E:											
1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.											

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value over \$100,000

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Street Resurfacing	Streets	300 (GF)	100%	500,000	500,000	500,000	500,000	500,000	2,500,000	A1, A4, A6, B1, B2, B4, B5	
Remove, Replace, or Add sidewalks	Streets	300 (GF)	100%	130,000	130,000	130,000	130,000	130,000	650,000	A1, A4, A6, B1, B2, B4, B5	
Move Fire Sta 2 Construction	Fire	300 (GF)	100%		1,500,000				1,500,000	B1	
City Hall Roof Replacement	Non-Departmental	300 (GF)	100%		146,000				146,000	A1, A5, A6, B5	300
City Hall Stucco/Paint	Non-Departmental	300 (GF)	100%		100,000				100,000	A5, A6	200
Post Office Facility Acquisition	Non-Departmental	300 (GF),8,9	100%	1,500,000					1,500,000	A1,B1,B4	
Renewal & Replace (Storage, Network Switch, ERP)	IT	300 (GF)	100%	125,000	110,000	100,000	125,000		460,000	A3, B1	3,000
Replace fencing Buccaneer Sports Fields	Parks	300 (GF)	100%	200,000					200,000	A1,A6,A4,B1	-
Replace picnic areas at Main Beach Park	Parks	300 (GF)	100%				175,000		175,000	A1,A6, B1	-
Replace fencing at soccer fields	Parks	300 (GF)	100%					110,000	110,000	B1	-
Renovate the softball restrooms/concession building	Parks	300 (GF)	100%					175,000	175,000	A6,B1	-
Reroof MLK Center	MLK	300 (GF)	100%			147,000			147,000	A1,A6,B1,B5	-
Replace Peck Gym roof	Peck	300 (GF)	100%			133,000			133,000	A1,A6,B1,B5	-
Re-roof ARC fitness room and aquatic building	Rec	300 (GF)	100%				261,000		261,000	A1,A6,B1,B5	-
Waterfront Park Development	Non-Departmental	300 (GF),8	100%					2,500,000	2,500,000		
Boardwalk Along Parking Lot C and D	Parks	300 (GF)	100%			150,000			150,000		
Total GF/300 W/Out Debt				2,455,000	2,486,000	1,160,000	1,191,000	3,415,000	10,707,000		
				955,000	986,000	1,160,000	1,191,000	915,000	5,207,000		
Fire Station 2A Reconfiguration	Fire	9	100%				500,000		500,000	A1, B1	
Move Fire Sta 2 Design	Fire	9	100%	140,000					140,000	B1	
Phase II of Main Beach Boardwalk	Parks	9	100%	275,000					275,000	A1,A6,A4,B1,B2	1,100
Central Park Playground Upgrade	Parks	9	100%	255,000					255,000	A1, A6,B6,B2	-
Retro fit lighting at Buccaneer Fields	Parks	9	100%	475,000					475,000	A1,A6,B1,B5	-
Restrooms at Peck Field	Parks	9	100%		160,000				160,000	A6, B1	1,050
Install formal parking at Buccaneer field	Parks	9	100%		150,000				150,000	A1, A6,B1,B5	-
Challenge course with surfacing at Peck Field	Parks	9	100%			260,000			260,000	B1	2,300
Expand Soccer Concession	Parks	9	100%	185,000					185,000	A6,B1	2,000
Install walking trail and large pavilion at Central Park	Parks	9	100%		175,000				175,000	B1	5,500
Install restrooms at North Beach Park	Parks	9	100%			165,000			165,000	A6,B1	38,000
Oklawaha trail and Boardwalk	Parks	9	100%			175,000			175,000	B1	2,000
Install dune walkover at access 16 Cleveland Street	Parks	9	100%			111,000			111,000	A6,bB1	2,300
Install dune walkover at access 2 Amelia Street	Parks	9, Grant	50%/50%	126,500					126,500	A6,B1	2,300
Install dune walkover at 9N 6th street and 8N	Parks	9, Grant	50%/50%	145,000					145,000	A6,B1	2,500
Install dune walkover at access 15 Madison Street	Parks	9	100%				110,000		110,000	A6,B1	2,300
Install dune walkover at John Robas access21	Parks	9	100%					165,000	165,000	A6,B1	2,500
Simmons Road Park components	Parks	9,2	50%/50%	400,000					400,000	A4,A6,B1,B3	6,000
Install exterior fencing	Cemetery	9	100%		125,000				125,000		
Total Impact Fees 310				2,001,500	610,000	711,000	610,000	165,000	4,097,500		
AERATOR MIXER UPGRADE	WW Imprmt (330)	11	100%			400,000			400,000	A2,A3,A6,B1	200
DIGESTER BLOWER SYSTEM	WW Imprmt (330)	11	100%				2,000,000		2,000,000	A2,A3,A6,B1	200

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value over \$100,000

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
SLUDGE PRESS	WW Imprmt (330)	11	100%					750,000	750,000	A2,A3,A6,B1	2,000
PLANT AUTOMATION	WW Imprmt (330)	11	100%					500,000	500,000	A2,A3,A6,B1	2,500
ADVANCED TREATMENT	WW Imprmt (330)	11	100%					6,000,000	6,000,000	A2,A3,A6,B1	250,000
Total WW Improvement 3:				-	-	400,000	2,000,000	7,250,000	9,650,000		
T-Hangar(s)	Airport	11, 6	20, 80	138,000	744,000				882,000	A6, B1, B3	7,500
Fuel Farm (North Area)	Airport	11, 6	20, 80	343,750					343,750	A1, A5, B1, B3, B5	500
Rwy 4/22 Pavement & Lighting Rehab	Airport	11, 7	5, 5, 90	2,220,000					2,220,000	A1, A2, A3, A5, B1, B3, B4	6,000
Transient Parking Apron Rehab	Airport	11, 6, 7	5, 5, 90		89,000	1,170,000			1,259,000	A1, A2, A3, A5, B1, B3, B4	3,000
Install Taxiway E Lighting/Signage	Airport	11, 7	10, 90			660,000			660,000	A1, A5, A6, B1, B3, B4	300
ARFF Building	Fire	3,9	20% 9, 80% 3				500,000		500,000	A1	
Corporate/Bulk Hangar(s)	Airport	11, 6	20, 80				1,875,000		1,875,000	A6, B1, B3	10,000
Twy A, B, C, D Rehab w/lighting	Airport	11, 7	10, 90				166,000	1,660,000	1,826,000	A1, A2, A3, A5, B1, B3	3,000
Wildlife Hazard Assessment	Airport	11, 6, 7	10, 90					100,000	100,000	A1, A2, A5, B1, B3	-
Twy D Extension/Parking Apron	Airport	11, 6, 7	5, 5, 90					1,000,000	1,000,000	A1, A2, A3, A5, B1, B3, B4	3,000
Greens Reconstruction	Golf	11	100%		250,000	250,000	250,000		750,000	A-6	20,000
Cart fleet	Golf	11	100%			350,000			350,000	B-5	1,800
LIFT STATION UPGRADES	Wastewater	11	100%	100,000	50,000	50,000	50,000	50,000	300,000	A1,A4,A5,A6,B5,C1,C2	
GRAVITY RELINE	Wastewater	11	100%	300,000	300,000	300,000	300,000	300,000	1,500,000	A1,A4,A5,A6,B1,B5,C1,C2	
CLARIFIER A UPGRADES	Wastewater	11	100%	300,000				800,000	1,100,000	A1,A2,A3,A6,B1,B5,C1	
Recondition Sludge Press	Wastewater	11	100%	100,000					100,000	A5,A6,B1,B5,C1	
Solar System 138 KW in WWTP	Wastewater	11	100%	150,000					150,000	A4,A5,B5,C1	
RENEWAL & REPLACEMENTS	Water	11	100%	100,000	100,000	100,000	100,000	100,000	500,000	A1,A3,A4,A5,A6,B1,B4,B5,C1,C2,E1	
WATER METER PERIODICS	Water	11	100%	100,000	100,000	100,000	100,000	100,000	500,000	A3,A5,A6,B2,B5,C1,E1	
Solar #3 WTP	Water	11	100%	350,000					350,000	A4,A5,B5,C1	
New Large Water Reservoir #3 WP	Water	11	100%	800,000					800,000	A1,A3,A6,B1,B5,C1,C2,D1,E1	100
A-5 Downtown Drainage (Broom to Alachua, from River to 5th)	Stormwater	3,4	100%	565,000	565,000				1,130,000	A1, A6, B1, B2, B3, B5, E1	2,500
A-1 (N 15th Street)	Stormwater	14	100%	312,945	100,000				412,945	A1, A6, B1, B2, B3, B5, E1	2,000
A-4 Beech Street (Citrona to Greenway)	Stormwater	14	100%	132,850					132,850	A1, A6, B1, B2, B3, B5, E1	1,500
A-4 Beech Street (18th St to Citrona)	Stormwater	11	100%		153,630				153,630	A1, A6, B1, B2, B3, B5, E1	1,000
A-6 Ash to Elm (From River to 6th)	Stormwater	3	100%			2,228,000			2,228,000	A1, A6, B1, B2, B3, B5, E1	1,500
Lisa Ave Drainage project	Stormwater	3, 11	75%			503,000			503,000	A1, A6, B1, B2, B3, B5, E1	2,000
A-9 1st Ave (Allen to Casino)	Stormwater	11	100%			250,000	305,202		555,202	A1, A6, B1, B2, B3, B5, E1	1,500
A-3 Beech Street (east of 16th)	Stormwater	11	100%					175,000	175,000	A1, A6, B1, B2, B3, B5, E1	1,500
Boater Uplands Improvements	Marina	11,3	50%/50%	400,000					400,000	A3,A4,A6,B3,C1	2,600
Mooring Field Phase II	Marina	11,3	50%/50%		225,000				225,000	A4,B3,C1	6,300
Mooring Field Phase III	Marina	11,3	50%/50%			225,000			225,000	A3,A4,A6,B3,C1	9,300
Marina Northern Expansion	Marina	11,3	52/47FWC/1FIND					3,500,000	3,500,000	A1,A4,A6,B1,B3 B4,B5,C1,C2	25,000
Total Enterprise Funds				6,412,545	2,676,630	6,186,000	3,646,202	7,785,000	26,706,377		
Total Projects over \$100k				10,869,045	5,772,630	8,457,000	7,447,202	18,615,000	51,160,877		440,150

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value over \$100,000

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Priorities Per Comp Plan						Funding					
Priority A:						1. CDBG					
1. Capital Improvements needed to protect public health and safety.						2. FRDAP					
2. Capital Improvements needed to fulfill a State or Federal mandate.						3. State					
3. Capital Improvements needed to fulfill a legal or regulatory requirement.						4. Federal					
4. Capital improvements needed to complete an ongoing project.						5. EDA Repay					
5. Capital improvements that are shovel ready (funding, permits, etc. are in place).						6. FDOT					
6. Capital improvements needed to correct existing deficiencies or maintenance issues.						7. FAA					
Priority B:						8. Loan					
1. Capital Improvements needed to meet or maintain adopted level of service standards.						9. Impact Fees					
2. Capital improvements needed to implement adopted plans or studies.						10. Assessments					
3. Capital improvements that are eligible for grant funding.						11. Enterprise					
4. Capital improvements that will promote economic development.						12. Utility Bond					
5. Capital improvements that will reduce operating and/or maintenance costs.						13.Priv Fin					
Priority C:											
1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.											
2. Capital Improvements that will promote redevelopment and/or infill development.											
Priority D:											
1. Capital Improvements needed to accommodate projected new development, that are consistent with the FLUM, and which represent a logical extension of public facilities.											
2. Capital Improvements needed to serve developments that were approved prior to the adoption of the Fernandina Beach Comprehensive Plan.											
Priority E:											
1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.											

