



AGENDA
FERNANDINA BEACH CITY COMMISSION
PLANNING ADVISORY BOARD
JOINT SPECIAL MEETING
DECEMBER 17, 2019
4:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. DISCUSSION/ACTION ITEMS**
 - 4.1 *Presentation of Evaluation Appraisal Report (EAR) by Northeast Florida Regional Council and City Staff.*
 - 4.2 *Discussion and Direction of Next Steps with Evaluation Appraisal Report (EAR) Based Amendments and Land Development Code Changes.*
- 5. OTHER DISCUSSION ITEMS**
- 6. PUBLIC COMMENT**
- 7. ADJOURNMENT**

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

FERNANDINA BEACH EVALUATION AND APPRAISAL REVIEW (EAR) REPORT



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Part 1. OVERVIEW

1) Overview of Process

The State of Florida requires communities to review and assess their Comprehensive Plans periodically. The City of Fernandina Beach evaluation and appraisal report, which is frequently simply a letter outlining in general terms what is anticipated to be changed in the plan, and why. Once that letter is received by the Department of Economic Opportunity, the jurisdiction has one year to make changes to the plan. The City of Fernandina Beach opted to seek public input into the current plan, including what was working and what requires change. The Northeast Florida Regional Council was engaged to facilitate the public conversation, document it, and produce a document in a format similar to the evaluation and appraisal of the Comprehensive Plan in 2009. Public input and the detailed input of members of the Planning Advisory Board were the principal sources for the local major issues and suggested changes to the plan.

2) Public Participation

The City of Fernandina Beach held four public open house meetings to gather input on the current plan from residents and business owners. These were held on April 23, 25, 28, and 30 of 2019, in four different, publicly accessible locations throughout the City. The open houses were well-attended, and participation was robust. Each open house focused on related elements of the current plan, and efforts were made to match the location to the topic where this was possible. Below is the flyer used as an invitation to the meeting.

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The meeting format was consistent. NEFRC staff provided a quick overview of the comprehensive planning process in Florida and the need for an evaluation and appraisal of the current, 2030 Comprehensive Plan. The input gathered on the current plan was to be used to create an Evaluation and Appraisal Report on the 2030 plan to be submitted to the State by September 1, 2019. That work, along with any comments on the report received by the State and its reviewing agencies, would be used to update the plan into the 2040 Comprehensive Plan. That update will be due by approximately September 1, 2020.

3) Legislative and Regulatory Changes

The following amendments will be made to address statutory charges:

- Chapters 2011-139 and 2012-99, amending Sections 163.3177(6)(a)(4) and 163.3177(6)(a)(8), Florida Statutes, required and optional elements of the comprehensive plan; studies and surveys. The required updates relate to providing a balance of uses while allowing for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and businesses and accommodating the minimum amount of land needed to achieve these goals, and the analysis required to support changes to the future land use map.

The April 23, 2019 public workshop considered a draft of text addressing this issue. The text below has distributed as it has been used successfully to satisfy State requirements on this issue, and there was significant consensus of the additional, underlined text.

Objective: The amount of land designated for future land uses in the City shall, consistent with community vision, allow for the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business.

Policy: Future Land Use Map amendments shall include the following analyses:

- a. An analysis of the availability of facilities and services. This shall include data and analysis regarding the capacity of the future land use to accommodate the proposed amendment, and data and analysis addressing at least three aspects of seasonal population: hotel/motel occupants, short-term rentals, and occupancy of second homes.
- b. An analysis of the sustainability of the plan amendment for its proposed use considering the character of undeveloped land, soils, topography, natural resources, and historic resources on site.
- c. An analysis of the minimum amount of land needed to achieve the goals and requirements of the Objective above.
 - Chapter 2015-69, section 1, amending Section 163.3178, adding requirements to the Coastal Management Element to reduce the flood risk in coastal areas that result from high tide events, storm surge, flash floods, stormwater runoff and the related impacts of sea level rise.

The following amendments will be made to address the designation of Duval County as a Water Resource Caution Area:

- Chapter 163.3177(6)(c) Florida Statutes requires that local governments within Water Resource Caution Areas adopt a Water Supply Facility Work Plan and adopt comprehensive plan amendments related to it.

Part 2. COMMUNITY ASSESSMENT

- 1) CHANGES IN LAND AREA- The City's current boundary measures at 12.49 square miles. Its land area represents just under 2% of Nassau County. Growth of the City is overwhelmingly dependent upon annexation through its provision of water and sewer services to area residents which abut the City's jurisdictional limits. Over the past 10 years, the City has increased its land area by approximately ½ a square mile, with the Crane Island development representing roughly half that land area in 2018. It is anticipated that the City will continue to experience a similar rate of growth into the next planning horizon. This will be witnessed through the execution of voluntary annexation agreements and anticipated development along the City's southern boundaries. **Table II-1** identifies the annexations which occurred between 2009-2019.

Table II-1. Annexations 2009-2019 (with missing 2003 case)

ORDINANCE NUMBER	TOTAL ACREAGE	OWNER	ADDRESS	DATE
2002-39 / RESO 2003-15	5.58	Joseph S. Francis M. Lee	2707 Sadler Rd	1/21/2003
2009-13	0.492	Richard A. & Kimberly Crawford	1220 S. 14th Street	9/1/2009
2010-28	2.67	COFB	2203 Ryan Road	10/19/2010
2012-24	2.06	Steve Johnson	1505 S. 14th St	11/7/2012
			1545 S. 14th St	11/7/2012
			1551 S. 14th St	11/7/2012
2013-04	0.71	CEMR Inc.	1463 Nectarine St	6/4/2013
(total 8.52)	4.75	Various	1601 Nectarine St	6/4/2013
	0.83	Trevett Homes Inc.	1603 Nectarine St	6/4/2013
	2.23	Nassau BOCC	1620 Nectarine St	6/4/2013

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2013-30	22.1	Various	2851 Bailey Road	11/19/2013
2013-38	4.47	Kermit G. Philipps Charitable Trust	Hirth Road	1/7/2014
2013-41	6.53	Kermit G. Philipps Charitable Trust	Hirth Road	1/7/2014
2014-08	1.18	Just Amelia LLC	960030 Gateway Blvd	5/20/2014
(Total 17.46)	1.22	Zions First Nat. Bank	960062 Gateway Blvd	5/20/2014
	0.33	Gaspar Holdings LLC	960062 Gateway Blvd	5/20/2014
	2.31	J Twenty-Nine Eleven LLC	960108 Gateway Blvd	5/20/2014
	1.31	Starmax Florida LLC	960144 Gateway blvd	5/20/2014
	1.66	Various	960135 Gateway Blvd	5/20/2014
(reso 2013-45)	0.81	Hess Realty LLC	3100 S 8th Street	5/20/2014
	2.9	Gateway to Amelia	961687 Gateway Blvd	5/20/2014
	1.24	Gateway Commons	960185 Gateway Blvd	5/20/2014
	1.27	Gateway Commons	960194 Gateway Blvd	5/20/2014
	1.29	Corner Stone of Amelia	9900 A I Parkway	5/20/2014
	1.88	FPU	3076 S. 8th Street	5/20/2014
2014-31	1.3	Steve Johnson	1505 S. 14th St	12/2/2014
2015-02	15.7	Summerwoods of Amelia	AI Pkwy / Hirth Rd (Riverbend)	7/21/2015

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2015-31	0.46	James Hardwick	3133 Bailey Road	12/15/2015
	4.43	James Hardwick	3141 Bailey Road	12/15/2015
2016-24	0.96	Aspire at Amelia II LLC	3017 Amelia Road	10/4/2016
(total 7.91)	6.95	Aspire at Amelia II LLC	3021 Amelia Road	10/4/2016
2016-35	9.26	First National Bank South	S. 14th + Lime Street	1/17/2017
2018-22	0.46	Louis A & Rosemarie C. Llerandi	1336 S. 14 Street	9/18/2018
(total .66)	0.2	Louis A & Rosemarie C. Llerandi	1451 Nectarine St	9/18/2018
2018-25	0.57	Prestar LTD	TJ Courson	9/18/2018
2018-33	187.29	Crane Island	Crane Island	2/19/2019
2018-45	0.61	AI Pkwy / Entry to Aspire	The Aspire at Amelia LLC	1/15/2019
TOTAL ACREAGE	298.012			

2) POPULATION TRENDS AND ESTIMATES

Fernandina Beach has experienced fairly stable growth increases over the past 50 years. During the decade between 1960 -1970 the City's population dropped by roughly 300 people. This decrease may be attributed in part to the September 1964 hurricane, Hurricane Dora. Dora, with 110 mph winds, severely damaged the City's waterfront and downtown CBD causing over \$3.1 billion (1995 USD) in damages to the Northeast Florida region (NOAA- American Meteorological Society). The City was able to recover from a 4% population decrease by 1980 and grew at a more rapid rate of roughly 20% in the two decades (1980-2000) that followed, respectively. The City's population estimate in 2010 indicated less than 8% growth within that decade. When viewed collectively, the City has maintained a steady rate of growth measuring around 1% each year since 1960. **Table II-2** displays the population estimates and changes for the City for the decades between 1960 and 2010. **Table II-3** illustrates an estimated continued pattern of growth at 1% annually between the years of 2010-2019.

This annual trend is forecasted to continue through the next planning horizon with the City's estimated population nearing 14,500 by the year 2045 according to the University of Florida, Bureau of Business and Economic Research (BEBR) population models. Models indicate most of the growth is expected early within the planning horizon and predict even slower rates of increase as we near the year 2045. Forecasting models predict that the City's 2070 population will be near 15,000 people. These figures are expected to be refined with the final population model prepared by BEBR in December 2019.

Table II-2. Historical US Census Counts for Fernandina Beach, Florida

YEAR	POPULATION ESTIMATE	NUMERICAL CHANGE	PERCENTAGE CHANGE	ANNUAL RATE OF GROWTH
1960	7276			
1970	6955	-321	-4.41%	
1980	7224	269	3.87%	0.39%
1990	8765	1541	21.33%	2.13%
2000	10654	1889	21.55%	2.16%
2010	11487	833	7.82%	0.78%
GROWTH 1960-2010			55%	
AVG. ANNUAL RATE OF GROWTH				1%
<i>Source: Population Division, US Census Bureau 1960-2010</i>				

Table II -3. Fernandina Beach Estimated Population Change 2010-2019

YEAR	EST. POPULATION	NUMERICAL CHANGE
2010	11,487	
2011	11,409	-78
2012	11,486	77
2013	11,524	38
2014	11,636	112
2015	11,705	69
2016	11,881	176
2017	11,960	79
2018	12,234	274
2019	12,558	324
% Change in 9 Years = 9.32%		
Annual Rate of Growth = 1%		
<i>Source: US Bureau, American Community Survey 2010 - 2019</i>		

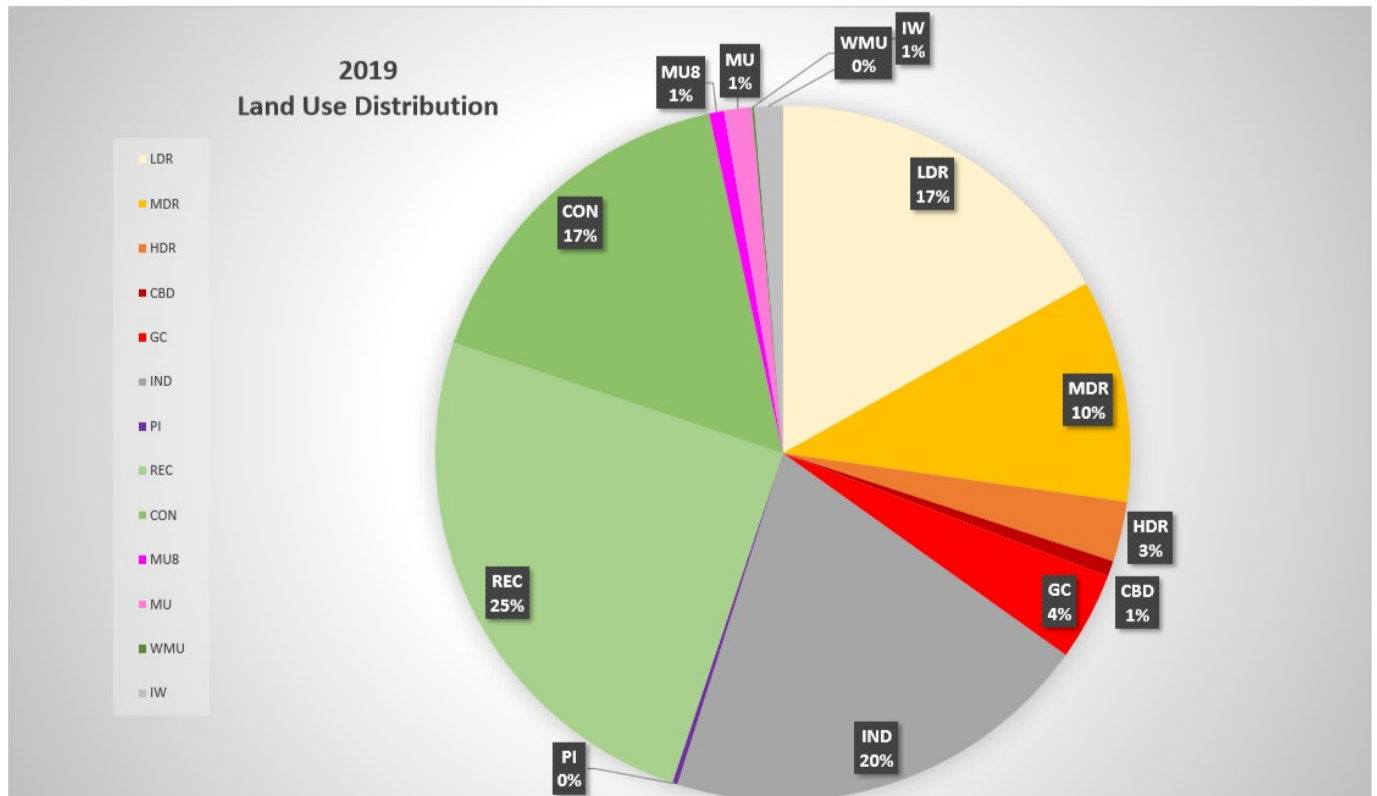
3) Future Land Use Map Distribution

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

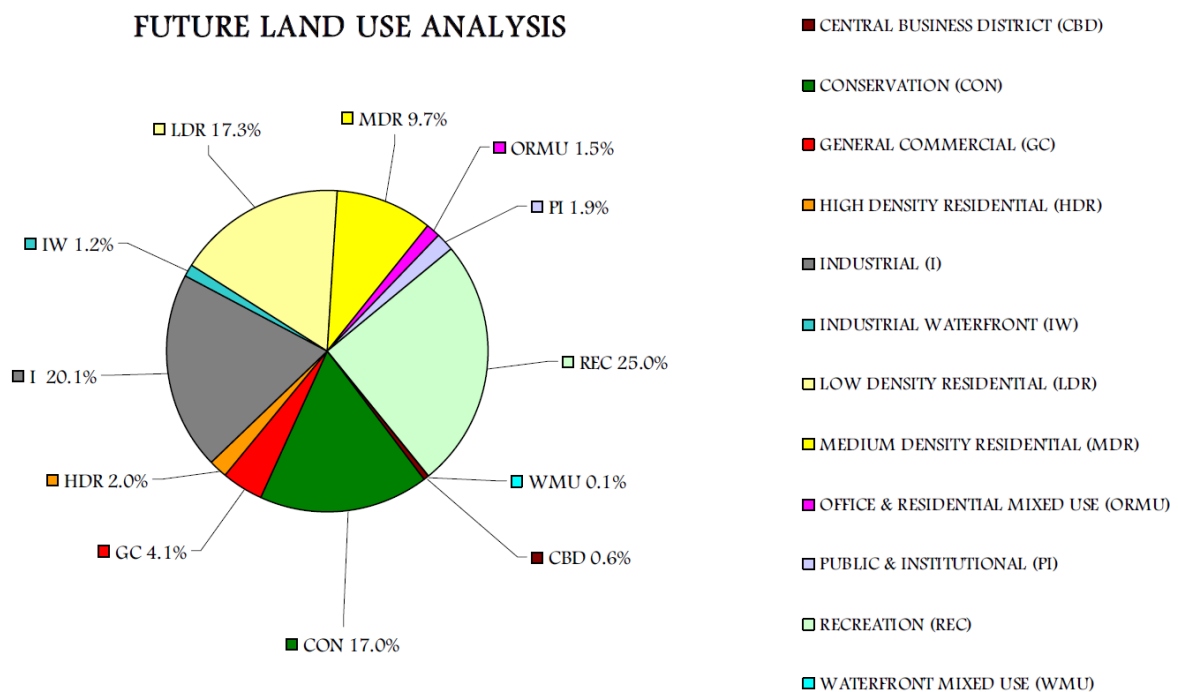
A comparison of the Future Land Use Map categories in 2009 and 2019 reveals that very little change has occurred to the overall land use composition the City. Some land use categories have marginally changed. The marked increase within the High-Density Residential land use category is attributed to a large-scale annexation within this district. The Central Business District witnessed an increase due to the previously anticipation conversion of lands for properties within the established Community Redevelopment Area (CRA). Nominal change occurred as part of the 8th Street effort which modified General Commercial and Medium Density Residential lands to a new 8th Street Mixed Use designation.

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2019 Future Land Use Distribution



2009 Future Land Use Distribution



Residential land uses in Fernandina Beach vary from low densities of four units per acre to high density allowing up to a maximum of ten units per acre. Higher densities are found primarily along the North/South Fletcher Avenue (A1A) beach area and the City's historic "Old Town" area, where the City maintains the original 1811 Spanish plat. The City permits residential, office and retail mixed uses in its Central Business District (CBD) at 34 dwelling units per acre, Office & Residential Mixed Use (ORMU) at eight dwelling units per acre, and Waterfront Mixed Use (WMU) at two dwelling units per acre future land use categories. Commercial uses within the City are clustered around the dominant commercial "corridors," located along the major roadways of A1A/S.R.200/ 8th Street, 14th Street and Sadler Road. Only a few commercial land use designations are found along the Fletcher Avenue/ A1A corridor.

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

It is anticipated that Low and Medium Density land use categories will witness the greatest amount of infill development. This equates to just over 700 new single-family residential structure within the 2045 planning horizon. **Table II-4** describes all Future Land Use Map categories containing residential density. Under the existing Future Land Use Map an estimated buildout on existing lots will bring approximately 1990 people to add to the City's population on a total of 913 new residential structures.

Table II-4. Vacant Residential Lands

FLUM	Vacant Land (acres)	Density (dwelling units/acre)	Potential Residential Dwelling Units	Average Household size (2.18)
CBD	0.87	34	30	64
MU	3.97	8	32	69
MU8	0.72	18	13	28
LDR	54.26	4	217	473
MDR	62.37	8	499	1088

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HDR	12.24	10	122	267
WI	0	2	0	0
TOTAL	134.43	84	913	1990

SOURCE: Fernandina Beach Future Land Use Map, US Census Bureau (Avg. Household Size)

4) DEMOGRAPHIC PROFILE

The City of Fernandina Beach demographic profile based on 2010 Census data is summarized in **Table II-5**. The City's household size is less than the national average and its population is 13 years older than the US average age (37.2). Similar to other Florida cities, Fernandina Beach tends to have an older population with almost 10% more people aged 65+ compared to the national average of 13%.

Table II-5. Demographic Snapshot

CATEGORY	FIGURE
Population (2010 Census)	11,487 people
Average Household Size	2.18 people
Average Family Size	2.65 people
Speaks Language other than English at Home	1,031 people
Median Age	50 years old
65 years and over	22.3% of the population
Per Capita Income (2010 dollars)	\$30,019
Median Family Income (2010 dollars)	\$61,523
Owner Occupied Housing units	3,464 units
Renter Occupied Housing Units	1,712 units
Vacant Housing Units	1,888 units
Mean Travel Time to Work	26 minutes

Source: US Census Bureau, American Community Survey

6) INTERNAL AND EXTERNAL ECONOMIC FACTORS

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

The targeted industries that have the potential to be eligible for incentives from Nassau County have changed since the last review of the Comprehensive Plan. They now include Aviation and Aerospace, Health and Life Sciences, Manufacturing, Defense and Homeland Security, Information Technology, Financial and Professional Services, Logistics and Distribution, Cleantech, Corporate Headquarters, and Research and Development. Fernandina Beach has maintained its manufacturing uses and the jobs they support. According to the Bureau of Workforce Statistics and Economic Research at the Florida Department of Economic Opportunity, the most jobs by industry in Workforce Development Area 8, which includes Nassau County, are Trade, Transportation and Utilities, with the most jobs, followed by Education and Health Services, Professional and Business Services, Financial Activities, Construction, and Self-Employment. That data source also identifies the fastest growing industries in Area 8 (those projected to grow more than 15% between 2018 and 2026) as Ambulatory Care Health Services (25.4%), Educational Services (19.5%), Professional, Scientific and Technical Services (15.5%) and Food Services and Drinking Places (15.4%). Of those, all but Educational Services are projected to add 15% or more to the number of people they employ. Nassau County's unemployment as of April 2019 was 2.7%.

On the local level, the City of Fernandina Beach has focused on its downtown and commercial corridors. In 2015, it was designated a Florida Main Street Community. This program of the Florida Department of State, Bureau of Historic Preservation is a technical assistance program for traditional historic commercial corridors. The Nassau County Chamber of Commerce, the City of Fernandina Beach, the Nassau County Economic Development Board and business and community leaders make up the Board of Directors that oversees this program with the goal of generating greater economic stability for

downtown. This includes revitalizing the area by encouraging reuse of vacant buildings, creating civic pride, and preserving the historic aspects that make downtown Fernandina Beach unique. In addition, the City has focused on the commercial corridor at 8th Street as the gateway to downtown and updated the land development regulations in the area to support infill, redevelopment and economic opportunities.

Part 3. LOCAL MAJOR ISSUES

1. Managing Growth

One takeaway from the community meetings was the need for a philosophical read and revision of the comprehensive plan to acknowledge that manmade and natural systems are stressed and changes need to be made to ensure that they are not further stressed.

2. Implementation

Mechanisms to implement the comprehensive plan need to be examined and modernized as needed, and ways to fund robust implementation and enforcement of rules are needed.

3. Intergovernmental Coordination

Especially on Amelia Island, agreed upon policies that outline the parameters of collaboration are needed. Nassau County, the School District and the Military are important partners, but State and regional agencies will also be required to succeed in addressing the local major issues.

Part 4. ASSESSMENT OF PLAN GOALS, OBJECTIVES AND POLICIES

The following are overall observations of the themes that came out of each of the public discussions on each element. It is not reflective of every issue raised in the four public meetings and transcriptions of public comment and other relevant materials are posted on the [website](#), accessed from the NEFRC homepage at www.nefrc.org.

1. Future Land Use Element

Adaptive reuse should be incentivized over new development. Resiliency to wind and flooding should be required in new construction and significant retrofits, and subject to rigorous enforcement. Low impact and sustainable development should be strictly defined and required, as opposed to encouraged. The new policy considered to address Sections 163.3177(6)(a)(4) and 163.3177(6)(a)(8), Florida Statutes was recommended to be balanced by policies that ensure the quality of life for full-time residents. It was mentioned in the context of the future land use categories that changes from the conservation or recreation/open space future land use category should not be considered unless approved by a voter referendum. An overall theme was that the policy context that encourages development needs to be replaced by a policy of growth management, relying on good data regarding capacity and analysis that anticipates future conditions including climate change and anticipated development in all impact areas including schools, clear rules that require that developers provide reliable and verifiable data and analysis so that impacts may be assessed, clear policies on when development is appropriate or not, and rigorous enforcement. It came up in several discussions that the example of Monroe County's process for consideration of changes to the future land use map should be considered.

