



**AGENDA
FERNANDINA BEACH CITY COMMISSION
WORKSHOP
DECEMBER 21, 2021
5:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. DISCUSSION**
 - 3.1 AMELIA RIVER COMMUNITY REDEVELOPMENT AGENCY ADVISORY BOARD (CRAAB)** - *This item is placed on the agenda at the request of City staff.*
 - 3.2 ADVISORY BOARD/COMMITTEE APPOINTMENT RANKING** - *This item is placed on the agenda at the request of the City Commission.*
 - 3.3 LAND DEVELOPMENT CODE REQUIREMENTS ON CONSTRUCTION SITES** - *This item is placed on the agenda at the request of the City Commission.*
 - 3.4 VISION 2045** - *This item is placed on the agenda at the request of staff.*
- 4. ADJOURNMENT**

ANY PERSON WISHING TO APPEAL ANY DECISION MADE BY THE COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH MEETING OR HEARING WILL NEED A RECORD OF THE PROCEEDINGS, AND, FOR SUCH PURPOSES, MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS MADE. AT THE DISCRETION OF THE MAYOR, A RECESS MAY BE SCHEDULED EVERY NINETY MINUTES.

Persons with disabilities requiring accommodations in order to participate should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired).



CHAPTER 3

ENVIRONMENTAL AND RESOURCE PROTECTION

	Page
3.00.00 GENERALLY	3-2
3.00.01 Purpose and Intent	3-2
3.00.02 Applicability	3-2
3.01.00 COASTAL RESOURCES	3-2
3.01.01 Aquatic Preserve Protection	3-2
3.01.02 Coastal Areas and Shorelines	3-2
3.01.03 Waterfront Planning	3-3
3.01.04 Soil Erosion and Sedimentation Control	3-5
3.02.00 ENVIRONMENTALLY SENSITIVE LANDS	3-6
3.02.01 Purpose	3-6
3.02.02 General Provisions	3-6
3.02.03 Identification of Environmentally Sensitive Lands	3-6
3.02.04 Special Requirements for Environmentally Sensitive Lands	3-6
3.02.05 Land Uses within Environmentally Sensitive Lands	3-7
3.02.06 Land Uses within Areas of Special Flood Hazard	3-8
3.03.00 WETLAND PROTECTION	3-9
3.03.01 Applicability	3-9
3.03.02 Agency Coordination Required	3-9
3.03.03 Development Within Wetlands	3-9
3.03.04 Design Requirements	3-10
3.04.00 WATER QUALITY & WELLFIELD PROTECTION	3-11
3.04.01 Purpose and Intent	3-11
3.04.02 Wellfield Protection Area	3-11
3.05.00 REQUIREMENTS REGARDING DRAINAGE AND STORMWATER MANAGEMENT	3-11
3.05.01 Generally	3-11
3.05.02 Applicability and Exemptions	3-12
3.05.03 Standards for Stormwater Management	3-12
3.06.00 OUTDOOR LIGHTING	3-14
3.06.01 Generally	3-14
3.06.02 Outdoor Lighting in Beach Areas	3-14
3.06.03 Habitat Protection of Federally or State Listed Species	3-17

3.00.00 GENERALLY

3.00.01 Purpose and Intent

The purpose of this chapter is to safeguard the public health, safety, and welfare by ensuring the long-term protection and preservation of natural resource systems. Application of the provisions of this chapter shall result in development that reduces the potential for adverse impacts on the functions of wetlands, natural systems, habitats, water quality, shorelines, marine life, and coastal resources.

3.00.02 Applicability

All new development and redevelopment shall be designed to ensure protection of areas such as dunes, floodplains, environmentally sensitive lands, wetlands, or wellfields. No permit for development shall be issued by the City that is not in full compliance with the provisions of this chapter and the technical manuals listed in 1.06.00 (C).

3.01.00 COASTAL RESOURCE PROTECTION

3.01.01 Aquatic Preserve Protection

- A. All new development and redevelopment within the boundaries of the Fort Clinch State Park Aquatic Preserve or abutting the boundaries of the Fort Clinch State Park shall be required to conform to the provisions of the Nassau River-St. Johns River Marshes and Fort Clinch State Park Aquatic Preserves Management Plan.
- B. All new development, redevelopment, construction, dredging, or filling requires all applicable permits from State, federal, and regional agencies with jurisdiction over the Fort Clinch State Park Aquatic Preserve.

3.01.02 Coastal Areas and Shorelines

- A. There is hereby established a Coastal Upland Protection Zone (CUPZ) which is an area extending 1,000 feet landward from the Coastal Construction Control Line (CCCL).
 - 1. All uses permitted by the underlying zoning classification and which have obtained all necessary and valid permits from State, Federal and Local government agencies having permitting jurisdiction within the CUPZ are allowable within the CUPZ;
 - 2. Development shall not adversely affect contours and topography within the CUPZ. Adversely affect is herein defined as any activity which:
 - a. Causes a measurable interference with the natural functioning of the dune structure;
 - b. Results in removal or destruction of native vegetation which will either destabilize a significant dune or cause a significant deleterious impact to the dune system due to increased erosion by wind or water;
 - c. Results in removal or disturbance of existing sandy soils of the dune system to such a degree that a significant deleterious impact to the dune system would result from either reducing the existing ability of the system to resist erosion during a storm or lowering existing levels of storm protection to upland properties and structures;
 - d. Disturbs topography or vegetation such that the system becomes unstable, or suffers catastrophic failure; or

- e. Causes a significant impact to endangered species, species of special concern, or threatened species, or their habitats.
- 3. All development activity seaward of the coastal construction control line (CCCL) shall comply with all requirements of Section 3.01.02 above and only where a Florida DEP permit has been issued for the specific activity.

3.01.03 Waterfront Planning

- A. Purpose and Intent: Protection of shorelines and waterfront lands ensures adequate and appropriate locations for water-dependent, water-related and water-enhanced uses.
- B. The following priority list shall be used in reviewing applications for shoreline uses, to provide increased priority for water-dependent uses. Uses listed first shall generally be given the highest priority of all uses that may be proposed along the shoreline, with other, uses listed in the order of declining priority. Uses listed under (6) shall be given the least preference for location along the shoreline.
 - 1. Water-dependent uses such as fish, and shellfish production;
 - 2. Water-dependent recreation and commercial uses such as ports, marina-type uses, and navigation, particularly those that provide public access;
 - 3. Water-related uses such as certain utilities and commercial;
 - 4. Water-enhanced uses such as certain recreational and commercial uses;
 - 5. Non-water dependent or related activities such as residential uses; and
 - 6. Non-water dependent and non-water enhanced uses which result in an irretrievable commitment of coastal resources, or in a proposed alteration to the FLUM series that would prohibit or remove the permitted use of water-dependent, water-related or water-enhanced uses.
- C. The City shall guide and direct the location of all future water-dependent and water-related uses according to the following criteria:
 - 1. Directing marinas to preferred locations, such as those adjacent to existing channels and passes, and in areas where little dredging and maintenance would be required;
 - 2. Directing the development of dry dock facilities to locations that are upland of marina sites;
 - 3. Requiring sewage pump-out facilities at all marinas and adequate fuel spill containment facilities measures at those facilities which sell petroleum products;
 - 4. Protecting shoreline and waterfront areas in order to provide locations for marine/estuarine related uses, such as commercial and recreational fishing, boating, and other water-dependent uses and activities;
 - 5. Prohibiting the construction of causeways within estuaries and requiring bridges with pilings instead, and
 - 6. Ensuring minimal environmental resource impacts or disruption
- D. Marina development standards are found in Chapter 6: Supplemental Standards.
- E. Special water dependent activities.
 - 1. *Examples.* Special water-dependent activities include, but are not limited to, the following uses:
 - a. Construction of docks or marinas.
 - b. Installation of new riprap or similar structures that protect the shoreline from erosion (not including seawalls, bulkheads, or the like).
 - c. Installation of buoys, aids to navigation, and signs.