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Maintenance Streets
Project Name: Street Resurfacing

Estimated Cost and Justification: \$500,000 resurface streets as needed throughout the City.

Scope: Mill and resurface streets as needed throughout the City.

Justification: Either mill & resurface, cold pave, or micro-surface existing streets or sub-bases within the City.

Comp Plan Priority: A1, A4, A6, B1, B2, B4, & B5.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Maintenance Streets

Project Name: Remove, Replace, and Add Sidewalks

Estimated Cost and Justification: \$130,000 as needed throughout the City.

Scope: Replace existing sidewalks and add new sidewalks throughout the City as needed.

Justification: Remove or add sidewalks throughout the City due to breakage or trip hazards. Also needed to keep in compliance with ADA standards.

Comp Plan Priority: A1, A4, A6, B1, B2, B4, & B5.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20

Department: Impact Fee Fund

Project Name: Post Office Acquisition and Building Rehabilitation

Estimated Cost and Justification: Estimated acquisition cost is \$1.5M. Estimated cost of rehabilitation is still unknown and will be determined.

Scope: This project will purchase the Post Office facility at 401 Centre Street, contingent upon agreement between the City of Fernandina Beach and United States Postal Service. This facility would then be rehabilitated and utilized as City Hall. Disposition of existing City Hall facility and property would then be determined by the City.

Justification: The existing City Hall facility is not large enough to accommodate the space needed to support City Departments, and continued use of that facility necessitate significant investment for rehabilitation.

Comp Plan Priority:

Priority A:

6. The existing City Hall facility has existing space deficiencies and requires significant maintenance expenditures.

Priority B:

1. A larger facility is required to allow sufficient space for use by City departments in provision of services to City residents.
4. Disposition of existing City Hall facility may result in economic development/benefit.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: IT

Project Name: Storage Device Replacement

Estimated Cost and Justification: \$125,000. The storage devices we use for backing up our production environment for disaster recovery purposes are at or near the end of their expected life-span. The devices were purchased in 2014 and 2015. One of them is out of warranty and the rest are going out of warranty in the next year. These devices typically have a 5-year life-span.

Scope: The majority of the City's IT infrastructure.

Justification: Our plan is to purchase a new production storage device and move some existing devices that are in the middle of their useful life to backup duties.

Comp Plan Priority: A3, B1

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Replace fencing Buccaneer Sports Fields

Estimated Cost and Justification: \$200,000

Scope: The existing fencing has deteriorated and become a safety issue and needs to be replaced.

Justification: This follows the existing Master Plan and the Comprehensive Plan.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Fire

Project Name: Move Fire Station 2 – Design and Construction

Estimated Cost and Justification: The estimated cost for the design is \$140,000 and for construction is \$1,500,000. The design and engineering specifications were started in the 2018-2019 budget year using impact fees and will continue into the FY2019-2020 budget year. This facility will serve the airport and the current response areas for Fire Station 2.

Scope: The project will provide living quarters, training facilities, apparatus bays, command post and administrative space for fire department aviation and structural emergency response functions.

Justification: The existing fire Station 2 was built in the early seventies and is located at the beaches that are vulnerable to hurricanes. The station does not accommodate the expansion of the department and the apparatus that are needed to provide emergency services to the City. Apparatus have increased in size, and the apparatus bays were not originally constructed to take this into consideration. The City does not currently have firefighting capabilities located on the airport for response to aircraft emergencies. The construction and design will provide for the future needs of the city with expansion of airport operations and fire department functions.

Comp Plan Priority:

Priority B:

1. The ability to provide protection to the airport, business and residential property from a centrally located facility will meet new demands placed on fire service and protection.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Phase II of the Main Beach Boardwalk

Estimated Cost and Justification: \$275,000

Scope: see project title

Justification: The City Commission has already approved the design this structure in the 18/19 budget year with the intent to construct the boardwalk in 19/20. This will complete the project.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Central Park Playground Upgrade and Enhancement

Estimated Cost and Justification: \$255,000

Scope: The current playground area has structures that are deteriorated and outdated. The layout of the playground is not conducive to how an active playground for all ages should be laid out. The mulch surfacing will be removed and an accessible pour in place surface will be installed.

Justification: This follows the existing Master Plan and the Comprehensive Plan. The existing large structure at this park is failing and there are currently no components for the 5 and under age group besides swings.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Parks
Project Name: Retrofit sports lighting at Buccaneer Field

Estimated Cost and Justification: \$475,000

Scope: Retrofit the existing light fixtures that have become obsolete and replace with LED sports lights.

Justification: Because the existing lighting has a substantial number of bulbs that are not working and the replacement would be not be cost effective replacing the fixtures with LED is recommended. Currently, the candlelight provided by the existing lights do meet the safety requirement of the Babe Ruth League. Retrofitting with the LED fixtures is more energy efficient, cost effective and provides the candlelight needed for the safety of the participants.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Expand existing soccer building

Estimated Cost and Justification: \$185,000

Scope: see project title

Justification: The size of the league has substantially out grown the size of the existing concession, storage and restrooms building. This is the largest youth sports league in the City serving close to 1000 participants.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Parks
Project Name: Install a dune walkover at access 2 (Amelia)

Estimated Cost and Justification: \$126,500

Scope: see project title

Justification: There is currently not structure on this beach access point. The City Commission has approved having this walkover engineered with intent to construct it in the 19/20 budget year. Providing walkovers helps encourage the growth of the dune by preventing the foot traffic from allowing the continuous invasion through the sand.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Install a dune walkover at access 9N

Estimated Cost and Justification: \$145,500

Scope: see project title

Justification: There is currently not structure on this beach access point. The City Commission has approved having this walkover engineered with intent to construct it in the 19/20 budget year. Providing walkovers helps encourage the growth of the dune by preventing the foot traffic from allowing the continuous invasion through the sand.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Simmons Road Park

Estimated Cost and Justification: \$400,000

Scope: To install a walking trail, pavilion, parking area, playground and restroom on City property off of Simmons Road.

Justification: This follows the existing Master Plan and the Comprehensive Plan

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20 (Design) FY 20/21 (Construct)

Department: Airport

Project Name: T-Hangar Installation

Estimated Cost and Justification: The following estimates are based on availability of grant funding to support the project as follows:

Design: \$138,000 (FDOT grant funding programmed in the amount of \$115,000). This design cost assumes a total project/construction cost of \$744,000..

Construct: \$744,000 (FDOT grant funding programmed in the amount of \$620,000 and airport to make a decision based upon availability of fund balance, currently assuming \$124,000).

Scope: This project will install T-Hangars at the airport as allowed by funding. The current cost estimate for installation of T-Hangars as provided by recent airport-bid projects is \$110,000 per T-Hangar unit (includes associated site preparation and infrastructure). \$744,000 in funding would therefore allow for approximately 6 T-Hangar units to be constructed.

Justification: The airport currently has 54 individuals on its hangar waiting list. Rental of airport-owned hangars generates roughly 35% of the airport's annual O&M revenue (approximately \$300,000 per year).

Comp Plan Priority:

Priority A:

6. Currently the airport has significant demand for hangar space as indicated by its hangar waiting list with 54 individuals on the list. This project will build revenue for the airport and partially mitigate the deficiency in hangar space.

Priority B:

1. Although not mandated by regulation, provision of hangar space is most often provided by an airport as it is often cost prohibitive for private entities to construct hangar space for private use. Therefore accommodating the need for hangar space maintains an appropriate level of service by providing interior storage space for aircraft at the airport.
3. Grant funds have been programmed by FDOT to support this project.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20

Department: Airport

Project Name: Fuel Farm Project

Estimated Cost and Justification: Estimate provided by Passero Associates

Construction: \$343,750 (20% match by Airport)

Scope: Replace JET and AVGAS fuel tanks at the airport. If sufficient funding is available, purchase additional JET tank to allow for greater JET fuel storage capability, therefore acquiring 1 AVGAS and 2 JET tanks within this project.

Justification: The existing fuel tanks at the airport are approximately 20 years in age and require replacement. Sale of this fuel provides critical revenue to the airport's FBO, its patrons, and also produces fuel flowage revenue to the airport.

Comp Plan Priority:

Priority A

1. While availability of fuel at the airport does not necessarily promote health/safety during the course of the year, it does become a critical resource during emergencies where the airport is
5. This project is shovel ready with grant funds programmed from FDOT.

Priority B

1. Availability of fuel at an airport is a standard level of service, and new tanks are needed to maintain that level of service at the airport.
3. FDOT grant funding has been programmed to support this project.
5. The existing tanks are reaching the end of their useful life and require significant maintenance. Replacement of the tanks will reduce that maintenance cost.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20 (Construct)

Department: Airport

Project Name: Runway 4/22 Pavement and Lighting Rehabilitation (Construct)

Estimated Cost and Justification: The following estimate has been provided by Passero Associates but will be refined during the design phase of this project which is in the current fiscal year.

Construct: \$2,220,000 (5% airport match required)

Scope: This project will rehabilitate 4,300 feet of existing runway pavement on Runway 4/22 and will replaced associated runway lighting which has reach the end of its useful life with more efficient LED medium intensity runway edge lights.

Justification: The 2015 pavement management report provides a pavement condition index of 66 (Fair) for the condition of pavement identified for replacement, and recommends rehabilitation of this pavement to ensure that Runway 4/22 (the airport's primary FAA runway) can continue to safely support the type of aircraft which utilized the airport. Failure to rehabilitate the pavement could result in a pavement failure and damage to aircraft or closure of the runway.

Comp Plan Priority:

Priority A

1. Failure to rehabilitate this surface will result in failed pavement or may result in a section failure which could damage an aircraft taxiing or parking on the apron surface.
2. FAA grant assurances obligate the airport to implement a successful pavement management plan to identify pavement condition and planning for rehabilitation of pavement sections as needed to be demand for use by the airport. These same grant assurances require that an airport be operated at all times in a safe and serviceable condition in accordance with state/federal laws/orders/regulations. Rehabilitation of this surface is required to meet these obligations.
3. As mentioned above, the airport is federally obligated to maintain this pavement section in safe and serviceable condition as recommended by its pavement management plan.
5. This project is shovel ready as the first phase of the project is a design phase. FDOT and FAA grant funding has been programmed to support this project in the requested years.

Priority B

1. This parking surface must be maintained in safe/serviceable condition to continue providing access to the airport by transiting aircraft.
3. FAA and FDOT grant funds have been programmed to support this project.

4. Under the 2019 FDOT economic impact study, the Fernandina Beach Municipal Airport provides an estimated \$41M in total annual economic output. Transiting aircraft are a significant component of this economic impact to the community/region.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Wastewater
Project Name: Lift Station Upgrades

Estimated Cost: \$100,000

Scope:

This will include replacement of pumping and control equipment, as needed at various Lift Stations in the City.

Justification:

Existing pumping equipment at various Lift Stations needs to be replaced with high efficiency units or loading has changed which requires higher capacities to be achieved.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- C2. Capital Improvements that will promote redevelopment and/or infill development.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Wastewater
Project Name: Gravity Reline

Estimated Cost: \$300,000

Scope:

This will include televising, cleaning and lining of sewer lines in the City.

Justification:

Sealing of sewer lines in the City will prevent intrusion of ground water reducing overall treatment cost. Lining of the old clay lines that have structural damage will prevent sewer line failures which cause interruption to service and possible road failures. Routine cleaning of sewer lines to remove grease and sand will maintain existing capacities of the system and avoid sanitary overflows.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the Economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- C2. Capital Improvements that will promote redevelopment and/or infill development.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Wastewater
Project Name: Clarifier A Upgrades

Estimated Cost: \$300,000

Scope:

This will include upgrading the existing 1990 eighty foot diameter center pier clarifier in the wastewater treatment plant. The upgrade will include the replacement of the sludge collection system, walkway and scum removal system.