2. Multi-modal Transportation

Congestion issues were extensively discussed at the April 30, 2019 meeting on this element. All major roads present a problem, including state and county roads. 8th Street is a particular problem. Several approaches were discussed including a toll on the bridge, congestion pricing, and charging for beach parking. Ultimately it was discussed that the options and the feasibility of their implementation needs to be studied. This might be a project fundable through the TPO, and it could look both at revenue for the city to address mobility costs as well as congestion. There was consensus on the need to establish a mobility fee, as a mechanism to charge new developments for their share of added traffic, and to take another look at how potential impacts to traffic are assessed and how

concurrency is enforced. The fee would fund transportation projects including bike trails. The need for a city-wide network for bike trails was identified, along with the need for education on bicycle safety. There was consensus on the need for a roundabout at Atlantic and South Fletcher.

3. Housing

The April 23, 2019 discussion included emphasis on resiliency and affordability in housing construction, and the need for consistent and rigorous enforcement of city codes. There were concerns expressed regarding the need for maintenance and protection of existing subsidized and affordable housing. Concerns were expressed that it might be unrealistic to envision much more new affordable housing in the city, given limited opportunities for new or redevelopment. There was some consensus on the elimination of Policy 3.03.10, the policy which suggests offering incentives such as lessening of development requirements to those who would build affordable housing. There was discussion that incentives would be better used to facilitate the reuse of existing buildings or infill development rather than building on sites that have never been developed. Partnerships with the county might result in more units with a better chance of sustaining affordability. Public transit will be needed to ensure that there is access to housing and jobs in the city and county. There was consensus that the number of trees should increase as new houses are constructed, and that the protection of conservation areas needs to be enhanced. It was noted that the capacity of green and man-made infrastructure needs to be revisited and understood before new housing is considered. The overall theme that the concurrency system needs to be reviewed, modernized to reflect current conditions and capacities and strictly enforced came up in the context of housing.

4. Public Facilities

At the April 30, 2019 meeting, it was discussed that the Water Supply Facility Work Plan that will be added to the comprehensive plan should include high volume users. A handout was provided as an overview of the requirements of such a plan. The need for better data on the capacity of the Floridan Aquifer, the potential for increased salinity due to sea level rise and the amount of water available for withdrawal based on permitting was noted as being necessary in order to develop a meaningful concurrency standard. The need to eliminate septic tanks and assist homeowners with the expense was noted. Overall, the need to collaborate with the county on all aspects of the capacity of systems on Amelia Island was strongly supported.

5. Conservation and Coastal Management

The public discussion of the conservation policies was extremely robust, and took place on the same day, April 29, 2019, that the EPA upgraded Nassau County from non-attainment to attainment for the 2010 1-hour sulfur dioxide standard. There was consensus on the need to restrict access to dunes, and that 48 of them need to be rebuilt, extended and then maintained. Other areas of consensus as reflected by the public who attended the meeting include the need for a beach parking management plan, elimination of driving on the beach, enhanced communication on emergency preparedness and better access to emergency plans, better enforcement of tree protection (Policy 5.11.06), replacement of gas-powered golf carts at the public course to electric, acquisition of sensitive lands, a plan for invasive species in public lands, maintenance of wildlife corridors, expansion of bike trails, clarification and reconsideration of the definition of open space in new residential development, encouragement and funding to support connections to the city sewer, city-wide dark sky lighting policies, focus on turtle protection, and encouragement of water conservation. There was discussion of the “Peril of Flood” comprehensive plan amendments adopted by the City of Boynton Beach and Nassau County, as a place to start in identifying how to respond to the requirements of the legislative change to Section 163.3178 of the Florida Statutes. Please see the facilitated notes from the April 29 meeting for all of the issues considered and all of the areas of consensus.

6. Recreation and Open Space

The public discussion on April 29, 2019 blended discussion of conservation and recreation and open space. See above.

7. Intergovernmental Coordination

County staff that attended the April 25, 2019 meeting agreed on the need for City/County coordination on all of Amelia Island. This came up in the context of annexations, where County regulations were different than those of Fernandina Beach, so that when a site was annexed into the City it was non-complying. The issues of land conservation, environmental protection, beach and dune protection, land use, stormwater and infrastructure planning, traffic congestion and mitigation, emergency preparedness and adaptation, bike trails, beach access and parks as well as annexation were identified as appropriate for collaboration. The County referred to the concept of “joint planning areas” as an approach to address collaboration and is considering including them on the

future land use map. The idea that Amelia Island should have such a designation or that city/county collaboration on all aspects of green and built infrastructure should be the norm on the Island came up in this discussion and later at the discussion on public facilities. The City and County should mirror each other's actions in the comprehensive plan in order to address the issue of collaboration. County and city should coordinate on school locations. Coordination with the military was noted in the discussions on public facilities. There was consensus that the element needs to be modernized to reflect current and desired future collaboration on issues beyond the control of just the city.

8. Capital Improvements

There was consensus on the four issues that arose at the April 30, 2019 public meeting. There is a need for a 20-year capital improvement plan, and it needs to be recognized that it is a plan and not a budget. More emphasis needs to be placed on maintenance and operating funding. Capital projects need to be considered with longevity, life cycle and maintenance costs in mind. Using the example of the airport, the need for information sharing and coordination with the military is critical.

9. Port Facilities

The Port of Fernandina is located such that when it is accessed by trucks, they must take 8th Street and go through the neighboring historic and residential districts. There was extensive public discussion on the impacts of the port on the community, including its impact outside the boundaries of the port. At the public discussion on April 25, 2019, there was conversation indicating that trucks stop or slow down in residential communities, often late at night or very early in the morning, resulting in noise, fumes, trash, safety concerns and a negative impact on community character. The port itself was identified as negatively impacting community character and safety, as it handles materials that could be hazardous, it can generate loud noises at usually quiet times, it can stack containers in such a way that residential views of the river are blocked, and its lighting is not designed with the comfort of adjacent neighborhoods in mind.

A deep-water port might be viewed as a land use that is incompatible with adjacent residential land uses. Its economic value to the City of Fernandina Beach must have been considered when siting the port. This was recognized in public input, and solutions were suggested to address the issues raised. The Port Sub-Element/Master Plan, Ordinance 2018-30, has been proposed but never adopted by the City. It was seen by the public in attendance as addressing most of the community character and safety issues. Chapter

311.14(2) requires that the Port of Fernandina 10-year strategic plan be consistent with the City's comprehensive plan, making the consideration of goals, objectives and policies in the comprehensive plan a useful community conversation and a mechanism for implementation. There was discussion of the port hiring security and cleanup personnel to implement policies that would address impacts on the residential neighborhood, and to allow port personnel to enforce the rules off port grounds by arrangement with the Fernandina Beach Police Department. There was also a call to develop a suite of solutions, such as use of software to better regulate port traffic, staging areas for trucks using public property or by arrangement with private landowners, and unloading of trucks off Amelia Island and the use of trains to access the port. When energy efficiency was discussed at the April 29, 2019 meeting, there was consensus that vessels should use port-side power, to eliminate as much as possible the need for them to run their engines. The need for a plan to adapt to and mitigate for sea level rise in the area between the mill and the port was noted. Overall, there was consensus that the port should not increase its current footprint and that it should use its assets to the benefit of the port and the city. There was discussion of a port/community advisory board.

10. Public School Facilities

At the April 23, 2019 meeting, there was much agreement that the city should have a right of first refusal on School District-owned properties within its boundaries, and that land should be used or buildings should be repurposed in support of community goals. There was discussion that the concurrency evaluation regarding schools be more rigorous and that developers be asked to pay for mitigation whenever their proposed development will impact schools. Schools were recognized as a topic requiring intergovernmental coordination between the city, the School District and the County.

11. Historic Preservation

Concerns were expressed at the April 23, 2019 meeting that the character of new construction in historic districts falls short of the desired vision for those special areas. It was raised in the context particularly of historic schools that such buildings should be included in historic districts. The importance of historic structures and their vulnerability to the impacts of climate change was noted. It was suggested that a larger area be designated a historic district, bounded by the river, Dade Street, 8th Street and Lime Street, or that a downtown district be established. The need for policy, rules and enforcement to preserve archaeological artifacts was noted.

12. Economic Development

There was consensus at the April 25, 2019 public workshop that this element should be renamed “Resilient and Sustainable Economic Development”, and that the environment should be considered whenever economic development is considered. Maintenance of the sense of community, the sense of place, tourism, seasonal population, and the vision for the city are all required to be considered when considering economic development. The impact of waterfront industry is important, beyond just the port, as these large employers also have the potential for negative impacts on the adjacent residential community. It is noted that air quality near these facilities is improving, and efforts should be continued to collaborate on their environmental and visual impact on community character. As was brought up in discussions on every element, the impacts of economic development proposals must be evaluated under strict concurrency standards and such standards require rigorous enforcement.

13. Comprehensive Plan Implementation Measures

The City's 2030 Comprehensive Plan took an aggressive approach in its efforts for implementation. Budget constraints, redirection of staff, staffing shortfalls, and leadership for certain implementation measures have left many of the directed studies and activities remaining as incomplete. It is suggested that the timeframes be removed from corresponding policies directing each study. Alternatively, studies should be funded or evaluated to determine if they need to remain within the Comprehensive Plan. Table IV-1 identifies the status of Comprehensive Plan directed studies and planning efforts.

Table IV-1 – Comprehensive Plan Studies

STUDY	DUE	STATUS
Stormwater Management Plan	2011	2012
Downtown Market Study to develop overall marketing strategy <i>Formulate Partnership with Merchants Association and TDC</i>	2012	Main Street Est. 2015
Overall Mobility Assessment including Bicycle and Pedestrian Needs	2012	2018-2019
20-year Capital Improvements Program	2012	
Waste Management Plan (to include recycling, waste reduction strategy, etc.)	2012	
Fire Department Master Plan	2012	2018
Police Department Master Plan	2012	Accreditation Process Fulfills
Animal Services Strategic Plan	2012	
Archaeological Predictive Model	2012	2014
Housing Needs Assessment	2013	2018
Establish Neighborhood Planning Areas	2013	Preliminary Analysis performed in 2015
Reclaimed Water Feasibility Study	2013	

2019
FERNANDINA BEACH
EVALUATION AND APPRAISAL REVIEW (EAR)

Dune Management Plan	2013	Partially Completed
Green Local Government Designation Requirements	2013	
Energy Conservation Plan	2014	Partially Completed
Economic and Taxation Assessment for Annexation	2014	
Urban Forestry Inventory Assessment (working towards completion)	2014	2018
Boating & Waterways Needs Assessment	2015	
City-wide Parking Needs Assessment	2015	
Parks & Recreation Master Plan	2015	2015
Community and Regional Food Planning Assessment	2015	
Cemetery Master Plan	2016	2016
10 –year Water Supply Plan (as directed by SJRWMD)	2018	

Appendix 1:

Materials from the

Public Open House Meetings

Meeting materials were distributed at each of the four public Open House meetings. Participants were given a “Thoughts to Share” form, and these thoughts were assembled and transcribed. Discussions were facilitated, and facilitator notes were also transcribed. In addition, members of the public submitted documents they wished to share so they might be considered as the comprehensive plan is updated. A copy of the Future Land Use Map was available at each meeting, and a photo of the map and transcription of comments placed on it is also included in this appendix.



Goal 5: Conservation and Coastal Management

Amelia Tree Conservancy makes the following recommendations for Conservation. We also support Dr. Hopf's recommendation regarding our dunes and all other beach and wetland conservation efforts.

- **Conservation must be defined to include all lands that function to protect our island**, including all parts of the maritime forest (from scrub trees and shrubs to upland forests), forested uplands, and salt and fresh water wetlands.
- **Conservation and preservation of mature canopy to support long-terms sustainability goals and floodplain resiliency goals** (see also recommended studies submitted for Goal 1: Future Land Use)
- **Preservation of native understory and soils** to support tree health and reduce nutrient runoff and erosion. This must be required in areas of new construction and encouraged elsewhere.
- **Canopy loss and needs data:** We need more complete data on our urban forest, both on public and private property. In addition to inventories and GIS data, we need to monitor and measure canopy loss and additions in order to have a firm foundation for planning. (see also recommended studies submitted for Goal 1: Future Land Use)
- **Identification of wildlife corridors:** Another area we need data on is wildlife corridors. Along with a commitment to conserve them. (see also recommended studies submitted for Goal 1: Future Land Use)
 - Conservation of wildlife corridors through acquisition or conservation easements
 - Prohibition of further development on major wildlife corridors
- **Major land conservation effort:** The City should coordinate with NFLT and ATC on a major land conservation drive:
 - We must **maximize our land conservation during the next five years**, acquiring at least 50 acres in each of the first three years and 20 acres in years four and 5.
 - **Conservation easements must guarantee the conservation status of all lands designated as conservation**
- **Major reforestation effort:** The City should coordinate with ATC to launch a major reforestation effort.
- **Incentives should be developed for redevelopment, restoration of our environment and planting;** disincentives for developing vacant parcels
- **All developers and builders must be required to utilize conservation site design in their approach to vacant parcels.** In other words, they are not looking at a blank slate, but vegetative, soil and hydrologic systems already in existence. To the extent possible, all design and building should be designed on the foundation of that existing system. (In cases in which the existing system is the result of ill-planned prior human activity, approaches should be discussed with the Conservation and Planning Dept. to optimize environmental outcomes. It is essential that structures be built within and around our environment rather than the environment being obliterated and replaced with buildings.
- **Requirement of low-impact development practices and sustainable building practices in all types of development and redevelopment.** Permits should only be issued for developers and builders following these approaches and conservation site design.



amelia tree conservancy

Goal 5: Conservation and Coastal Management

- **Our old trees, whether registered as heritage or not, must be protected**, as they protect us and are fundamental to our economy. **Such trees are not restricted by property lines and must be protected to the drip line. No root or canopy pruning or damage may be inflicted on these trees without guidance of the City Arborist.** Properties were purchased with these trees in place, and this restriction on damage to them is inherent in that purchase.
- **Changing of the FLUM from Conservation to any other category requires a referendum.**
- **Optimize use of natural storm water management methods.**
- **Maximize pervious surfaces:** Reduce the maximum ratio for impervious surface to 50% or less, regardless of the zoning and function of the structure, to preserve more trees and native understory and optimize storm water management.
 - **Impact fees could be reduced for those building smaller homes.**
- **Requirement of real, in-depth environmental impact statements for all development.** Perhaps developers and builders should be charged a fee to cover this and the city should hire the professional to ensure objectivity.
- **Longer period of staff review of projects; pay for faster service.** This would provide staff to analyze the development/redevelopment more carefully.
- **LEED-qualified staff:** The City needs to boost its standards for the credentials of staff, of builders and developers and for their products. We need to identify higher standards in specific measurable goals.
- **During construction, we need a protection zoned for rights of way as well as for trees.**
- **Greater protection and planting of shade trees. Stronger protection of heritage trees and canopy streets.** The heritage tree program needs to be redesigned, and we need a canopy street program.
- **Scenic vistas (Policy 1.03.07 and 1.03.08, p. 7) along A1A need to be protected because that is state law.**
- **We need to develop policies encouraging or requiring use of native landscaping to improve sustainability.**
- **The city needs to expand its staff for monitoring building and development activities and enforcement.** Monitoring and enforcement need to be a priority. We need to staff for the need. Protection zones need to be monitored to ensure that proper materials are used.
- **Control of population growth and buildout**
- **No further development in the Coastal High Hazard Area**

Summary of draft version of Objective 5.02 Beach and Dune Preservation submitted to City Commission and sent to Planning Department for review

Background and History of our dunes and beaches

- 1) Nature blessed the island with adequate beaches and dunes to protect the interior of the island and the mainland inundation from tropical storms and Nor' Easters
- 2) Starting in 1881, US government efforts to open the St Mary's to deeper draft vessels interrupted the estimated at 267MCY/year of sand the island received from Cumberland Island and the river to maintain itself.
- 3) AI's dunes and beach shrunk every year as a result of this disruption
- 4) Hurricane Dora slammed a weakened dune and beach in 1964; riprap had to be placed at AB and North Beach to protect against waves. Dune and beach virtually gone in these areas.
- 5) Florida legislature recognized the importance of the beach and dunes and passed laws to protect them in 1985, gives FDEP first responsibility over dunes and dune protection.
- 6) Navy and USACE recognize the our missing sand was clogging their channel, and NCSPP developed as 50 year program, local share paid by TDC funds to artificially replace the natural sand movement processes to keep the beach and dunes alive, over 10MMCY (over a million 9 yd dump truck load equivalents) of sand has been moved
- 7) With some assistance from humans, a large percentage of AI dunes have rebuilt themselves into very environmental productive and dunes that protect the island from 100 year storm wave damage as defined by FEMA's 2017 FIRM
- 8) This plan recognizes that with community support and some investment (mostly in longer and more walkovers), the rest of the City's beach could achieve the same, given some patience
- 9) Like most beach communities, the City must be willing to curtail human activities in our dunes and dune restoration areas to achieve the 150' minimum wide dune seaward of existing structures and infrastructure
- 10) Florida law gives City and County and FDEP a lot of authority to make this happen

Major items in proposed dune and beach management plan:

- 1) Patch holes in existing dunes where uncontrolled human access has eliminated any protection of the dunes from storms
- 2) Establish a needed dune line to provide required 100 year storm protection and habitat standard the entire length of the City's beach
- 3) Prioritize dunes and beaches of greatest concern
- 4) Commence dune restoration activities, relying heavily on native vegetation to regrow dunes 30-40 foot wide at a time
- 5) Build additional and extend some existing beach walkovers to maintain and improve beach access while protecting dunes and dunes restoration activities, prioritizing as they are built to allow best use of funds as they become available.
- 6) Strengthen regulations, marking, and enforcement to provide additional protection for the dunes and dune restoration area.
- 7) Insist on treating beach renourishment as an integrated dune-beach-nearshore and habitat program instead of traditional beach rebuild and disposal issue. (Note: Coastal engineers and coastal scientist are not always in agreement on some issues, hopefully the USACE's Congressionally authorized South Atlantic Coastal study will help bring the two closer together in approach
- 8) Warns against suggestions to New Jersicate our dunes and even harder engineering approaches to achieve resilience.
- 9) Insists on being able to change directions if necessary.

Frank Hopf

April 29, 2019

First Draft City of Fernandina Beach Dune and Beach Management Plan – March 21, 2019

Executive Summary

The City of Fernandina occupies the northern half of Amelia Island, a barrier island. Like the many barrier islands along the passive coast of North America, it provides protection from waves and storms for the land and marsh behind it.

Amelia Island differs from most barrier islands as it actually consists of a Holocene (younger than 10,000 years) barrier island welded to an older Pleistocene barrier island. Within the City, the Egan's Creek salt marsh remains trapped between these two islands. In this regard, Amelia resembles its barrier island sisters to the north along the Georgia Bight coast. These islands share a very wide, gently sloping continental shelf, live with ample sediment supply, and are subject to medium tidal ranges (but higher than any other on Florida beaches).

Amelia's recent geologic history left it with wide beaches backed by wide and tall dunes; stable deep inlets to the north and south, and a healthy productive salt marsh behind it and within it. Before the arrival of Europeans and Africans, Amelia's beach and dune system stood wide and tall enough to adequately protect the island and its marshes from the largest storm waves. This was likely true of other Florida beaches/dunes, with Amelia's among the strongest and tallest because of the large tidal effects and the consistent sand supply. Amelia enjoyed a healthy maritime forest which held the older Pleistocene part of the island in good order

The beaches and dunes that provide the primary protection for upland areas first became habitat for a variety of land and sea animals and plants and the members of their food chains. Humans eventually realized the beauty and relaxation of the beach and began in huge numbers to move in. Early beach developers built in the dynamic dune, eventually forcing the need for engineered structures to compensate for the lost protection of the dunes. Meanwhile, improvements to our navigation systems along the coast led to massive disruption of sediment supply and the dunes and beach starved to death at many locations.

Amelia and Fernandina fared somewhat better than most beaches. As inland agriculture expanded in the late 1700s and early 1800s, increased soil erosion in the Nassau and St Mary's river basins led to increased sand supply to the island. In response, the beaches and dunes actually grew seaward by an estimated 400 feet. However, by 1880, the natural 18 foot deep (low tide) St Mary's channel was not deep enough for newer ships so the Corps of Engineers built a jetty and later began dredging, choking off Amelia's sand supply. The beach and dunes wasted away the 400 feet gained and then some by 1960. Contributing to the beach losses, the construction of beach cottages in the dunes and the trampling and destruction of the vegetation that create and hold together the dunes, led to additional sand loss.

In September 1964, Hurricane Dora made landfall in St Augustine and slammed Amelia Island with waves which overwhelmed the dunes and damaged buildings along Fletcher and American Beach. The storm surge measured at about 10.5 feet above MLW. The waves destroyed homes, businesses and the dunes particularly north of Main Beach and at American Beach. The dunes were given emergency repairs with construction of a rock revetment. Likely this structure was not an engineered structure; there was not enough time to study the problem.

By 1979, the dunes were so deteriorated that they would have provided little protection from a major hurricane, which fortunately has not yet arrived.

By the late 1970's coastal science recognized the importance of naturally functioning beach dune systems for storm protection, providing habitat for threatened species, and as an economic resource (tourism). Much of the research took place in Florida and the legislature responded by passing the Comprehensive Beach Management Law. This City policy seeks to promote the goals of that law by (1) eliminating the causes of human-induced erosion of beaches and dunes, (2) promoting continued reliance on state-of-the-science to the beach-dune-nearshore littoral renourishment as a primary tool to simulate lost natural sediment supply, (3) reinforcing state laws that require coastal zone construction and reconstruction that do not damage existing beaches and dunes and (4) developing site specific beach and dune restoration plans, including prioritizing of dune walkover and drive overs.

The goal of the management plan is to develop a plan to provide the entire city with as a minimum, protection from 100 year frequency storm waves with maximum reliance on naturally functioning systems; to improve access for a beach going public that respects the natural environment of the beach; and to enhance the natural habitat for the wide variety of resident, nesting, and transitory species (including several endangered or threatened) that share the beach and dunes with us.

Underlying principles of the Management plan for Fernandina Beach dunes, beaches and near shore

Management of the nearshore, beach and dune system on Fernandina Beach will be based on the following underlying principles.

- 1) Natural processes provide the best habitat, property protection, and recreational opportunities in the nearshore,-beach-dune system
- 2) Human interference in these processes (particularly building infrastructure within the dynamic system and modification of bounding inlets to accommodate navigation) have challenged the community to engaged in the always difficult use of human designed processes to mimic or replace natural ones.
- 3) Fortunately the entities whose activities have blocked the natural littoral drift of sand to the island have both recognized their responsibility to replace the sand lost and also have found that the sand now tends to fill in the navigation channel . Thus an excellent, mutually beneficial agreements have been signed that calls for the US Army Corps of Engineers and US Navy to deposit the beach compatible sand

from dredging the St Marys channel on the beaches of Fernandina. The City must work to assure that the USACE/Navy, the city's consulting coastal engineers, and the contractors involved always to employee the latest knowledge to execute these projects in the most cost effective and environmentally protective methods. Important in this is effort to assure placement of sediment that is compatible with the beach, dune, nearshore and beach of Amelia Island. The City will actively follow and participate the in the USAC E' s South Atlantic Coastal Study and latest research initiatives of the American Shore and Beach Preservation Association, the National Research Council and others to be able to modify and adjust this plan to best meet the objectives.

4) The policy recognizes that the restoration, maintenance, and sustainability of barrier islands begins with a healthy dune system.(NJ p37)

5) The policy supports the principle that dune and beach created by publicly funded enhancement projects are part of the public domain.

6) With adequate correct sand availability, the dunes can be grown (as opposed to constructed) to increased storm protection over that currently provided. The initial target will be to provide protection from the FEMA 100 year (1% probability) storm surge the entire length of the city beach front from survey points 13 to 39 within 10 years of enactment and funding. The target and scheduling must be reviewed annually.