- d. Installation of subaqueous transmission and distribution lines for water, wastewater, electricity, communication cables, oil or gas.
 - e. Restoration or repair of foot bridges and vehicular bridges.
 2. *Minimization of impacts.* The water dependent activity shall be designed, constructed, maintained and undertaken in a way that minimizes the adverse impacts on the beneficial functions of the adjacent areas.
 3. *Design standards:*
 - a. The development shall be designed to:
 1. Allow the movement of aquatic life requiring shall water;
 2. Maintain existing flood channel capacity;
 3. Ensure stable shoreline embankments; and
 4. Avoid impact to wildlife habitat
 - b. Residential, multifamily and commercial development
 1. Construction of docks shall be compliant with the standards of all permitting authorities. Docks shall be constructed within the limits of the principal structure side yard setback lines; the terminal platform shall not exceed 50 percent of the shoreline and comply with the standards required by the appropriate permitting authority.
 2. Installation of new riprap or similar structures that protect the shoreline from erosion (not including seawalls, bulkheads, or the like) along the shoreline and to stabilize vegetation shall be compliant with the standards of all permitting authorities. The structures shall comply with standards regarding wetlands found in Section 3.02.00 and shall be placed in a manner which will preserve existing trees and shrubs.
 3. Multifamily developments or condominiums shall be limited to one dock, unless approved and developed as a marina under supplemental standards found in Chapter 6.
 4. Outdoor lighting shall comply with standards for piers in 3.06.01.
 4. *Development standards for special water dependent uses on environmentally sensitive lands.* In addition to the standards listed in Section 3.01.03(F) and 3.05.04, the following standards apply to special uses allowed in the protected environmentally sensitive lands:
 - a. Where permissible, access roads, parking lots, and similar structures shall be located on upland sites.
 - b. Any permitted impacts to the site shall be restored consistent with permitting agency approvals.

3.01.04 SOIL EROSION AND SEDIMENTATION CONTROL

A. Applicability

1. In order to prevent both soil erosion and sedimentation, a soil erosion and sedimentation control plan shall be required as a part of an application for site plan review whenever a development will involve any clearing, grading, or other form of land disturbance by the movement of earth.
2. Soil erosion and sediment control strategies must be utilized during residential, multifamily and commercial new construction projects and substantial renovation/rehabilitation/addition projects.

B. Erosion control measures.

All measures necessary to minimize soil erosion and to control sedimentation in the disturbed land area shall be implemented, following Florida DEP Best Management Practices for Erosion and Sediment Control. The following protection shall be provided for all disturbed areas: minimize velocities of water runoff, maximize protection of disturbed areas from stormwater runoff, and retain sedimentation within the development site as early as possible following disturbances. A list of major problem areas for erosion and sedimentation control follows. For each one, the purpose(s) of requiring control is described. Soil erosion and sedimentation control measures for all such areas shall be provided with a view toward achieving the specific purpose listed below for which a control plan is required.

1. Erodible slopes. Prevent detachment and transportation of soil particles from slope.
2. Streams, stream beds, stream banks, bodies of water, lake shorelines. Prevent detachment and transportation of soil particles.
3. Drainageways. Prevent detachment and transportation of soil particles (which would otherwise deposit in streams, bodies of water, or wetlands); promote deposit or sediment loads (traversing these areas) before these reach bodies of water.
4. Land adjacent to streams, ponds, lakes, and wetlands. Prevent detachment and transportation of soil particles. The applicant shall not adversely impact aquatic vegetation within the sensitive transition zone separating wetlands and uplands.
5. Enclosed drainage structure. Prevent sedimentation in structure, erosion at outfall of system, and deposit of sediment loads within system or beyond it.
6. Large flat surface areas (unpaved). Prevent detachment of soil particles and their off-site transportation.
7. Impervious surfaces. Prevent the detachment and transportation of soil (in response to an increase in the rate and/or volume of runoff of the site or its concentration caused by impervious surfaces).
8. Borrow and stockpile areas. Divert runoff from face of slopes which are exposed in the excavation process; convey runoff in stabilized channels to stable disposal points; leave borrow areas and stockpiles in stable condition and plant native groundcover to assist such stabilization.
9. Adjacent properties. Prevent their erosion and/or being deposited with sediment.

C. Landscape, Buffer and Tree Requirements as outlined in Chapter 4 shall be applicable to all clearing and grading activities and shall include specifications for management principles guiding the removal or placement of vegetation and landscaping design. All development activities must be implemented in conjunction with precautionary measures, where necessary, to avert destruction or damage to native vegetation.

3.02.00 ENVIRONMENTALLY SENSITIVE LANDS

3.02.01 Purpose

The purpose of this section is to protect land and water areas of the City that contain naturally occurring and relatively unaltered flora, fauna, or geologic conditions. Beneficial functions of these lands include:

- a. Maintaining water and storage capacity of watersheds.
- b. Maintaining recharge capacity of groundwater aquifers.
- c. Preserving fish and wildlife habitat, unique vegetation, and sites needed for education, scientific research and recreation.
- d. Protecting aesthetic and property values.
- e. Preventing and minimizing erosion.
- f. Minimizing flood and storm losses.
- g. Protecting shorelings.
- h. Preventing pollution

3.02.02 General Provisions

- A. In addition to meeting the requirements for environmentally sensitive lands included within this section, development plans shall comply with applicable federal, state and water management district regulations relating to environmentally sensitive lands.
- B. The Conservation and Coastal Management Element of the City's Comprehensive Plan as amended from time to time shall be used as a reference source to guide decisions regarding future development.
- C. A development footprint located in a Special Flood Hazard Area is not considered to be an Environmentally Sensitive Land unless, it also contains one or more of the characteristics described in Section 3.02.03.

3.02.03 Identification of Environmentally Sensitive Lands

- A. Environmentally sensitive lands are:
 1. Lands included within Conservation Zoning and Future Land Use categories as designated on the most recent City zoning and land use maps.
 2. Properties within wetlands protection zones or wetlands transition areas.
 3. Habitat of federally or state-listed threatened or endangered species.
 4. All undisturbed properties within 150 feet of Fort Clinch State Park Aquatic Preserve, Fort Clinch State Park, and all navigable tributaries.
 5. As identified during development review process through wetland delineation requirements, biological surveys, etc.

3.02.04 Special Requirements for Environmentally Sensitive Lands

- A. Lands within the wetlands protection zones and habitat of federally or state-listed threatened or endangered species shall also follow requirements as outlined in Sections 3.03.00 and 3.06.00 of this chapter.
- B. Development proposals shall support the conservation and protection of Environmentally Sensitive Lands and minimize the impacts on terrestrial, wetland and marine ecological communities and associated wildlife habitat.

- C. Applications for development approval shall use innovative approaches to protect sensitive resources, such as clustering, conservation easements, and maximization of open space to protect identified Environmentally Sensitive Lands.
- D. Protective measures to prevent adverse effects on Environmentally Sensitive Lands shall be required. Protective measures include:
 - 1. Maintaining natural drainage patterns.
 - 2. Limiting removal of vegetation to minimum necessary to carry out development activity.
 - 3. Replanting areas denuded by human activity.
 - 4. Siltation, soil erosion and sedimentation control during construction through methods and techniques such as storage of removal of materials, equipment and debris; erosion control measures; measures to ensure revegetation and/or stabilization of disturbed areas; measures to protect existing natural vegetation and habitat and methods to prevent pollution of wetlands and groundwater. Specific requirements for siltation, soil erosion and sedimentation control are found in Section 3.01.04 of this chapter.
 - 5. Minimizing the amount of fill used in the development activity.
 - 6. Disposing of dredged spoil at specific locations that cause minimal environmental damage.
 - 7. Prohibiting construction of channels or ditches.
 - 8. Prohibiting dredging and filling of wetlands consistent with Section 3.03.00 of this chapter.
 - 9. Retaining habitat connections with adjacent parcels in order to serve as wildlife corridors.
 - 10. Using deed restrictions, easements, and/or other legal mechanisms to protect environmentally sensitive lands and maintain the development in compliance with the protective measures.
- E. Dedicating conservation easements for natural pedestrian or bicycle pathways between new developments and surrounding development, especially where there is a connection between commercial and activity centers, recreation centers and schools.
- F. Archaeological and historic sites on Environmentally Sensitive Lands are protected. Removal, alteration or destruction of archaeological or historic sites shall be addressed under state and local regulations. Any person discovering an archaeological or historic site shall immediately notify the Community Development Department.

3.02.05 Land Uses within Environmentally Sensitive Lands

- A. Exempted Uses within Environmentally Sensitive Lands
 - 1. The following uses and activities are presumed to have no adverse effect on Environmentally Sensitive Lands and are permitted consistent with existing regulations regarding wetlands, habitat protection of federally or state listed threatened or endangered species or floodplain management:
 - a. Land uses as allowed in Chapter 2 of the City's Land Development Code for applicable zoning.
 - b. Scenic, historic, wildlife, or scientific preserves.
 - c. Minor maintenance or emergency repair to existing structures or improved areas.