Justification:

Continually updating our treatment plant facility will allow for the reduction in overall maintenance expense in treating the wastewater. The new sludge collection system will allow for reduced maintenance activities involving clogged slip tubes.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the Economic benefit that results from the improvement exceeds the economic cost of making the improvement.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Wastewater

Project Name: Recondition Sludge Press

Estimated Cost: \$100,000

Scope:

This will include removing existing 2006 Fourier Sludge Press from the sludge building and shipping it out to Fourier for complete overhaul and reconditioning. Then installing the recondition press back into position for operation.

Justification:

Reconditioning the existing sludge press will provide for an additional 15 years of operation and will allow for the reduction in overall maintenance expense in treating the wastewater. The recondition price is less than half the cost of a new machine.

Comp Plan Priority:

- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the Economic benefit that results from the improvement exceeds the economic cost of making the improvement.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Wastewater

Project Name: Solar System 138 KW in WWTP

Estimated Cost: \$150,000

Scope:

138 KW solar system will be constructed in the Wastewater Treatment plant area. This system will be designed for 120 Mph wind and consist of six main ground arrays holding 345 solar panels and four grid tie inverters.

Justification:

Reduction of Electrical bill by \$1,250 allowing for a 10 year breakeven point. The system will have a thirty year life expectancy.

Comp Plan Priority:

- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the Economic benefit that results from the improvement exceeds the economic cost of making the improvement.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Water

Project Name: Renewal & Replacements

Estimated Cost: \$100,000

Scope:

This annual project will cover the replace of water facilities that have reached end of life.

Justification:

Old galvanized and cast iron piping overtime rusts internally wall failures and pressure loss result. When a customer calls in due to a pressure loss we replace the galvanized service at no cost to the existing customer.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A3. Capital Improvements needed to fulfill a legal or regulatory requirement.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B4. Capital improvements that will promote economic development.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- C2. Capital Improvements that will promote redevelopment and/or infill development.
- E1. Capital Improvements that will further the plans of the St. Johns River Water Management

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Water

Project Name: Solar #3 WP

Estimated Cost: \$350,000

Scope:

This project involves the construction of a solar field next to Water Plant #3 on 0.63 acres of land leased from the Airport.

Justification:

The new solar field will reduce #3 Water Plants monthly electrical bill by \$2,400 allowing for a breakeven at 15.1 years. This is including the yearly lease amount of \$5,635. The solar system will have a 30 year life expectancy.

Comp Plan Priority:

- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Water

Project Name: New Large Water Reservoir #3 WP

Estimated Cost: \$800,000

Scope:

This project involves the construction of a new 500,000 gallon water reservoir at #3 Water Plant including the additional internal plant piping needed to place in service.

Justification:

The customer load around water plant #3 has continued to grow causing a need for greater water volumes to be delivered by Water Plant #3. An increase in capacity at the plant is needed to allow the water to stabilize after aeration and prior to chlorination so that a stable product can be delivered from the plant.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A3. Capital Improvements needed to fulfill a legal or regulatory requirement.
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- C2. Capital Improvements that will promote redevelopment and/or infill development.
- D1. Capital Improvements needed to accommodate projected new development, that are
- E1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Stormwater

Project Name: Area -5, Downtown Drainage Project

Estimated Cost and Justification: The estimated cost is \$1,337,629 based on detailed cost estimate from Stormwater Master Plan. The project is currently funded in two phases by Line Item 1606A of the Florida FY17-18 General Appropriations Act (\$500k) and FEMA Hurricane Mitigation Grant Program (HMGP). Phase 1 requires detailed engineering design and analysis, and will be submitted for cost benefit analysis, and approval for Phase 2 – Construction.

Project is identified as a priority in our Stormwater Master Plan and is a critical area for future waterfront development and flood protection.

Scope: Project includes the upgrade of existing drainage infrastructure along Alachua Street, extending from Front Street to N 6th Street, and from Broome to Centre Street. The improvements include a stormwater lift station and underground stormwater storage to ensure positive drainage regardless of tidal conditions.

Justification: Project is identified as a priority in our Stormwater Master Plan and is a critical area for future waterfront development and flood protection.

Comp Plan Priority:

Priority A:

1. The Area – 5 Drainage Project will protect public health and safety by reducing the vulnerability of roadways and structures in the historic downtown area to flooding.
6. Existing drainage infrastructure is inadequate and/or in deteriorated condition. The upgrade will improve capacity and reduce flooding.

Priority B:

1. The Area – 5 Drainage project will improve the drainage in the project area above Class C LOS as required by the Stormwater Master Plan.
2. The Area – 5 Drainage project is identified as a priority in the Stormwater Master Plan.
3. The Area – 5 Drainage project is eligible for grant funding.
4. N/A
5. This project will reduce maintenance and operating costs by replacing aging and failing structures and pipes in the project area.

Priority E:

1. The drainage project will further the plans of the SJRWMD and FDEP by reducing pollutants discharged into the Amelia River by the existing stormwater system.

Section III.

Budget/Costs

4283-71

In this section, provide details of all the estimated costs of the project. As this information is used for the Benefit-Cost Analysis, reasonable cost estimates are essential. Since project administrative costs are calculated on a sliding scale, **do not** include them in the budget. Also, **do not** include contingency costs in the budget. **Avoid the use of lump sum costs.**

A. Materials

<u>Item</u>		<u>Quantity</u>	<u>Cost per Unit</u>	<u>Cost</u>
<i>Phase II</i>				
Inlet pond pection system	EA	33	\$84.75	\$2,796.75
Base Group #15	SY	2094	\$84.31	\$176,545.14
Asphalt concrete friction course, traffic	TN	157	\$129.58	\$20,344.06
Inlets, Curb Type J	EA	16	\$5,500.00	\$88,000.00
Inlets, Ditch Bottom Type C	EA	20	\$4,041.14	\$80,822.82
Manholes J-7	EA	10	\$7,143.21	\$71,432.14
Pipe Culverts, 15" round	LF	977	\$60.00	\$58,620.00
Pipe Culverts, 18" round	LF	504	\$64.21	\$32,361.84
Pipe Culverts, 24" round	LF	889	\$76.33	\$67,857.37
Pipe Culverts, 36" round	LF	282	\$122.20	\$34,460.40
Pipe Culverts, 48" round	LF	337	\$302.41	\$101,912.17
U-Endwal 1:4 slope 18" pipe	EA	2	\$2,600.00	\$5,200.00
48" Jack & Bore	LS	1	\$120,000.00	\$120,000.00
Duckbill valve 48-inch	EA	1	\$20,000.00	\$20,000.00
Mitered End section 48" Round	EA	1	\$5,044.31	\$5,044.31
		0	\$0.00	\$0.00
		0	\$0.00	\$0.00
		0	\$0.00	\$0.00
Sub-Total				\$885,397.00

B. Labor (Include equipment costs -- please indicate all "soft" or in-kind matches)

<u>Description of Task</u>	<u>Hours</u>	<u>Rate</u>	<u>Cost</u>
<i>Phase II -</i>			
Mobilization (5%)	1	\$ 41,633.00	\$41,633.00
Maintenance of Traffice (MOT)	1	\$ 206,639.00	\$206,639.00
Phase II - Sub-total		\$248,272.00	
Sub-Total			\$248,272.00

C. Fees Paid Include any other costs associated with the project.

<u>Description of Task</u>	<u>Hours</u>	<u>Rate</u>	<u>Cost</u>
<i>Phase I - Pre-Award (GeoTech, Survey, Engr)</i>	1	\$10,000.00	\$10,000.00
Phase I - Engineering final Design	1	\$150,000.00	\$150,000.00
Phase I - Permit Fees	1	\$5,000.00	\$5,000.00
Phase I - Sub-total		\$165,000.00	
Phase II - Project Management (3%)	3%	\$1,298,669.00	\$38,960.00
Phase II - Sub-total		\$38,960.00	
Sub-Total			\$203,960.00

Total Estimated Project Cost \$1,337,629.00

Phase I Sub-total	\$165,000.00
Phase II Subtotal	\$1,172,629.00
	\$1,337,629.00

Section III.

4283-71

D. Funding Sources (round figures to the nearest dollar)

The maximum FEMA share for HMGP/FMA projects is 75%. The other 25% can be made up of State and Local funds as well as in-kind services. Moreover, the FMA program requires that the maximum in-kind match be no more than 12.5 % of the total projects costs. HMGP/FMA funds may be packaged with other Federal Funds, but other Federal funds (except for Federal funds which lose their Federal identity at the State level - such as CDBG, ARS, HOME) may not be used for the State or Local match.

Estimated FEMA Share \$ 837,629.00 62.62043% % of Total (maximum of 75%)

Non-Federal Share

Estimated Local Share \$ - 0.00000% % of Total (Cash)
\$ - 0.0000% % of Total (In-Kind*)
\$ - 0.0000% % of Total (Global Match**)

Other Agency Share

(1) \$ 500,000.00 37.37957% % of Total
\$ - 0.0000% % of Total

(Identify Other Non-Federal Agency and availability date)

(1) State appropriated Funds (07/2017- closes 12/31/19)

Total Funding sources from above \$ 1,337,629.00 100.00% **Total %** (should equal 100%)

* Identify proposed eligible activities directly related to project to be considered for In-Kind services. (note on page 4 Section B)

** Separate project applications must be submitted for each project (Global) Match project.

E. Project Milestones/Schedule of Work

List the major milestones in this project by providing an estimate time-line for the critical activities not to exceed a period of 3 years of performance. (e.g. Designing, Engineering, Permitting, etc.)

Milestone	Number of Days to Complete
Phase I - State Contracting	35 days
Phase I - Hydrology & Hydraulic (H&H) Study	90 days
Phase I - Engineer Preliminary Design	90 days
Phase I - Final Engineering Design specifications	90 days
Phase I - Project Bidding/Award	60 days
	365
Phase II - State and Local Contracting	60 days
Phase II - Bidding	60 days
Phase II - Awarding sub-contracts	60 days
Phase II - Construction	430 days
Phase II - Local and State Inspections	60 days
Phase II - Project Summary and Closeout	60 days
	730

Phase I & Phase II

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Stormwater

Project Name: Area -1, North 15th Street Drainage project

Estimated Cost and Justification: The estimated cost is \$412,945 based on detailed cost estimate from Stormwater Master Plan. The project is currently funded by SJRWMD Cost share program.

Project is identified as a priority in our Stormwater Master Plan.

Scope: Project includes the upgrade of existing drainage infrastructure along North 15th Street and construction of a stormwater pond on the unimproved North 15th Place right of way. The outfall system across Oak Marsh Drive will be upgraded and water quality improvements installed.

Justification: Project is identified as a priority in our Stormwater Master Plan.

Comp Plan Priority:

Priority A:

1. The Area – 1 Drainage Project will protect public health and safety by reducing the vulnerability of roadways and structures in the project area to flooding.
6. Existing drainage infrastructure is inadequate and/or in deteriorated condition. The upgrade will improve capacity and reduce flooding.

Priority B:

1. The Area – 1 Drainage project will improve the drainage in the project area above Class C LOS as required by the Stormwater Master Plan.
2. The Area – 1 Drainage project is identified as a priority in the Stormwater Master Plan.
3. The Area – 1 Drainage project is eligible for grant funding.
4. N/A
5. This project will reduce maintenance and operating costs by replacing aging and failing structures and pipes in the project area.

Priority E:

1. The drainage project will further the plans of the SJRWMD and FDEP by reducing pollutants discharged into Egans Creek by the existing stormwater system.