7) Beach access for all who respect the dune-beach- nearshore system will be maintained and enhanced.

8) This plan does fully address management of the shoreline along the Amelia River or the St. Mary's Channel which require different sets of processes

9) Execution of this plan will fall main under a newly created position of Floodplain Manager who will be responsible for effort to reduce the risk of flooding in the City from all sources and prepare for the increase pressure from expected sea level rise into the foreseeable future.

Actions required:

The City Commission should create a City Floodplain Manager reporting to the City Manager whose responsibilities will include management the dunes and beach of Fernandina in accordance with the following plan developed to meet the objectives of the City Comprehensive Plan for Beach and Dune Preservation

The Floodplain Manage will execute this plan designed to meet the Comprehensive Plan Objective 5.02, Beach and Dune Preservation and will at least annual make recommendation to the City Commissioners on the status and recommend any changes to it. The Management Plan is organized by steps to be taken to meet the identified policies of the Comprehensive Plan as follows

Policy 5.02.01

Effective July 1, 2019, the City will establish the following classification of beach-dune system and identifies proposed actions for each, subject to concurrence of the Florida Department of Environmental Protection.

Class A Dune width in excess of 200'. FEMA VE and AE 1% zones end in dune

Class B Dune width less than 150'. FEMA VE and AE 1% zones abut structures

Class C Dune width less than 50'. FEMA VE and AE 1% zones impact structures but not public roads

Class D Dune width less than 50'. FEMA VE and AE 1% zones impact public infrastructure and structures on west side of Fletcher Avenue.

Class E Dune width 50'-100'. FEMA VE and AE 1% zones impact considerable public infrastructure and significant number of private structures behind the dunes. Full protection will likely require an elevation 9' berm from the coastal dune to the high dune on north City line

Class F Dune width adequate but height, volume and habitat value damaged vehicle and pedestrian access. Structures protected by retaining walls or not protected from 1% Storm flood

Class G: Structures installed in middle of the active dune, rendering dune rebuilding difficult

The City shall establish priorities as follows

- 1) Establish initial dune toe target line as the easternmost of the:
 - 1) Existing dune toe
 - 2) The dune vegetation line as of July 1, 2019
 - 3) The 8' above MSL contour line as of July 1, 2019 (NDVS)
 - 4) A line 150' east of Coastal Setback Line or
 - 5) A line 150' east of the eastern side of the nearest building, shore parallel structure, or roadway.
- 2) On dunes classified as Class D, commence dune restoration activities, starting with a project 30'-40' seaward of the existing dune with target of build dune out to the eastern most of the 8' contour line or 150' east of the developed property. Construct new dune crossovers in accordance with priority list.
- 3) On dune in Class E, fill in and plant dune vegetation in the erosion gaps in manmade dune along the length of the Ocean Avenue and fence off dune from the street. Establish dune restoration project from

north side of Main Beach to the State Park boundary, starting with a project extending 30'-40' seaward of the existing dune with target of building dune out to the eastern most of the 8' contour line or a line 150' east of east edge of Ocean Avenue south of 9th Avenue and 150 feet east of the Coastal Setback Line north of 9th Avenue. Work with State Park to develop a 9' elevation vegetated berm along an east west line roughly parallel to Lisa Avenue and Kimberly Street to the high dune in the park. Construct new dune crossovers in accordance with priority lists

4) On dune rated Class F, complete elevated dune crossover structures for pedestrians and vehicles identified in the Crossover priority list.. Commence dune reconstruction activities.

5) On dunes in Class C area, commence dune restoration projects starting with a project extending 30'-40' seaward of the existing dune with target of build dune out to the eastern most of the 8' contour line; line 150' east of the developed property; line 150' east of Coastal Construction Line; or the Erosion Control Line . Construct new dune crossovers in accordance with priority lists

6) On dune rated Class B, Commence dune restoration project seaward of the dune to the easternmost of the 8' contour line or dune vegetation line as of July 1, 2019. Construct new dune crossovers in accordance with priority lists

7) In Class A areas, install signage every 100' defining the eastern limit of the dune target line with notation that the sand to west is not to be entered. Establish limited width fence walkways diagonally across the foredune as required to the dune target line. Require than any building permit issued after July 1, 2019 would require either an elevated walkway to the dune target line no more than 4 ' wide that clears the foredune at elevation 19' minimum. Construct new dune crossovers in accordance with priority lists. Provide support for private dune restoration projects.

8) For Class G areas, encourage abandonment of these properties. Restrict access to existing dunes and commence dune restoration projects

Dune restoration projects will include all of the following

1) Restricting access to section of dune by sand fencing or posts and rope or chain

2) Proper signage explaining restricted access

3) Planting of at least four varieties of native frontal dune vegetation to include sea oats in accordance with a plan approved by the Floodplain Manager and the FDEP. Sand fencing shall not be longer than 10' and spaced no closer than 15' apart may also be used as long as they are not more than 4' high and are removed when the freeboard is less than 15 inches. Sand Fencing shall be installed with a heading at an approximate 105 degree from north. Consideration may be given to shore parallel sand fencing provide they are removed during the turtle season

4) Any building permit issues to applicants will include the requirement that an approved elevated walkover be constructed from the property to the dune target line OR fencing being constructed restricting access to beach from the property directly.

4) The City will Impose a fine not of not less than \$100 for pedestrian and \$500 for any vehicle accessing the dune restoration area except for emergency situations or approved monitoring, planting, invasive species removal and restoration activities. Littering fines will be doubled in the dune restoration areas. Removal or relocation of any sand in the dune restoration areas except with the approval of the Floodplain Manager or designee shall be subject to a fine of \$100 per cubic yard moved.

5) The City shall extend within dune restoration area State protection of sea oats and sea grape to the following dune vegetation types:

Pennywort

Beach sunflower

Beach morning glory

Salt grass

Railroad vine

Bitter panicum

Sea purslane

The Floodplain manger is authorized upon notification to the City Commission, addition to this list any vegetation type selected for use in any approved dune restoration project

Policy 5.02.03

The City recognizes that the Beach wrack, the sea vegetation and other organics cast ashore by the waves, provides valuable nutrients to the dune vegetation, the sea birds and other resident and visiting fauna, including those down the food chain. Therefore, removal or relocation of the wrack or deliberate driving over wrack is prohibited and subject to fine unless approved by the Floodplain Manager.

The City will not approve use of mechanical cleaning or sweeping of the beach by private parties. The City will only use these cleaning methods in emergencies and only under the direct supervision of the Floodplain Manager or designee. In the case of future FEMA, State, or County led post-storm emergency cleanup effort s, the City Floodplain Manager will be the designated senior representative to the incident command structure of the cleanup.

Policy 5.02.04

The City shall continue implementation of the Coastal Upland Protection Zone (COPZ) in the Land Development regulations. Any changes to the Future Land Use Map (FLUM) or zoning change in

the COPZ while require the review by the Floodplain Manager for recommendation to the City Commission.

Policy 5.02.05

The City shall adopt and maintain the attached prioritized Dune Walkover and Driveover development plan with the target of all beach access by January 1, 2025 shall be limited to safe Walkovers and Driveovers.

In the meantime, beach accesses awaiting walkover construction shall be restricted to a maximum 4 foot wide trail fenced or roped off across the foredune and down to the dune target line or the end of the active dune restoration project, crossing the foredune or restoration project on a NW-SE azimuth.

The Floodplain Manager will review the prioritization each year until the Walkovers Are completed for review by the City Commission.

Emergency access driveovers shall be developed in accordance with Attachment A

Policy 5.02.06

The City Land Development regulation shall be revised to reflect the requirement identified in Policy 5.02.01 for permits issued for the various class of dunes eastward of the CCCL in the City. The Floodplain Manager must also sign off on any permit issues in the area east of the CCCL and in the CUPZ.

Policy 05.02.07

No motorized vehicles shall be operated on the Beach or Dune except as designed the City Commission. The fine for violation shall be increased to \$250 and impoundment of the vehicle until the fine is paid. The fine shall be doubled for vehicles without functioning four wheel drive capability.

Except in an emergency, local law enforcement, lifeguards, and beach patrol vehicular access shall be limited to drivers who have successfully completed the City's beach driving training program and have passed the annual refresher test. Drivers of public vehicles violating the beach driving regulations will face disciplinary action, up to and including termination.

The City Commission will work with the Nassau County Sheriff's office to provide proper training for county employees required to drive on the beach.

No storage of vehicles, boats, trailers, materials, beach equipment, etc. shall be permitted on the dune or beach of Fernandina Beach.

Policy 5.02.08

The City floodplain Manager will work with the FDEP and FEMA to reconcile the location of CCCL within City to make it a more usable tool for protection of the beach and dunes and the inland sections for

flood protection. This recognizes that the CCCL was last updated in 1982 and the original intent of this line and FEMA's attempt to better assess the risk of coastal flooding were similar. Updating the lines will permit better planning for the future.

Policy 5.02.09

A) City Building Codes shall be revised (if required) to prohibit excavation cutting or filling of land from 1000' landward of the CCCL to the Atlantic unless it will not negatively impact the contours, drainage or topography on the dunes

B) The City Building codes shall be revised to prohibit destruction of existing vegetation in the active dune or dune restoration area. Where such damage is unavoidable, a three to one replacement ratio shall be required to offset the damage.

C) No building permit will be issued for any new or modified structure that does not include a dune walkover from the rear of the structure to the front of the dune target or maintenance line, clearing the dune surface by at least 3 feet. Such walkovers shall not be more than 4' wide. Until such walkover is completed, the property shall be fenced to restrict access to the beach directly from the structure.

D) No structure, building, impervious surface, lawn, retain wall, swimming pool, spa, or deck will be permitted within 150' of the target dune line.

Policy 5.02.10

All hard erosion structures, public and private, shall be mapped into the GIS mapping system by July 1, 2109

Policy 5.02.11 The City will prohibit use of any vertical structure or seawall east of the CCCL. Existing ones which fail or need replacement may only be replaced sloped shorelines stabilized by approved dune-beach development, living shorelines, or other approved system that will recreate habitat and provide improved storm protection for upland areas.

The City may condemn any property protected by a seawall that has failed or provides inadequate protection for the property of others.

Policy 5.02.12 The City will develop a relationship with the FDEP that any CCCL applications will in the City will be shared with the Floodplain Manager. The City reserves its right under State law to impose additional requirements to protect the beach-dune system east of the CCCL, before a building permit can be issued. All additional requirements shall be as spelled out in this management plan.

Policy 5.02.13 The City recognizes that the beach renourishment activities of the of Nassau County Shore Protection Project are critical to replace the natural littoral sand movement process that navigation channel maintenance precludes on our beaches. The City is committed to continuing to work and pay for its contracted share of this process. It also will work with coastal scientists as well as coastal

engineers of the partner agencies to promote a renourishment effort which develops the entire nearshore-beach - dune system.

The City Floodplain manager will monitor and participate in initiatives to improve beach protocols of the US Army Corps of Engineers, the Florida Department of Environmental Protection, the American Shore and Beach Preservation Association, the National Research Council and others. Of particular concern in the 2019 to 2022 time frame will be the South Atlantic Coastal Study headed by the USACE.

The City Floodplain Manager will initiate programs to better understand the nature of the beach compatible sand on the beaches and dunes of the city. The city will by January 1, 2020, convert to monitoring the state of the offshore-beach-dune system to determining when renourishment scheduled and how to adjust the program by use of LiDAR generated DEMs and models in the City's GIS

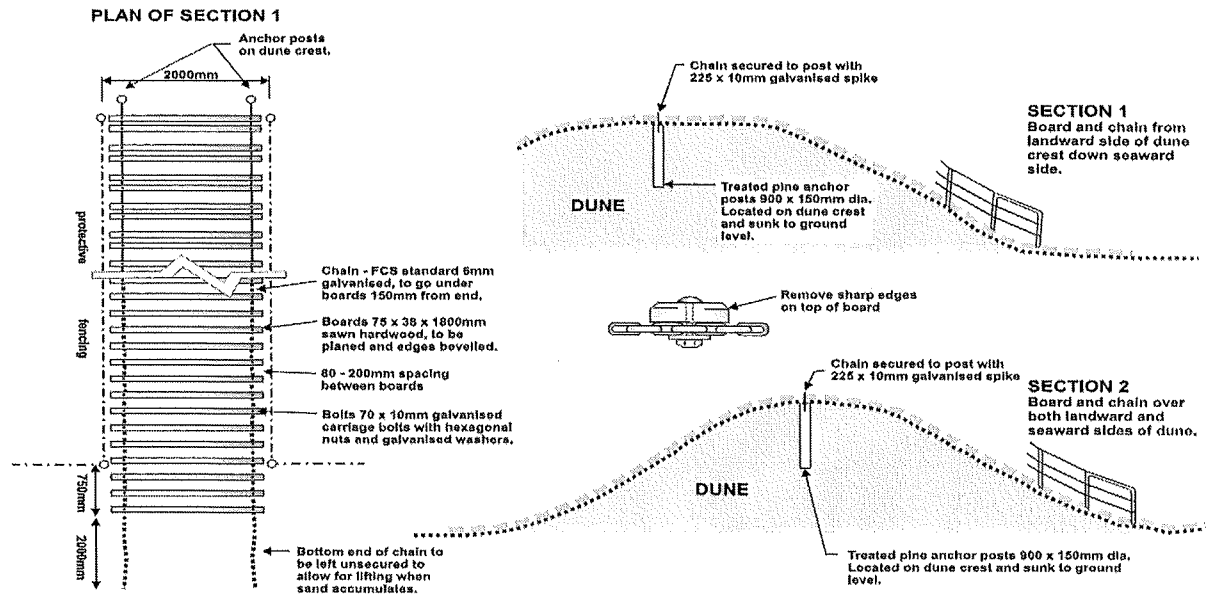
Policy 5.02.14 (New)

The beach and dunes will be managed proactively to protect and provide habitat to a variety of endangered and threatened species of flora and fauna , as identified in The Florida Imperiled Species Management Plan 2016 and the Florida Beaches Habitat Conservation Plan. All dune and beach management efforts shall be consistent with these plans to protect such species as the Right Whales, Gopher Tortoise, Beach Mice, Sea Turtles, Piping plovers, Rednests and other shorebirds. The City will continue to work with and support the highly successful Amelia Island Sea Turtle Watch, Inc. in the protection of these important species.

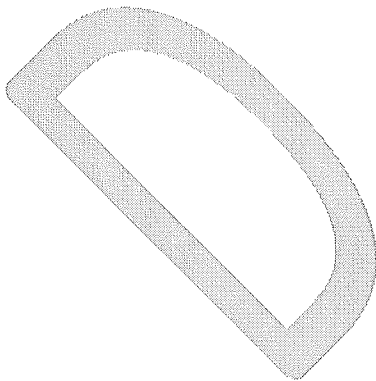
Policy 5.02.15 (New)

The Flood plain Manager will develop a stakeholder outreach program to obtain community input and to educate residents and visitors about need and advantages of a healthy dune and beach. The City will work with the TDC to tout the advantage of a beach destination with a viable and interesting dune /beach system

Submitted by Frank Hopf, Ph.D (Coastal geomorphology Texas A&M University 2011); P.E. (Texas); Member American Shore and Beach Preservation Association, *Phi Beta Kappa, Tau Beta Pi , and Beta Gamma Sigma*



Appendix A Dune Driving Crossover Design (From *Coastal Dune Management*, Department of Land and Water Conservation, New South Wales state, Australia)



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Beach Access walkover construction priority List (4/29/2019)

New Old #	Cross street	Walk Over	Current length	Ultimate Length	ADA Structural Rank	Protection Priority	Service area	Priority score	Estimated \$
18	9 Jasmine	Y	20	175	3	6	5	4.62	\$ 88,750
17	8 Maryland	N		150	3	6	4	4.29	\$ 77,500
16	6 New York	N		162	3	6	4	4.29	\$ 82,900
11 4N	W 1st	Y	30	150	5	5	3	4.29	\$ 77,500
9 6N	W 3rd	Y	15	150	5	5	3	4.29	\$ 77,500
Driveover 2	Sadler	N/A		70	3	4	5	3.96	\$ 90,000
12 Main	Beacl Atlantic Dolphin	Y	515	975 Y	3	4	5	3.96	\$ 217,000
3 North	Beac North Beach Park	Y	330	410 Y	3	5	4	3.96	\$ 56,000
27 Seaside	Pk Sadler	Y	300	330 Y	2	4	5	3.63	\$ 23,500
19	10 Wisconsin	Y	89	225	4	4	3	3.63	\$ 111,250
15	5 Alabama	N		175	3	6	2	3.63	\$ 88,750
7 New	W 5th	N		150	3	5	3	3.63	\$ 77,500
4 9N	W 8th	Y	40	150	3	5	3	3.63	\$ 77,500
1 16N	Lisa	Y	50	150	3	5	3	3.63	\$ 77,500
10 5N	W2nd	Y	40	150	3	5	2	3.30	\$ 77,500
8 7N	W4th	Y	40	150	3	5	2	3.30	\$ 77,500
6 New	W6th	N		150	3	5	2	3.30	\$ 77,500
5 8N	W7th	Y	40	150	3	5	2	3.30	\$ 77,500
Driveover 1	Main Beach	N/A		70	3	4	3	3.30	\$ 70,000
41	35 Manatee	Y	235	380	3	4	3	3.30	\$ 191,000
40	34 Mantanzas	Y	370	400	3	4	3	3.30	\$ 23,500
38	31 Hutchens	Y	210	325	3	4	3	3.30	\$ 166,250
22	13 Jefferson	Y	45	225	3	4	3	3.30	\$ 111,250
21	11 Colorado	N		160	3	4	2	2.97	\$ 82,000
20 10 South	Kentucky	N		225	3	4	2	2.97	\$ 111,250
2 New	Gisell	N		150	3	5	1	2.97	\$ 77,500
14	2 Amelia	N		230	3	3	3	2.97	\$ 113,500
13	1 Nassau	N		150	3	3	3	2.97	\$ 77,500
45	38 Osceola	Y	160	320	5	1	2	2.64	\$ 154,000
39	33 Oklawaha	Y	245	380	1	4	3	2.64	\$ 80,750

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37	30 Simmons	Y	220	335	4	1	3	2.64	\$	160,750
23	14 Rachel	N		220	3	3	2	2.64	\$	109,000
43	36 Kissimmee	Y	250	395	4	1	2	2.31	\$	187,750
36	29 South Casino	Y	240	340	4	1	2	2.31	\$	163,000
35	28 North Casino	Y	230	310	4	1	2	2.31	\$	149,500
34	27 Allen	Y	235	325	4	1	2	2.31	\$	156,250
29	21 South B	N		355	3	1	3	2.31	\$	169,750
28	21 John Robes	N		300	3	1	3	2.31	\$	145,000
26	18 Roosevelt	N		250	3	3	1	2.31	\$	122,500
25	16 Cleveland	N		240	3	3	1	2.31	\$	118,000
24	15 Madison	N		253	3	3	1	2.31	\$	123,850
46	39 Ozello	Y	255	400	4	1	1	1.98	\$	190,000
42	35 South Suwanee	Y	260	405	3	1	2	1.98	\$	192,250
47	40 Pasco	Y	200	300	3	1	2	1.98	\$	145,000
44	37 Alachua	Y	460	490	3	1	2	1.98	\$	33,500
33	25 Mizel	Y	230	300	3	1	2	1.98	\$	51,500
32	24 Askins	Y	285	365	3	1	2	1.98	\$	56,000
31	23 D	Y	245	295	2	1	2	1.65	\$	42,500
30	22 C	Y	205	270	2	1	2	1.65	\$	49,250
								\$		5,157,000

Dune Priority Ranking Based on Dune Protection Class			(Lowest 1, Highest 6)
Ranking	Description	Location in City Limis	
1	Class A Dune width in excess of 200'. FEMA VE and AE 1% zones end in dune ~8800'	Beach access 35 to South City line 3136 Fletcher to Beach Access 21	
2	Class B Dune width less than 150', FEMA VE and AE 1% zones about structures ~1200'	1720 to 1962 Fletcher	
3	Class C Dune width less than 50' FEMA VE and AE 1% Zones impact structures but not public roads ~6038'	932 to 1720 Fletcher 348 Fletcher to Main Beach	

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6 Class D Dune width less than 50' FEMA VE and AE 1% Zones impact Public infrastructure and structures on west side of road way ~3100'	348 to 932 Fletcher
5 Class E Dune width 50'-100'FEMA VE and AE 1% Zones with public infrastructure and significant private structures behind the dunes. Full protection will likely require an elevation 9' berm from the coastal dune to the high dune ~7500'	North of Main Beach to State Park
4 Class F Dune width adequate but height, volume and habitat value damaged by vehicle and pedestrian access. Structures protected by retaining walls or not protected from 1% Storm flood ~3600'	3136 Fletcher to Walkover 35 Access 21 to 3136 Fletcher Main Beach

Structural Priority List based on Gillette and Associates March 2019 preliminary report.
A 3 assigned to locations without walkovers

Service Area Priority based on estimate of number of parking spots and residents without private beach access that are closest to that particular access, 5 most active, 1 least

Weighting of the factors:	Strucural safety of Walkover-	0.33
	Protection of dunes	0.33
	Relative visitor use	0.33

Water Quality 5.07

Educate Residents about the Impact of lawn fertilizers, pesticides and herbicides on island waters.

(Explained in the booklet, "Florida Yards and Neighborhoods" – UF extension – or FloridaYards.org)

Eagans Creek and Amelia River

Need buffer zone around water edges. Add requirement of 25' buffer zone with native vegetation. (Same as Nassau County). Limited mowing, and a 40' buffer for fertilizers and pesticides.

Educational campaign, in print and/or on social media, explaining the reasons for this buffer. (Explained in the booklet, "Florida Yards and Neighborhoods" – UF extension.

Septic Systems 5.07.07 and 4.03.08

Intergovernmental coordination - City Needs to have a working relationship with county health department

Septic Systems As referenced in 5.07.07 and 4.03.08

Need an enforceable requirement for testing the integrity of the septic systems.

Need to adhere to water quality testing requirements according to state guidelines.

Record results and, if outside limits, then enforcement...

A requirement for repair/replacement of leaking systems, or hook up to city sewer when possible.

This also needs to apply to county properties that impact city property. (Inter-government coordination). Example: County residential property adjacent to the Greenway.

Wildlife Planning 5.10.01

Increased development is stressing wildlife, one of the gems of our island.

Most significantly, mammals, need land and territory for movement.

Policy 5.10.04 calls for a plan for Wildlife Corridors.

Policy 5.10.07 States that potential wildlife corridors should be a high priority in the land acquisition priority assessment. Focus: The Greenway needs to be extended south of Sadler.

Thoughts to Share April 29, 2019

Conservation and Coastal Management Element

Protect and preserve wetlands is the most important objective

Policy 5.07.05 should be expanded to ensure that the “water table level” in addition to “water quality” is maintained. The “water table level” should be maintained for the entire island in order to avoid salt water encroachment.

Long term goal to restrict public/private partnerships on the Riverfront

Limit development according to evacuation times so that new development impacts are accumulated yearly

Conservation land can be sold by referendum only

Aggressive and punitive action for tree removal

Define green sustainable building standards so they can be enforced

Stronger regulations than State SJRWMD for land and property development

Manage internal assets (trees) of Bosque Bella with fertilization and mulching- keep machinery away from base of trees

Aggressive climate change resiliency planning

Shift building off the beach

The City shall not convert, abandon, trade, or sell any land designated conservation or allow development on land designated conservation on the Future Land Use Map (Consensus)

Give careful consideration to the economic impact of the increased regulation or passing restrictions above the Florida Building Code or FDEP or SJRWMD regulations or rules.