- d. Timber catwalks, docks and trail bridges that are less than or equal to four feet wide, provided that no filling, flooding, dredging, draining, ditching, tilling or excavating is necessary for installation of pilings.
 - e. Recreational fishing, picnicking, and hiking.
 - f. Constructing fences where no fill activity is required and where navigational access will not be impaired, nor will access to water, vegetation, or corridors be impaired for wildlife by construction of the fence.
 - g. Wetlands stormwater discharge facility or treatment in accordance with state permits and all other applicable state and federal regulations.
 - h. Maintaining existing channels in existence at the time of adoption of this chapter at the minimum depth and width necessary to achieve their intended purposes and designing them to prevent slumping and erosion and all revegetation of banks.
- B. Prohibited Primary Uses within Environmentally Sensitive Lands
- 1. Storage of Hazardous Materials;
 - 2. Commercial animal facilities, including veterinarian clinics;
 - 3. Mines;
 - 4. Wastewater treatment plants;
 - 5. Commercial activities that involve the bulk storage of Hazardous Materials such as, but not limited to, dry cleaning operations, auto repair and servicing, pool supply, gas stations, junkyards, and machine shops;
 - 6. Stormwater treatment facilities, including the use of drainage wells or sinkholes for stormwater disposal; and
 - 7. Human or animal cemeteries

3.02.06 Land Uses within Areas of Special Flood Hazard

- A. Exempted Uses within Areas of Special Flood Hazard
- 1. The following uses and activities are permitted consistent with existing Local, Regional, State and Federal regulations for floodplain management:
 - a. Land uses as allowed in Chapter 2 of the City's Land Development Code for applicable zoning and accessory uses which are operationally linked to a permissible primary use.
- B. Prohibited Primary Uses within Areas of Special Flood Hazard
- 1. Non-exempt industrial land uses that involve the bulk storage of Hazardous Material, unless the following standards are met:
 - a. All building and structures shall be subject to compliance with the City's Floodplain Management Ordinance, including the requirement to secure local permitting.
 - b. Hazardous Materials shall not be stored in the Coastal High Hazard Area (CHHA), except in compliance with the requirements of this Section 3.02.06(B)
 - c. Fixed tanks or vessels for the bulk storage of Hazardous Materials shall be designed or modified to adequately anchor to prevent, collapse or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including buoyancy meeting all requirements of the City's Floodplain Management Ordinance, as amended from time to time and the lowest extremity of such tank or vessel shall be located at least one (1) foot above the applicable 100 year base flood elevation, inclusive of tank inlets, outlets and vents.

2. Hospitals, nursing homes and housing likely to have occupants who may not be sufficiently mobile to avoid injury or death during a flood.
3. Police stations, fire stations, vehicle and equipment storage facilities, and emergency operations centers that are needed for flood response activities before, during and after a flood.
4. Wastewater treatment facilities, unless adequately mitigated through engineered solutions which meet the construction standards associated with the 100-year base flood as well as elevation of any fixed tanks or vessels for bulk storage of Hazardous Materials to one (1) foot above the 100-year base flood elevation.
5. Human or animal cemeteries.
6. Bulk Storage Yards, Solids or Bulk Storage Yards, Liquids of Hazardous Materials.

3.03.00 WETLAND PROTECTION

3.03.01 Applicability

The requirements of this section shall apply to all of the areas under the jurisdiction of the Florida DEP, the USACOE, and the SJRWMD, as well as those lands identified as "Conservation" on the FLUM and on the adopted zoning map. Exemptions to buffering requirements exist for resource-based recreational facilities such as trails, boardwalks, piers and boat ramps, and components of water-dependent commercial uses such as port facilities, marinas, fish camps, and commercial fishing operations.

3.03.02 Agency Coordination Required

All new development and redevelopment adjacent to jurisdictional wetlands shall be required to include coordination with the agencies with regulatory jurisdiction over wetlands, including the County, representatives of the Florida DEP, the USACOE, and the SJRWMD, for assistance and verification in identifying and delineating wetlands.

3.03.03 Development Within Wetlands

Except as expressly provided in this section, no development activity shall be permitted in a wetlands area, as defined in Section 3.03.01.

- A. Wetlands shall be preserved in their natural state. No fill shall be placed in a wetland, and the wetland shall not be altered.
- B. Buffering requirements for development adjacent to wetlands or natural water bodies:
 1. All new development and redevelopment adjacent to jurisdictional wetlands or surface water bodies shall be required to provide a buffer zone of native vegetation at least twenty-five (25) feet wide around wetlands and fifty (50) feet from natural water bodies to prevent erosion, retard runoff, and provide areas for habitat. All new construction that is a water dependent or water related use within the CRA and I-W zoning is exempt from the required buffers established by this Section; and
 2. This setback shall be required for any development, except docks or piers which have received a permit from the Florida DEP, SJRWMD, or the USACOE and are compliant with standards found in section 3.01.03

- C. Permitted activities within areas designated by the City, FDEP, SJRWMD, or the USACOE as wetlands protection zones or wetland transition areas:
1. Potentially allowable uses adjacent to wetlands protection zones or wetland transition areas are those principal and accessory uses included in the Conservation land use category on the FLUM provided that installation does not involve grading, fill, dredging, or draining, and provided that such structures are constructed on pilings so as to permit the unobstructed flow of water and light and preserve the natural contour of the wetlands. All pilings shall be driven into place; no jetting of pilings shall be allowed.
 2. Developing an area that no longer conforms to the determination of the SJRWMD as wetlands, except former wetlands that have been filled or altered in violation of any rule, regulation, statute, or this LDC. The developer shall demonstrate that the water regime has been permanently altered, either legally or naturally, in a manner so as to preclude the area from maintaining surface water or hydroperiodicity necessary to sustain wetlands structure and function. Adequate proof shall include statements from federal or State agencies having jurisdiction as well as technical evidence from registered hydraulics engineers or other certified experts;
 3. Development of a wetlands stormwater discharge facility or treatment wetlands in accordance with State permits received under currently relevant sections of the F.A.C.; and

3.03.04 Design Requirements

- A. All new development and redevelopment adjacent to jurisdictional wetlands, wetland protection zones and wetland transition areas shall be designed, constructed, maintained, and undertaken in a way that minimizes the adverse impacts on the functions of the affected environmentally sensitive zone.
- B. In addition to any standards required by federal, State, or local agencies and any other section within this LDC, the following standards shall apply to uses found to be permissible in or adjacent to wetlands:
1. The use shall allow the movement of aquatic life requiring shallow water;
 2. Existing flood channel capacity shall be maintained;
 3. Stable shoreline embankments shall be ensured on unstable shorelines where water depths are inadequate, to eliminate the need for offshore or foreshore channel construction dredging, maintenance dredging, spoil disposal, filling, beach feeding, and other river, lake, and channel maintenance activities;
 4. Uses in areas where there is inadequate water mixing and flushing shall be eliminated or stringently limited as provided in Section 3.03.00;
 5. Uses shall be prevented in areas which have been identified as hazardous due to high winds or flooding;
 6. Access roads, parking lots, and similar structures shall be limited to locations on properly zoned uplands;
 7. Any wetlands shown on the site plan to remain undisturbed that become damaged during construction shall be completely restored. Complete restoration means that the restored area shall function equivalently to the wetland prior to damage;
 8. Accessory uses shall be limited to those which are water dependent; and
 9. Fill shall not be placed in waters or wetlands to create usable land space.

3.04.00 WATER QUALITY & WELLFIELD PROTECTION

3.04.01 Purpose and Intent

The purpose and intent of this section is to safeguard the public health, safety, and welfare by ensuring the protection of the principal source of water from potential contamination and to control development in and adjacent to designated wellheads and surrounding wellfield areas to protect water supplies from potential contamination.

3.04.02 Wellfield Protection Area

- A. A wellfield protection area is hereby established to include all land within a 500-foot radius from a public potable water wellhead.
- B. The following uses shall be prohibited within the wellfield protection area:
 - 1. All regulated industries by the Florida DEP as defined in Rule 62-521, F.A.C.;
 - 2. Activities that require the storage, use, or transportation of restricted substances, agricultural chemicals, hazardous toxic waste, medical waste, and petroleum products;
 - 3. Commercial animal facilities, including veterinarian clinics;
 - 4. Mines;
 - 5. Industrial land uses;
 - 6. Wastewater treatment plants;
 - 7. Commercial activities that involve the use of hazardous chemicals such as, but not limited to, dry cleaning operations, auto repair and servicing, pool supply, gas stations, junkyards, and machine shops;
 - 8. Injection wells, irrigation wells, and domestic and commercial wells less than six (6) inches in diameter;
 - 9. Stormwater facilities, including the use of drainage wells or sinkholes for stormwater disposal; and
 - 10. Human or animal cemeteries.