Area 1 revised budget

Budget alt 1

Pay item	Description	Unit	Qty	Unit Price	Cost
	Sediment barrier	LF	2880	\$2.84	\$8,179.20
	Floating turbidity barrier	LF	50	\$17.66	\$883.00
	Inlet protection system	EA	8	\$77.05	\$616.40
	clearing & gurbbing	AC	0.36	\$30,000.00	\$10,800.00
	Reguar excavation	CY	1807	\$5.47	\$9,884.29
	optional bae group	SY	206	\$76.65	\$15,789.90
	misc pavement	TN	33	\$187.53	\$6,188.49
	concrete endwall	CY	2.5	\$841.80	\$2,104.50
	inlets type C < 10'	EA	8	\$3,108.57	\$24,868.56
	Inlets type E	EA	5	\$4,500.00	\$22,500.00
	Manholes < 10'	EA	1	\$3,760.03	\$3,760.03
	Pipe 18"	LF	391	\$53.51	\$20,922.41
	Pipe 24"	LF	0	\$63.61	\$0.00
	Pipe 36"	LF	226	\$101.83	\$23,013.58
	Pipe 42"	LF	574	\$167.47	\$96,127.78
	Mitered end section 24	EA	1	\$1,279.72	\$1,279.72
	Mitered end section 36	EA	1	\$3,000.00	\$3,000.00
	Concrete sidewalk and driveway	SY	495	\$55.00	\$27,225.00
	Sod	SY	1100	\$3.41	\$3,751.00
	NSBB (reduced size)	EA	1	\$55,000.00	\$55,000.00
	concrete curb	LF	250	\$18.00	\$4,500.00
	Dewatering	LS	1	\$30,000.00	\$30,000.00
	Control Structure	EA	1	\$10,000.00	\$10,000.00
	Mob	LS	1	\$10,051.30	\$10,051.30
	MOT	LS	1	\$15,000.00	\$15,000.00
Total					\$405,445.16

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Stormwater

Project Name: Area -4 Drainage Project, Beech St, from Citrona to Greenway

Estimated Cost and Justification: The estimated cost is \$132,850 based on revised conceptual cost estimate from Stormwater Master Plan. Cost estimate shown in CIP is based on replacement of inlets and installation of curb & gutter along Beech Street between S 17th St and the Greenway. Original cost estimate accounted for cost for a contractor to perform all work. Cost estimate is based on a portion of the full project scope being performed by City Stormwater Crew.

Project is identified as a priority in our Stormwater Master Plan.

Scope: Project includes the installation of stormwater piping along Beech Street between Citrona Drive and the Egans Creek Greenway. The piping will replace several undersized culverts and ditches to convey drainage to the greenway discharge. A filter and nutrient removal structure will be installed at the discharge point to improve the water quality of discharged water.

Justification: Project is identified as a priority in our Stormwater Master Plan.

Comp Plan Priority:

Priority A:

1. The Area – 4 Drainage Project will protect public health and safety by reducing the vulnerability of roadways and structures in the project area to flooding.
6. Existing drainage infrastructure is inadequate and/or in deteriorated condition. The upgrade will improve capacity and reduce flooding.

Priority B:

1. The Area – 4 Drainage project will improve the drainage in the project area above Class C LOS as required by the Stormwater Master Plan.
2. The Area – 4 Drainage project is identified as a priority in the Stormwater Master Plan.
3. The Area – 4 Drainage project is eligible for grant funding.
4. N/A
5. This project will reduce maintenance and operating costs by replacing aging and failing structures and pipes in the project area.

Priority E:

1. The drainage project will further the plans of the SJRWMD and FDEP by reducing pollutants discharged into the Amelia River by the existing stormwater system.

Area 4 A

Pay item	Description	Unit	Qty	Unit Price	Cost
	Sediment barrier	LF	200	\$3.00	\$600.00
	Equipment Rental	LS	1	\$10,000.00	\$10,000.00
	Temporary Labor	LS	1	\$10,000.00	\$10,000.00
	optional base group	SY	0	\$76.65	\$0.00
	misc pavement	TN	0	\$187.53	\$0.00
	drainage inlets	EA	5	\$2,000.00	\$10,000.00
	Manholes < 10'	EA	0	\$4,994.59	\$0.00
	Pipe 18"	LF	0	\$53.51	\$0.00
	Pipe 24"	LF	0	\$63.61	\$0.00
	Pipe 36"	LF	650	\$50.00	\$32,500.00
	Pipe 15"	LF	0	\$50.00	\$0.00
	U-Endwall	EA	0	\$2,000.00	\$0.00
	Mitered end section 36	EA	1	\$3,000.00	\$3,000.00
	Concrete sidewalk and driveway	SY	0	\$55.00	\$0.00
	Sod	SY	500	\$3.50	\$1,750.00
	NSBB	EA	1	\$60,000.00	\$60,000.00
	Contingency	LS	1	\$5,000.00	\$5,000.00
	Total				\$132,850.00

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Marina

Project Name: Boater Amenities and Mooring Field Installation Phase 1

Estimated Cost and Justification:

The estimated total project cost is \$389,000. Some work will be completed by City Staff.

\$250,000 is estimated for the repurposing of the bathroom facilities to add three additional bathrooms.

\$ 80,000 is estimated for the purchase and installation of up to 20 mooring devices.

\$ 19,000 is estimated for the remodeling of the existing Admin Building to be a Boater Check in facility.

\$ 40,000 is estimated for the remodeling of the existing Welcome Center to also house the Administration Operations.

Scope: This project will provide for replacement and additional boater's uplands facilities.

Justification: Damages sustained by Hurricane Matthew in 2016 has caused trickle down requirements. With the loss of the Boater Check In/Store on the floating dock, a new location had to be identified and utilized. The obvious choice is the existing Marina Admin Building located on the fixed dock behind the waterway café. Minor modifications will be required to permit this building to act as a Boater Check In facility and Dock Master's office. When this building is functioning as a Boater Check In facility, the marina's administrative duties will have to be performed elsewhere.

The Marina is currently providing for the debt service for the Marina Welcome Center. This Welcome Center building will remain a Welcome Center but will also house the Marina Manager and the Marina Bookkeeper. This Welcome Center building needs routine maintenance work including painting.

Currently the marina is authorized for an additional 72 mooring balls. The purchase and installation of up to 20 mooring and perimeter devices will provide the marina with additional space for the transient boaters. FIND provided funding for the planning and permitting of the mooring field improvements. When a construction contract is in place, the City can close out the open GRANTS with FIND and be reimbursed for 50% of the expenditures already spent.

With the newly opened marina and mooring field they marina will need additional bathrooms. The Marina has operated with one ADA compliant and three bathroom suites that include shower, sink and toilet. The waiting line for these three suites becomes almost unmanageable when the marina is fully occupied. The three new bathrooms will house only a toilet and sink. The plan outlined above will provide for the need of the staff and boaters for the marina.

Comp Plan Priority:

Priority A:

3 The Marina has a submerged land lease for the mooring field. That lease requires the field be identified and illuminated for boater safety. Those devices will need to be reinstalled prior to reopening the mooring field.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Marina

Project Name: Boater Amenities and Mooring Field Installation Phase 1

Page -2-

4. The marina has accepted and spent Grant monies for the planning and permitting for the Mooring Field Improvements. When the city has a contract for the up to 20 mooring device and perimeter buoys, the city will be able to close out the existing grants and request reimbursement. No FIND Grant money for planning and permitting is release until a construction contract is in place.

6. The Welcome Center is in need of exterior maintenance and painting.

Priority B:

3. This Capital Plan is eligible for grant funding by the Florida Inland Navigational District. The grant has been submitted to FIND for consideration. If approved, notice would be provided to the city in October 2019.

Priority C:

1. This Capital Plan will cost the City 200,000 in actual non-reimbursed dollars. The potential income from just the 20 mooring balls will be approximately \$50,000 per year.

Funding:

3. State

11. Enterprise

City of Fernandina Beach
Five Year Capital Plan
Project with an Estimated Value under \$24,999

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Electric maintenance cart for workers	Cemetery	Impact Fees	9	100%	18,000				18,000	A6,B5	-
Beach Vehicle Replacement	Police	LE RECOVERY		100%		22,500	23,500	24,500	95,000	A1 B1	8,000
Beach Vehicle Replacement	Police	General Fund		100%			21,500	23,500	45,000	A1 B1	6,000
UAV	Fire		9	100%	22,000				22,000	A1, B1	1,000
Ballistic Armor Protection	Fire		9	100%	20,044				20,044	A1, A2	-
Total GF/300				60,044	22,500	45,000	24,500	48,000	200,044		
Kitchen Appliances	Golf		11	100%		20,000			20,000	B-1, 5	2,000
Clubhouse Bathroom Remodel	Golf		11	100%			10,000		10,000	B-1 C-1	1,000
Cart Barn Exterior	Golf		11	100	15,000				15,000	A-6	1,000
Driving Range Tee Box Re-grass	Golf		11	100	15,000				15,000	A-6 B-1	1,000
System Laterals	Wastewater		11	100	20,000	20,000	20,000	20,000	100,000	A1,A4,A5,A6,B5,C1	
PLANT AUTOMATION	Wastewater		11	100	20,000	20,000	20,000	20,000	100,000	A1,A2,A3,A4,A5,B1,B5,C1	
WATER METER NEW ACCOUNTS	Water		11	100	20,000	20,000	20,000	20,000	100,000	A3,A5,A6,B5,D1,E1	
Total Enterprise Funds				90,000	80,000	70,000	60,000	60,000	360,000		
Total Projects under \$25k				150,044	102,500	115,000	84,500	108,000	560,044		20,000

Priorities Per Comp Plan

Priority A:

- 1. Capital Improvements needed to protect public health and safety.
- 2. Capital Improvements needed to fulfill a State or Federal mandate.
- 3. Capital Improvements needed to fulfill a legal or regulatory requirement.
- 4. Capital improvements needed to complete an ongoing project.
- 5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- 6. Capital improvements needed to correct existing deficiencies or maintenance issues.

Priority B:

- 1. Capital Improvements needed to meet or maintain adopted level of service standards.
- 2. Capital improvements needed to implement adopted plans or studies.
- 3. Capital improvements that are eligible for grant funding.
- 4. Capital improvements that will promote economic development.
- 5. Capital improvements that will reduce operating and/or maintenance costs.

Priority C:

- 1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- 2. Capital Improvements that will promote redevelopment and/or infill development.

Priority D:

- 1. Capital Improvements needed to accommodate projected new development, that are consistent with the FLUM, and which represent a logical extension of public facilities.
- 2. Capital Improvements needed to serve developments that were approved prior to the adoption of the Fernandina Beach Comprehensive Plan.

Priority E:

- 1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.

Funding

- 1. CDBG
- 2. FRDAP
- 3. State
- 4. Federal
- 5. EDA Repay
- 6. FDOT
- 7. FAA
- 8. Loan
- 9. Impact Fees
- 10. Assessments
- 11. Enterprise
- 12. Utility Bond
- 13.Priv Fin

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Cemetery
Project Name: Electric maintenance

Estimated Cost and Justification: \$18,000

Scope: see project title

Justification: The maintenance crew uses a large truck to drive through the cemetery and in the ancient section this vehicle has difficulty maneuvering around without running over graves. This electric cart will help eliminate the possibility of damaging graves and conserve gasoline.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Fire

Project Name: Unmanned Aerial Vehicle (Drone)

Estimated Cost and Justification: The estimated total project cost is \$22,000. The amount budgeted will cover the cost of the total unit with controllers, charges, batteries and ancillary pieces that are required to operate the UAV. The quoted unit is designed to carry heavier loads thus making it usable to deliver life saving equipment in the event of water rescues.

Scope: This project is follow-up to a pilot program that sparked interest in using the UAV for Ocean Rescue responses. The project will be an added tool to emergency response that can expand the mission of emergency response.