Calculate the impact on tax millage rate on any of the ideas brought up during the 4/29/19 public input session



amelia tree conservancy

Goal 12: Economic Development

Goal 12. Economic Development

Fundamental principles:

Identification of **myths of economic development** (based on Eben Fodor's *Better, Not Bigger* and more recent research): e.g.,

1. That growth in population is essential, unstoppable, desirable for economic success
2. That a rapidly expanding economy is a good and stable economy
3. That large is always better.
4. Development = increasing tax base

Importance of **"sense of place"** and similar concepts and research; maintaining attraction

Economic development should be based on environmental, social and economic sustainability.

All development should be limited by capacity and based on the studies outlined in ATC's Goal 1: Future Land Use input.

Better pay + quality of life = economic stability + attraction of expertise, talent & motivation

Importance of social factors in economic sustainability

Economic development should be based on businesses and industries that ensure the safety and well-being of the community.

Research/foundation:

- Identification of the most important features in our "sense of place"—6 mo.
- Update of environmental, social and economic sustainability goals—6 mo.
- Identify gaps in resources
- Input the results above into the FLUM analysis
- Analysis of fees/ fee-based services

Thoughts to Share April 25, 2019

Economic Development Element

Design strategies to attract environmentally sustainable industries and businesses. Eco-tourism. Sense of community maintenance - sense of place. Limit construction of new hotels. Conserve more land.

Promote eco and sustainable tourism. Change element to Environmentally Sustainable Economic Development. Environmentally sustainable businesses only. Maintain but no promotion of intermodal centers.

Change to Environmentally Sustainable Economic Development Element. Environmentally sustainable businesses, eco-tourism. No more hotels. Maintain sense of place.

Change to Environmentally Sustainable Economic Development Element.

No more hotels. Businesses that environmentally sustainable. Promote year-round eco-tourism. Maintain, not promote.

Facilitated Notes April 25, 2019

Port

Mitigating the traffic impacts - Consensus

Trucks should not be there at night - Consensus

Possible solutions: Software, Staging areas, Private agreements, Trains - Consensus

Add specifics to community character - Consensus

Port hires security and cleanup personnel

Set standard of rules for truckers

Port Master Plan

Community Character - Stack containers to see River, Control lighting

Change time of loud events - Consensus

All roads are city - Consensus

Consider Ordinance 2018-30 - Port Sub Element - Consensus

Limit amount of hazardous materials - Consensus

Secede - Consensus

County should participate in paying for recreation facilities – Consensus

Paid beach parking for non-Fernandina Beach residents

Beach tag – way for people who use the beach to pay

USACE pays for beach re-nourishment as long as all have beach access

Closer relationship with FDOT

Great relationship with FIND

Resilient and Sustainable Economic Development – consider changing the name of element - Consensus

Port Community Advisory Board

Port – Consensus Issues:

1. Truck issue policy

Off island facility – Parking on streets during off hours

2. Add policy no expansion of Port's current footprint
3. The Port use it's assets to mutually benefit the City and Port

The Port operate and maintain in a way that is environmentally sustainable

Intergovernmental Coordination Element

1. Coordinate stormwater between City and County
2. Better coordination on conservation lands between City/County for natural stormwater infrastructure
3. Refer to handout on septic tanks/system
4. County/Other jurisdictions must follow City tree ordinance and filling of wetlands (eg. Annexations, etc.) prior to approval
5. City and County must evaluate impacts of development "cumulatively". This evaluation is not limited to traffic, evacuation, quality of life.....within the City's jurisdiction
6. City and County will coordinate a reforestation program (7.04.10 Ref.)

Economic Development

1. In Policy 2 add word Environmentally Sustainable, Technology, etc.
2. Policy 4 add words Sustainable Eco-Tourism
3. Economic development must evaluate and maintain the sense of community, place, tourism, seasonal population, type of growth/use, future plans. No more hotels
4. Ensure no combined lots as it relates to the beach

Facilitated Notes April 29, 2019

Beach Access / Dunes (Plan was due in 2013)

Restrict access to dunes- Consensus

Rebuild old and create new walkovers- Consensus

48 are needed, and they need to go further out - Consensus

Build by a date certain

Assessment and funding and accountability -Consensus

Create and implement beach parking management plan - Consensus

No driving on beach - Consensus

Planning for capacity – emergency and everything - Consensus

Communication on Emergency Preparedness - Consensus

Consideration of vulnerable areas for an adaptation action area (or whatever) - Consensus

Collaborate with the County

SLR needs to be considered in capacity analysis

Protect Front Street – Port to Rayonier from flooding – Consensus

Plan to evaluate and implement

Annual review of silt in Marina to keep up with dredging

Change from CSV requires voter referendum - Consensus

More rigorous approach to comprehensive plan enforcement, variances, code enforcement - Consensus

Low Impact Development and Conservation site design – require rather than use incentives, work with the County - Consensus

Increase “encouragement” of water conservation - Consensus

Ban new development in environmentally sensitive lands – not just wetlands - Consensus

Third Party assessment of adverse impacts on wetlands paid for by developer – chosen by the City – Consensus

Sulfur Dioxide non-attainment area – Eliminate – Consensus

Plan to enforce the tree plan – Policy 5.11.06. Severe punishment for violation – Consensus

Port – portside power so ships don't run their engines – Consensus

Identify funding for acquisition of sensitive lands – Consensus

Public access to emergency plans/drills- Consensus

Keep the confidential aspects to address terrorism

Release a plan appropriate for the public

Two Plans, as necessary

Acquire private lands. Island Seafood to Pentanque should be designed and built as a passive park in 3 years – Consensus

Recreation Open Space – voter referendum to change land use – Consensus

Electric golf carts – not gas – Consensus

Understand the government requirements on airport lease. Do not change the lease – Consensus

Plan to hire a historic cemetery architect to rehabilitate and preserve the historic Bosque Bello Cemetery. Need dedicated and trained staff. – Consensus

Policy 6.05.01 – Insert “protect and retain conservation lands on the FLUM” – Consensus

Dedicated “go to” person for the beaches

OVERARCHING ISSUES: Implementation, accountability, collaboration with the County

Joint Planning Areas – Consensus

Tree conservation in Recreation Open Space – Consensus

Plan for invasive species in public lands and adjacent areas – Consensus

Increased coordination between the School Board and the City on Rec. – right of first refusal before selling – Consensus

Get land where you can! – Consensus

Reforestation and replanting

City Commission and Elected Officials follow plans as written and consistent with citizens will. Or else punitive action. – Consensus

Maintaining water table, groundwater recharge areas – Consensus

Designated beach access and lack of parking (Policy 5.01.05) enforcement parking plan (include alternatives) – Consensus

Evacuation Routes – how to get off the island. Future development needs to take into account hazards/evacuation – Consensus

Incorporating climate change in historic preservation – how to save structures?

Climate change in all aspects of planning: development, storm water, disaster, development of the riverfront. Post-disaster development important.

Infill development important, not greenfields – Consensus

Public accessibility to waterfront, beaches – maintain character and sense of place

Careful consideration of redevelopment of City waterfront regarding access and vistas (public and private law) – Consensus

Enforce no fill policy on wetlands

Intergovernmental coordination on environmental issues on island

Lack of enforcement on coastal lighting, turtle protection. Also increase education on the issue – Consensus

Dark sky lighting policies city wide – Consensus

Concerns with loss of habitats and wildlife relocation – Consensus

No clear cutting, preserve understory-native vegetation

37% Tree canopy? Exceed it.....should it be higher?

Classifications of waterways – reinstate highest priority

Building policies to build around trees – commercial and residential to maintain sense of place and protections – Consensus

Minimum one for one tree replacement policy by size/inches of tree through regulations and setbacks. More detailed by size and diameter. Language to encourage developers to preserve as many trees as reasonable – Consensus

More conservative acquisition – explore financing options – Consensus

City owned conservation can only be sold by referendum

Enforcement and punitive damages for tree policies to developers

Ensure annexed land has followed City's tree ordinance

Need clear definitions of “energy conservation” and enforcement. Moving towards LEED

Encourage third places where all citizens / all people can gather

Dedicated open space/recreation in new residential developments. (10 or more SF 3 or more MF).

What percentage is appropriate? 35%? Need clear definition of open space....outside of lots and paved streets – Consensus

Maintain wildlife corridors – Consensus

Institute higher standards across the City. No runoff into the Greenway – stormwater, pollutants, pesticides, human caused E-Coli – Consensus

Encourage and look for funding to connect to City sewer – Consensus

Higher air quality standards for industrial uses. City monitoring?

Move towards electric fleet of vehicles/cars

Expansion of bike trails in the City – Consensus

Encourage the School Board to give the City first right of refusal in purchasing property for recreation and open space

Inventory environmentally sensitive areas. More information/public education on conservation fund

Better enforcement of existing comp plan ex. Policy 5.08 – Consensus

Consider economic impacts on changes to comp plan

City shall not abandon row on undeveloped lands

Facilitated Notes April 23, 2019

Add to seasonal population draft text:

“Consistent with community vision” – Consensus

Data on FLUM potential – Consensus

Data on tourism (3 pieces) – Consensus

Infrastructure re: seasonal – Consensus

Population capacity analysis – Consensus

Resiliency in construction; enforcement consistency; resiliency plus affordability – Consensus

Intergovernmental element needs a hard look (flood, water, traffic) – Consensus

No changes to conservation land – Consensus

Character of construction in historic districts falls short – Consensus

Maintain current level of subsidized and affordable housing – Consensus

Code enforcement – keeping the buildings we have – Consensus

Strike Policy 3.03.10 – Consensus

Increase trees as housing is constructed – Consensus

More Conservation land use in city – Consensus

Development proposed, community meeting first step – Consensus

Monroe City FLUM AP Example

Analyze existing stormwater infrastructure capacity and natural infrastructure/CSV to add capacity through land conservation – Consensus

Independent assessment of stormwater plans, retained by city; engineer validates existing plans – Consensus

Any property annexed should be developed under city rules

Joint planning areas in FLUM, re: Annexations – Consensus

Nassau peril of flood

Road capacity: evacuation, bikes, traffic, city and county – Consensus

Mandatory traffic analysis for intense/dense developments, commercial/subdivisions – Consensus

Schools

Repurposing existing buildings – Consensus

City has right of first refusal for school owned properties – Consensus

Infrastructure support school expansion – roads, etc. – public or private schools

Avoid large fences

Historic buildings should be in historic districts – Consensus

Concurrency – Ensure school capacity for developers and developments. Potential mitigation fee for developers – Consensus

County and City coordination for school locations – planning

Housing

Understand capacity of infrastructure

What is “adequate site? Sustainable? Provide definitions of terms. Recommend LEED etc. language. Get tactical

Provide incentives for redeveloping sites instead of building on unused areas

Traffic concurrency reviews for capacity before density

Inclusion zoning – “small footprint homes” (affordable) to be included in developments and include conservation areas (enforced)

Add environmental/conservation requirements. Preserve sites natural character and functionality. Environmental Impact Study before project approved, paid by developer or part of City Design Team.

Conservation Priority Zones – mitigation required

Fernandina Beach

Facilitated Notes April 30, 2019

Capital Improvements

20-year Capital Improvements – plan not budget – Consensus

Emphasis on the importance of maintenance operating funding – Consensus

Build with longevity and maintenance in mind; life cycle cost – Consensus

Military use of FB – ex: airport – need coordination/liaison; info is crucial – Consensus

Public Facilities

Add objective 10 re: WSWP – include high volume users – Consensus

Floridian Aquifer water data need objective – stay current with LOS – Consensus

Island-wide stormwater management plan and all services; intergovernmental coordination with county

Coordination with county: roads LOS, stormwater, water: potable v. waste, fire rescue, emergency management – Consensus

Need control over these – City of Amelia Island

Coordination FB and county, more public coordination with county – Consensus

Septic tanks – issue: how to fund individual hook ups – find a solution – Consensus

Transportation:

- Toll/charge on bridge

- Investigation of examples of congestion pricing in Florida on existing roadways

- Charge for beach parking

- Feasibility study through TPO

- Preliminary assessment of financial options for both revenue and congestion issues

Establishment of a mobility fee to fund transportation projects, i.e., bike trails – Consensus

Establishment of city-wide network of bike trails – Consensus

Further education on bicycle safety – Consensus

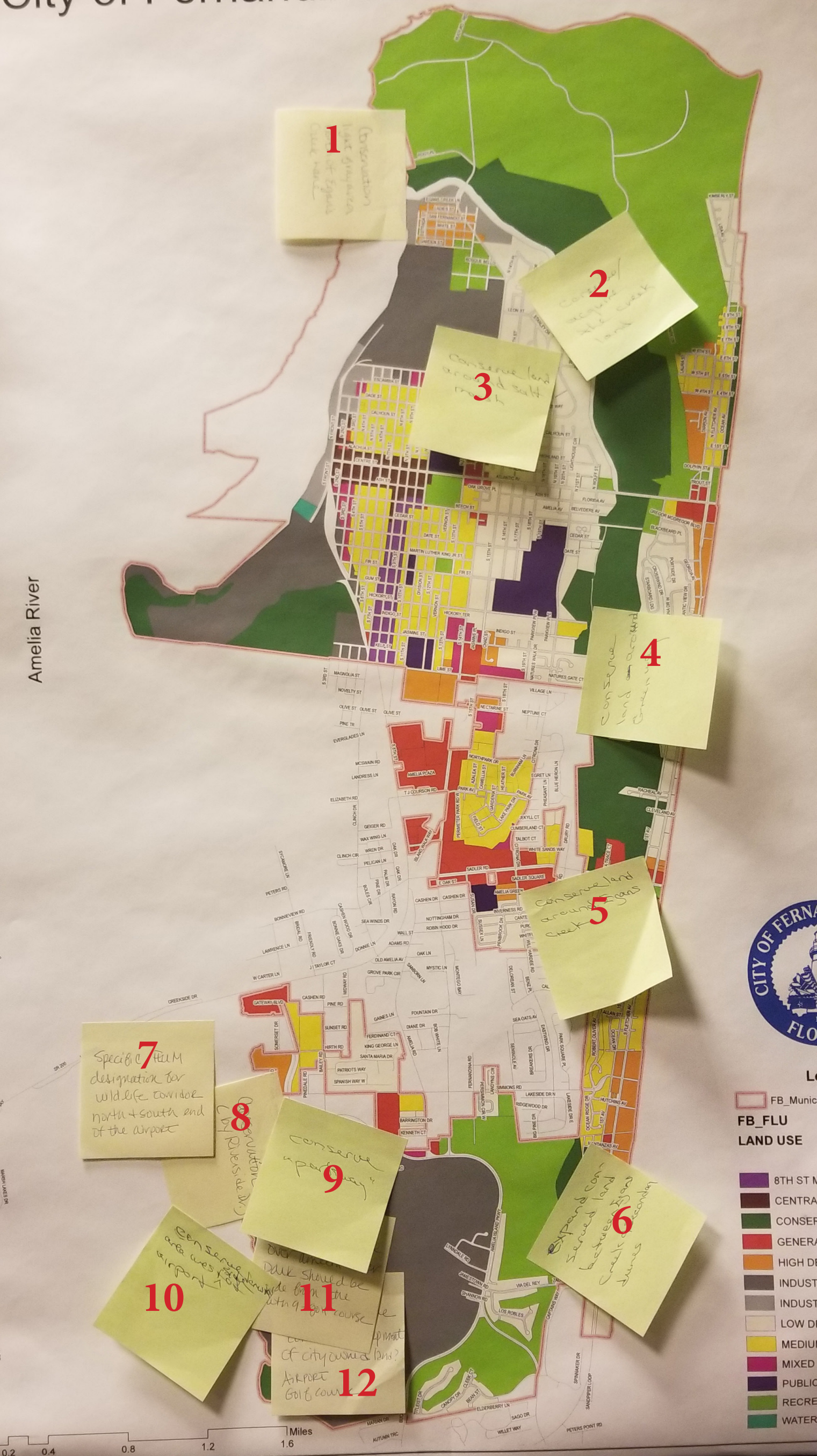
2.05 Level of service standards on state, county roads

- Mechanism to charge new developments for their share of added traffic/trips

All major state, county roads, 8th Street a particular problem - identify strategies to mitigate congestion

Roundabout at Atlantic/S. Fletcher – Consensus

City of Fernandina Beach Future Land Use





Polling - Ideas to
Keep or Delete

FUTURE LAND USE ELEMENT

The primary purpose of the Future Land Use Element is to provide for an effective and efficient balance of the City's anticipated growth demands with its goals for protecting its natural and cultural resources. Further, the goal of the Future Land Use Element is to encourage land uses that promote economic viability for the community while reducing adverse impacts on the natural or cultural environment. The objectives and policies within the Future Land Use Element serve to facilitate its goal through provisions for energy efficient development, growth management, natural resource protection, redevelopment, nonconformities, community character, land use categories, commercial and mixed use land conversion, airport facilities, and availability of land for infrastructure and public school facilities. This element is arguably the most important element in the City's Comprehensive Plan as it lays the foundation upon which the rest of the Plan is built.

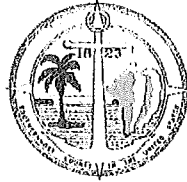
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Keep / Keep w/ Change

FUTURE LAND USE ELEMENT HIGHLIGHTS

1. Better articulates and expands redevelopment incentives and strategies; |||
2. Allows for accessory dwellings in the Low and Medium Density Residential Land Use Categories; |X|
3. Encourages mixed use development transition in existing Commercial Corridors; |||
4. Provides incentives for businesses to locate and stay in the Central Business District; ||
5. Promotes, requires, and directs that new development and redevelopment incorporate energy efficient and sustainable building practices and design; |X|
- 1 6. Incentivizes new development and redevelopment projects that demonstrate compliance with the City's Sustainability goals; |X|
7. Better articulates differences between non-conforming uses and non-conforming structures; |||
8. Identifies neighborhood planning areas as a means to achieve neighborhood stability and cohesion; and ||
9. Requires that all City projects on public property be designed and constructed utilizing low impact development (LID) practices and sustainable building strategies. |X|

MONROE COUNTY, FLORIDA
PLANNING AND ENVIRONMENTAL RESOURCES DEPARTMENT



Future Land Use Map (FLUM) Amendment Application

An application must be deemed complete and in compliance with the Monroe County Comprehensive Plan and Code by the staff prior to the item being scheduled for review

Application Fee: \$6,090.00 (plus \$850 for the BOCC adoption hearing)

The base fee includes two internal staff meetings with applicants; one Development Review Committee meeting, one Planning Commission public hearing; and one Board of County Commission public hearing. If this minimum number of meetings/hearings is exceeded, additional fees shall be charged pursuant to Fee Schedule Resolution and paid prior to the private application proceeding through public hearings.

In addition to the application fee, the following fees also apply:

Advertising Costs: \$245.00

Surrounding Property Owner Notification (SPON): \$3.00 for each property owner required to be noticed

Transportation Study Review: \$5,000.00 Deposit (any unused funds will be returned upon approval)

Advertising and Noticing fees for a community meeting: \$245.00 plus \$3.00/SPON

Date of Request: / /
 Month Day Year

Applicant / Agent Authorized to Act for Property Owner: (Agents must provide notarized authorization from all property owners.)

Applicant (Name of Person, Business or Organization)

Name of Person Submitting this Application

Mailing Address (Street, City, State and Zip Code)

Work Phone

Home Phone

Cell Phone

Email Address

Property Owner: (Business/Corp must include documents showing who has legal authority to sign.)

(Name/Entity)

Contact Person

Mailing Address (Street, City, State and Zip Code)

Work Phone

Home Phone

Cell Phone

Email Address

Legal Description of Property (if in metes and bounds, please attach separate sheet):

Block	Lot	Subdivision	Key Name
Real Estate (RE) Number		Alternate Key Number	
Street Address		Approximate Mile Marker	

Current Future Land Use Map Designation(s): _____

Proposed Future Land Use Map Designation(s): _____

Current Land Use District Designation(s): _____

Total Land Area Affected by Proposed FLUM (in acres): _____

Tier Designation(s): _____

Is the property located within the Military Installation Area of Impact (MIAI): ☐ Yes ☐ No

Existing Use of the Property (If the property is developed, please describe the existing use of the property, including the number and type of any residential units and the amount and type of any nonresidential development):

Please describe the reason for the proposed FLUM amendment (attach additional sheets if necessary):

The Board of County Commissioners adopted Policy 101.5.26 (effective on November 20, 2012). Pursuant to Policy 101.5.26, any private application requesting a future land use map amendment after this effective date which proposes an increase in allocated residential density, must be designated as Tier III and have existing public facilities and services, including central wastewater facilities. Additionally, any private application requesting a future land use map amendment after this effective date which proposes an increase in allocated residential density shall be required to purchase and donate land to offset the proposed increase (includes the requirement to donate acreage or Improved Subdivision lots).

Provide the net change in density for the proposed FLUM amendment. Is there a proposed increase? What steps would be taken to comply with Policy 101.5.26? (attach additional sheets if necessary):

Pursuant Chapters 163 and 380, Florida Statutes, an amendment to the Comprehensive Plan must be consistent with Florida Statute, with the Monroe County Comprehensive Plan, and with the Principles for Guiding Development for the Florida Keys Area, Section 380.0552(7), Florida Statute. Please describe how the proposed text amendment is consistent with each of the following (attach additional sheets if necessary):

- 1) The proposed amendment is consistent with Part II of Chapter 163, Florida Statute. *(At a minimum, please review and address Sections 163.3177, 163.3178, 163.3180, and 163.3184, F.S.)* Specifically the amendment furthers:

- 2) The proposed amendment implements and is consistent with the following Goals, Objectives and Policies of the Monroe County Year 2030 Comprehensive Plan:

- 3) Does the proposed amendment meet adopted level of service standards of the Monroe County Year 2030 Comprehensive Plan (see Policy 101.1.1)? Provide an analysis of the availability of facilities and services corresponding to the proposed amendment. Please attach any Letters of Coordination from utility providers as well:

- 4) The proposed amendment is consistent with the Principles for Guiding Development for the Florida Keys Area, Section 380.0552(7), Florida Statute:

The Board of County Commissioners may consider an ordinance to transmit to the State Land Planning Agency an amendment if the change is based on one or more of the following factors. Please describe how one or more of the following factors shall be met (attach additional sheets if necessary):

- 1) Changed projections (e.g. regarding public service needs) from those on which the text was based

- 2) Changed assumptions (e.g. regarding demographic trends):

- 3) Data errors, including errors in mapping, vegetative types and natural features:

- 4) New issues:

- 5) Recognition of a need for additional detail or comprehensiveness:

6) Data updates:

In no event shall an amendment be approved which will result in an adverse community change of the planning area in which the proposed development is located or to any area in accordance with a Livable CommuniKeys master plan. Please describe how the text amendment would not result in an adverse community change (attach additional sheets if necessary):

* * * * *

Applicants submitting an application for a FLUM amendment shall participate in a concept meeting with the Planning and Environmental Resources Department, as indicated in Section 102-158(d)(3), to discuss the proposed amendment.

Scheduling. A concept meeting shall be scheduled by department staff once the application is determined to be complete.

As part of this concept meeting, department staff will identify whether or not the proposed text amendment will have a county-wide impact. If the proposal is determined to have a county-wide impact, a public meeting with the Board of County Commissioners ("**Impact Meeting**") prior to the application proceeding to the DRC for review is required. The applicant shall coordinate with the Planning Director regarding the date and time of the Impact Meeting; however, all Impact Meetings shall be held in Marathon.

Notice of Meeting. The Impact Meeting shall be noticed at least 15 days prior to the meeting date by advertisement in a Monroe County newspaper of general circulation.

Noticing and Advertising Costs. The applicant shall pay the cost of the public notice and advertising for the Impact Meeting and provide proof of proper notice to the Planning Director.

The Impact Meeting is not to be a public hearing (the BOCC will not vote on the proposal), but a public meeting during which the BOCC may offer their initial opinions and the public may have input on the proposed amendment.

PROOF OF PROPER NOTICING ON THE IMPACT MEETING WILL BE REQUIRED.

Applicants requesting a FLUM Amendment shall provide for public participation through a community meeting.