3.05.00 REQUIREMENTS REGARDING DRAINAGE AND STORMWATER MANAGEMENT

3.05.01 Generally

- A. The purpose of the stormwater management requirements set forth in this section is to minimize the detrimental effects of stormwater runoff and to provide for mitigation of stormwater impacts from new development and redevelopment.
 - B. The regulations in this section are intended to:
 - 1. Provide maximum water quality and habitat benefits;
 - 2. Provide retention/detention of stormwater runoff to maintain surface water quality, ensure percolation, and reduce contamination to drainage canals, surface water, and groundwater;
 - 3. Prevent any development activity that would endanger lives and harm property, water quality, or environmental systems;
 - 4. Preserve natural lakes, creeks, other water courses, and natural drainage features;
 - 5. Encourage the use of stormwater management systems for urban landscape irrigation; and
 - 6. Prevent creation of flood hazards due to new development
- The requirements of this LDC do not supersede those of other State, Federal, or Regional agencies.

3.05.02 Applicability and Exemptions

- A. All proposed development, except as specifically described in this section, shall comply with the standards and criteria set forth in Section 3.05.00.
- B. No drainage system, whether natural or manmade, shall be altered, designed, constructed, abandoned, restricted, or removed without prior written approval of the City and all appropriate State and federal agencies.
- C. The following activities may alter or disrupt existing stormwater runoff patterns, and unless specifically exempted under Section 3.05.02(D) below, shall be authorized only through issuance of a stormwater management permit prior to initiation of development:
 - 1. Clearing and/or drainage of land prior to construction of a project;
 - 2. Altering the shoreline or bank or any surface water body; or
 - 3. Altering any ditches, dikes, terraces, berms, swales, or other water management facilities.
- D. The following development activities are exempt from the requirements of this section:
 - 1. Single-family dwellings and associated accessory structures, provided they are within a subdivision having a valid stormwater management permit and properly operating stormwater management systems designed and sealed by an engineer;
 - 2. Additions, accessory structures, and single-family homes under 625 square feet; and
 - 3. Emergencies requiring immediate action to prevent material harm or danger to persons, when obtaining a permit is impractical and would cause undue hardship in protection of property from fire, violent storms, hurricanes, or other hazards. A report of the emergency shall be made to the City Manager as soon as practicable

3.05.03 Standards for Stormwater Management

- A. All development shall comply with the specifications, standards of design, and detailed technical requirements provided in the manuals adopted by reference in Chapter 1.
- B. No subdivision shall be platted, nor shall construction commence for any single-family, multi-family, commercial, industrial, or institutional project, until the drainage design for such project has been approved by the City, and proof of permit from the SJRWMD, the USACOE, if applicable, and the Amelia Island Mosquito Control District, has been provided to the City.
- C. The drainage design plans for the project shall be prepared, signed, and sealed by a Florida registered professional engineer.
- D. All drainage facilities and easements shall be documented to ensure the City that capacity and right-of-way are adequate from the source, through the development, to the receiving body of water, without adversely affecting upstream or downstream properties. Any improvements or increase in capacity of those facilities required to keep the project in compliance with all applicable regulations shall be made at the expense of the applicant.
- E. All subdivisions and multi-family, commercial, industrial, and institutional projects shall provide for retention of stormwater within the boundaries of the project.
- F. Drainage map for all subdivisions and multi-family, commercial, industrial, and institutional projects:

1. The project engineer shall include in the construction plans a master drainage map showing all existing and proposed features. Where projects are located within an Area of Special Flood Hazard, the engineer shall prepare plans as consistent with the requirements of the City's Floodplain Management Ordinance. The map shall be prepared on a scale not to exceed one (1) inch equals 200 feet. As a minimum, it shall include:
 - a. The limits of the drainage basin or sub-basin;
 - b. Topography of the project;
 - c. Topography between the project and the receiving body of water, or the receiving City-, County- or State-owned drainage facility;
 - d. Topography of adjacent property;
 - e. Existing points of entry of water from adjacent property;
 - f. Points of discharge of water from the project;
 - g. Limits of fill required to construct facilities;
 - h. Finished floor slab elevations and minimum elevation of the bottom of floor framing for each structure to accommodate the 100-year flood elevation;
 - i. Location of National Flood Insurance Program rate map flood zones; and
 - j. Soil profiles, using the USDA soil classification method, to be performed on sufficient areas throughout the project to provide adequate information on the overall suitability of the proposed drainage plan.
 2. With respect sections 3.05.03(F)(1)(a),(c) and (d), if a project fronts on an approved public or private road and the applicant can demonstrate to the satisfaction of the City that no drainage will be discharged from the project onto any adjacent property, these items may be waived. No waiver of any kind will relieve the applicant of responsibility or liability from damage caused by increased runoff from his project.
- G. All single-family home projects that are not part of a subdivision with a designed stormwater system shall provide for retention of stormwater within the boundaries of the project.
1. Projects that are located outside of a subdivision, but in an area with an available engineered stormwater system shall ensure that stormwater is properly routed to the stormwater structures.
 2. Design options for single-family home new construction and additions over 625 square feet:
 - a. Provide engineered solution as completed by an engineer, and/or
 - b. Utilize low impact development (LID) techniques such as rainwater harvesting, roof downspout disconnection, rain gardens, green roofs, trenches and chambers, bioretention, vegetated filter strips, permeable pavement, enhanced grass swales, dry swales, and perforated pipe systems.
- H. Drainage during construction
1. All off-site drainage entering the property prior to the commencement of construction shall be maintained through the construction period.
 2. Approved silt barriers in compliance with Section 3.01.05 shall be placed to prevent silt, erosion, or other pollutants from leaving the site. If off-site siltation occurs, it shall be halted immediately, or all work shall cease until the silting is stopped.

- I. Maintenance of drainage facilities after construction
 1. All private drainage facilities within an approved subdivision, multi-family, commercial, industrial, or institutional project shall be continuously and properly maintained by a required homeowners' association, the developer, or another entity approved by the City in an enforceable development order and designated in the construction permit application.
 2. Drainage facilities for private single-family residential properties shall be continuously and properly maintained by the property owner. Such maintenance shall continue for the life of the property as developed under this section even upon transfer of ownership.
- J. Where feasible, stormwater management systems shall be designed to provide landscape irrigation for the development.

3.06.00 OUTDOOR LIGHTING

3.06.01 Generally

- A. It is the policy of the City to minimize the use of artificial light to illuminate the beaches. No artificial public or private light source shall directly illuminate areas seaward of the primary dune (called "beach areas") where it may deter adult female sea turtles from nesting or disorient hatchlings.
- B. The following activities involving direct illumination of portions of the beach shall be prohibited on the beach at nighttime during the nesting season (May 1 to October 31 of each year) for the protection of nesting females, nests, and hatchling marine turtles:
 1. The operation of all motorized vehicles, except emergency and law enforcement vehicles or those permitted on the beach for marine turtle conservation or research; and
 2. The building of campfires or bonfires.

3.06.02 Outdoor Lighting in Beach Areas

- A. The following standards shall be applicable to all new construction, reconstruction, or development activities:
 1. Controlled use, design, and positioning of lights:
 - a. The use of lighting for decorative and accent purposes, such as that emanating from spotlights or floodlights, is prohibited.
 - b. The use of lights for safety and security purposes shall be limited to the minimum number required to achieve their functional role. The use of motion detector switches that keep lights off except when approached and that switch lights on for the minimum duration possible is required.
 - c. Fixture lights shall be designed and positioned so that they do not cause direct or indirect illumination of areas seaward of the primary dune.
 - d. Wall-mounted fixtures, landscape lighting, and other sources of lighting shall be designed and positioned so that such light does not directly illuminate areas seaward of the primary dune, nor is directly visible from the beach.
 - e. All lights on balconies shall be shielded from the beach.
 - f. Lighting in parking lots within line of sight of the beach shall be positioned and shielded so that only deflected light may be visible from the ground level of the beach.
 - g. The use of red, yellow, or orange lights is permitted where security or safety is a concern, shielding is impracticable, or visibility from the beach cannot be prevented.