Justification: UAVs have become a valuable tool for emergency response since the introduction of these systems. UAV systems have been used successfully during manmade and natural disasters for observation, damage assessment, search and rescue. These vehicles continue to provide aerial security to large events and have proven to be very useful. The UAV has been used in the successful rescue of a victim caught in a rip current and could also play an important role in Ocean Rescue.

Comp Plan Priority:

Priority A:

1. The UAV can be used in many diverse ways for providing Public Safety at large events. The UAV can be used to assist other departments before and after hurricanes and tropical storms and allowing the Emergency Management functions to perform damage assessments and search efforts.

Priority B:

1. The UAV will be able to provide delivery of lifesaving flotation devices to distressed swimmers and continue to meet the City Commission's priority of beach safety.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Fire

Project Name: Ballistic Armor

Estimated Cost and Justification: The estimated cost of this project is \$20,044. The total cost of the project funds the purchase of (1) set of ballistic vest and helmet for each riding position on every apparatus that may respond to an active assailant incident. Ballistic vest and helmets are a one size fits most and will accommodated personnel operating at these types of incidents.

Scope: This project is new to the department and will fill the gap in training and response to active assailant incidents.

Justification: With the widespread incidents such as Sandy Hook, Las Vegas, Marjory Stoneman Douglas and many other mass shooting incidents, the fire service is being forced into a new mission that had normally been handled by standing by until a threat is neutralized, to the formation of ERT teams with Law Enforcement to enter warm zones to treat and remove wounded people. For this task to be performed safely, personnel will need personal protective gear consisting of ballistic armor and helmets.

Comp Plan Priorities:

Priority A:

1. Provides critical protection to fire / EMS personnel while entering and treating and extricating wounded victims from hostile environments at active assailant events.
2. Not sure if it is required by any statues

Priority B:

2. Successful operations and execution of County and City wide SOGs and Tactical Combat Casualty Care for active assailant events requires the use of this equipment.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Golf

Project Name: Cart Barn Exterior

Estimated Cost and Justification:

\$15000

Paint based on estimated cost from City Maintenance. Doors based on online estimating.

Scope:

Repair and repaint Cart Barn exterior.

Replace roll up doors.

Justification:

Cart Barn has not been painted in decades and is in a state of disrepair.

Comp Plan Priority:

A-6

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Golf
Project Name: Driving Range Tee Re-grass

Estimated Cost and Justification:
\$15,000
Based on cost of sod and manpower.

Scope:
Kill and remove existing grass on upper driving range tee box. Replace soil amendments and re-grass

Justification:
The driving range tee box is decades old. Over the decades it has mounded and become a sand based tee box which makes growing grass difficult and the hitting surface soft. Replacing the grass will give it a much better look as well a better practice facility.

Comp Plan Priority:
A-6, B-1

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Wastewater
Project Name: System Laterals

Estimated Cost: \$20,000

Scope:

Customer sewer lateral replacement from edge of right of way to major sewer collector tap by using city crews for open cut or using a contractor for trenchless cured in place. This will be annual project.

Justification:

Laterals that have either frequent blockages or have infiltration issues will be identified by routine line inspection program.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Wastewater

Project Name: Plant Automation

Estimated Cost: \$20,000

Scope:

This will include upgrading equipment in the plant that aides in process control in the wastewater treatment plant.

Justification:

Continually updating our treatment plant facility will allow for the reduction in overall maintenance expense in treating the wastewater. In addition, the State of Florida Department of Environmental Protection has recognized the City of Fernandina Beach's Treatment plant as being automated to a point where required staffing has been reduced by 50%.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A2. Capital Improvements needed to fulfill a State or Federal mandate.
- A3. Capital Improvements needed to fulfill a legal or regulatory requirement.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the Economic benefit that results from the improvement exceeds the economic cost of making the improvement.

City of Fernandina Beach
Five Year Capital Plan
Projects with an Estimated Value between \$25,000 to \$99,999

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Beach Construction	Beach Renourishment	300 (GF), 3	46% State, 54% MSTU	35,000	35,000	35,000	35,000	35,000	175,000		
Beach Monitoring/Sea Turtles	Beach Renourishment	300 (GF), 3	46% State, 54% MSTU	30,000	30,000	30,000	30,000	30,000	150,000		
Beach Renourishment	Beach Renourishment	300 (GF), 3	100% MSTU	35,000	35,000	35,000	35,000	35,000	175,000		
Resurface FM building	Fac Maint	ISF	100	32,000					32,000	A6, B1	
Deputy Chief Vehicle #145 - F150	Fire	300 (GF)	100%		38,500				38,500	A1	1,800
Resurface Fleet Ops building	Fleet	ISF	50%/50%		60,000				60,000	A6, B1	
Network Router Replacement	IT	300 (GF)	100%					80,000	80,000	A3, B1	4,000
Resurface the MLK pool deck including ramps and awning	Aquatics	300 (GF)	100%	75,000					75,000	A1,A6,B1	-
Replace kiddie pool toys at MLK and ARC	Aquatics	300 (GF)	100%			75,000			75,000	A1,A6,B1,B5	-
Paint the metal framing work at top of Lighthouse	Parks	300 (GF)	100%	34,000					34,000	A6,B1,B2	-
Concrete curbing for Egans Creek Parking Lot	Parks	300 (GF)	100%	25,000					25,000	A1,A6,B1,B2	-
Redeck Seaside Park	Parks	300 (GF)	100%	50,000	50,000				100,000	A1,A6,B1,B5	-
Replace Welcome Sign	Parks	300 (GF)	100%		35,000				35,000	A6,	-
Redeck North Beach Park	Parks	300 (GF)	100%		40,000				40,000	A1,A6,B1,B5	-
Repoint and paint the interior and exterior of the lighthouse	Parks	300 (GF)	100%			74,000			74,000	A1, A6, B1	
Replace Playground at Main Beach Park	Parks	300 (GF)	100%				70,000		70,000	A1,A6,B1	-
Replace fencing at Hickory Street Park	Parks	300 (GF)	100%				60,000		60,000	A1,A6,B1	-
Replace skate park ramps	Parks	300 (GF)	100%					75,000	75,000	A1,A6,B1	-
Resurface tennis and Pickleball courts at CP	Parks	300 (GF)	100%					55,000	55,000	A1,A6,B1	-
Replace playground equipment at Sunrise Park	Parks	300 (GF)	100%					50,000	50,000	A1,A6,B1	-
Peck windows	Peck	300 (GF)	100%	55,000					55,000	A4,A6,B1,B5	-
Repoint east side of Peck Center	Peck	300 (GF)	100%		25,000				25,000	A6,B1	-
Repoint west side of Peck Center	Peck	300 (GF)	100%			25,000			25,000	A6,B1	-
Replace locker room and lower level gym roof	Peck	300 (GF)	100%			80,000			80,000	A1,A6,B1,B5	-
Replace flooring in Peck Center	Peck	300 (GF)	100%				55,000		55,000	A6,B1	-
Replace fencing at Charles Albert Field	Rec	300 (GF)	100%		60,000				60,000	A1,A6,B1,B5	-
Sandblast, prime and repaint the exterior softs at ARC	Rec	300 (GF)	100%			30,000			30,000	A6,B1	-
Replace East Generator	Police	300 (GF)	100%	55,000					55,000	A 6	1,500
Replace Access Control System	Police	300 (GF)	100%	75,000					75,000	A6	
Replace Roof North Building	Police	300 (GF)	100%		30,000				30,000	A6	
Replace Plumbing North Building	Police	300 (GF)	100%			25,000			25,000	A 6	
Investigations Vehicle Replacement	Police	300 (GF)	100%		55,000	40,000	42,500	45,000	182,500	A1 B1	20,000
Striping	Streets	300 (GF)	100%	37,000					37,000	A1, A4, A6, B1, B2, B4, B5	
Total GF/300				538,000	493,500	449,000	327,500	405,000	2,213,000		
CrossFit Rig with pip rubber surfacing for Peck Field	Parks	9	100%	55,000					55,000	B1	500
Large Pavilion for Peck Field	Parks	9	100%		75,000				75,000	A6, B1	350
Columbarium	Cemetery	9	100%	85,000	85,000				170,000	B2	1,000
Shade structure and picnic area for MLK basketball court	MLK	9	100%	25,000					25,000	A1,A6,B1	1,300
Expand MLK conference room	MLK	9	100%	85,000					85,000	A1,A6,B1,B5	-
Install a splash pad at a park to be determined	Parks	9	100%			50,000			50,000	A1,B2	8,000
Dog Park	Parks	9	100%			35,000			35,000		6,500
Install dune walkover at access 1 Nassau Street	Parks	9	100%			85,000			85,000	A6, B1	2,300
Install dune walkover at access8, Maryland Street	Parks	9	100%					65,000	65,000	A6,B1	2,000
Install dune walkover at access 6 New York Street	Parks	9	100%		57,000				57,000	A6,B1	2,000
Total Impact Fees 310				250,000	217,000	170,000	-	65,000	702,000		

City of Fernandina Beach
Five Year Capital Plan
Projects with an Estimated Value between \$25,000 to \$99,999

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
License Plate Reader System	Police	LE RECOVERY (190)	100%	28,000					28,000	A1 A2 B1	5,000
Capital Set-Aside (Rwy 13/31)	Airport	11	100%	50,000	50,000	50,000	50,000	50,000	250,000	A1, A2, A3, A5, B1, B3, B4	
Club House Exterior	Golf	11	100%	30,000					30,000	A-6	1,000
Maintenance Equipment	Golf	11	100%	75,000	75,000		75,000	75,000	300,000	B-1,5	6,000
Cart Path removal	Golf	11	100%	25,000	25,000	25,000			75,000	A-1, 6	5,000
Banquet Room Flooring	Golf	11	100%		27,000				27,000	B-1 C-1	500
Banquet Room Ceilings	Golf	11	100%					80,000	80,000	B-1 C-1	
Bar Area Remodel	Golf	11	100%					30,000	30,000	B-1 C-1	
Lift Station Generators	Wastewater	11	100%	60,000	30,000	30,000	30,000	30,000	180,000	A1,A5,A6,B1,B5,C1,C2	
Manhole Rehabilitation	Wastewater	11	100%	50,000	50,000	50,000	50,000	50,000	250,000	A1,A6,B1,B5,C1	
Replace Vehicle #380 w/crane	Wastewater	11	100%		75,000				75,000	B1,B5	100
Replace Vehicle #1300	Water	11	100%		35,000				35,000	B1,B5	100
Replace Vehicle #1330	Water	11	100%			35,000			35,000	B1,B5	100
Replace Vehicle #1325	Water	11	100%			30,000			30,000	B1,B5	100
Replace Vehicle #1301	Water	11	100%				35,000		35,000	B1,B5	
12th & Division French drains	Stormwater	11	100%	38,500					38,500	A1, A6, B1, B2, B3, B5, E1	1,500
Fir Street water quality structure	Stormwater	14	100%	60,000					60,000	A1, A6, B1, B2, B3, B5, E1	1,500
East 1st Street Drainage	Stormwater	11	100%		55,000				55,000	A1, A6, B1, B2, B3, B5, E1	1,500
Vacuum Truck lease purchase	Stormwater	11	100%		89,000	89,000	89,000	89,000	356,000	B1, B5, E1	
A-7 Fir to Gum Street (River to 8th St)	Stormwater	11	100%			30,000	50,000		80,000	A1, A6, B1, B2, B3, B5, E1	1,000
A-4 Beech Street (17th to 18th St)	Stormwater	11	100%			55,468			55,468	A1, A6, B1, B2, B3, B5, E1	500
Educational Signage	Marina	11,3	50%/50%				75,000		75,000	B1,B3	500
Total Enterprise Funds				388,500	511,000	394,468	454,000	404,000	2,151,968		
Total Projects from \$25k to \$99k				1,204,500	1,221,500	1,013,468	781,500	874,000	5,094,968		75,650

Priorities Per Comp Plan

Priority A:

- 1. Capital Improvements needed to protect public health and safety.
- 2. Capital Improvements needed to fulfill a State or Federal mandate.
- 3. Capital Improvements needed to fulfill a legal or regulatory requirement.
- 4. Capital improvements needed to complete an ongoing project.
- 5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- 6. Capital improvements needed to correct existing deficiencies or maintenance issues.