Scheduling. The applicant will coordinate with the Planning Director regarding the date, time and location of the proposed community meeting; however, all meetings are to be held on a weekday evening at least three (3) months prior to any of the public hearings.

Notice of Meeting. The community meeting shall be noticed at least 15 days prior to the meeting date by advertisement in a Monroe County newspaper of general circulation, mailing of notice to surrounding property owners, and posting of the subject property.

Noticing and Advertising Costs. The applicant shall pay the cost of the public notice and advertising for the community meeting and provide proof of proper notice to the Planning Director.

The community meeting shall be facilitated by a representative from the Monroe County Planning & Environmental Resources Department and the applicant shall be present at the meeting.

PROOF OF PROPER NOTICING ON THE COMMUNITY MEETING WILL BE REQUIRED.

* * * * *

All of the following must be submitted in order to have a complete application submittal:
(Please check as you attach each required item to the application)

- ☐ Completed application form (unaltered and unbound)
- ☐ Correct fee (check or money order payable to *Monroe County Planning & Environmental Resources*)
- ☐ Proof of ownership (i.e., Warranty Deed)
- ☐ Ownership Disclosure Form
- ☐ Current Property Record Card(s) from the Monroe County Property Appraiser
- ☐ Location map
- ☐ Photograph(s) of site(s) from adjacent roadway(s)
- ☐ Signed and Sealed Boundary Survey(s), prepared by a Florida registered surveyor – eight (8) sets (at a minimum, survey should include elevations; location and dimensions of all existing structures, paved areas and utility structures; all bodies of water on the site and adjacent to the site; total acreage by land use district; total acreage by habitat; and total upland area)
- ☐ Typed name and address mailing labels of all property owners within a 600 foot radius of the property(s) – (three sets). This list should be compiled from the current tax rolls of the Monroe County Property Appraiser. In the event that a condominium development is within the 600 foot radius, each unit owner must be included
- ☐ Copy of current Future Land Use Map (request from the Planning & Environmental Resources Department prior to application submittal)

If applicable, the following must be submitted in order to have a complete application submittal:

- ☐ **Notarized Agent Authorization Letter** (note: authorization is needed from all owner(s) of the subject property)
- ☐ **Traffic Study**, prepared by a licensed traffic engineer (*required if application affects specific and defined area*)
- ☐ **Transportation fee** of \$5,000 to cover the cost of experts hired by the Department to review the traffic study – any unused funds deposited will be returned upon approval (*required if application affects specific and defined area*)

If deemed necessary to complete a full review of the application, within reason, the Planning & Environmental Resources Department reserves the right to request additional information.

Additional fees may apply pursuant to the approved fee schedule.

* * * * *

Has a previous application been submitted for this site(s) within the past two years? ☐ Yes ☐ No

Is there a pending code enforcement proceeding involving all or a portion of the parcel(s) proposed for development? ☐ Yes ☐ No Code Case file # _____ Describe the enforcement proceedings and if this application is being submitted to correct the violation: _____

The applicant/owner hereby acknowledges and agrees that any staff discussions or negotiations about conditions of approval are preliminary only, and are not final, nor are they the specific conditions or demands required to gain approval of the application, unless the conditions or demands are actually included in writing in the final development order or the final denial determination or order.

By signing this application, the owner of the subject property authorizes the Monroe County Planning & Environmental Resources staff to conduct all necessary site visits and inspections on the subject property.

I, the Applicant, certify that I am familiar with the information contained in this application, and that to the best of my knowledge such information is true, complete and accurate.

Signature of Applicant: _____

Date: _____

STATE OF _____

COUNTY OF _____

Sworn to and subscribed before me this _____ day of _____, 20____,

by _____, who is personally known to me OR
produced
(PRINT NAME OF PERSON MAKING STATEMENT)

_____ as identification.
(TYPE OF ID PRODUCED)

Signature of Notary Public

Print, Type or Stamp Commissioned Name of Notary Public
My commission expires:

Send complete application package to:

**Monroe County Planning & Environmental Resources Department
Marathon Government Center
2798 Overseas Highway, Suite 400
Marathon, FL 33050**

How about:

The City of Fernandina Beach will evaluate the concurrency of roadways, public schools, public transit facilities, potable water, sanitary sewer, solid waste, stormwater management facilities, parks/recreation, and open space when it considers future land use changes, rezoning, and subdivision and site plans for residential development to ensure adequate capacity is available and consistent with the adopted level of service standards required by the citizens of the City.

All development orders and permits for future development activities shall be issued only if infrastructure facilities necessary to meet level of service standards (which shall be adopted as part of the Capital Improvements Element of this plan) are available and concurrent with the impacts of the development.

Where appropriate, due consideration shall be given to the suitability of land, topography and soils prior to the issuance of any development order or permit. The City shall update its ordinances to ensure enforceability and that the ordinances cover and include all services that shall have an adopted level of service in the city's Comprehensive Plan.

A finding of concurrency made as part of the review of construction plans shall be based on the impact that the final buildout of the proposed development would have on the availability of public facilities.

Subtracting from the total capacity the sum of:

- (a) The demand for the services or facilities created by existing development;
- (b) The demand for the services or facilities created by the anticipated completion of other approved developments for which final development orders have been approved; and
- (c) The demand for the services or facilities created by the anticipated completion of the proposed development under consideration for concurrency determination.

Concurrency Data Base. The City shall develop and maintain an inventory of existing land uses and projected land uses, based upon development order approvals, in order to monitor the impact of development order approvals on the availability of public facilities.

Concurrency review criteria.

A. All development permit applications submitted to the City shall be subject to a review for concurrency with respect to the City's adopted level of service standards for drainage facilities.

The procedure for conducting this review shall be set forth under Sec.----

Requirements for any rezoning within the City Of Fernandina Beach must include:

(1) A written Narrative explaining the following:

(a) Whether the proposed change would be consistent with the future land use map and the goals, objectives and policies of the Comprehensive Plan (See Comprehensive Plan – Future Land Use Element).

(b) The relationship of the proposed change to the existing land use pattern.

(c) Whether the proposed change would lead to the creation of an isolated zoning unrelated to adjacent and nearby districts.

(d) The impact on the availability of adequate public facilities consistent with the level of service standards adopted in the Comprehensive Plan and as defined and implemented through the City's Concurrency Management System Regulations. CREATE CONCURRENCY MANAGEMENT SYSTEM REGULATIONS

(e) Whether changed or changing conditions make the passage of the proposed zoning necessary.

(f) Whether the proposed change will adversely influence living conditions in the neighborhood.

(g) Whether the proposed change will create or excessively increase traffic congestion or otherwise affect public safety.

(h) Whether the proposed change will create a drainage problem.

(i) Whether the proposed change will seriously reduce light and air to adjacent areas.

(j) Whether the proposed change will adversely affect property values in the adjacent areas.

(k) Whether the proposed change will be a deterrent to the improvement or development of adjacent property in accord with existing regulations.

(l) Whether the proposed change will constitute a grant of special privilege to an individual

owner as contrasted with the public welfare.

m) Whether there are substantial reasons why the property cannot be used in accord with existing zoning.

(n) Whether the change suggested is out of scale with the character of the neighborhood.

(o) Whether the use causes a decrease in level of service including concurrency in any area affecting levels of service (for roadways, solid waste, drainage, recreation and open space, potable water, sanitary sewer services, public schools), or causes adverse effects on the health, safety and welfare of the citizens of Fernandina Beach and it is impossible to find other adequate sites in the City for the proposed use in districts already permitting such use that would maintain the adopted levels of service (for roadways, solid waste, drainage, recreation and open space, potable water, sanitary sewer services, public schools), concurrency levels, or adequate services for the health, safety and welfare of the citizens of Fernandina Beach.

Monroe County Comprehensive Plan and Code

For Future Land Use Map (FLUM) Amendment Applications- An application must be deemed complete and in compliance with the Monroe County Comprehensive Plan and Code by the staff prior to the item being scheduled for review Application Fee: \$6,090.00 (plus \$850 for the BOCC adoption hearing). The only job the staff has to do is verify the evidence and the answers. (Can be sold as a time saving device, no compilation of a staff report.) If the application is inadequately completed or inaccurate, it is denied.

Many of our issues come from staff preparing inadequate and inaccurate staff reports. Then they feel the need to defend them. We need the cost of development put back to the developer in providing an application that sets a criteria that meets a high bar.

The application process cannot be filled out by staff. Anyone wishing to develop our get a FLUM change fills out their own application. Put everything in the application that we want. Let's not financially support development by using City staff to do their work for them. Have them fill out their own application. Put together an application that does staff's work for them. We are tired of paying for development.



General Comprehensive Plan Themes

Goal 1: Future Land Use

General Comprehensive Plan Themes

The following are general themes we believe should recur throughout the plan:

- **Long-term planning** for the **sustainability** of the island
- **A sustainable future includes environmental sustainability, social sustainability, and economic sustainability. These must balance each other.** All of these are essential to a sustainable future.

Examples:

- **Environmental sustainability:** temperature moderation, air and water purity, protection from storms and erosion; habitat quality; pollution control; controlling/preventing saltwater intrusion; preparing for sea level rise and warming; dune building
- **Social sustainability:** healthy environment; adequate and healthy food sources; sense of community; quality of life; sense of place; space; low crime; manageable traffic
- **Economic sustainability:** sense of place; businesses relevant to the place and times; decent pay
- **Development/update of sustainability goals in all areas. 1 year**
- **Goals, objectives and policies.** Specific, concrete objectives.
- **Controlled/managed development based on capacity research**
- **Enforcement**
- **Preparation for sea level rise & climate change**
- **Environmental impact statements**

Goal 1: Future Land Use

Research/foundation

We need a strong research foundation in order to make wise decisions for the future of the island.

- **Major analysis of land use needs**
 - **Assumption:**
 - There is no state mandate to accommodate growth
 - All development must be dependent on sustainability, capacity, facilities and services
 - **Capacity:** One of the areas we need critical data on is the capacity of the city. This is a complex topic made up of many elements:
 - Roads & infrastructure: concurrency study
 - Requirement of FDOT road capacity study for new construction involving 5 or more homes or commercial development.
 - Evacuation time & choke points
 - Housing & public facilities: Existing and needs
 - Green space/conservation land
 - Recreation facilities
 - Environmental factors



amelia tree conservancy

General Comprehensive Plan Themes

Goal 1: Future Land Use

- Quality of life
- Well capacity with sea level rise
- Salt water intrusion
- **Identification of wildlife corridors:** Another area we need data on is wildlife corridors. Along with a commitment to conserve them.
 - Conservation of wildlife corridors through acquisition or conservation easements
 - Prohibition of further development on major wildlife corridors
- **Canopy loss and needs:** We need more complete data on our urban forest, both on public and private property. In addition to inventories and GIS data, we need to monitor and measure canopy loss and additions in order to have a firm foundation for planning.
- **Based on data obtained from the studies above, we need to carry out the following:**
 - **Major review and update of FLUM:** We need to identify an appropriate process and methods to serve as a basis of this review.
 - **Update of environmental, social and economic sustainability goals.** This update should be informed by the studies and analyses above.
- **During the time this research and analysis is being conducted (one year), there should be a moratorium on development of vacant parcels.**

Implementation of findings

- Once the findings have been compiled, **specific measurable objectives must be established based on the results.**
- In order to maintain and improve sustainability and to avoid massive costs in the future, a major **shift needs to be made from an emphasis on development to emphasis on growth management.** We should **only permit the types and number of applications that fit in with the capacity of the island and our environmental, social and economic sustainability.** Objective 1.02 in our current Comprehensive plan focuses primarily on avoiding sprawl, but there are other areas of growth, such as density, that need to be managed as well.
- **Elements to be included in implementation of research results:**
 - **Major land conservation effort:**
 - We should **maximize our land conservation during the next five years**, acquiring at least 50 acres in each of the first three years and 20 acres in years four and 5.
 - **Conservation easements should guarantee the conservation status of all lands designated as conservation**
 - In the Comprehensive Plan, the concept of conservation land should be updated to focus on upland forested land as well as wetlands.
 - **Incentives for redevelopment, restoration of our environment and planting;** disincentives for developing vacant parcels
 - **Requirement of low-impact development practices and sustainable building practices in all types of development and redevelopment.** It is essential that structures be built within



General Comprehensive Plan Themes

Goal 1: Future Land Use

and around our environment rather than the environment being obliterated and replaced with buildings.

- **Optimize use of natural storm water management methods.**
- **Maximize pervious surfaces:** Reduce the maximum ratio for impervious surface to 50% or less, regardless of the zoning and function of the structure, to preserve more trees and native understory and optimize storm water management.
 - **Impact fees could be reduced for those building smaller homes.**
- **Requirement of real, in-depth environmental impact statements for all development.** Perhaps developers and builders should be charged a fee to cover this and the city should hire the professional to ensure objectivity.
- **Longer period of staff review of projects; pay for faster service.** This would provide staff to analyze the development/redevelopment more carefully.
- **Incentives for developers and builders to utilize conservation site design, low-impact development and green methodology, and penalties for the failure to adopt up-to-date practices appropriate for our sensitive environment.** Permits should only be issued for developers and builders following these approaches and protecting our environment.
- **LEED-qualified staff:** We need to set higher standards for the credentials of staff, of builders and developers and for their products. We need to identify higher standards in specific measurable goals.
- **During construction, we need a protection zoned for rights of way as well as for trees.**
- **Monitoring and enforcement need to be a priority.** We need to staff for the need. Protection zones need to be monitored to ensure that proper materials are used.
- **Greater protection and planting of shade trees. Stronger protection of heritage trees and canopy streets (as outlined in Goal 5 notes)**
- **Designation, protection and maintenance of wildlife corridors** based on the research outlined above.
- **Scenic vistas (Policy 1.03.07 and 1.03.08, p. 7) along A1A need to be protected because that is state law.**
- **We need to develop policies encouraging or requiring use of native landscaping to improve sustainability.**

Thoughts to Share April 23, 2019

Future Land Use Element

We don't want more growth

Decrease development, focus on conservation

Emphasis on reuse

Track seasonal population and have targets. Tourism has 3 parts: Owner who occupies seasonally, short term stay (hotels and AirBnB), and day visitors

FLUM modifications must consider Coastal Upland Protection Zone (opinion- ignored on Amelia Gallery plat approval)

FLUM Policy 1.02.04: Zoning changes in conflict

Airport Changes: proposed development does not fit Policy 1.08.04

Eliminate Policy 3.03.10

Add City Commissioners!

Visioning goal of increasing conservation land.

We make FLU Map changes monthly that are in conflict with this element. The City has a sub-par Planning Department that cannot put together a decent staff report.

Adopt the Monroe County Environmental resources FLUM amendment application with Fernandina limits included (see scans.)

According to staff all FLUM amendments are compatible and are recommended for approval. They ignore incompatible elements and goals.

Adopt Monroe County, FL process where the developer does the legwork to satisfy requirements.

Set concrete standards for energy efficiency and sustainable building practices and design in Comp Plan.

Neighborhood planning areas need to recognize a sense of place/character.

The onus needs to be on the developer during the development permitting process. We need strong applications that meet citizen desire for better site design techniques.

Green infrastructure practices must be adopted to protect our valuable terrestrial and aquatic resources from direct impacts of development.

We need defined conservation areas to protect high priority animal habitat areas. We need rules that protect a site's natural character.

We need wording to protect maritime forest, tidal creeks and marsh hammocks.

Limit impervious surfaces and keep grading and land disturbing activities to a minimum so natural buffers and vegetation are protected.

Need a plan for the waterfront: Port to Railroad from Dade to Lime, including:

Elevations

Protection

Housing

Floating Structures for Housing

Commerce

Return Central Park to a park:

Relocate tennis, pickleball, baseball to recreational areas

Close Atlantic Avenue in Park

Trees/Lakes/Walking Area

Bulldoze City Hall- Relocate government services

Prioritize redevelopment

Increase parks and open space

Parking should be considered as part of any project. Please consider a moratorium on accepting new permits for housing. We are up to our ears now.

Reduce impacts on the environment.

Incentives are important in creating housing for our teachers, firemen and police.

More jobs created with incentives to bring better small businesses that pay higher salaries.

Deal with the parking scenario to help business growth in downtown.

Truly do need to put a stop on more residential development until we deal with the traffic patterns and bicycle paths/lanes.

Create a combination of housing/apartments with shopping/food/restaurants for remote workers.

Prioritize redevelopment over new development to the maximum extent possible.

Allow for accessory dwellings subject to sustainability and infrastructure limitations.

Incentivize adaptive reuse over new development.

Prioritize social/family wellbeing over commercial wants.

Fernandina Beach
Future Land Use Map Comments*
April 23rd and 25th

1. Conservation light gray area north of Egan's Creek Ln.
2. Conserve/acquire the creek land
3. Conserve land around salt marsh
4. Conserve land around green way
5. Conserve land around Egan's Creek
6. Expand conserved land between Egan's Creek and secondary dunes
7. Specific FLUM designation for wildlife corridor north and south of the corridor
8. Conservation (by Riverside Dr.)
9. Conserve "parkway"
10. Conserve forest area westside of airport
11. City should take over Amelia River Park, should be made from South-9 golf course
12. How can we control development of city-owned land (airport, golf course)

****Numbers correspond with numbered Post-Its in the FLUM photograph***



Polling: Ideas to
Keep or Delete

HISTORIC PRESERVATION ELEMENT

The Historic Preservation Element is intended to protect and preserve the historic and cultural resources within the City of Fernandina Beach and to promote public awareness of the benefits of preserving such resources. This is the first time the City has had a Historic Preservation Element in the Comprehensive Plan. Consideration of the needs for future survey and study of cultural and historic resources in the community are a part of this element, as are policies that strengthen and support historic preservation practices that have been a part of Fernandina Beach since the 1970's. The Element goal is that the City shall ensure preservation and protection of historic, archaeological, paleontological, and cultural resources within Fernandina Beach.

Delete

HISTORIC PRESERVATION ELEMENT HIGHLIGHTS

1. Continue to conduct historic, cultural, and archaeological resource surveys as needed, and update and develop ordinances, guidelines, and databases that seek to protect and preserve cultural and historic resources;
2. Ensure protection of archaeological resources;
3. Establish programs and policies that incentivize historic and cultural resource preservation;
4. Emphasize the City's role in being a good steward and leader in protection of historic resources;
5. Encourage maintenance and preservation of historic structures;
6. Include historic and cultural resources in post-disaster redevelopment planning;
7. Encourage compatible design and planning within and surrounding historic districts;
8. Increase community awareness of historic and cultural resource preservation;
9. Protect and revitalize non-designated historic structures and neighborhoods;
10. Promote historic preservation as a form of sustainable development;
11. Maintain and protect Bosque Bello Cemetery; and
12. Increase intergovernmental coordination regarding historic and cultural resource preservation.

Keep or Keep with
Changes

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Keep all objectives in Historic Preservation
Element 1



Goal 11: Historic Preservation

Research/foundation

In addition to previous studies and additional ones that might be recommended, the following needs to be done:

- We need a study that identifies the **most important factors that create a sense of place** for Fernandina Beach. In other words, what natural and manmade characteristics make people love Fernandina Beach or return here? This will provide strong guidance on priorities we should have in maintaining our economic, social and environmental sustainability.
- In the research recommended in Goal 1, we recommended research on **canopy loss and needs**. This also relates to our old and established trees in the city, which are part of our cultural heritage. We need more complete data on our urban forest, both on public and private property. In addition to inventories and GIS data, we need to monitor and measure canopy loss and additions in order to have a firm foundation for planning.

Implementation

Based on surveys, we know that our canopy and our ancient trees are among the factors that create a sense of place in Fernandina Beach. We need to provide more protection for our mature trees.

The following changes must be made immediately:

- Maintenance in city parks, rights of way and Bosque Bello **must be done by dedicated, trained staff**. This function may be handled by full-time staff or contracted out, but it is critical that we stop the abuse that is done to our canopy by mowers, weed-wackers, failure to water trees recently planted, etc.
- Both the trees and stones in **Bosque Bello** have been ruined by maintenance staff. This must be addressed by appropriate hiring and training.
- The mature trees in our parks and in rights of way are abused by machinery, vehicles, equipment of various kinds being repeatedly parked and rolled over tree roots.

Compaction is one of the main threats to trees.

- The city must restrict parking on tree roots. This can be done with the use of mulch, decorative fencing, etc. Violations must be fined.
- The city must educate individuals or organizations that utilize city parks so that they don't abuse our mature trees.
- Permits must be denied if the individuals or organization cannot guarantee that tree roots will not be subjected to compaction. This must be monitored by Enforcement and fined when it occurs.

Other important policies and objectives:



amelia tree conservancy

Goal 11: Historic Preservation

- **Our oldest and most magnificent trees, even our Heritage Trees, are abused because their branches and roots extend beyond property lines.** Old trees and heritage trees must be protected from this behavior because they are primary to our sense of place and moderate the city temperature. These restrictions may limit building on a lot, but these are features of the lot when that lot is purchased, which means it was the choice of the buyer to acquire that situation. These restrictions will also pressure property owners to build around and within their environment.
 - Property owners must be restricted in cutting limbs larger than 5 inches in diameter on trees that extend over their property.
 - Property owners may not cut roots larger than 3 inches in diameter that cross property lines into their yards.
- Policy 11.07.07 states that the City shall **cooperate with local preservation organizations** in identifying existing and potential local historic preservation issues and in addressing solutions to those issues... Cooperation with organizations that conserve trees and other aspects of our environment should be added to these policies and specific goals should be set.
- We need to **expand and incentivize our heritage tree program.**

Thoughts to Share April 23, 2019

Historic Preservation Element

Townhouses are not historically correct in Fernandina Beach.

There are no Sanborn Maps with townhouses.

Stick to the existing elements in the Comprehensive Plan that attempt to maintain the historic district. Evaluate the public's view of success vs. failures.

We need a Comprehensive Plan/Ordinance to spare, save, preserve archaeological artifacts, including enforcement.

We need a Mill to Port plan that protects from and mitigates for sea level rise and flooding.

Make sure that the grave digging at Bosque Bello does not interfere with tree roots and there is no mechanical damage to the trees and their bark.

Make sure that Indian bones and artifacts found in Bosque Bello do not disappear.

Develop and articulate well-researched histories of our historic districts: Example: Downtown is not just "The Birthplace of the Modern Shrimping Industry". These histories will inform and perhaps encourage fitting development. They will also be useful for Fernandina's Bicentennial in 2025!

Include discussion of how Fernandina became Fernandina Beach: Boundaries, Government, Merging.

Expand Historic District to River, Dade, 8th, Lime.

Identify properties "at risk" and develop stabilization and recovery plans for each.

We need to find ways to inform/educate residents and visitors about our history.

We need to "protect, promote and preserve" (Museum's mission statement) the history of Old Town.....Timucua Indians, French, Spanish, English periods, Yulee.

We must preserve the Plaza and the Bluff!

Create a walking path along Marine Street to prevent more paths being created down the Bluff and causing erosion.

Place more rope/pole sections to prevent driving on Plaza.

N. 14th Street from Broome north is VERY dangerous. A walk/bike trail must be made soon. Visitors need to come in safety to the north end.

Move the Museum to the Standard Marine building, which would provide better accessibility to our history.

Add Objective: Identify and secure dedicated, earmarked funding for historic preservation.

Add Objective: Identify and secure funding to promote historic preservation, including tax credits. d

Innovative open space options.



Polling : Ideas to
Keep or Delete

3 HOUSING ELEMENT

The goal of the Housing Element of the Comprehensive Plan is to ensure that the City supports the provision and maintenance of an adequate inventory of safe, sanitary and energy efficient housing in suitable neighborhoods at affordable costs that meets the needs of the City's present and future residents. This element provides policies and objectives that generally focus on meeting demand for a variety of housing types, reducing or eliminating substandard housing, providing for affordable housing, and providing sites for group homes and group residential facilities.