- h. Exterior artificial light fixtures within direct line-of-sight of the beach shall include completely shielded downlight-only fixtures or recessed fixtures having low wattage (i.e. fifty (50) watts or less) "bug" type bulbs and nonreflective interior surfaces. Other fixtures that have appropriate shields, louvers, or cut-off features may also be used if they are in compliance with Section 3.05.02(A)(1)(a), (b), and (c) above;
 - i. Exterior artificial light fixtures within direct line-of-sight of the beach shall be mounted as low in elevation as possible through use of low-mounted wall fixtures, low bollards, and ground-level fixtures.
 - j. Only low intensity lighting shall be used in parking areas within line-of-sight of the beach. Such lighting shall be set on a base which raises the source of light no higher than forty-eight (48) inches off the ground and shall be positioned or shielded so that the light is cast downward, the source of light or any reflective surface of the light fixture is not visible from the beach, and the light does not directly or indirectly illuminate the beach.
 - k. Parking areas and roadways, including any paved or unpaved areas upon which motorized vehicles will park or operate, shall be designed and located to prevent vehicular headlights from directly or indirectly illuminating the beach.
 - l. Vehicular lighting, parking area lighting, and roadway lighting shall be shielded from the beach through the use of ground-level barriers. Ground level barriers shall not interfere with marine turtle nesting or hatchling emergence, or cause short- or long- term damage to the beach/dune system.
 - m. Tinted glass or film shall be installed on all windows and glass doors of single- or multi-story structures within line-of-sight of the beach. Use of appropriately shielded low-pressure sodium vapor lamps and fixtures shall be preferred for high-intensity lighting applications, such as lighting parking areas and roadways, providing security, and similar applications.
 - n. Temporary lighting of construction sites during the marine turtle nesting season shall be restricted to the minimal amount necessary and shall incorporate all of the standards of this section.
2. Lighting for pedestrian traffic
- a. Beach access points, dune crossovers, beach walkways, piers or any other structure on or seaward of the primary dune designed for pedestrian traffic shall use the minimum amount of light necessary to ensure safety.
 - b. Pedestrian lighting shall be of low wattage and recessed or shielded so that only deflected light may be directly visible from the beach.
3. Prior to the issuance of a certificate of occupancy, compliance with the beachfront lighting standards as set out in this section shall be demonstrated as follows:
- a. Upon completion of the construction activities, a registered Florida architect or Florida registered professional engineer shall conduct a site inspection, which includes a night survey with all the beachfront lighting turned on.
 - b. The inspector shall provide a written report of the inspection findings, identifying the date and time of the initial inspection, the extent of compliance with this section, all areas of potential and observed noncompliance with this section, any action taken to remedy observed noncompliance, if applicable, and the dates and times of remedial inspections, if applicable.
 - c. The inspector shall sign and seal the inspection report, which shall include a certification that the beachfront lighting has been constructed in substantial accordance with the terms of this section, the beachfront lighting does not

illuminate areas seaward of the primary dune at the time of night inspection, and the beachfront light sources are positioned so that only deflected light may be visible from the beach at the time of the night inspection.

- B. All public or private buildings and other improvements existing prior to July 18, 2000 shall comply with the following standards:
1. Existing artificial light sources that are essential for safety or security shall be repositioned, modified, or replaced with modern alternatives so that only deflected light may be visible at ground level from the beach, and light does not directly illuminate areas seaward of the primary dune.
 2. Existing artificial light fixtures shall be repositioned, modified, or removed so that:
 - a. The point source of light or any reflective surface of the light fixture is not directly visible from the beach;
 - b. Areas seaward of the frontal dune are not directly or indirectly illuminated; and
 - c. Areas seaward of the frontal dune are not cumulatively illuminated.
 3. The following measures shall be taken to reduce or eliminate the negative effects of existing exterior artificial lighting:
 - a. Reposition fixtures so that the point source of light or any reflective surface of the light fixture is no longer visible from the beach;
 - b. Replace fixtures having an exposed light source with fixtures containing recessed light sources or shields;
 - c. Replace traditional light bulbs with yellow "bug" type bulbs not exceeding fifty (50) watts;
 - d. Replace non-directional fixtures with directional fixtures that point down and away from the beach;
 - e. Replace fixtures having transparent or translucent coverings with fixtures having opaque shields covering an arc of at least 180 degrees and extending an appropriate distance below the bottom edge of the fixture on the seaward side so that the light source or any reflective surface of the light fixture is not visible from the beach;
 - f. Replace pole lamps with low-profile, low-level luminaries so that the light source or any reflective surface of the light fixture is not visible from the beach;
 - g. Replace incandescent, fluorescent, and high intensity lighting with the lowest wattage low pressure sodium vapor lighting possible for the specific application;
 - h. Plant or improve vegetation buffers between the light source and the beach to screen light from the beach; and
 - i. Construct a ground level barrier to shield light sources from the beach. Ground-level barriers shall not interfere with marine turtle nesting or hatchling emergence or cause short- or long- term damage to the beach/dune system.
 4. The following measures shall be taken to reduce or eliminate the negative effects of interior light emanating from doors and windows within line-of-sight of the beach:
 - a. Apply window tint or film that meets the standards for tinted glass;
 - b. Rearrange lamps and other moveable fixtures away from windows;
 - c. Use window treatments (e.g., blinds, curtains) to shield interior lights from the beach; or
 - d. Turn off unnecessary lights.

5. Light sources within line of sight of the beach that cannot be repositioned, modified, or replaced, for whatever reason, shall be turned off from sunset each night until sunrise each morning during the nesting season.

3.06.03 Habitat Protection of Federally or State Listed Species

- A. A professionally prepared biological survey to document the presence of endangered, threatened, or species of special concern shall be submitted with applications for development when the development is:
 1. In excess of two (2) acres on previously undisturbed properties; or located on environmentally sensitive lands.
- B. Environmentally sensitive lands for which a survey is required regardless of acreage are those found in 3.02.03(A)
- C. Biological surveys shall:
 1. Follow the standards and criteria adopted by the Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service; or
 2. Include a preliminary report consisting of pedestrian surveys of 200-foot transects through a minimum of twenty-five percent (25%) of each habitat on site. Within twenty-one (21) days of the preliminary report, the City Manager shall (1) render a finding of whether a second, more intensive survey is needed, based on the information provided by the Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service , and (2) shall describe the parameters it will follow for such an intensive survey, if required.

If the field biological inventory indicates the presence of federally or state listed species:

- A. The survey shall be forwarded to the Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service; and
- B. The applicant shall follow the recommendations of the Florida Fish and Wildlife Conservation Commission and U.S. Fish and Wildlife Service for mitigating loss of habitat; or
- C. A habitat plan shall be prepared by a qualified ecologist, biologist, or other related professional and shall include, at a minimum, the following:
 1. An analysis of the likelihood of the species surviving on the proposed development site as a viable population, assuming that the proposed development would not occur and taking into account the quality and quantity of habitat needed to maintain members of the species;
 2. An analysis of existing viable habitat on adjacent property for the species;
 3. The land needs of the species that may be met on the development site; and
 4. Measures that shall be taken to protect the habitat of the species on the property, if the species would likely remain a viable population, in the absence of the proposed project

Prohibited activities:

- A. No protected species of wildlife or freshwater fish or their nests, eggs, young, homes, or dens, shall be taken, transported, stored, served bought, sold, or possessed in any manner or quantity at any time, except as specifically permitted by the provisions of State law.
- B. No person shall kill, wound, pursue, molest harm, harass, capture, or possesses any protected species or parts thereof or their nests, eggs, young, homes, or dens, except as authorized by specific permit, issued by the Florida DEP, the Florida Fish and Wildlife Conservation Commission, and any other applicable State or Federal agency.
- C. Development proposed adjacent to Outstanding Florida Waters, aquatic preserves, wildlife sanctuaries, wildlife refuges, state preserves, forests, parks, gardens, and

wildlife management areas shall be environmentally compatible in order to conserve wildlife populations and habitat.