Priority B:

- 1. Capital Improvements needed to meet or maintain adopted level of service standards.
- 2. Capital improvements needed to implement adopted plans or studies.
- 3. Capital improvements that are eligible for grant funding.
- 4. Capital improvements that will promote economic development.
- 5. Capital improvements that will reduce operating and/or maintenance costs.

Priority C:

- 1. Capital Improvements that will increase efficient use of existing public facilities where

Funding

- 1. CDBG
- 2. FRDAP
- 3. State
- 4. Federal
- 5. EDA Repay
- 6. FDOT
- 7. FAA
- 8. Loan
- 9. Impact Fees
- 10. Assessments
- 11. Enterprise
- 12. Utility Bond
- 13.Priv Fin

Projects with an Estimated Value between \$25,000 to \$99,999

[illegible]

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24

Department: Beach

Project Name: Beach Construction

Estimated Cost and Justification: Cost for engineering services provided by Olsen Engineering.

Scope: This funding provides for ongoing engineering input/services related to beach construction.

Justification: Provides engineering services to support construction activity required to maintain beach property.

Comp Plan Priority:

Priority A:

1. This engineering service ensures that beach construction is accomplished in a fashion that protects the health/safety of general public using the beaches.
2. State/Federal mandate requires beach construction to be conducted by applicable laws/regulations.
5. This is a recurring expense that is shovel-ready.

Priority B:

4. A healthy ecosystem and beachfront promotes economic health of the island.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24

Department:

Project Name: Beach Monitoring/Sea Turtles

Estimated Cost and Justification: Cost estimate for services provided by Olsen Engineering.

Scope: Engineering services related to monitoring of sea turtle habitat.

Justification: Provides monitoring services to protect the sea turtle habitat on beach property.

Comp Plan Priority:

Priority A:

2. State/Federal mandate requires protection of sea turtles and associated habitat.

5. This is a recurring expense that is shovel-ready.

Priority B:

3. Reimbursement funds are available from outside agencies and programmed for identified funding years.

4. A healthy ecosystem and beachfront promotes economic health of the island.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: FY 19/20, FY 20/21, FY 21/22, FY 22/23, FY 23/24

Department: Beach

Project Name: Beach Renourishment

Estimated Cost and Justification: Cost for engineering services provided by Olsen Engineering.

Scope: This funding provides for ongoing engineering input/services related to beach renourishment.

Justification: Provides engineering services to support sustainment and renourishment of beach property.

Comp Plan Priority:

Priority A:

1. Beach renourishment protects health/safety of public utilizing the beach.

5. This is a recurring expense that is shovel-ready.

Priority B:

4. A healthy ecosystem and beachfront promotes economic health of the island.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: **2019/2020**

Department: **Facilities Maintenance**

Project Name: **Resurface FM Building**

Estimated Cost and Justification: **\$32,000**

Scope: **Replace rusted metal at base of building, treat all rusted fasteners and hardware, coat entire building in Alumination 301 reflective liquid solution**

Justification: **FM base operations building is 22 years old. There are numerous leaks due to corroded fasteners and numerous rusted and rotten spots are the base of the building where it affixes to the slab. Resurfacing the entire building will extend the life of the building by 15-20 years.**

Comp Plan Priority: **A6, B1**

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Aquatics

Project Name: Resurface the MLK pool deck to include gutter and shade replacement.

Estimated Cost and Justification: \$75,000

Scope: see project title

Justification: There is not curbing at this time and when it rains the water from the road sheets into the parking lot causing the dirt to flow into the accessible entrance covering it with mud which makes the park inaccessible.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Metal frame repair and Paint for the top of the Lighthouse

Estimated Cost and Justification: \$34,000

Scope: see project title

Justification: The existing metal has rusted and is deteriorating and needs to be repaired and painted to maintain its integrity as an historic structure.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Install concrete curbing at Egans Creek Parking lot.

Estimated Cost and Justification: \$25,000

Scope: see project title

Justification: There is not curbing at this time and when it rains the water from the road sheets into the parking lot causing the dirt to flow into the accessible entrance covering it with mud which makes the park inaccessible.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Parks
Project Name: Re-deck Seaside Beach Park dune walkover

Estimated Cost and Justification: \$50,000

Scope: see project title

Justification: The existing structure (including the hardware) was built in 2002. Many of the boards are splintered and warped. Replacing the surface with composite wood and stainless steel screws will reduce the required maintenance and provide a fresh look for this aging park.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Peck

Project Name: Replace Peck Windows

Estimated Cost and Justification: \$55,000

Scope: see project title

Justification: This is an ongoing project which has been replacing the old wooden leaking windows.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: POLICE

Project Name: BUILDING IMPROVEMENTS - CAPITAL IMPROVEMENT FUND

Estimated Cost and Justification:

\$55,000.00

OM includes monthly gas bill for testing and annual maintenance.

Scope:

Replace east generator that services the north and east buildings

Justification:

This generator is at least 10 years old and has failed during the last two hurricane events.

Comp Plan Priority:

A-6 Reliable source of power required to operate police building during emergency situations such as a major weather event.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: POLICE

Project Name: BUILDING IMPROVEMENTS - CAPITAL IMPROVEMENT FUND

Estimated Cost and Justification:

\$75,000.00

Scope:

Replace access control system for all police buildings.

Justification:

The current access control system is failing and no longer supported by the manufacturer. Repair and replacement parts are currently being purchased used or from EBay. The system will also serve as the back-end for video surveillance.

Comp Plan Priority:

A-6 Building security will be compromised if the system fails.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Maintenance Streets
Project Name: Striping

Estimated Cost and Justification: \$37,000 as needed throughout the City.

Scope: Restripe all resurfaced, cold paved, or micro-surfaced streets and public parking lots throughout the City.

Justification: Street striping has to be restriped from time to time due to wear from vehicular traffic.

Comp Plan Priority: A1, A4, A6, B1, B2, B4, & B5.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Parks

Project Name: Install CrossFit Rig with pop rubber surfacing

Estimated Cost and Justification: \$55,000

Scope: Install CrossFit Rig workout equipment with pour in place surfacing in a portion of the Peck Field.

Justification: This is in line with the Comprehensive Plan and is recommended by the Parks and Recreation Advisory Committee.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Cemetery
Project Name: Installation of a columbarium

Estimated Cost and Justification: \$85,000

Scope: see project title

Justification: As our grave spaces are becoming substantially, providing a columbarium as an alternative option for interment is recommended.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: MLK

Project Name: Install a shade structure and picnic tables next to the only outdoor light basketball court in the City.

Estimated Cost and Justification: \$25,000

Scope: see project title

Justification: This basketball court is used frequently during daylight hours and there is no relief from the sun nearby. The shade structure will allow the users to take cover from the sun during the heat of the day.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: MLK

Project Name: Expand the MLK Conference Room

Estimated Cost and Justification: \$85,000

Scope: see project title

Justification: The existing room is very out dated and there are restrooms adjacent to this room that are not in use. Removing the plumbing fixtures and upgrading the flooring will provide more space for our after school and summer tutoring program for our city resident children.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Golf
Project Name: Club House Exterior

Estimated Cost and Justification:
\$30000
Paint based on estimated cost from City Maintenance.

Scope:
Repair and repaint Club House exterior.

Justification:
Club House has not been painted since construction in 1999.

Comp Plan Priority:
A-6

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Golf

Project Name: Maintenance Equipment

Estimated Cost and Justification:

\$75000

Rolling Equipment purchase as equipment is used 365 days a year. Purchase of new equipment will lower RM Equipment cost.

Scope:

Replace older equipment to keep maintenance of property up to the level of conditions expected by our customers.

Justification:

New equipment is needed for upkeep of property and to lessen the RM Equipment cost annually

Comp Plan Priority:

B-1, 5

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Golf
Project Name: Cart Path removal

Estimated Cost and Justification:

\$25,000

Based on the removal of dilapidated cart paths and regrading to have dirt/sand paths similar to other local courses.

Scope:

Remove broken and uneven cart paths. Regrade to use dirt/sand paths.

Justification:

Removal of existing dilapidated paths will give the customers a better ride as well as saving wear and tear on carts and maintenance equipment.

Comp Plan Priority:

A-1, 6

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Wastewater

Project Name: Lift Station Generators

Estimated Cost: \$60,000

Scope:

This will include replacement of propane and diesel generators as needed at various Lift Stations in the City.

Justification:

Existing pumping equipment at various Lift Stations needs to be replaced with high efficiency units or loading has changed which requires higher capacities to be achieved.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.
- C2. Capital Improvements that will promote redevelopment and/or infill development.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Wastewater

Project Name: Manhole Rehabilitation

Estimated Cost: \$50,000

Scope:

This will include sealing and rebuilding benches at various manholes in the City.

Justification:

Manhole benches keep the sewer fluid in the flow line so that reduced friction is created.
Sealing of manholes to prevent intrusion of ground water reduces overall treatment cost.

Comp Plan Priority:

- A1. Capital Improvements needed to protect public health and safety.
- A4. Capital improvements needed to complete an ongoing project.
- A5. Capital improvements that are shovel ready (funding, permits, etc. are in place).
- A6. Capital improvements needed to correct existing deficiencies or maintenance issues.
- B5. Capital improvements that will reduce operating and/or maintenance costs.
- C1. Capital Improvements that will increase efficient use of existing public facilities where the
Economic benefit that results from the improvement exceeds the economic cost
of making the improvement.
- C2. Capital Improvements that will promote redevelopment and/or infill development.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Stormwater
Project Name: 12th St & Division French Drains

Estimated Cost and Justification: The estimated cost is \$38,500 based on actual installation costs for similar systems installed. Costs are taken from supplier pricing and expected installation costs by City Stormwater Crew.

Project is identified as a priority in our Stormwater Master Plan.

Scope: Project includes replacement of two French drain/ infiltration systems on S 12th Street and Division Street, between Beech and Cedar St.

Justification: Project is a portion of the A-3 project as outlined in the Stormwater Master Plan.

Comp Plan Priority:

Priority A:

1. The Drainage Project will protect public health and safety by reducing the vulnerability of roadways and structures in the project area to flooding.
6. Existing drainage infrastructure is inadequate and/or in deteriorated condition. The upgrade will improve capacity and reduce flooding.

Priority B:

1. The Drainage project will improve the drainage in the project area above Class C LOS as required by the Stormwater Master Plan.
2. The Drainage project is identified as a priority in the Stormwater Master Plan.
3. The Drainage project is eligible for grant funding.
4. N/A
5. This project will reduce maintenance and operating costs by replacing aging and failing structures and pipes in the project area.

Priority E:

1. The drainage project will further the plans of the SJRWMD and FDEP by reducing pollutants discharged into the Amelia River by the existing stormwater system.