HOUSING ELEMENT HIGHLIGHTS

1. Ensure adequate sites for various housing types, including affordable housing, are available to meet established demand;
2. Perform a housing needs assessment and update it every 5 years;
3. Ensure the availability of public facilities at adopted level of service standards for all housing;
4. Encourage the preservation of safe and sanitary housing;
5. Encourage rehabilitation, reuse and maintenance of existing housing;
6. Establish a neighborhood planning program;
7. Encourage increasing the supply of affordable and workforce housing to meet demand;
8. Evaluate the adoption of incentives for development of affordable housing;
9. Ensure that sites zoned for group homes and foster care facilities will be available at suitable locations; and
10. Encourage energy efficiency and sustainable construction in the design and construction of new housing and in the rehabilitation of existing housing.

Keep with
Changes

Keep or

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Comprehensive Land Use Planning as it relates to housing needs to

- 1.) Stop being aspirational and be developed via SMART Goals (see attached)
- 2.) The city needs to adopt various ordinances that provide specific meaningful definitions for the COMP Plan documents including “adequate sites”, “appropriate locations” (one and the same?) “affordable housing”, “Inclusionary zoning”, “low impact development”, “SMART growth guidelines” which lead “sustainable planning & building.
- 3.) City should consider incentivizing redevelopment (currently vacant land That has been built on before – with or without structures.)
- 4.) Place a 1-year moratorium on development of vacant land until assessment of the capacity of the island is completed, as outlined in the land use goal.

The City shall ensure that adequate sites for the various housing types, including affordable housing, are available within the City to meet the established demand, or **until complete build-out of developable properties.**

DELETE **until complete build-out of developable properties** because speculative development contradicts Comp plan, sustainable development, and conservation goals. Criteria need to be established to assess adequate sites.

Policy 3.01.05.

The City shall continue to provide land use designations on the **FLUM and zoning districts on the official zoning map** to ensure that appropriate locations are available for single family, duplex, and multi-family housing units within the City. As you are currently doing, clear up FLUM/comp plan discrepancies creating a FLUM that is based on conservation of maritime forest ecosystem services, soil limitations, and flood zones, and infrastructure capacity.

FLUM, Comprehensive Plan and Land Development Code must align.

The City shall maintain Land Development Code policies that minimize barriers to the development of existing vacant lots. Delete this policy. Or at least add the city's newly adopted policy that details methods for conservation of land inside the city limits.

Policy 3.03.10.

The City shall consider adopting, as part of its Land Development Code, incentives for developers of affordable housing which may include, but not be limited to, the following:

- a. Density bonuses - Incentivize vertical density over horizontal.
- b. Reduction or waiver of eligible impact fees (excludes water/sewer impact fees) for inclusionary housing.
- c. Incentivize for affordability via bonuses for mixed use development.
- d. Reduction of site requirements Delete this going forward in the new EAR document.
- e. Green building and energy efficiency certifications
- f. Expedited permitting for sustainable best management practices.
- g. Incentivize builder developers for redeveloping existing spaces to meet other community needs (schools, affordable housing, community meeting spaces)
- h. Incentivize builder developers to use cost-effective housing types (manufactured ADUs and small footprint homes).

Policy 3.04.05 Group Homes

Establish ordinances and processes to permit group homes for developmentally challenged, disabled veterans...

Policy 3.06.01.

The City shall promote energy efficiency, resource management and conservation for new and existing housing in an effort to keep housing costs at a minimum and to conserve resources. The Standards exist, but need to be formally adopted by COFB. Incentives for LEED, Green Building Standards and Certification Systems, GBCI, Green Business Certification Inc., Green Globes, Greenguard, National Green Building Standard certification,

Policy 3.03.____ create

The City will establish Conservation Priority Zones based on critical habitat assessment (in conjunction with existing surveys by ATC, Sierra Club, etc) and establish an ordinance to mitigate loss by having a developer secure land in specified areas (Conservation Priority Zones)

Sustainability

The Comprehensive Plan will support and maintain the physical, mental, and spiritual well-being of our citizens; support and maintain robust diverse economies; and support and maintain the natural resources that provide ecosystem services to all inhabitants. Sustainable growth meets the needs of the present population without compromising the ability of future generations to meet their needs, by maintaining a healthy economy, environment, and society.

Environmental Criteria

- Redevelopment of predeveloped land

- Green construction methods

- Environmental Threshold standards as measured by Biophysiochemical monitoring (for example)

- Quality of life threshold standards as measured by periodic traffic volume monitoring (for example)



amelia tree conservancy

Goal 3: Housing

- Do we have **updated housing needs data**?
- Comprehensive plan needs **specific, measurable goals**.
- We need to integrate all of our **updated data related to capacities (Goal 1: Future land use)** into planning for housing.
- The following terms need **definition**:
 - Affordable housing
 - Adequate site (this would include FEMA flood map, USDA soil survey and other data)
 - Sustainable construction
- **Affordable housing**:
 - We need a requirement for **“inclusionary zoning”** to address affordable housing needs, with a specific standard and clear definition. It is unhealthy to have affordable housing blocked together in one location/area. It needs to be distributed throughout the city.
 - We need to look to ideas from other states, such as converting an unused shopping center to school or housing space
 - Small footprint homes could address a number of needs, especially of small lots in certain parts of the city, and be more environmentally sustainable
- We need a strong, specific **requirement for low-impact development, conservation site design and green building standards** incorporated into the Comp Plan and strongly reflected in the LDC, **with education, monitoring and enforcement** backing them up. These should be done within 6 months.
- City needs to **incentivize redevelopment** (currently vacant land that has been built on before – with or without structures.) and place a 1-year moratorium on development of vacant land until assessment of the capacity of the island is completed, as outlined in the land use goal.
- Policy 3.04.05. **Group homes**: This section needs a specific reference to the state standards covering group home facilities, staffing and programs.
- Policy 3.06. **Energy Efficiency & sustainability**
 - Policy 3.06.02 The following should be added:
 - **standards and time line for incorporating low-impact development. conservation site design and green building into the LDC (6 mo.) and fully implementing the new standards (no more than 12 mos.), to include education, monitoring and enforcement.**
 - **conservation of mature trees, native understory and native soil, as outlined in the conservation section (could also add some of the language in the previous point)**

Thoughts to Share April 23, 2019

Housing Element

Maintaining community identity

Energy efficiency and sustainable construction requires enforcement, education and incentives

How do we define affordable?

Want tourism, but don't want people that come with it

3.03.10: Eliminate incentives for density bonuses/mixed use bonus/reduction in site requirements. These are not effective in creating affordable housing.

Strike 3.03.10

We already did an affordable housing study. No more affordable housing is needed. City supplies 25% of the affordable housing in the County. They need to catch up.

A contributing building adds to the historic character rather than subtracting from it.

Don't subsidize town homes.

Limit capacity of island and City. Determine road capacity before any increase in housing density. Don't allow failing roads.

Encourage redevelopment.

Prevent overdevelopment and tree loss.

I would like to see "home rule" when it comes to strong concurrency of roads, stormwater management facilities, open space, parks and recreation.

Any development order or permit for future development activities shall be issued only if infrastructure facilities (described above) meet the community's standards of service that are stronger than the State requires.

City shall update all ordinances to ensure enforceability.

Volume of traffic must be considered for all changes in land use or zoning.

The City should have an annual traffic concurrency review at the end of each calendar year so we know if thresholds for failing roads have been breached/exceeded.

From 2014-2017, the City averaged 138 new residential units per year (new building permits issued). Housing starts are not as significant as people represent. This averages approximately 12 new home starts per month which is relatively low.

Provide a housing needs assessment as needed, rather than every 5 years.

Put an incentive in for homeowners that are renting their property at a price that is affordable (i.e., 25% of gross income for example.)

Keep incentives in for property owners that invest/choose to build in “run down” areas- keeping a piece of history.

If people are remodeling give an incentive to those that keep a part of history.

Better relationship with County!

How many group homes are there?

Need enforcement for energy efficiency and sustainable construction in new housing.

Generally approve of all housing objectives!

Thoughts to Share April 25, 2019

Intergovernmental Coordination Element

Coordinate storm water management between city and county. Follow city tree ordinance/wetlands filling prior to annexation. Coordinate traffic concurrency. Cumulative impact must be examined and evaluated prior to approval (traffic) coordination between city and county. Coordinate between city and county for reforestation program for entire island.

Coordinate environmental storm runoff. Coordinate environmental issues: run off of storm water, cutting of trees, traffic limitations – too much traffic from “cumulative” developments in city and county, septic systems need checked and enforced.

City and county to coordinate on projects that want to annex. Projects must follow city’s tree ordinance prior to projects removing one tree. Coordinate city and county getting funding for septic systems being replaced so that there is no drainage into Egan’s Creek of e.coli. No filling of wetlands before county developments – single residential and larger developments must follow city ordinances. City and county work together on an island-wide reforestation project. Create regulations and standards for air quality and water quality.

Intergovernmental coordination

City Needs to have a working relationship with county health department

Septic Systems As referenced in 5.07.07 and 4.03.08

Need an enforceable requirement for testing the integrity of the septic systems.

Need to adhere to water quality testing requirements according to state guidelines.

Record results and, if outside limits, then enforcement...

A requirement for repair/replacement of leaking systems, or hook up to city sewer when possible.

This also needs to apply to county properties that impact city property. (Inter-government coordination). Example: County residential property adjacent to the Greenway.

Thoughts to Share April 25, 2019

Port Facilities Element

Dade Street: Dade St. speeding, parking trucks overnight, truckers' garbage, truckers unloading loads prior to port entry

Fix truck parking outside of port entrance, enforce trash restrictions, limit or restrict hazardous materials

Utilize assets to make a profit for the community, that it is environmentally sustainable

Commercial traffic from the bridge through 8th Street, all the way through Dade St. Dade needs stop signs to control speed of trucks and cars. Overnight stopping, standing, parking of trucks. Garbage dumping on truck route, garbage not being picked up. Lack of security at the port. Increase of port traffic.

Comp plan needs to be specific and measurable, not aspirational. Port needs to be environmentally responsible, enforced and overseen by some outside plan.

No further impact on character of historic neighborhoods. No expansion of current port's footprint. Maintain as "boutique port" with no hazardous materials coming in or going out of port. Port to provide ship to shore power for container. Port to become a green port and become environmentally sustainable. Get the port to support our local community air quality by financing new scrubbers and scrubber improvements for the mills.

Port Authority plan for non-port parking during off-hours; coordinate with county. Maximize efficiency of port (Boutique). Hazardous materials – environmentally sustainable. No expansion of port beyond current boundaries in order to retain surrounding areas historic neighborhood. City and PA mutually develop uses that will be mutually beneficial to city and county. Green port (ship to shore electric), environmentally sustainable.



GOAL 5P: PORT SUB- ELEMENT

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Objective 5P.02.	
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Collaboration with Local and Regional Maritime, Commercial and Industrial Interests	Page 5P-8

GOAL 5P | PORT FACILITIES ELEMENT

THE PORT OF FERNANDINA SHALL MAINTAIN, PLAN AND DEVELOP THE PORT LOCATED IN FERNANDINA BEACH, IN ACCORDANCE WITH MARKET FORECASTS AND THE COMMUNITY'S COMMERCIAL AND INDUSTRIAL RESOURCES, TO CREATE JOBS AND STIMULATE LOCAL AND REGIONAL ECONOMIC DEVELOPMENT WHILE MAINTAINING AND ENHANCING THE UNIQUE CHARACTER OF THE CITY OF FERNANDINA BEACH, PROVIDING FOR THE HEALTH, SAFETY AND ECONOMIC WELFARE OF THE COMMUNITY, PROTECTING THE LOCAL MARINE ENVIRONMENT, AND NOT EXPANDING INTO THE SURROUNDING HISTORIC RESIDENTIAL NEIGHBORHOOD.

OBJECTIVE 5P.O1.

PORT DEVELOPMENT

Within the City of Fernandina Beach, the Port of Fernandina shall pursue phased planning and development, consistent with the goals of the City of Fernandina Beach Comprehensive Plan and the mandates of Florida Statutes.

POLICY 5P.O1.O1.

The Port of Fernandina shall prepare a Port Master Plan Map – a land use and inventory map of existing coastal uses including all existing infrastructure including fuel storage tanks, storm water management, zoning, wetland and other vegetative communities, undeveloped areas, areas subject to coastal flooding, public evacuation routes, historic preservation areas and conservation areas. The Port Master Plan Map will be posted on the City website and updated at least annually.

POLICY 5P.O1.O2.

Within the City of Fernandina Beach, the Port of Fernandina shall not expand port operations beyond industrially waterfront zoned or industrially zoned land (as depicted on the 2011 Comprehensive Plan Map). The Port of Fernandina will not expand any ancillary operations including parking lots into the historic district or any other residentially or mixed use zoned land (as depicted in the 2011 Comprehensive Plan Map and in the Land Development Code) with the exception of 501 North 3rd Street and the adjacent parking lot east of the property.

POLICY 5P.O1.O3.

Prior to any new proposed development or redevelopment, within the City of Fernandina Beach, the Port of Fernandina will conduct an analysis of the environmental, socioeconomic, and fiscal impact on the City of Fernandina Beach.

The analysis will delineate the required infrastructure to support this development or redevelopment and the plans and principles to be used to control development and redevelopment to eliminate or mitigate the adverse impacts on coastal wetlands; living marine resources; unique wildlife habitat; historical and archaeological sites; other fragile coastal resources and the adjacent historic district.

The analysis will be presented to the City of Fernandina Beach for their review and comment. Those comments will be submitted to the Port Council or other state or federal agencies with any new funding requests.

POLICY 5P.O1.O4.

The Port of Fernandina shall continually maintain and upgrade its in-water and upland facilities to derive the best use from its infrastructure.

POLICY SP0101

The Port of Fernandina shall coordinate with the U.S. Army Corps of Engineers and the City of Fernandina Beach, regional, state and federal regulatory agencies for maintenance dredging of the Amelia Island River, as needed to accommodate waterborne commerce operations.

POLICY SP0105

Prior to any future development or redevelopment to the Port of Fernandina, within the City of Fernandina Beach, all plans or proposals for development or redevelopment shall be reviewed by the City of Fernandina Beach for meeting all applicable Comprehensive Plan policies, land development regulations, City Ordinance requirements and provide that financial assurances are made that required public facilities will be in place to meet the demand imposed by the completed development or redevelopment. Such public facilities will be scheduled for phased completion to coincide with demands generated by the development or redevelopment.

OBJECTIVE SP02

ECONOMIC DIVERSIFICATION

The Port of Fernandina shall explore opportunities to develop synergies between its waterborne commerce operations and other economic resources in the area.

POLICY SP0201

The Port of Fernandina shall seek potential users to achieve maximum site utilization.

POLICY SP0202

The Port of Fernandina shall explore complementary upland developmental opportunities, but not within the boundaries of the Fernandina Beach historic district.

POLICY SP0204

The Port of Fernandina shall continue its participation in Foreign Trade Zone 64 with JAXPORT and shall explore other possible partnering opportunities.

OBJECTIVE SP03

ST. MARY'S RIVER ENTRANCE CHANNEL AND AMELIA RIVER ACCESS

The Port of Fernandina may pursue maintenance dredging activities from the St. Mary's River Entrance Channel to the Amelia River leading to the Port to provide the water depths needed to serve ships and barges that call at the Port. Maintenance dredging activities and the management of spoil material shall be pursued in a manner consistent with the State Comprehensive Plan's goals and policies addressing stewardship of water resources, coastal and marine resources, and natural systems.

POLICY SP0301

The Port of Fernandina may undertake maintenance dredging, as required to ensure safe navigational conditions for the ships and barges calling at its facilities.

POLICY SP0302

Prior to any maintenance dredging the Port of Fernandina in agreement with the Corps of Engineers and other federal, state, or local agencies shall identify an

environmentally acceptable spoil site for the disposal of the dredged material the channel dredging projects generate.

OBJECTIVE 5P.04.

INTRACOASTAL CONNECTIONS

To take better advantage of its proximity to the Intracoastal Waterway, the Port of Fernandina may support initiatives to improve Intracoastal connections.

POLICY 5P.04.01.

The Port of Fernandina may cooperate with entities seeking to improve conditions along the Intracoastal Waterway.

POLICY 5P.04.02.

The Port of Fernandina, within the City of Fernandina Beach, will not accept, transfer, load or store coal, coal ash, or Liquefied Natural Gas (LNG).

OBJECTIVE 5P.05.

HIGHWAY ACCESS AND CONNECTIVITY

The Port of Fernandina may collaborate with local, regional, and state agencies to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

POLICY 5P.05.01.

The Port of Fernandina shall be required to mitigate traffic impact to the surrounding residential neighborhood, by designing the facilities, and/or scheduling arriving truck traffic to eliminate the queuing of trucks outside the gates.

POLICY 5P.05.02.

The Port of Fernandina shall work with the City, the TPO, the Florida Department of Transportation, the local community and other entities to gain funding for any needed improvements to roads over which Port truck traffic must travel.

POLICY 5P.05.03.

The Port of Fernandina shall implement a plan to prevent truck access or egress from the Port on North Front (south of Calhoun Street), North Second (south of Broome Street), and North Third Streets in an effort to reduce truck traffic effects on adjoining residential properties.

OBJECTIVE 5P.06.

RAIL SERVICE AND CONNECTIVITY

The Port of Fernandina shall collaborate with Genesee & Wyoming and CSX, or their successors, to obtain the best possible service and interchanges.

POLICY 5P.06.01.

The Port of Fernandina may continue its use of the on-site rail line and shall seek opportunities for more efficient use of the rail line.

POLICY 5P.06.02.

The Port of Fernandina shall collaborate with railways, FDOT, and the City to improve the warning devices at the Dade and Front Street highway-rail grade crossing to increase safety, with the goal of reducing fatalities and injuries.

OBJECTIVE 5P.07.

AIRPORT SERVICE AND CONNECTIVITY

The Port of Fernandina may collaborate with City airports to develop the intermodal connections needed for the efficient movement of goods to and from its facilities.

POLICY 5P.07.01

The Port of Fernandina may work to explore service opportunities for the efficient movement of waterborne goods through the Port.

OBJECTIVE 5P.08.

NATURAL RESOURCE PRESERVATION AND PROTECTION

The Port of Fernandina shall conserve and protect natural resources including forests, wetlands, fish, marine life, and wildlife, and shall cooperate with federal, state, regional, and local agencies in developing sound environmental impacts of Port development and operations.

POLICY 5P.08.01

The Port of Fernandina shall limit specific and cumulative impacts on water quality to maintain the integrity of the Amelia River and maintain the applicable water quality standards. In doing so, the Port shall design the drainage system on its property to meet National Pollution Discharge Elimination System (NPDES), Florida Department of Environmental Protection, and St. Johns River Water Management District water quality standards and shall coordinate its efforts with federal, state, regional, county and city governmental agencies.

POLICY 5P.08.02

The Port of Fernandina shall not place or build structures including pier or pier extensions in wetlands, wetland transition areas, or conservation area and shall not conduct activities which degrade any wetlands and/or wildlife habitat.

POLICY 5P.08.03

The Port of Fernandina shall continue to coordinate with state and federal agencies, the Cumberland Sound Pilots Association, and other interested organizations to protect manatee and right whale communities surrounding the Amelia River Basin.

POLICY 5P.08.04

The Port of Fernandina shall use best management practices during construction, operation and maintenance at the Port facility. All new development or redevelopment at the Port of Fernandina, within the City, shall meet or exceed applicable Federal, State, and local regulations.

POLICY 5P.08.05

A plan, including a proposed funding source, to remediate the surface drains which currently empty directly into the Intracoastal Waterway and wetlands will be developed by April 1, 2019.

POLICY 5P.08.06

The Port of Fernandina shall coordinate and implement strategies with industry and the City to meet the air quality standards established by the EPA and DEP.

POLICY 5P.08.07.

The Port of Fernandina will devise a feasibility plan by April 1, 2019 concerning the benefits and costs of installing and requiring ship to shore power at the Port of Fernandina.

OBJECTIVE 5P.09.PROTECTION FROM NATURAL HAZARDS

The Port of Fernandina shall implement or exceed the measures required by the City of Fernandina, Nassau County and other agencies to protect human life and property from natural hazards.

POLICY 5P.09.01.

All new development or redevelopment at the Port of Fernandina, within the City, shall meet the standard of construction for V Flood Zones or a higher standard and be maintained as required by local ordinance and shall not have any adverse effect by increasing the elevation or velocity of flood waters or in increasing flows due to change in drainage or flow characteristic (e.g. change in direction) on the subject site, adjacent properties, or any public or private right-of-way.

POLICY 5P.09.02.

The Port of Fernandina shall design and construct all development or redevelopment at the Port in accordance with the Unified Florida Building Code and Fernandina Beach City Ordinances including obtaining all required City permits and floodplain elevation certificates.

POLICY 5P.09.03.

The Port of Fernandina shall prepare a hurricane contingency plan and keep its plan up to date, ensuring that it is consistent with city and county emergency plans. This plan will be filed with the City on or before June 1st of each year.

POLICY 5P.09.04.

The Port of Fernandina shall implement post-disaster redevelopment procedures to reduce or eliminate exposure to human life and property to natural hazards. These procedures shall include the structural modification or removal of facilities that have experienced repeated storm damage.

OBJECTIVE 5P.10.PROTECTION FROM MAN-MADE DISASTERS

The Port of Fernandina shall reduce exposure to harm human life and property from manmade disasters by implementing sound safety and security programs.

POLICY 5P.10.01.

To provide a safe operating environment, the Port of Fernandina shall implement required Federal, state and local safety and health measures and ensure that operations are conducted in accordance with those measures.

POLICY 5P.10.02.

The Port of Fernandina shall prepare and implement the security plan mandated and approved under state and federal guidelines. Funding Port Security is a priority and shall preempt funding of any new development or redevelopment in the City of Fernandina Beach.

POLICY SPB003

The Port of Fernandina in cooperation with all federal authorities shall prohibit the handling of unauthorized hazardous materials and shall be prepared to contain hazardous material spills that could occur at the Port facility site.

POLICY SPB004

At the Port of Fernandina all emergency contingency materials and equipment necessary to mitigate petroleum spills in the water shall be stored onsite by April 1, 2019. This shall be verified by the Fernandina Beach Fire Chief or his designee on or before April 1st of each year.

POLICY SPB005

A waterfront facility, which is a facility of particular hazard as defined in 33CFR 126.3, shall not be allowed in Waterfront Industrial or I-W zoned areas.

POLICY SPB006

The Port of Fernandina shall prepare an evacuation contingency and warning plan to evacuate the adjacent area in the event of a toxic spill, toxic gas release, Port fire, or other manmade disaster and keep its plan up to date, ensuring that is consistent with city and county emergency plans. This plan shall be filed annually with the City no later than April 1st.

OBJECTIVE SPJ1
BUDGETARY PROCESS

The Port of Fernandina shall implement a budgetary process that balances Port revenues, operating expenses, and capital expenditures needed to satisfy the anticipated market demand and capture new market share.

POLICY SPB007

The Port of Fernandina shall monitor tariffs and fees charged by neighboring ports, both north and south, and shall implement a competitive fee structure.

POLICY SPB008

The Port of Fernandina shall update its capital improvement plan annually to reflect budgetary and market changes, prioritizing implementation to obtain the best return on facility investments. The capital improvement plan shall be filed with the City annually on or before April 1st.

OBJECTIVE SPJ2
FUNDING OPPORTUNITIES

The Port of Fernandina shall pursue diverse funding opportunities to accelerate the rate at which it can implement its capital improvement plan.

POLICY SPB009

The Port of Fernandina shall prepare a briefing for area legislators, the City, and the public in the fall of each year to review the Port's financial status, proposed capital improvement budget and to reacquaint them with the Port's economic impact on the region and the important of its needs being addressed in the state's budget process.

POLICY 5.P.2.02

The Port of Fernandina shall actively seek grant funds from state and federal sources and shall supplement funding needs not met by grants with loans from commercial lending institutions and/or governmental entities.