4

CHAPTER 4

SITE DESIGN REQUIREMENTS

Page

4.00.00	GENERALLY	4-3
4.00.01	Purpose and Intent	4-3
4.00.02	Applicability	4-3
4.00.03	Design Principles	4-3
4.01.00	DENSITY AND HOUSING STANDARDS	4-4
4.01.01	Density and Housing Types	4-4
4.02.00	DESIGN STANDARDS FOR BASE ZONING DISTRICTS	4-5
4.02.01	Standards for Lot Design	4-5
4.02.02	Requirements Regarding Combining Lots	4-7
4.02.03	Standards for Building and Building Placement	4-7
4.02.04	Specific Requirements for lots abutting the municipal golf course fairway in R1-G	4-11
4.02.05	Specific Requirements for Resort Rental Residential	4-12
4.02.06	Specific Standards for Townhouse Development	4-12
4.03.00	DESIGN STANDARDS FOR OVERLAY DISTRICTS	4-12
4.03.01	Standards for Planned Unit Development (PUD) Overlay	4-12
4.03.02	Standards for Development in the Airport Overlay	4-14
4.03.03	8 th Street Small Area Design Standards	4-19
4.04.00	STANDARDS FOR SUBDIVISIONS	4-21
4.04.01	Purpose	4-21
4.04.02	General Requirements	4-21
4.04.03	Standards for Lots and Blocks	4-22
4.04.04	Requirements for Infrastructure	4-22
4.05.00	LANDSCAPING, BUFFERS, AND TREE PROTECTION	4-25
4.05.01	Generally	4-25
4.05.02	Applicability	4-25
4.05.03	Landscape Materials Standards	4-26
4.05.04	Requirements for Landscape Plans	4-30
4.05.05	Minimum Requirements for Residential Development	4-31
4.05.06	Minimum Requirements for Non-Residential Development and Mixed Use	4-31
4.05.07	Parking Lot Landscape Requirements	4-32
4.05.08	Freestanding Signs Landscape Requirements	4-34
4.05.09	Mechanical Equipment Screening Plantings	4-34
4.05.10	Retention and Detention Ponds	4-34
4.05.11	Requirements for Street Trees	4-34
4.05.12	Buffer Requirements	4-35
4.05.13	Hardship Relief	4-39
4.05.14	Tree Protection Requirements	4-39
4.05.15	Heritage Trees	4-44

List of Tables

Page

Table 4.01.01	Density and Housing Types in Base Zoning Districts	4-4
Table 4.02.01 (J).	Design Standards for Lots	4-6
Table 4.02.03 (E).	Design Standards for Building Heights & Setbacks	4-9
Table 4.05.03(C).	Design Options for Xeriscape Landscaping.	4-28
Table 4.05.12(B).	Types and Plant Requirements for Buffers.	4-36
Table 4.05.12(C).	Buffer Requirements Between Zoning Districts.	4-36

4.00.00 GENERALLY

4.00.01 Purpose and Intent

The intent of this chapter is to provide design standards applicable to all development activity in the City. The purposes are to:

- A. Establish reasonable and equitable standards of design;
- B. Ensure that public facilities and utilities are available to all developments;
- C. Provide for adequate light, air, and privacy;
- D. Prevent the overcrowding of the land and undue congestion of the population; and
- E. Provide for open spaces and recreational areas through the most efficient design and layout of the land.

4.00.02 Applicability

- A. No building shall be constructed, installed, enlarged, reconstructed, or structurally altered, except in compliance with the standards and requirements of this LDC.
- B. Where an overlay district applies to a site, the standards for the overlay district shall apply in addition to the standards of the underlying zoning district.
- C. In addition to standards for all development within a zoning district, supplemental standards for specific uses are set forth in Section 6.02.00. Such supplemental standards shall apply in addition to the standards of the zoning district and overlay district, if applicable, in which the development is located.
- D. Where conflict arises between standards required in a zoning district, in an overlay district, by supplemental standards, or by other legally binding document, the following rules shall be used in the application of standards:
 - 1. Where a City-approved site plan, City-approved development agreement, court order, or other legally binding document which authorizes development applies to the site, the standards in the legally binding document shall apply.
 - 2. In all other situations, the stricter standard shall apply.

4.00.03 Design Principles

Development design shall first take into account the protection of environmental and natural resources as set forth in Chapter 3. All development shall be designed to avoid unnecessary impervious surface cover; to provide adequate access to lots and sites; and to avoid adverse effects of shadow, glare, noise, odor, traffic, drainage, and utilities on surrounding properties.

4.01.00 DENSITY AND HOUSING STANDARDS**4.01.01 Density and Housing Types****Table 4.01.01. Density and Housing Types in Base Zoning Districts.**

Zoning District	Maximum Gross Density (dwelling units per acre)	Permissible Housing Types
RE	1.0	Single-family detached
R1-G	4.0	Single-family detached
R-1	4.0	Single-family detached
RLM	6.0	Single-family detached
R-2	8.0	Single-family detached Duplex structures Triplex structures Townhouses
R-3	10.0	Single-family detached Duplex structures Triplex structures Townhouses Multi-family structures with 4 or more units
OT-1	10.0	Single-family detached
OT-2	10.0	Single-family detached
MU-1	8.0	Single-family detached Duplex structures Triplex structures Townhouses Mixed Use
MU-8	18.0	Single-family detached Duplex structures Triplex structures Townhouses Multi-family structures with 4 or more units Mixed Use
C-1		Prohibited
C-2		Prohibited
C-3	34.0	Single-family detached Duplex structures Triplex structures Townhouses Multi-family structures or mixed use
I-1		Not permitted as a principal use ¹
I-2		Not permitted as a principal use ¹
I-A		Not permitted as a principal use ¹
I-W		Not permitted as a principal use ¹
W-1	2.0 with bonus potential to	Single-family within mixed use

	4.0	
PI-1	Not permitted as a principal use ¹	
CON	Not permitted as a principal use ¹	
REC	Prohibited	

¹An accessory dwelling unit is permissible for caretakers or security personnel. See Section 5.01.04.

4.02.00 DESIGN STANDARDS FOR BASE ZONING DISTRICTS**4.02.01 Standards for Lot Design**

- A. The following types of lots are permissible:
 - 1. Corner lot, located at the intersection of two (2) streets and abutting such streets on two (2) adjacent sides. Lots abutting a right of way that is used as a beach access shall not be considered a corner lot, if access is not provided through the beach access.
 - 2. Double-frontage lot, with frontage on two (2) opposing sides; where one (1) frontage is on an alley, the lot is not considered a double-frontage lot. A double-frontage lot may also be called a through-lot.
 - 3. Interior lot, which has street frontage on only one (1) side.
 - 4. Lots that are located in conformity with the established street pattern.
- B. Only one (1) principal residential building and its allowable accessory buildings shall hereafter be erected on any one (1) lot.
- C. Except as specifically provided in this LDC, no lot existing at the time of adoption of this LDC shall be reduced, divided, or changed so as to produce a lot or tract of land which does not comply with the minimum standards as set forth in this LDC.
- D. The impervious surface ratio is calculated by dividing the total of all impervious surfaces on the lot by the total lot area. Water bodies are impervious surfaces.
- E. Where cluster development is permissible and proposed under unified development control, the calculation of impervious surface shall apply to the entire site and shall not be applied to individual lots within the development site.
- F. The floor area ratio is calculated by dividing the total of all floor areas on the site by the total site area. Floor areas include the gross floor area on each floor or story of the principal building and the floor area of any accessory building, not including parking areas.
- G. Minimum lot area shall be consistent with the density standards set forth in Table 4.01.01. For the purpose of determining consistency of the lot area with density standards, density shall be as defined in the Comprehensive Plan.
- H. The minimum lot area for lots in the RE zoning district shall be 43,560 square feet.
- I. Lots shall be designed to comply with the standards set forth in Table 4.02.01(J).

Table 4.02.01 (J). Design Standards for Lots

Zoning District	Minimum Lot Width (ft.)	Maximum Impervious Surface Ratio for Lots (%)	Maximum Floor Area Ratio for Lots (%) (Note 1)
RE	100	60	50
R1-G	75	60	50
R-1	50 or 75 Note 2	60	50
RLM	50	60	50
R-2	50 Note 4	60	50
R-3	50	60	50
OT-1	46.5	Note 6	50
OT-2	46.5	Note 6	50
MU-1	50	60	50
MU-8	25	60	200
C-1	50	60	1.50
C-2	50	60	1.50
C-3	25	75 Note 3	200
I-1	75	60	50
I-2	75	60	50
I-A	75	60	50
I-W	75	60	75
W-1	25	60	75
PI-1	50	60 Note 5	50
CON	NA	5	NA
REC	NA	Note 5	NA

- Notes:
1. For RE, R-1, R-2, R-3, OT-1, and OT-2, the FAR standard applies to any permissible commercial uses.
 2. The minimum lot width for lots platted prior to the effective date of this LDC is fifty (50) feet. The minimum lot width for lots platted on or after the effective date of this LDC is seventy-five (75) feet.
 3. The maximum impervious surface ratio within the "Central Business District" land use category, as depicted on the Future Land Use Map, may be 1.00 where the application is for redevelopment of a lot that is developed with 100% impervious surface. Where the application is for new development of a vacant lot, the maximum impervious surface on the lot may be 100% where stormwater facilities are available and have sufficient capacity to accept the runoff from the lot.
 4. Development is permissible on lots which were platted before the effective date of this LDC and have a minimum width of twenty-five (25) feet.
 5. Proposed development on lots within the "Recreation" land use, as depicted on the Future Land Use Map shall not exceed 0.25 impervious surface ratios.
 6. Refer to Chapter 8 Section 8.01.01.02 for maximum lot coverage.