12th & Division French Drains

Pay item	Description	Unit	Qty	Unit Price	Cost
	Sediment barrier	LF	500	\$3.00	\$1,500.00
	Equipment Rental	LS	0	\$5,000.00	\$0.00
	Temporary Labor	LS	0	\$10,000.00	\$0.00
	optional base group	SY	0	\$76.65	\$0.00
	misc pavement	TN	50	\$187.53	\$9,376.50
	drainage inlets	EA	8	\$1,000.00	\$8,000.00
	Manholes < 10'	EA	0	\$4,994.59	\$0.00
	Pipe 18"	LF	0	\$20.00	\$0.00
	Pipe 24"	LF	0	\$40.00	\$0.00
	Pipe 36"	LF	0	\$50.00	\$0.00
	Drainage gallery	LF	400	\$32.00	\$12,800.00
	U-Endwall	EA	0	\$2,000.00	\$0.00
	Mitered end section 36	EA	0	\$3,000.00	\$0.00
	Concrete sidewalk and driveway	SY	0	\$55.00	\$0.00
	Sod	SY	500	\$3.50	\$1,750.00
	NSBB	EA	0	\$60,000.00	\$0.00
	Contingency	LS	1	\$5,000.00	\$5,000.00
	Total				\$38,426.50

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Stormwater
Project Name: Fir Street Water Quality Structure

Estimated Cost and Justification: The estimated cost is \$60,000 based on conceptual cost estimate. Estimated costs are taken from supplier cost information and expected installation costs by City Stormwater Crew.

Project is identified as a priority in our Stormwater Master Plan.

Scope: Project includes installation of a water quality structure in the unopened Fir Street right of way east of South 17th Street. The structure will include screens and a filter to remove debris and pollutants from runoff prior to being discharged to the Egans Creek Greenway.

Justification: Project is based on goal of providing additional protection and improvement to the function of the Egans Creek Greenway.

Comp Plan Priority:

Priority A:

1. The Lisa Ave Drainage Project will protect public health and safety by reducing the vulnerability of roadways and structures in the project area to flooding.
6. Existing drainage infrastructure is inadequate and/or in deteriorated condition. The upgrade will improve capacity and reduce flooding.

Priority B:

1. The Lisa Ave Drainage project will improve the drainage in the project area above Class C LOS as required by the Stormwater Master Plan.
2. The Lisa Ave Drainage project is identified as a priority in the Stormwater Master Plan.
3. The Lisa Ave Drainage project is eligible for grant funding.
4. N/A
5. This project will reduce maintenance and operating costs by replacing aging and failing structures and pipes in the project area.

Priority E:

1. The drainage project will further the plans of the SJRWMD and FDEP by reducing pollutants discharged into the Amelia River by the existing stormwater system.

Fir St water quality structure

Pay item	Description	Unit	Qty	Unit Price	Cost
	Sediment barrier	LF	500	\$3.00	\$1,500.00
	Equipment Rental	LS	1	\$2,000.00	\$2,000.00
	Temporary Labor	LS	0	\$10,000.00	\$0.00
	optional base group	SY	0	\$76.65	\$0.00
	misc pavement	TN	0	\$187.53	\$0.00
	drainage inlets	EA	0	\$1,000.00	\$0.00
	Manholes < 10'	EA	0	\$4,994.59	\$0.00
	Pipe 18"	LF	0	\$20.00	\$0.00
	Pipe 24"	LF	0	\$40.00	\$0.00
	Pipe 36"	LF	0	\$50.00	\$0.00
	Drainage gallery	LF	0	\$32.00	\$0.00
	U-Endwall	EA	0	\$2,000.00	\$0.00
	Mitered end section 36	EA	0	\$3,000.00	\$0.00
	Concrete sidewalk and driveway	SY	0	\$55.00	\$0.00
	Sod	SY	0	\$3.50	\$0.00
	NSBB	EA	1	\$56,500.00	\$56,500.00
	Contingency	LS	0	\$5,000.00	\$0.00
	Total				\$60,000.00

City of Fernandina Beach
Five Year Capital Plan
Vehicle Purchases

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Replace #39 (2008 Ford Ranger) with new Ranger	POLICE	Federal Forfeiture (110)		29,500					29,500	A6, B1, B5	
Replace #57 (2013 Ford Taurus) with Chevrolet Tahoe	POLICE	Federal Forfeiture (110)		59,500					59,500	A6, B1, B5	
Replace #48 (2012 Ford Taurus) with Chevrolet Tahoe	POLICE	Federal Forfeiture (110)		59,500					59,500	A6, B1, B5	
General Police Vehicle Replacement	POLICE	Federal Forfeiture (110)			185,000	190,500	265,000	287,000	927,500	A1, B1	64,000
Purchase additional ATV for beach patrol - FF funded	POLICE	Recovery Fund (190)		21,500					21,500	A6, B1, B5	
Replace #77 (2014 Ford Explorer) with Chevrolet Tahoe	POLICE	Recovery Fund (190)		59,500					59,500	A6, B1, B5	
Replace #47 (2012 Ford Taurus) with Dodge Durango	POLICE	General Fund		39,500					39,500	A6, B1, B5	
Replace #85 (2011 Ford Expedition) with Chevrolet Tahoe	POLICE	General Fund		59,500					59,500	A6, B1, B5	
Replace #56 (2013 Ford Taurus) with Chevrolet Tahoe	POLICE	General Fund		59,500					59,500	A6, B1, B5	
Replace Engine 3 (2002 Pierce Pumper)	FIRE & RESCUE	General Fund		118,000	118,000	118,000	118,000	118,000	590,000	A6, B1, B5	16,000
Replace #128 (Yamaha ski) with equiv	FIRE & RESCUE	General Fund		12,000					12,000	A6, B1, B5	
Deputy Chief Vehicle #145 - F150	FIRE & RESCUE	General Fund			38,500				38,500	A1	
Replace Aerial - Ladder 2 Truck	FIRE & RESCUE	General Fund				88,440	88,440	88,440	265,320	A1,B1, C2, D1	
Replace Rescue Spare Unit	FIRE & RESCUE	General Fund			260,000				260,000	A1, B1	6,600
Replace Rescue 1 Unit	FIRE & RESCUE	General Fund						270,500	270,500	A1, B1	6,600
Replace #203-425 (2005 Ford F-150) with equivalent	REC / CEMETERY	General Fund		22,000					22,000	A6, B1, B5	
Replace #230 (2007 GM 25-pass bus) with equivalent	REC / CEMETERY	General Fund		69,000					69,000	A6, B1, B5	
Replace #419 (2004 Ford F-450 dump truck) with equivalent	PARKS	General Fund		80,000					80,000	A6, B1, B5	
Replace #482 (1999 Cushman Truckster) with equiv	PARKS	General Fund		40,000					40,000	A6, B1, B5	
Replace #493 (2010 Sandpro dragger)	PARKS	General Fund		16,000					16,000	A6, B1, B5	
Replace #448 (2014 Elgin Streetsweeper)	STORMWATER			235,000					235,000	A6, B1, B5	
None	FLEET	General Fund									
Replace #911 (2001 JLG 1932 Scissor lift) with equivalent	FACILITIES	General Fund		15,000					15,000	A6, B1, B5	
Replace #916	FACILITIES	General Fund			40,000				40,000		
Replace #434 (2006 Ford F-350) with F-250 or equivalent	STREETS	General Fund		40,000					40,000	A6, B1, B5	
Replace #450 (2009 Chevrolet 2500) with equiv	STREETS	General Fund		40,000					40,000	A6, B1, B5	
Purchase ATV/Utility vehicle	STREETS	General Fund		12,000					12,000	A6, B1, B5	
Dump Truck	STREETS	General Fund				140,000			140,000		
Bucket Truck	STREETS	General Fund			90,000				90,000		
Front End Loader	STREETS	General Fund						180,000	180,000		
N/A	GOLF										
Purchase additional vehicle for Code Enforcement	BUILDING/CODE	Bldg Restricted Funds		30,000					30,000	A6, B1, B5	

City of Fernandina Beach
Five Year Capital Plan
Vehicle Purchases

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Replace custom equipment trailer	WASTEWATER			5,000					5,000	A6, B1, B5	
Replace custom equipment trailer	WATER			5,000					5,000	A6, B1, B5	
Replace #1323 (2011 Ford F-250)				37,000					37,000	A6, B1, B5	
None	I.T.										
Replace #1701 (2008 Ford Escape) with F-150 4WD	AIRPORT			30,000					30,000	A6, B1, B5	
			Total	1,194,000	731,500	536,940	471,440	943,940	3,877,820		
			General Fund Total	622,500	546,500	346,440	206,440	656,940	2,378,820		
			Federal Forfeiture (110)	148,500	185,000	190,500	265,000	287,000	1,076,000		
			Recovery Fund (190)	81,000	-	-	-	-	81,000		
			Bldg Restricted Funds	30,000	-	-	-	-	30,000		
			Enterprise Funds	312,000	-	-	-	-	312,000		
				1,194,000	731,500	536,940	471,440	943,940	3,877,820		

City of Fernandina Beach
Five Year Capital Plan
Vehicle Purchases

Project Title	Dept	Funding Source	Percent	2019/2020	2020/2021	2021/2022	2022/2023	2023/2024	Total	Comp Plan Priority	Estimated Annual O&M Expenses
Priorities Per Comp Plan						Funding					
Priority A:						1. CDBG					
1. Capital Improvements needed to protect public health and safety.						2. FRDAP					
2. Capital Improvements needed to fulfill a State or Federal mandate.						3. State					
3. Capital Improvements needed to fulfill a legal or regulatory requirement.						4. Federal					
4. Capital improvements needed to complete an ongoing project.						5. EDA Repay					
5. Capital improvements that are shovel ready (funding, permits, etc. are in place).						6. FDOT					
6. Capital improvements needed to correct existing deficiencies or maintenance issues.						7. FAA					
Priority B:						8. Loan					
1. Capital Improvements needed to meet or maintain adopted level of service standards.						9. Impact Fees					
2. Capital improvements needed to implement adopted plans or studies.						10. Assessments					
3. Capital improvements that are eligible for grant funding.						11. Enterprise					
4. Capital improvements that will promote economic development.						12. Utility Bond					
5. Capital improvements that will reduce operating and/or maintenance costs.						13.Priv Fin					
Priority C:											
1. Capital Improvements that will increase efficient use of existing public facilities where the economic benefit that results from the improvement exceeds the economic cost of making the improvement.											
2. Capital Improvements that will promote redevelopment and/or infill development.											
Priority D:											
1. Capital Improvements needed to accommodate projected new development, that are consistent with the FLUM, and which represent a logical extension of public facilities.											
2. Capital Improvements needed to serve developments that were approved prior to the adoption of the Fernandina Beach Comprehensive Plan.											
Priority E:											
1. Capital Improvements that will further the plans of the St. Johns River Water Management District and other State agencies that may provide public facilities within the City.											

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: POLICE

Project Name: VEHICLE REPLACEMENT – FEDERAL FORFEITURE FUND

Estimated Cost and Justification:

\$148,500.00

OM is based on approximately \$4,000 per vehicle annually for repairs and fuel

Scope:

Replaces two (2) marked patrol vehicles and one (1) Police Service Aide vehicle. The projected cost includes the vehicle, and all equipment to include technology.

Patrol:

Lights (emergency, spot lights, take down lights)

Siren, air horn and PA system

Dash mounted camera and body worn camera

Mobile radio

Traffic radar

Printer and printer mount

Computer Mount

Flashlight chargers

Police Service Aide:

Lights

PA system

Computer mount

Justification:

Patrol - Replacing one (1) 2013 Ford Interceptor – seven years old.

Patrol - Replacing one (1) 2011 Ford Expedition – nine years old.

PSA – Replacing one (1) 2008 Ford Ranger - twelve years old.

Comp Plan Priority:

A-1/B-1 Reliable and safe vehicles required to respond to calls for service.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: POLICE

Project Name: VEHICLE REPLACEMENT – RECOVERY FUND

Estimated Cost and Justification:

\$109,000.00 OM is based on approximately \$4,000 per vehicle annually for repairs and fuel

Scope:

Replaces one (1) marked patrol vehicle and one (1) beach ATV style vehicle. The projected cost includes the vehicle, and all equipment to include technology.