POLICY 5.P.2.03

The Port of Fernandina shall explore opportunities for public/private partnerships in the development and redevelopment of the Port.

OBJECTIVE 5P.3.COMPATIBILITY WITH THE CITY'S COMPREHENSIVE PLAN

The Port of Fernandina shall work with the City of Fernandina to ensure that port maintenance and development or redevelopment activities are compatible with and support the programs and policies contained in the City's Comprehensive Plan.

POLICY 5P.3.01

The Port of Fernandina shall coordinate its planning and development efforts with the City of Fernandina Beach to ensure that the Port's planned projects and land uses comply with the City's Comprehensive Plan, including the Conservation and Coastal Management Element and Land Development Code and are compatible with adjacent land uses.

POLICY 5.P.3.02

The Port of Fernandina shall continue to coordinate with the Fernandina Beach Historic District Council to ensure preservation and restoration of significant historical sites that fall within the jurisdiction of the Port Authority facility. Where Port property is adjacent to the Historic District, a 30-foot landscaped buffer shall be maintained.

POLICY 5.P.3.03

The Port of Fernandina shall coordinate with the City to ensure the provision of adequate infrastructure and utilities for Port operations.

OBJECTIVE 5P.4.PLAN IMPLEMENTATION COORDINATION

The Port of Fernandina shall be proactive in coordinating its development efforts with local, state and federal permitting agencies and other private entities to ensure that its development and operations are carried out in accordance with the public interest and regulatory requirements.

POLICY 5P.4.01

The Port of Fernandina shall obtain community input prior to implementing any Port development program.

POLICY 5P.4.02

The Port of Fernandina shall comply with the provisions of the permits governing its in-water and upland development program.

OBJECTIVE 32.15.

GOVERNMENTAL AND AGENCY COORDINATION

The Port of Fernandina shall coordinate its development and redevelopment program with applicable agencies to promote sound planning and economic opportunities.

POLICY 32.15.01

The Port of Fernandina shall support the economic development initiatives of the City of Fernandina Beach, by pursuing activities that expand economic opportunities.

POLICY 32.15.02

The Port of Fernandina shall review the economic development initiatives of Nassau County and support when consistent with the City of Fernandina Beach Comprehensive Plan.

POLICY 32.15.03

In addition to city and county governments, the Port of Fernandina shall cooperate with the Northeast Florida Regional Council; the St. Johns River Water Management District; the Florida Departments of Transportation, Environmental Protection, and Economic Opportunity; the U.S. Army Corps of Engineers, and other applicable agencies in implementing the goals, objective and policies as delineated in the Comprehensive Plan.

POLICY 32.15.04

The Port of Fernandina shall develop a strategic plan with a 10-year horizon which shall at a minimum include the elements listed in FS 311.14 – Seaport Planning and which adequately addresses the applicable requirements of FS 163.3178. To the extent feasible, the port master plan must be consistent with the City Comprehensive Plan.

The Port of Fernandina shall submit the Master Plan to the City for consistency review with City of Fernandina Beach Comprehensive Plan. Any inconsistencies that cannot be resolved with the Port of Fernandina shall be noted in the Port Master Plan and shall not be adopted in the Comprehensive Plan by reference.

OBJECTIVE 32.16.

COLLABORATION WITH LOCAL AND REGIONAL MARITIME, COMMERCIAL, AND INDUSTRIAL INTERESTS

To help achieve its primary goal of economic development, the Port of Fernandina may cooperate with other Northeast Florida interests as they seek to expand the region's commercial and industrial base.

POLICY 32.16.01

The Port of Fernandina may participate in the efforts of local and regional groups pursuing area wide economic development.

POLICY 32.16.02

The Port of Fernandina may cooperate with JAXPORT to pursue areas of common interest, such as cargo handling synergies, regional promotional campaigns and special funding opportunities.



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PUBLIC SCHOOL FACILITIES ELEMENT

The City, working in coordination with the Nassau County School Board, Nassau County, and the towns of Callahan and Hilliard, adopted school concurrency elements in 2008. This element provides the necessary integration of planning for public school capacity with comprehensive planning by ensuring the availability of public schools prior to approval of residential construction. Although no longer required by state law, the City has retained this element in order to strengthen the connection between school planning, general land use, and comprehensive planning.

Polling: Ideas to
Keep or Delete

Delete PUBLIC SCHOOL FACILITIES ELEMENT HIGHLIGHTS

Keep or Keep + Change

1. Sets levels of service standards to be achieved and maintained;
2. Requires a that a financially feasible public school capital facilities program be adopted to ensure that the adopted level of service standards are met;
3. Provides for a process and uniform methodology for proportionate share mitigation; and
4. Ensures coordination of public school planning.

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11

Thoughts to Share April 23, 2019

Public Schools Element

For the future, any and all development needs to conform to what the concurrency standards are for schools

The School Board should share their one year, 5 year, and 20 year data and whether current facilities have sufficient capacity to serve future development on the island.

Developers should carry any mitigation costs when there is not sufficient school capacity.

Need school concurrency- check on that.

Please have communication between the School Board and the City. City should have a representative at School Board meetings, and the School Board should have a representative at City meetings.

Improve coordination by formalizing the lines of communication between the City and School Board officials.

Want to coordinate more.

Thoughts to Share April 29, 2019

Recreation and Open Space Element

Restrict Public/Private Partnerships on Riverfront

No development with insufficient evacuation times

Referendum required for any sale of conservation land

Aggressive fines for tree removal

Reforestation plans

Protect Bosque Bella trees

Get land where you can

Identify and map lands for potential acquisition as park space is very important

Also important:

- Utilize sustainable materials and low-impact development practices in park construction

- Plant native landscaping and employ xeriscaping in parks to reduce irrigation, fertilizer and pesticide use

- Emphasize pedestrian and bicycle access to parks and recreation areas

- Identify how open spaces are to be utilized

Appendix 2:

Materials Submitted After the Public Open House Meetings

Members of the Planning Advisory Committee provided detailed comments specific to the objectives and policies of the Multi-modal Transportation Element, and the Economic Development Element. In addition, Planning Advisory Committee members and another member of the public provided their insights on aspects of the current comprehensive plan and related processes that require change, as well as their recommendations on the nature of the needed changes.

EAR COMMENTS

GROWTH MANAGEMENT. The manmade and natural systems that support our community and all of Amelia Island are becoming stressed and we need to do a better job of evaluating and controlling new residential, commercial, and industrial development.

THE IMPACT OF WATERFRONT INDUSTRY. Major industries and our port facility are located along the Amelia River and have a significant environmental and visual impact on the entire community and the nearby neighborhoods. Efforts must continue to reduce any adverse environmental impacts (e.g., air quality) as well as taking the necessary steps to insure that they present an attractive appearance particularly in relation to the historic district.

QUALITY OF DEVELOPMENT. Zoning and building codes are necessary to maintain minimum safety and health standards, but they often do not result in the construction of buildings that complement and support the neighborhood within which they are located. Fernandina Beach would benefit from a design review process under the auspices of a Design Review Board with design professionals.

INCREASING TRAFFIC CONGESTION. Fernandina Beach has limited vehicular access due to its location on Amelia Island. As car and truck traffic continues, the congestion along 8th Street and other local streets will continue to increase and the level of service will decline. There is not an easy solution to this problem. We need to evaluate all new commercial, industrial, and residential development to understand how traffic congestion will be impacted, and be prepared to take steps to mitigate any adverse traffic impacts.

PROTECT SENSITIVE CONSERVATION LAND. Protect and preserve environmentally sensitive lands by acquiring conservation land as identified in part by the North Florida Land Trust.

HURRICANES AND FLOODING. We need to take reasonable steps to increase protection against threat of hurricanes and flooding resulting from sea level rise. Strengthen building codes, approve amended flood plain ordinance, storm management facilities, harden utilities, consider beach and dune impacts, and other infrastructure, review update first floor elevations.

WALKING AND BIKE TRAILS. In conjunction with Nassau County, expand and enhance a connected system of walking and bike trails for Fernandina Beach and all of Amelia Island.

CITY/COUNTY COORDINATION FOR ALL OF AMELIA ISLAND. FB's success in addressing many of our long-term goals is tied to a large extent to what happens in the balance of Amelia Island. Land conservation strategies, environmental protection, beach and dune protection, land use planning, storm water protections, traffic congestion, bike trails, etc. all would benefit if the City of FB and Nassau County developed a better system to coordinate our planning and implementation strategies.

PUBLIC TRANSPARENCY. We are facing a good deal of public skepticism and distrust, which makes it very difficult to successfully carry out the plans and implementing actions that will follow. As part of our comprehensive plan we need to establish clear goals and procedures for keeping the public informed and for soliciting input on an ongoing basis.

R. Clark
5/2019

EAR Priority Issues

1. Concurrency and Levels of Service current Inventories and Projections based on authorized FLUM build-out must be determined, and the standards and capacities reviewed for accuracy by _____ date _____ for the following:
 - a. Conservation and Natural Resource [including open space, vistas, Maritime Forests, wildlife corridors.]
 - b. Fire and Rescue
 - c. Parks and Recreation
 - d. Police
 - e. Potable Water
 - f. Sanitary Sewer
 - g. Schools
 - h. Solid Waste
 - i. Storm Water Management
 - j. Transportation including roadway capacity and public transit facilities.

Otherwise, concurrency analysis fatally flawed.

2. Stringent City oversight of construction sites and “as built” compliance with approved plans for LDC and Comp Plan compliance must be adequately staffed by City representatives. The costs of this requirement shall be borne by the development applicant.
3. The comprehensive plan acknowledges that there is no legal or planning mandate to accommodate unrestricted future growth. All new development must be dependent on sustainability, levels of service, and concurrency compliance. The regulatory emphasis shall be shifted from the encouragement of development to rigorous growth management.
4. The application for and review of requests for zoning changes shall be expanded to include:
 - a. The relationship of the proposed change to the existing neighboring land use pattern,
 - b. Whether changed or changing conditions make necessary the proposed change,
 - c. Whether the proposed change will adversely influence living conditions in the nearby neighborhoods,
 - d. Whether the proposed change will significantly increase traffic congestion or otherwise affect public safety,
 - e. Whether the proposed change will adversely affect property values in nearby neighborhoods.
 - f. Whether the proposed change will be a deterrent to the improvement or development of nearby property if developed in accordance with then existing authorized use.
 - g. Whether the proposed change will constitute a grant of special privilege to the applicant contrasted to neighboring properties and the public welfare.
 - h. Whether the proposed change enhances or diminishes the concurrency and level of service standards of the Comprehensive Plan.
5. Mobility impact fees must be determined and collected by the City, not the county.

6. New developments of more than 5 units shall be required to pay for city study of traffic impact, including taking into account the cumulative effect of adjacent future development authorized by the FLUM designation assuming maximum authorized density and utilization.
7. Future Land Use Amendment and Zoning Application requirements should be expanded to place responsibility on applicant to provide concurrency and level of service analysis by professionals of the City's choosing. [See Monroe County Model]
8. Development Order, Platt, PUD and similar applications must contain a separate exhibit from the applicant on which the proposed project is overlaid on a map showing all FLUM and zoning boundaries on and adjacent to the project site.
9. Evaluation of new development impact on evacuation planning must take into account transportation conditions from the boundaries of the City to areas of reasonable safety, including choke points.
10. The City shall evaluate the potential impact of saline incursion into its potable water sources.
11. Low impact and sustainable development standards shall be modified from "encouraged" to "mandated."
12. Reduce the percentage of impervious services to 50%
13. Increase the wetland and environmentally sensitive land buffer from 25 to 50 ft.
14. A heightened and comprehensive program of tree protection and reforestation shall be enacted no later than _____date_____.

Fernandina Beach

ECONOMIC DEVELOPMENT ELEMENT

Please provide us with any comments you may have regarding this goal:1 response

Attract businesses/give incentives for small businesses and less industry

Please provide us with any comments you may have regarding Objective 12.02:1 response

Notes from meeting were to 'cap' hotel construction

Please provide us with any comments you may have regarding Policy 12.02.03:1 response

Bike paths- many requested more/better bike accessibility

Please provide us with any comments you may have regarding Policy 12.06.01:2 responses

Notes from the meeting- citizens wanted a 'truck waiting area' off-island so the truck cue is not backed up near homes downtown- partner with the county on obtaining land for this
Establish waiting queue for trucks off island- partner with the county so they are not backed up or using historic district as a 'rest'area'.

Please provide us with any comments you may have regarding Policy 12.06.04:1 response

Update this?

Please provide us with any comments you may have regarding
Objective 12.07:^{1 response}

Offer incentives to teachers and 1st responders for housing.

List any other major issues not covered above:^{1 response}

County should participate in paying for recreation facilities Resilient and Sustainable Economic Development – consider changing the name of element

Fernandina Beach EAR Multi-Modal

Please provide us with any comments you may have regarding the Multi-Modal Transportation Element goal:1 response

I would add that multi-modal transportation should work in concert with the other elements of the comprehensive plan.

Please provide us with any comments you may have regarding Objective 2.01:1 response

are there measurable objectives for reducing release of greenhouse gases?

Please provide us with any comments you may have regarding Policy 2.01.01:1 response

have mobility strategies been implemented and what impact did they have?

Please provide us with any comments you may have regarding Policy 2.01.02:1 response

looks like a shopping list and doesn't really provide much guidance

Please provide us with any comments you may have regarding Policy 2.01.03:1 response

was the VMT baseline developed and what is the result?

Please provide us with any comments you may have regarding Policy
2.01.04:1 response

what strategies were implemented?

Please provide us with any comments you may have regarding Policy
2.01.05:1 response

what progress has been made?

Please provide us with any comments you may have regarding Policy
2.01.06:1 response

how did we do?

Please provide us with any comments you may have regarding
Objective 2.02:1 response

do we have a roadway improvement map and a multi-modal circulation plan?

Please provide us with any comments you may have regarding Policy
2.02.01:1 response

can we see annual reports?

Please provide us with any comments you may have regarding Policy
2.02.03:1 response

Do we have a 5 year and 20 year FTCM and when was it last updated? does it address all forms of transportation as identified in this document? How is FB's FTCM correlate with the FTCM with Nassau County and the region?

Please provide us with any comments you may have regarding Policy
2.02.04:1 response

is rail part of our plan? if not it should be.

Please provide us with any comments you may have regarding Policy
2.02.05:1 response

seems like this same point is made repeatedly.

Please provide us with any comments you may have regarding Policy
2.02.06:1 response

is this a land use goal also? can we be specific about what areas are discouraged for "sprawl" ?

Please provide us with any comments you may have regarding Policy
2.02.07:1 response

examples?

Please provide us with any comments you may have regarding Policy
2.02.08:1 response

there is a correlation between this goal and parking. the more parking the more cars.

Please provide us with any comments you may have regarding Policy
2.02.09:1 response

good point. but we need to deny projects that exceed the capacity of our multi modal system to accommodate the proposed development.

Please provide us with any comments you may have regarding Policy
2.02.10:1 response

yes. but again, developments and large building projects need to be denied if transportation system is not adequate to handle the traffic.

Please provide us with any comments you may have regarding
Objective 2.03:1 response

this is primarily a land use policy

Please provide us with any comments you may have regarding Policy
2.03.01:1 response

not clear what this means

Please provide us with any comments you may have regarding Policy
2.03.03:1 response

yes! and city must be prepared to deny permits for projects that can't be supported by the multi-modal system.

Please provide us with any comments you may have regarding Policy
2.03.05:1 response

these may be good policies but it seems like they ought to tie to broader goals or objectives. what are we trying to accomplish?

Please provide us with any comments you may have regarding Policy
2.03.06:1 response

these may be a good policy but it seems like they ought to tie to broader goals or objectives. what are we trying to accomplish?

Please provide us with any comments you may have regarding Policy
2.03.12:1 response

agree but should apply to residential developments too

Please provide us with any comments you may have regarding Policy
2.04.01:1 response

do we have this?

Please provide us with any comments you may have regarding
Objective 2.05:1 response

there is existing rail service in FB for industry and we should have policies that relate to rail to address crossings, switching yards, noise, and long range desires regarding expansion or closure.

Please provide us with any comments you may have regarding Policy

1.05.01:1 response

what are the highest priority standards? what are secondary standards?

Please provide us with any comments you may have regarding Policy

2.05.02:1 response

why are city streets a C LOS standard and FDOT is E? Or county streets D? does the existing FB street system meet all of these standards? if not which ones fall short?

Please provide us with any comments you may have regarding Policy

2.05.03:1 response

this is a good policy. have we complied i all cases with our new buildings and development?

Please provide us with any comments you may have regarding Policy

2.05.05:1 response

was this amendment done?

Please provide us with any comments you may have regarding Policy

2.05.08:1 response

I agree with this policy. Has this been implemented to its fullest in all cases? if not where has that occurred?

Please provide us with any comments you may have regarding Policy

2.05.09:1 response

do we have the baseline?

Please provide us with any comments you may have regarding Policy

2.05.11:1 response

what are city and county impact fee amount?

Please provide us with any comments you may have regarding
Objective 2.06:1 response

this appears to address the roadway system exclusively. what about bike trails, sidewalks, and other components of the multi-modal system?

Please provide us with any comments you may have regarding Policy
2.06.01:1 response

too detailed?

Please provide us with any comments you may have regarding Policy
2.06.02:1 response

should include bike paths, sidewalks and other elements of the multi-modal system, as well as streets.?

Please provide us with any comments you may have regarding Policy
2.06.03:1 response

has this been done?

Please provide us with any comments you may have regarding Policy
2.06.04:1 response

was this done? results?

Please provide us with any comments you may have regarding Policy
2.06.05:1 response

was this done? results?

Please provide us with any comments you may have regarding Policy
2.06.06:1 response

was this done? results?

Please provide us with any comments you may have regarding Policy
2.07.01:1 response

was this done? results?

Please provide us with any comments you may have regarding Policy
2.08.03:1 response

8th street is 4 lanes south of lime

Please provide us with any comments you may have regarding Policy
2.08.04:1 response

isn't this point covered earlier? need to avoid redundant policies throughout.

Please provide us with any comments you may have regarding Policy
2.08.05:1 response

is there a city wide bike and pedestrian trail plan that connects to the entire island and county? is it up to date? if not we need to have this.

Please provide us with any comments you may have regarding Policy
2.09.02:1 response

yes!

Please provide us with any comments you may have regarding
Objective 2.11:1 response

Is the FB street and rail system capable of handling increased shipping activity at the port facility? what impact on the FB multi-modal system will occur with added port activity?

Please provide us with any comments you may have regarding Policy
2.11.01:1 response

what does "coordinate" entail?

Please provide us with any comments you may have regarding Policy
2.11.04:1 response

has this been done?

Please provide us with any comments you may have regarding Policy
2.12.04:1 response

do we need pedestrian and bike facilities to the airport?

Please provide us with any comments you may have regarding
Objective 2.13:1 response

permanent high volume parking lots near downtown should be paved and parking fees assessed

Please provide us with any comments you may have regarding Policy
2.13.07:1 response

all multi-modal facilities must be ADA compliant.

Please provide us with any comments you may have regarding
Objective 2.14:1 response

off-street parking downtown should not be free. should the general taxpayer pay for free parking for businesses and visitors?

Please provide us with any comments you may have regarding Policy
2.14.01:1 response

did this happen?

Please provide us with any comments you may have regarding Policy
2.14.03:1 response

yes

Please provide us with any comments you may have regarding
Objective 2.15:1 response

parking fees should be implemented.

Please provide us with any comments you may have regarding Policy 2.15.01:1 response

parking fees should be implemented.

List any other major issues not covered above:1 response

some points were repeated several times and the document can be edited and shortened to improve overall readability. In some instances the specific policy was so detailed that I wasn't sure exactly what the over arching goal was. as a general rule many goals and objectivities lacked any measurement data so its hard to know what would be considered satisfactory completion. and finally, it would be helpful if the plan assigned a priority to the various actions listed. as it is, there are so many goals and objectives that its hard to know what comes first, second, etc.

Fernandina Beach EAR Future Land Use Element (FLUE)

Please provide us with any comments you may have regarding Policy 1.01.01:1 response

Climate change? That seems to be too large of a task for the city to develop a strategy to reduce climate change.

Please provide us with any comments you may have regarding Policy 1.01.02:1 response

The City shall adopt the highest conservation and sustainability based national standards in its LDC and Building Code.

Please provide us with any comments you may have regarding Policy 1.01.04:1 response

The City shall establish and publish herein a progressive timetable for the percentage of City total energy generated from renewable sources.

Please provide us with any comments you may have regarding Policy 1.01.06:1 response

Need to extend this date- I have not seen where this has been done.

Please provide us with any comments you may have regarding Policy 1.01.07:1 response

This is difficult- even impossible for some Historic buildings which make up most of the cities holdings.

Please provide us with any comments you may have regarding Policy 1.01.08:1 response

These encouragements shall be converted to mandates.

Please provide us with any comments you may have regarding Policy
1.01.09:1 response

These incentives should be converted to regulations.

Please provide us with any comments you may have regarding Policy
1.02.02:1 response

The factual baseline for this policy shall be created. Necessary inventory and planning studies shall be undertaken by the City on or before January 1, 2021 and thereafter continuously updated: Total existing capacity for infrastructure regarding: Conservation and Natural Resources Drainage and Storm Water Fire and Rescue Police Potable Water Schools Sanitary Sewer Solid Waste Transportation Total existing use of infrastructure regarding: Conservation and Natural Resources Drainage and Storm Water Fire and Rescue Police Potable Water Schools Sanitary Sewer Solid Waste Transportation On or before January 1, 2021 and Total existing unused capacity of infrastructure assuming the development of remaining unused land assuming the highest rate of use permitted under current FLUM standards regarding: Conservation and Natural Resources Drainage and Storm Water Fire and Rescue Police Potable Water Schools Sanitary Sewer Solid Waste Transportation

Please provide us with any comments you may have regarding Policy
1.02.04:2 responses

Each Concurrency and Level of Service Element for Conservation and Natural Resources, Drainage and Storm Water, Fire and Rescue, Police, Potable Water, Schools, Sanitary Sewer, Solid Waste, and Transportation shall be included in this analysis
Zoning changes in conflict

Please provide us with any comments you may have regarding Policy
1.02.05:1 response

Consider minimum standards for tree replacement that require reasonable maturity of the replacement tree and/or which require a multiple for replacement trees to removed trees.

Please provide us with any comments you may have regarding Policy
1.02.09:1 response

City shall promptly amend any properties that have been identified as incorrectly zoned...

Please provide us with any comments you may have regarding Policy
1.02.10:1 response

City should consider sight line safeguards for coastal zone construction standards.

Please provide us with any comments you may have regarding Policy
1.02.12:2 responses

For new or replacement structures in the historic district, architectural consistency with the District vernacular should be enhanced.
Create a 'downtown district'

Please provide us with any comments you may have regarding Policy
1.02.13:1 response

Residential balance should result in the prohibition of Town homes as they were not a feature of historic Fernandina Beach

Please provide us with any comments you may have regarding Policy
1.03.01:2 responses

There must be enhanced intergovernmental coordination with Nassau County and SJRWMD regarding floodplain management, especially at the boundaries of Egan's Creek.
add maritime forests, tidal creeks, and marsh hammocks

Please provide us with any comments you may have regarding
Objective 1.04:1 response

Blighting of Residences and Vacant Buildings shall be prevented by vigorous code enforcement

Please provide us with any comments you may have regarding Policy
1.04.04:1 response

Develop downtown district overlay

Please provide us with any comments you may have regarding
Objective 1.05:1 response

While rising real estate prices in Fernandina Beach may discourage an increase in affordable housing, the City should assure the maintenance of the existing inventory of government subsidized affordable housing.

Please provide us with any comments you may have regarding Policy 1.05.01:1 response

Which objective? Neighborhood conservation? Need to be more specific.

Please provide us with any comments you may have regarding Policy 1.06.01:1 response

Some people wanted to eliminate this.

Please provide us with any comments you may have regarding Policy 1.07.02:1 response

Add the word "accessory"?