4.02.02 Requirements Regarding Combining Lots**A. Applicability**

Lots or parcels that abut Ocean Avenue, North Fletcher Avenue, or South Fletcher Avenue are subject to the provisions of this section regarding combining lots.

B. Purpose

The provisions of this section are intended to ensure that development in the beach area on the streets identified in Section 4.02.02(A) above is consistent with the existing pattern of development.

C. Combining two (2) or more lots is prohibited where the resulting lot is not compatible with the surrounding neighborhood as defined by any one of the following characteristics:

1. The proposed lot has a width greater than 100 feet.
2. The proposed lot area is not consistent with the density for the zoning district, as set forth in Table 4.01.01.

4.02.03 Standards for Buildings and Building Placement**A. Encroachment**

1. A yard created by the setbacks set forth in this section shall not be considered a yard for any other building.
2. Every part of a required yard shall be open and unobstructed from its lowest point to the sky, except as set forth in Section 4.02.03(A) (3), (4), (5) and (6) below.
3. Front entry steps may encroach into a minimum front yard up to forty-two (42) inches.
4. The following building features may project into a minimum yard up to twenty-four (24) inches: sills, belt courses, cornices, buttresses, ornamental features, chimneys, and eaves.
5. The following building features may project into a minimum rear yard up to forty-two (42) inches: open or enclosed fire escapes, outside stairwell, and balconies.
6. Wooden decks and porches with a finished floor level of 12" or less from natural grade or non-covered open-air balconies are permissible encroachments into required yard spaces, subject to the following:
 - a. A five (5) foot minimum setback is required for all side and rear yards.
 - b. For front yards, wooden decks and non-covered open-air balconies shall comply with the front yard setbacks specified for each zoning district.
 - c. For installation of a wooden deck on varying topography, the floor level may be allowed to reach a maximum of 24" from natural grade to accommodate stairs and topographical impracticalities.
7. Mechanical equipment may be located within the side or rear yard setback, but not closer than five (5) feet to side or rear yard lot lines and screened by landscaping or opaque fencing.
8. Specific requirements for fences and signs are outlined in Sections 5.01 and 5.03.

B. On double-frontage lots, the designated front yard shall be determined by the City.**C. Standards for building height:**

1. Building height shall be measured from the average natural grade, to the highest point on the structure unless the property is located within a flood hazard area as provided herein. Properties located within a flood hazard area shall measure building height to the highest point on the structure from:

- a. The higher of the base flood elevation or approved finished grade for buildings and structures in a special flood hazard area and 0.2 percent annual chance of flood hazard area.
 - b. The approved finished grade for buildings and structures in coastal high hazard areas (Zone V) and Coastal A zones.
2. Building Height Encroachments: the calculation of maximum building height shall not include architectural rooftop features, mechanical equipment, elevator shafts, chimneys or other venting systems as required by the Florida Building Code, except as provided in subsection 4.02.03(C)2(a).
 - a. Residentially zoned properties located within 1,000 feet of the Coastal Construction Control Line (CCCL) cannot exceed 35 feet in building height. The only permissible encroachments are chimneys or other venting systems as required by the Florida Building Code.
3. The following structures shall not be subject to height limits: telecommunications towers, flagpoles, and City-owned water towers.

D. Buildings shall comply with the standards in Table 4.02.03(E) set forth below:

Table 4.02.03(E). Standards for Building Heights and Setbacks

Zoning District	Maximum Building Height (ft.) ¹	Minimum Setback			
		Front (ft.)	Side ²	Rear (ft.)	Corner Lot (side abutting street) (ft.) ³
RE	35	25	10% of lot width	25	15
R1-G	35	25	10% of lot width	25, 50 feet for fairway lots	15
R-1	35	25	10% of lot width	25	15
RLM	35	25	10% of lot width	25	15
R-2	35	25	10% of lot width	20	15
R-3	45	25	10% of lot width	20	15
OT-1	35	See specific standards in Section 8.01.01.02.			
OT-2	35	See specific standards in Section 8.01.01.02.			
MU-1	35	None	None ⁴	10	10
MU-8	45	See specific standards in Section 4.03.03			
C-1	45	None	None ⁴	10	10
C-2	45	None	None	None	None
C-3	45	None	None	None	None
I-1	45 ⁵	None	None	None	None
I-2	45 ⁵	None	None	None	None
I-A	45	None	None	None	None
I-W	35	None	None	None	None
W-1	See specific standards in Section 8.01.02.				
PI-1	45	25	10	10	10
CON	25	None	None	None	None
REC	25	None	None	None	None

1. A building within 1,000 feet of the Coastal Construction Control Line (CCCL) shall not exceed thirty-five (35) feet in building height.
2. Each side yard setback shall be increased by one-half (½) foot for each one (1) foot, or fraction thereof, of building heights above twenty-five (25) feet.
3. Buildings shall not encroach into the required clear visibility triangle at intersections, as set forth in Section 7.01.08.
4. Where access is provided from an alley or public street to the rear of the principal building, no side yard setback is required. Where such access is not available, one (1) side yard shall be a minimum of ten (10) feet. Any other side yard shall have a minimum side yard setback of zero (0) feet.
5. Manufacturing and/or Assembly – Heavy uses shall be exempt from height regulations.

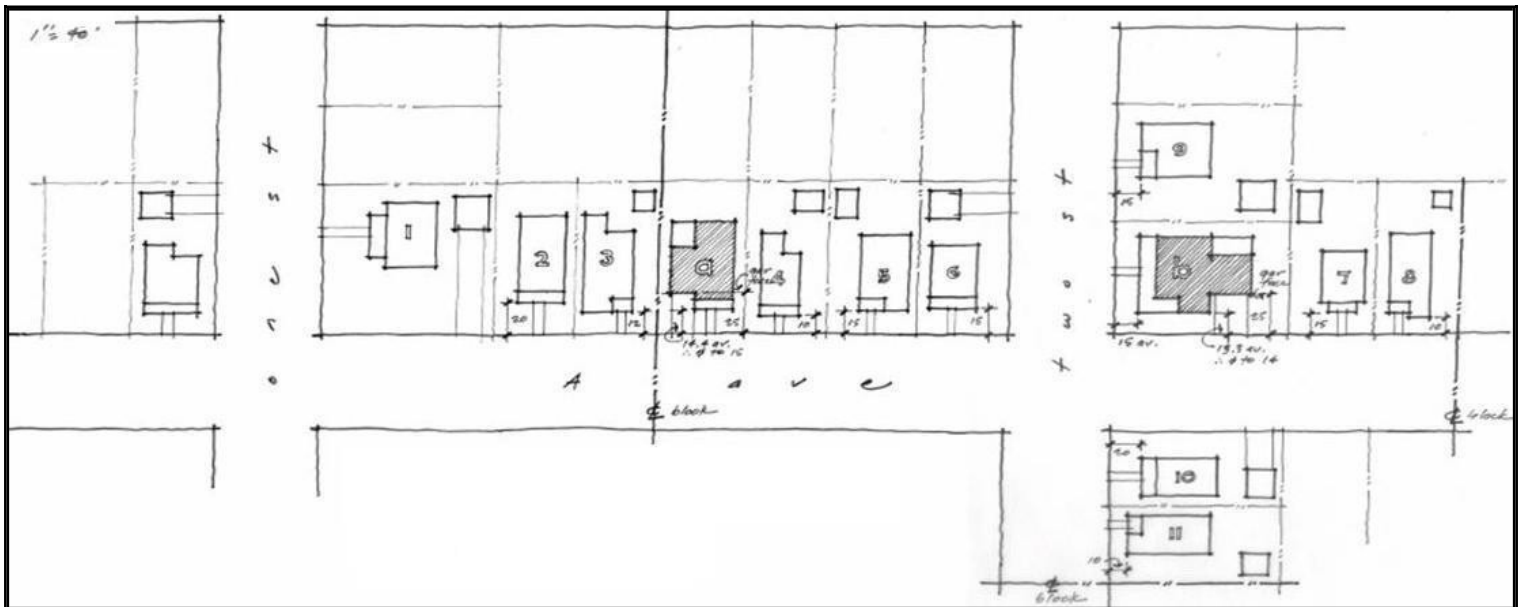
F. Context Sensitive Setback Determination

1. Authority and Limitation

The City Manager is authorized to alter setback standards in Table 4.02.03(E) of this LDC based on context sensitive review of setbacks in the vicinity of the subject property. Accessory structure setbacks are not eligible for context sensitive setback determinations. The authority to alter setback standards is limited to the following:

- a. If at least half of the lots on the same block face are occupied by principal structures and at least 50% of those principal structures do not comply with minimum front yard setbacks, property owners may elect to apply for a context sensitive front yard setback determination.
 - i. The front setback of other principal structures on the block face must be measured from the property line to the closest vertical element of the roofed portion of the principal structure, such as porch supports or the building face. Block Face shall be defined as one (1) side of a street between two (2) intersecting streets. The orientation of structures on corner lots determines the applicable block face.
 - ii. On properties seeking a context sensitive setback determination, principal structures must be set back from the front property line a distance equal to the average front setback depth of all principal structures on the same block face, using measurements obtained in 4.02.03(F)(1)(a)(i).
 - iii. Buildings that front on a different street than the subject lot or that are separated from the subject lot by a street or alley may not be used in computing the average.
 - iv. In using a context sensitive setback determination, front-loaded garages must be setback at least twenty-five (25) feet in all cases.