Patrol:

Lights (emergency, spot lights, take down lights)

Siren, air horn and PA system

Dash mounted camera and body worn camera

Mobile radio

Traffic radar

Printer and printer mount

Computer Mount

Flashlight chargers

License Plate Reader

Beach Vehicle:

Lights, PA system and Metal roof

Justification:

Patrol - Replacing one (1) 2014 Ford Utility which will be reassigned to the school resource officer program to replace a 2013 Ford Interceptor. A contract with the US Navy requires that the Police Department use and maintain a License Plate Reader as part of the Land Based Law Enforcement Program.

Patrol - Replacing one (1) 2011 Ford Expedition – nine years old.

Beach – Replacing one (1) 2014 Polaris RZR.

Comp Plan Priority:

A-1/B-1 Reliable and safe vehicles required to respond to calls for service.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: POLICE

Project Name: VEHICLE REPLACEMENT – GENERAL FUND

Estimated Cost and Justification:

\$158,500.00

OM is based on approximately \$4,000 per vehicle annually for repairs and fuel

Scope:

Replaces two (2) marked patrol vehicles and one (1) unmarked investigations vehicle. The projected cost includes the vehicle, and all equipment to include technology.

Lights (emergency, spot lights, take down lights)

Siren, air horn and PA system

Dash mounted camera and body worn camera (Patrol Only)

Mobile radio – Patrol Portable radio mobile adapter – Investigations

Traffic radar – (Patrol Only)

Printer and printer mount (Patrol Only)

Computer Mount

Flashlight chargers

Justification:

Patrol - Replacing two (2) 2013 Ford Interceptors – seven years old.

Investigations – Replacing one (1) 2012 Ford Interceptor that was previously a marked patrol car – eight years old.

Comp Plan Priority:

A-1/B-1 Reliable and safe vehicles required to respond to calls for service.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Fire

Project Name: Engine – Replace Engine 3

Estimated Cost and Justification: Estimated total for the project is \$525,000. The \$525,000 purchase price will be spread out over 5 years in a lease purchase loan. Pricing includes all design and planning work, and the quoted apparatus as priced meets and complies with NFPA 1901 requirements for a Class A Pumper.

Scope: This project will replace a fire apparatus 18 years of age, and place in-service a unit compliant with the 2016 NFPA 1901 standards for fire apparatus.

Justification: The current apparatus has exceeded the recommended age for primary apparatus. Replacing this unit will ensure the vehicle replacement plan is being met, and that the frontline fire apparatus is meeting NFPA standards. Emerging health related issues (cancer initiatives) for firefighters can be addressed with design of the new apparatus. The replacement of the current apparatus will drive down the cost of mechanical upkeep and ensure reliability, safety and protection to firefighters and residents.

Comp Plan Priority:

Priority A:

1. The engine is a critical apparatus in the mission of fire and EMS response. The apparatus has a mission life of 10 to 15 years, and the unit being replaced is 18 years of age.

Priority B:

1. Replacement of the engine is inline with the vehicle rotation plan and meets NFPA Standards. The replacement engine will help with the rising cost of maintenance and aging technology of the apparatus and onboard systems.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Recreation
Project Name: Replace passenger bus that is out of service

Estimated Cost and Justification: \$69,000

Scope: see project title

Justification: The bus that continually broke down with passengers on board has been removed from our fleet. In order to provide the level of service that is expected and needed for our programs the bus needs to be replaced.

Comp Plan Priority:

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Stormwater

Project Name: Street Sweeper Lease Purchase

Estimated Cost and Justification: The estimated cost is \$44,000 based on information supplier.

Scope: Purchase of an equivalent model street sweeper to replace existing equipment

Justification: Equipment purchase is consistent with City Fleet Management program

Comp Plan Priority:

Priority B:

1. The equipment purchase is necessary to maintain adopted stormwater level of service standards
5. The equipment purchase will reduce operating and maintenance costs

Priority E:

1. The equipment purchase will allow the City to continue to further plans of the SJRWMD and FDEP by reducing pollutants discharged into the Amelia River by the existing stormwater system.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020
Department: Maintenance Streets
Project Name: Truck Replacement

Estimated Cost and Justification: \$80,000 – replace two work trucks

Scope: Replace two work trucks.

Justification: Work trucks are 14 and 11 years old.

Comp Plan Priority: A1, A4, A6, and B1.

City of Fernandina Beach
Five Year Capital Plan Project Justification

Budget Year: 2019/2020

Department: Water

Project Name: Replace Vehicle #1323

Estimated Cost: \$37,000

Scope:

This project involves the replacement of vehicle #1323.

Justification:

Per the Fleet rotation program this vehicle is recommend to be replaced.

Comp Plan Priority:

- B1. Capital Improvements needed to meet or maintain adopted level of service standards.
- B5. Capital improvements that will reduce operating and/or maintenance costs.

Five Year Capital Plan Instructions

Goal: The CIP Committee will agree on a process for compiling and recommending a prioritized capital improvement plan (which captures maintenance expenses) to the City Manager and PAB. Submission date to the Civic Clerk for the June PAB meeting is May 29th.

Process:

1. Department Directors fill out the CIP forms/table within the budget process as they have in years past. As a part of that process, Directors will fill out the project priority section of the table as they have always done.
2. When Department Directors identify the CIP priorities from the Comprehensive Plan associated with each project, then they also provide a short justification with a reference to each priority. For example, under Priority A one of the items is that the project is needed to fulfill a State/Federal mandate. Directors would be required to identify the State/Federal mandate for the project to justify the priority.
3. The Capital Committee then reviews the justification and CIP projects. A point system is discussed/agreed upon and applied for each priority item met under each priority section. These points help provide a sub-prioritization under each priority section. For example, if a project is Priority A, then it will be prioritized against other Priority A projects by its scoring.
 - a. Capital Committee members may disagree with project priorities given by Directors.
4. The Capital Committee may discuss other related features or ask additional questions of Directors, such as:
 - a. Does the project meet an established directive given by the City Commission within the last fiscal year (perhaps at the visioning session)?
 - b. Will the project produce new revenue or substantially reduce O&M expenditures for the City?
5. The Capital Committee will also consider O&M expenses to maintain capital inventory. Each Director should include the best estimate.

PLANNING ADVISORY BOARD AGENDA ITEM
City of Fernandina Beach



SUBJECT:

ITEM TYPE: Voluntary Annexation

REQUESTED ACTION:

SYNOPSIS:

CITY ATTORNEY COMMENTS:

Submitted By: Samantha Rogic, Planning Technician

Date: May 31, 2019

Advisory Board/Committee Application

This application is intended to provide information that will enable the City Commission to select the most qualified Board/Committee members. Please complete all applicable sections and return the form along with your current résumé to the City Clerk's Office.

City of Fernandina Beach
City Clerk's Office
204 Ash Street
Fernandina Beach, FL 32034
(904) 310-3115

Name	Victoria B. Robas
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Home Mailing Street Address	P.O. Box 15430
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City	Fernandina Beach
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Zip Code	32035
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Primary Phone	904-321-7142
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Secondary Phone	<i>Field not completed.</i>
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Please note that board materials are distributed electronically.

Email to receive board materials	vbr404@comcast.net
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Employer	retired
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Position Title	<i>Field not completed.</i>
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Business Address *Field not completed.*

City *Field not completed.*

Zip *Field not completed.*

Select the board you are
applying for: Planning Advisory Board

Additional board that you
are applying for: Planning Advisory Board

Why are you interested in
serving on this Board?
Please explain. Attending the recent EAR meetings to update the City's Comp
Plan, opened my eyes to the critical position the City (and
Nassau County, for that matter) is in regarding massive
growth issues and its impact to our current and future way of
life. As a native of Fernandina Beach (born and graduated
from FBHS 1969) I believe my experience in the maritime
industry and demonstrated leadership by serving on
numerous local and state boards as a voting member and as
chair, would greatly benefit the PAB and the people of the City
of Fernandina Beach.

Eligibility

Are you a resident of the City? Yes

Length of time: lifetime

Do you hold a public office? No

Office name: *Field not completed.*

Are you employed by the City? No

Position: *Field not completed.*

Are you currently serving on a Board? No

Board Name: *Field not completed.*

Potential Conflict of Interest:

Have you ever been engaged in the management/ownership of any business enterprise that has a financial interest with the City of Fernandina Beach? No

Field not completed.
If yes, please provide details:

Major Affiliations:

List community, professional, or other applicable policy-making Boards on which you have served. Note the length of service	Florida Farm Bureau - Trade Advisory Committee - 1/2018 to current Jacksonville Maritime Transportation Exchange (JMTX) - board member 2001 - 2015; president 2006-2008 JMTX - Port Security Committee chair 2001-2010 Appointed to the NE and Eastern Central Florida Area Maritime Security Committee by the US Captain of the Port 2008-11 Appointed by three past Florida governors to the State of Florida Board of Harbor Pilots - Commissioner: 1995-2007; chairman 2003-2006
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and office held (if any): Propeller Club of Jacksonville (part of the International Propeller Club of the United States) - member 1995 - 2015; president 2005-2006; selected by club members as its Maritime Person of the Year (2004) for leadership, commitment and dedication to the success of the maritime transportation community. Leadership Florida - Class 22 - 2003-2004 Girl Scouts of Gateway Council - Board of Directors 2005-2010; Selected as Woman of Distinction for 2007 Selected by the Jacksonville Business Journal for its annual Women of Influence award for 2005.

Qualifications:

Please list any specific qualifications, education or experience that would directly relate to the Board for which you are being recommended:

1. During the nine years as an employee of Nassau Terminals, Port of Fernandina, I wrote and implemented its DRI (Development of Regional Impact) which required close coordination and communication with the NE Florida Regional Planning Council, local, state and federal agencies. Studies were commissioned to accompany the DRI data requirements of transportation and environmental elements. Also, wrote the DRI for the Fernandina-Yulee International Tradeplex. 2. Over 35 years of maritime and cruise operational experience of which the last 22 years were at JAXPORT's three marine terminals. Responsible for \$50 million in revenues, millions in port assets, \$8 million in annual operational budgets. Demonstrated leadership and management skills. 3. Received Bachelor of Science degree from Florida International University and Master of Business Administration from Jacksonville University. I understand the importance of costs, agency reviews, communication and planning for a development project. I am dedicated to managed growth in the City. My many years of maritime experience will no doubt be valuable to the PAB as the port continues to develop. I believe my education, business and community service would make me an effective, responsible and informed appointed member of the Planning Advisory Board. Thank you for your consideration.

Organization or
Commissioner sponsoring
nomination (if applicable):

Commissioner John Miller

Educational Background: High School, AA, BS/A
(Check all that apply)

Other: Master of Business Administration - Jacksonville University

Major areas of study: Business

Florida's Public Records Law, Chapter 119, Florida Statutes, states:

"It is the policy of this state that all state, county, and municipal records shall at all times be open for a personal inspection by any person." Your application when filed will become a public record and subject to the above statute. In addition, any appointed member of a board of any political subdivision (except members of solely advisory bodies) and all members of bodies exercising planning or zoning, are required to file a financial disclosure form (Form1) within 30 days after appointment and annually thereafter, for the duration of the appointment as required by Chapter 112, Florida Statutes

I understand that if I am appointed to one of the City's boards, I will be required to file a financial disclosure form - Form 1, as described above, and I am willing to comply with this requirement.

I understand that any false, incomplete or misleading information given by me on the application is sufficient cause for rejection of this application. I understand and agree that any such false, incomplete or misleading information discovered on this application at any time after appointment to a Board may result in my removal.

I also understand that all board appointments are for voluntary, uncompensated services. Additionally, if appointed, I am able to attend meetings and otherwise fulfill the duties of

the office.

Applications are submitted to the City Commission when vacancies occur and are effective for two years from date of completion.

Do you understand the duties and responsibilities of the Board/Committee that you are applying for? Yes

By submitting this form, I declare the foregoing facts to be true, correct, and complete.

Date May 24, 2019

Applicant's Signature Victoria B. Robas