Please provide us with any comments you may have regarding Policy 1.07.03:1 response

Hurricane evacuation planning shall regularly be updated to assure adequacy and efficiency for current and projected populations. Multi-governmental coordination shall be enhanced to assure timely and efficient travel to safety.

Please provide us with any comments you may have regarding Policy 1.07.15:2 responses

Any change in the FLUM map from Conservation to another designation shall be approved by a referendum to be effective. Aggressive efforts shall be undertaken to designate additional conservation land in the FLUM map. Emphasis should be placed on flood mitigation and protection of the maritime forest.

wording to protect maritime forest, tidal creeks and marsh hammocks

Please provide us with any comments you may have regarding Policy 1.07.18:1 response

Add minimum standards to paving materials

Please provide us with any comments you may have regarding Policy 1.08.01:1 response

consider wider bike paths when possible like the Amelia Trail

Please provide us with any comments you may have regarding Policy 1.08.03:1 response

Add element for local full-time resident focus

Please provide us with any comments you may have regarding Policy 1.08.04:1 response

Comments from meeting about new Airport development not fitting with this policy...

Please provide us with any comments you may have regarding Policy 1.09.08:1 response

in lieu of printed materials- have location for neighboring communities on their website?

Please provide us with any comments you may have regarding Policy 1.10.03:1 response

For the future, any and all development needs to conform to what the concurrency standards are for schools

List any other major issues not covered above:2 responses

Windstorm resiliency standards shall be enhanced and inspections and enforcement shall be adequate to assure compliance.

Incentivize adaptive reuse over new development. Increase parks and open space and have an annual goal for acquisition. Expand Historic District to River, Dade, 8th, Lime We need a Mill to Port plan that protects from and mitigates for sea level rise and flooding. We need a Comprehensive Plan/Ordinance to spare, save, preserve archaeological artifacts, including enforcement.

Fernandina Beach HISTORIC PRESERVATION ELEMENT

Please provide us with any comments you may have regarding Policy

11.01.01:2 responses

Expand Historic District to River, Dade, 8th, Lime
to include Bosque Bello Cemetery

Please provide us with any comments you may have regarding Policy

11.01.07:2 responses

Historic or reuse of non-conforming properties in the historic district
and discourage demolition of non-contributing properties within the historic district as well.

Please provide us with any comments you may have regarding Policy

11.01.11:1 response

add the word 'to' between fees and encourage.

Please provide us with any comments you may have regarding Policy

11.02.01:2 responses

Update this date
Update the date on this.

Please provide us with any comments you may have regarding Policy

11.02.03:1 response

Make developer responsible?

Please provide us with any comments you may have regarding Policy

11.03.06:2 responses

Prioritize stormwater and utility updates in fragile historic and waterfront areas

add designated protected trees.

Please provide us with any comments you may have regarding Policy
11.03.19:1 response

and encourage full-time residents downtown

Please provide us with any comments you may have regarding Policy
11.04.01:1 response

-strengthen this for across the city, not just historic districts.

Please provide us with any comments you may have regarding Policy
11.04.04:1 response

We need to be more specific here-

Please provide us with any comments you may have regarding Policy
11.05.01:2 responses

have a fund dedicated to disaster/damage to historic properties and downtown
Add establish reserves for potential disasters.

Please provide us with any comments you may have regarding Policy
11.05.05:1 response

incentives for fire suppression upgrades to historic structures

Please provide us with any comments you may have regarding
Objective 11.06:1 response

We need to be more specific with this- example: 9th st metal buildings...

Please provide us with any comments you may have regarding Policy
11.06.04:1 response

consistent sidewalks, signage and lighting throughout Historic/CBD

Please provide us with any comments you may have regarding Policy
11.06.06:2 responses

Widened bike/pedestrian paths

There shall be no broken pathways or roadways in the historic district and CRA.

Please provide us with any comments you may have regarding Policy
11.07.01:1 response

social media?

Please provide us with any comments you may have regarding Policy
11.07.04:2 responses

add walk-overs in dangerous in non-contiguous areas downtown and waterfront

*shall allow bicycle parking in right-of-ways for bike rentals?

Please provide us with any comments you may have regarding Policy
11.07.05:1 response

...and adaptable reuse of buildings not quite historic?

Please provide us with any comments you may have regarding Policy
11.08.01:2 responses

Designate a 'downtown district'

This is the same as the above Objective.

Please provide us with any comments you may have regarding Policy
11.08.02:1 response

Make more accessible to public

Please provide us with any comments you may have regarding Policy
11.10.08:1 response

Has this been done?

List any other major issues not covered above:2 responses

Identify properties “at risk” and develop stabilization and recovery plans for each.

The city shall not have any parking garages but utilize increased one way streets as a more safe, affordable and accessible way of parking downtown.

From: [Kelly Gibson](#)
To: [Moehring, Margo](#)
Subject: FW: Input to EAR ideas on Comp Plan revisions
Date: Friday, May 24, 2019 12:00:08 PM

More Feedback, rolling in!

Kelly N. Gibson, AICP
Planning & Conservation Director

City of Fernandina Beach
204 Ash Street
Fernandina Beach, FL 32034
****NEW PHONE NUMBERS****
MAIN: 904.310.3480
DIRECT: 904.310.3481
kgibson@fbfl.city
www.fbfl.us/planning

Disclaimer: According to Florida Public Records Law, email correspondence to and from the City of Fernandina Beach, including email addresses and other personal information, is public record and must be made available to the public and media upon request, unless otherwise exempt by the Public Records Law. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: buchanaw@aol.com <buchanaw@aol.com>
Sent: Friday, May 24, 2019 9:00 AM
To: santrylaw@gmail.com; PAB 3 <PAB3@fbfl.org>; pete2305@bellsouth.net; jenny@summerhouse Realty.com; groland.pab@gmail.com; racndm@me.com
Cc: Philip Chapman III <pchapman@fbfl.org>; Kelly Gibson <kgibson@fbfl.org>
Subject: Input to EAR ideas on Comp Plan revisions

Dear PAB board members and City representatives,

I was at the Wednesday meeting and I had a couple of additional ideas I forgot to present to you. I apologize for that and I hope it is not too late to offer these ideas for your consideration. It seemed as though you were still going to mull over the various ideas presented and refine them. So I hope this is still acceptable.

I made the point at the meeting, in reaction to Mr. Clark's observation that discrepancies between what has been permitted and what has been built could perhaps be caught prior to issuance of the Certificate of Occupancy, that by the time one gets to the final inspection for the Certificate of Occupancy it is too late for many things to be corrected. But I thought maybe it would be useful to get into more detail on that. It was stated during the hearings on the controversial Shell Cove development, when the loss of trees was a major issue relative to the small lot variance request, that a Code Compliance officer was present whenever a lot was cleared in the City to ensure trees designated for protection were not taken down. I will assume this was said with good intentions and sincere belief, but it is simply not true.

I was one of the first residents of Highland Dunes subdivision (another small lot variance), purchasing one of the two new houses on Dade Street that had been built about one year earlier. I watched one lot after another get cleared and built. I am talking about over a dozen lots I personally watched as they got

cleared. A City compliance person was never present. There was supposed to be a 15-foot conservation easement down the back lot lines of all lots in Highland Dunes. As the subdivision got developed, I saw those 15-foot strips of conservation land get cleared and grubbed and replaced with St. Augustine sod and planted shrubbery. Many if not most of the trees came down with the excuse that they were not healthy or that they represented a hazard.

The City planning staff were nice enough to pull the plat to read the notes and see what the Conservation Easement actually read on the recorded plat. All it said was that trees over 5.5 inch diameter would be saved. This was the same as the City's tree protection ordinance, so in fact the "Conservation Easement" was nothing at all! The developer had clearly duped the City into approving the small lot variance in return for a worthless empty promise. Trees that were supposed to be protected came down anyway, mostly because they were inconvenient.

So this boils down to the main point here: we need to codify these conservation elements and then enforce the code. Prior to site development, during the permitting phase and then following up prior to any site clearing, those protective measures in the Comp Plan Section 5 need to be reflected in the zoning map and codified in the Land Development Code. No wetland development, period! Wildlife corridors and higher quality natural habitats, sensitive environmental resources, forested areas protected, no exceptions! It is fine to have all this language in the Comp Plan, but if it is not carried through to regulate the reality of the developments it is just empty posturing. 14th and Lime would not have happened if we adhered to the Comp Plan section that says quite clearly that development will not be allowed in wetlands. If we as a City formally proclaim in the Comp Plan that we want "conservation design", "cluster development", "Florida Friendly landscaping", etc. then all this needs to be codified and new permits should reflect all these things. A new home or subdivision should not end up with St. Augustine sod. (By the way, contrary to Commissioner Ross' assertion, gray water is very commonly used to irrigate landscapes and golf courses, especially where water conservation has become a necessity.)

So back to the need for a Code Compliance person to be present before and during site clearing and periodically during site development and construction: the permit should stipulate those trees to be protected, a protective zone to be placed around trees or any other sensitive environmental resource with a temporary barricade such as construction fencing, erosion control and temporary stormwater management measures such as silt fencing or temporary stabilization methods (straw, annual grass seed, erosion blanket, chemical stabilizers for steep slopes, run-off diversions or baffles to prevent gullyng) should be stipulated, access and egress plans to minimize compaction or disturbance near protected trees, proper waste disposal including washing of batch concrete/mortar mixers in a controlled manner (I cannot count the number of sterile patches left in yards including my own because batch plants were cleaned out and a layer of mortar or concrete was left buried an inch or two under the soil). So by all means, increase the cost of permitting to allow the City to hire more code compliance officers and make sure they show up EVERY time a lot is scheduled to be cleared to first check that all the protective measures are in place and then show up more frequently to make sure the protective measures are respected.

Lastly, I would recommend the City not hire just an arborist, but a natural sciences professional. A person with broader natural sciences expertise can encompass the tree protection aspects to the extent needed, but since the Comp Plan is going so much further to inventory and protect wetlands, wildlife habitats, and other high quality environmental resources, it would behoove us to have someone who actually can recognize and manage such resources (we might already have such a person with Kathy who manages the Greenway). If we rely on the St. Johns River Water Management District for wetland protection, we end up with wetland development, such as 14th and Lime, and it is allowed because the developer purchases wetland mitigation credits at some wetland bank anywhere in the St. Johns watershed. Wetland mitigation acres down by Palatka truly does not mitigate wetland losses here on our island. It is perfectly legal and permissible for the City to more strictly regulate wetlands beyond the Army Corps or the SJRWMD. So if we say "no development in wetlands" we should have our own expert to verify a wetland delineation and participate in the permitting to enforce our City requirements for wetland protection.

Sorry this is so long. Thanks so much for considering what we are offering as input. Thanks also for

doing such a good job on this. I was very impressed with the intelligence and good faith demonstrated by your summation of all that public input.

Sincerely,

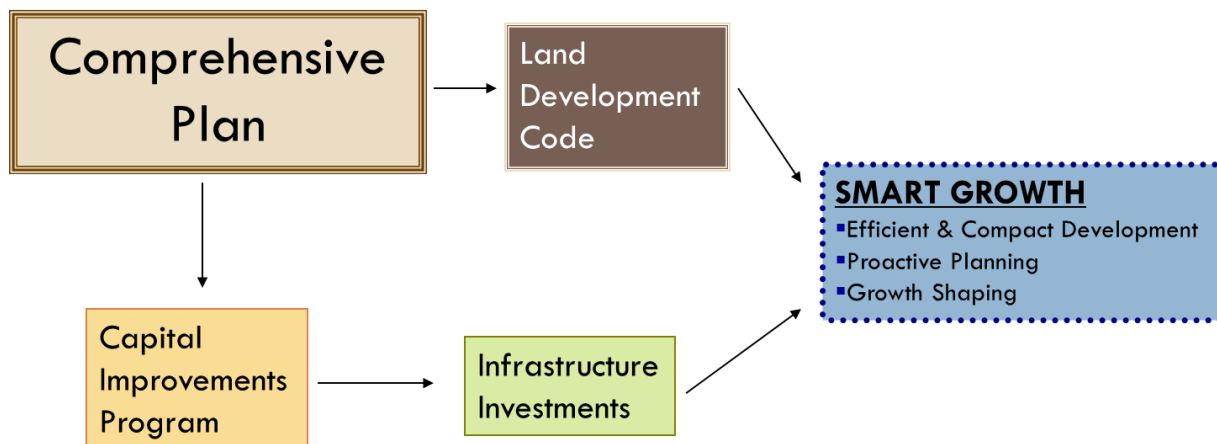
Warren Buchanan

**MEMORANDUM**

TO: Dale L. Martin, City Manager
CC: City Commissioners, Planning Advisory Board Members, Tammi E. Bach,
Caroline Best, and Planning and Conservation Department
FROM: Kelly N. Gibson AICP, Director
DATE: October 11, 2019
RE: Addressing Growth in the City

Residents are more frequently voicing their concerns about development and growth at local board meetings and through newly formed advocacy groups. The City of Fernandina Beach is in a favorable position to address the concerns raised. Florida law requires that the local governments prepare a Comprehensive Plan (Plan) for growth and that the Plan be reviewed every seven (7) years (Evaluation and Appraisal Report). The City is working to finalize its review phase of the Plan and will be required to make amendments to address necessary changes or directed changes resulting from community input by September 2020.

Although the Plan is tremendously important, as it is required by law and sets the direction for growth and development in the City, it is not the only document that will guide and shape the future of Fernandina Beach. The City adopts regulations and codes to implement its Plan. These are the details of how development is required to look (think- height, mass, landscape, parking, required infrastructure and much more). Additionally, the City's Capital Improvement Plan (projects that cost at least \$25,000), annual budget (operating costs), master fee schedule (how we charge users for City services), and internal policy and procedures (the way business is conducted) all play a part in the look, cost, and timing of land development. A change in one of these documents often has impacts on several others. For these reasons, when seeking change to the fundamental direction for controlling growth in the City, we need to look for modifications in each resource to make sure they align and are all sending the same message. Staff maintains that the correct approach to growth and development within the City is one of sustainable, smart growth which is achieved by ensuring that the documents previously described work in concert with each other.





The purpose of this memo is to provide options for consideration by the officials of Fernandina Beach to address the growth concerns raised by their constituency. It is not intended, nor should this be construed, to be the staff recommended direction for any particular action. This memo provides the Commission with talking points for their consideration at a future meeting. It is not an exhaustive list of options as there are very likely many other ideas worth contemplating. Each strategy will be identified with a pro and con statement to follow.

I look forward to discussing these with you at a future meeting. In the interim, please feel free to contact me for an appointment if you have any questions or would like to discuss a strategy in greater detail.

Strategy: Buy Property

Rationale: Many of the concerns raised by residents center around new development of forested tracts of land. If the City is desirous of adding Conservation or Recreational Open Space, then it needs to take aggressive action to purchase properties which are ripe for development. It should be noted that forested areas are not the only properties that are of concern. The City is at risk of losing several significant cultural resources and the City may wish to consider partnerships to acquire land containing historic structures. This would provide the City with leverage to obtain grant funding for sensitive restoration and determine appropriate re-use options.

Pro: The threat of development on a parcel is eliminated. The threat of demolition by neglect for historic structures are eliminated.

Con: Cost. Land costs are high within the City relative to where they were during the recession. The City needs to carefully consider which properties provide the greatest benefit to taxpayers for long-term protection and which properties it is willing to accept development of under the status-quo development standards.

Strategy: Set strict standards and requirements for review of annexation requests and requests for water and sewer services. This would need to be addressed through an Interlocal Agreement (ILA) with Nassau County.

Pro: Provides oversight in development review for compliance with City standards.

Con: Provision for such oversight will require establishment of joint planning areas and interlocal agreement for annexation which would inhibit the collection of revenue-generating 25% surcharge to the City's utilities.

**Strategy: Consider Moratorium on Development Applications for one year**

Rationale: City is in the process of revising or re-writing its Comprehensive Plan. The City is also in the process of amending its floodplain management ordinance. To address changes within each document, corresponding Land Development regulations will need to be considered. Temporarily halt future development applications to reduce inconsistency with community desired goals for how new buildings look.

Pro: Staff will have time to work with boards and consultants to revise and re-craft these documents to address the community's desired goals. Beyond the state mandated requirements for amendments, the Planning Advisory Board and City Commission may wish to consider the following measures, among others, for inclusion in the Comprehensive Plan and/or Land Development Code revisions:

- Adopt a revised Future Land Use Map with broader use categories, then require unanimous or super majority vote for a change to the Future Land Use Map;
- Adopt a revised Zoning Map, then require unanimous or super-majority vote for rezoning cases;
- Obtain market studies to ensure the FLUM and Zoning Map have set aside adequate land areas to support residential and non- residential development;
- Require Community Analysis as part of Future Land Use Map or Zoning Map Changes to determine neighborhood and adjoining commercial (business) district conditions and trends likelihood and potential for growth-related physical and demographic changes that may lead to the displacement of existing residents and businesses;
- Increase maximum impervious surface ratios;
- Set minimum open space requirements for all new development (residential and non-residential);
- Consider transfer of development rights program for residential densities;
- Establish inclusionary housing requirements (*caution 2019 - HB7103 requiring offsets*);
- Increase wetland buffer requirements;
- Require quasi-judicial hearings with approval by Commission for all site plan reviews (lengthens review timeframe and justifies an increased application cost);
- Increase landscape requirements (specifically tree planting);
- Decrease tree removal exemption ratios (currently 80/20 on residential and 75/25 on non-residential) and revise tree requirements to align with soon to be adopted Amelia Island Standards;
- Develop measures and metrics to reduce urban heat island effect;
- Increase CUPZ area to extend to centerline of Egans creek greenway (limit fill and grade impacts) -Provide defined and measurable fill allowances;
- Limit single-use commercial development strip development;
- Incorporate Nassau County Standards for AI Trail set asides on new commercial development along Amelia Island Parkway;
- Consider mandatory mixed-use development in preferred locations to ensure that these prime locations are not used for low-density, single-use development;
- Adopt compatibility standards to ensure adequate transitions to adjacent, lower-density uses. Consider architectural, design, open space, operational, and other categories of transitional standards, use of green infrastructure;
- Revise outdoor lighting requirements for better enforcement during sea turtle season;



- Require Pedestrian Circulation plan as part of site plan review;
- Require walkways with landscape elements in parking lots;
- Revise PUD Standards
 - Apply Traditional Neighborhood Design policies, standards, and design guidelines as base PUD regulations prior to receiving development proposals
 - Require compensating community benefits in exchange for deviation from standards (parks, sidewalks. Trails, additional open space, retention of a heritage tree or tree which could be designated as a heritage tree)
- Consider hybrid standard and form-based land development code
 - Coordinate new form-based dimensional standards, such as the siting of buildings, with zoning map changes to reflect the nature of form-based development versus use specific zones.
 - Create subareas of the community, then develop or calibrate and adopt a form-based code to create an option for additional compact, walkable neighborhoods.
 - Revise subdivision standards and specifications
 - Require cluster/conservation subdivisions to preserve environmental features
 - Consider design and operational compatibility standards to ensure that new compact development is compatible with surrounding lower-density residential neighborhoods.
 - Use form-based code to apply street design requirements
- Adopt fiscal impact analysis requirements for proposed annexations, including criteria for the forecast ratio of revenues to costs. Include provisions for additional fees to rectify imbalances;
- Require all redevelopment to meet site design and any future aesthetic criteria requirements;
- Require biological and wildlife surveys for parcels less than 2 acres (2 acres or greater is an existing requirement);
- Adopt requirements for noise studies as part of all new non-residential development and reuse or change of use in cases where there is existing development;
- Increase freeboard requirements for floodplain and non-floodplain properties to reduce flood risk and garner increased rating for participation in the Community Rating System; and
- Consider eliminating the ability to apply for variances from height for non-residential uses.

Con: One-year timeframe under which no general revenue income (estimated at \$53,000) would come from development applications. Each sub strategy with respect to LDC and Comprehensive Plan Amendments will have its own set of pros and cons with an independent analysis through an amendment process. Requires complete focus of 1-2 planning staff members on rewriting documents and manage consultant team. The estimated cost for this approach is upwards \$175,000.



Strategy: Substantially increase fees for development review applications and building permit costs and revise the City's master fee schedule (*Examples only: Comprehensive Plan Text Amendment \$15,500; Zoning Map Amendment (small-scale) \$10,000 and Large-scale \$17,500; Subdivision Plat Review Fee at \$7,500 plus \$750 per lot; Variances in non-residential zoning districts \$2,500, Site Plan Review Fees set max cap at \$10,000.)

Pro: Additional revenue would be generated to offset the costs associated with expenditures for revisions to the Comprehensive Plan and Land Development Code and staff increases needed to sufficiently implement code revisions. Fees at this rate start to recuperate the actual costs for providing planning services to the City.

Con: Increased costs may reduce a developer's ability to provide enhanced design choices and/or may decrease the quality of materials used in the project construction. Commission may witness an increased number of fee waiver requests on small scale projects.

**Example fees were compiled looking at comparable Florida communities around the state. Although justifiable costs were presented in the examples, these fees are considerably higher than the averages within the North Florida region.*

Strategy: Require "Zoning Verification Letter" or "Permitted Use Verification" as a requirement prior to accepting any new development review and new single-family home permit applications. Charge Single Family Home districts \$250 and Non-residential and Mixed-Use Districts \$500

Pro: This strategy acknowledges that conditions are different for each property and provides an opportunity for the City to fully inform an applicant of requirements and procedures for their zoning district or proposed development project in advance. Documentation such as this can also be utilized by the applicant to serve as proof of a permitted use when obtaining lending.

Con: Application requirements such as this would require greater staff time on each permit or project. Adds to project cost for applicant.

Strategy: Establish a Board of Architects (Architectural Review Board) to ensure that the City's architecture is consistent with the City's regulations and to preserve the desired aesthetic character of the community. (Following Comp Plan and LDC document revisions)

Pro: The board would serve as a second-tier review in the development review process to make sure that design goals are achieved.

Con: The review must be evenly applied and would require additional time for staff to generate analysis and notice for board meetings. The board would likely need to meet weekly in order process the volume of building permit requests. Alternatively, their review could be limited to certain projects. This strategy could not be considered without land development code amendments.



Strategy: Reduce the frequency of Technical Review Committee (TRC) meetings from twice per month to once per month and set strict requirements for preparation of application materials including new business openings and change of use pre-application meetings.

Pro: Sets increased requirements for the information required prior to review of a TRC application and combines all review items into one monthly meeting. This would likely reduce staff burden in preparation of the meeting and support all committee members by allowing their time to be spent working on the core function of their department rather than development review.

Con: Requires more upfront preparation from an applicant prior to review before the TRC. May result in lengthier TRC meetings to review all items on one agenda. Perpetuates the perception that City government causes delay with new business openings. This will be particularly evident when an applicant is unable to fulfill minimum application requirements to appear on an agenda.

Strategy: Modify current policy and procedures. Extend review timeframes for all board (PAB, HDC, BOA) applications from 30 days to 60 days. Strictly adhere to a policy that all development review and board reviewed applications are considered on the 2nd regular City Commission meeting each month.

Pro: Provides more time for public review of application materials. Certainty in when applications will be considered is achieved by setting a designated City Commission meeting each month when development review and applications presented by the Planning and Conservation Department will be heard.

Con: Application review length is increased with potential cost implications on the development and business community for financing of a project.

Reference Documents:

"Compactness versus Sprawl: A Review of Recent Evidence from the United States," Journal of Planning Literature, 2015.

"Essential Smart Growth Fixes for Urban and Suburban Zoning Code," United States Environmental Protection Agency (EPA), 2009.

"Growth Management Revisited, Again," Ewing, Reid, APA Planning Magazine, February 2018.

"Inclusive Growth," Morley, David, PAS Quick Notes 78, February 2019.

"Urban Design Reclaimed: Tools, Techniques, and Strategies for Planners," Talen, Emily, 2009.