Figure 4.02.03(F): Contextual Setback Determination



In this example, lots 2, 3, 4, 5, and 6 represent the block face. Lot 1 is not included in the block face calculations because it fronts on a different street. If this block were classified in a R-2 district, the minimum required front setback would be 25 feet. The block face shown would qualify for use of a contextual front setback determination since more than 50% of the principal structures on the block

face do not comply with the R-2 district's 25-foot front setback requirement. When constructing on lot "a" the property owner would be allowed to use the average setback of all existing principal structures on the block face. In this example, the resulting contextual setback would be 14.4 feet—the average of front setbacks for structures on lots 2, 3, 4, 5 and 6.

Lot "b" may use the setback of lot 9, since the orientation of the structure on lot "b" will be oriented onto two streets and lot 9 is the only other structure on this block. The orientation of structures on corner lots determines the applicable block face.

2. Procedure

- a. An application and applicable fees for a context sensitive setback determination shall meet the requirements set forth in Section 11.01.03, and City policies, as amended from time to time.
- b. Measurements accompanying an application must be validated by a licensed land surveyor.
- c. The City Manager shall evaluate the application for a context sensitive setback determination for compliance with the requirements set forth in Section 4.02.03(F)(1) above.
- d. Upon approval, the City Manager shall provide a notice of intent to approve, to be posted on the subject property for a period of ten (10) days. Any appeals of this intent to approve shall follow the process provided in Section 11.07.00.
- e. Following the notice period, the City Manager issues a written order stating the approved setbacks for the subject property. A copy of such order shall be submitted with any building permit application for the property.

3. Monthly Reports Required

A monthly report shall be prepared to summarize the number and type of context sensitive setback determinations granted in the previous month.

4.02.04 Specific Requirements for Lots Abutting the Municipal Golf Course Fairway in R1-G

- A. For purposes of this subsection, the term "golf fairway residential areas" shall mean all those residential lots of land located adjacent to the municipal golf course.
- B. That portion of any golf fairway residential lot or block within 25 feet of the lot or block line bordering the golf course shall be in general conformity with the overall landscaping pattern for the golf course fairway area established by the golf course architect. All individual lot or block landscaping plans must be approved by the community development department.
- C. There is reserved to the city a golf course maintenance easement area on each lot adjacent to the fairway. This reserved easement shall permit the city at its election to go onto any fairway lot at any reasonable hour and maintain or landscape the golf course maintenance easement area. The maintenance and landscaping may include regular removal of underbrush, trees less than six inches in diameter, stumps, trash or debris, planting of grass, watering, application of fertilizer, and mowing the easement area. This golf course maintenance easement area shall be limited to the portion of those lots within 25 feet of the lot line bordering on the golf course or that lesser area as may be shown as a golf course maintenance area on the recorded plat of the lot. No fence shall be allowed on any golf course maintenance easement.

4.02.05 Specific Requirements for Resort Rental Residential

- A. Resort rental residential units shall be limited to occupancy periods per rental of thirty (30) or fewer days.
- B. Dwelling units used as resort rental residential units shall provide one (1) parking space for each two (2) occupants; occupancy shall be the number of occupants according to the fire rating.
- C. Parking shall be located in the side or rear yard, except for lots abutting the Atlantic Ocean. Parking shall be located at least ten (10) feet from the front property line where parking is permissible in the front yard. This provision is for new resort rental permits only. For new Resort Rental permits issued after October 1, 2006 parking is prohibited in the front yards of houses on the west side of Fletcher Avenue.

4.02.06 Specific Standards for Townhouse Development

- A. Townhouse development shall comply with the density of the zoning district in which it is proposed. The additional standards set forth in this section shall apply to all townhouse development.
- B. Side yard setback requirements do not apply to interior lot lines.
- C. A townhouse is a single-family attached dwelling unit. It is contiguous to adjacent units by a common wall.
- D. There shall be at least two (2) but not more than six (6) units in one (1) building.
- E. Each townhouse dwelling unit shall have a direct entrance to the outside, and shall not open to a common lobby, hallway, foyer, or other similar space.
- F. Where all lots, parcels, and dwelling units are under common ownership, there shall be a management plan to demonstrate unified control and management of common areas and facilities.
- G. Where common open space, recreation facilities, or other accessory structures or facilities are proposed, sidewalks or pedestrian paths shall be provided to connect buildings, parking lots, open space, and common areas.

4.03.00 DESIGN STANDARDS FOR OVERLAY DISTRICTS**4.03.01 Standards for Planned Unit Development (PUD) Overlay**

- A. Purpose
It is the purpose of the PUD overlay district to provide flexible land use and design and to allow planned diversification and integration of uses and structures, while retaining to the City the authority to establish limitations and regulations thereon for the benefit of the public health, welfare, and safety. A PUD overlay district is intended to promote economical and efficient land use, an improved level of amenities, appropriate and harmonious variety in physical development, creative design, variety of housing types, and a better urban environment.
- B. A PUD overlay district shall have the following characteristics:
 - 1. Unified control for development purposes;
 - 2. Unified site design, planned and developed as a whole, in a single development operation or a programmed series of development operations, including lands, buildings, structures, and uses;
 - 3. Civic spaces in residential developments which provide opportunities for resident social interaction;
 - 4. Commercial land uses, if any, which provide convenient service, employment, and access, and yet remain separated from residential areas by the use of landscaping and natural buffers; and
 - 5. Conservation of natural resources as set forth in Chapter 3.

Adopted September 5, 2006

- C. A PUD shall provide a public benefit. At a minimum, two (2) or more of the following public benefit conditions shall result from the implementation of the proposed PUD:
 - 1. Replacement of nonconforming development;
 - 2. Creation of public open space, such as plazas or parks;
 - 3. Improved waterfront protection and enhancement of views of oceanfront and riverfront areas;
 - 4. Preservation of designated historically significant structures;
 - 5. Replacement or rehabilitation of obsolete, blighted, or underutilized buildings; or
 - 6. Provision of bicycle paths and walkways that provide public access to public open space or water bodies.
- D. An application for a PUD shall contain comprehensive and detailed plans for development of the site, including building location, building dimensions, building elevations, location, and dimensions of accessory structures, landscaping, open space, amenities, and detailed plans for infrastructure.
- E. An application for approval of a PUD shall include a description of the program for provision, operation, and maintenance of areas, improvements, facilities, and services intended for common use by some or all of the occupants of the PUD, but which will not be provided, operated, or maintained at general public expense.
- F. A PUD overlay district is permissible in the following zoning districts: R-1, RLM, R-2, R-3, MU-1, C-1, and C-2.
- G. A PUD overlay district is prohibited within the Coastal High Hazard Area as established in the Comprehensive Plan.
- H. The following general design standards shall be used in evaluating a PUD:
 - 1. The preferred access to a PUD is an arterial or major collector street. A PUD shall be located and designed to minimize traffic impacts in established residential neighborhoods.
 - 2. The natural topography, soils, natural vegetation, and surface water shall be preserved and utilized through the careful location and design recreation areas, open space, and drainage facilities. Open space areas shall utilize wetlands, floodplains, shorelines and other natural features.
- I. The following specific design requirements apply to PUD development:
 - 1. The minimum land area for a PUD is five (5) acres, except as set forth in Section 4.03.01(1)(2) below.
 - 2. Where a minimum of twenty-five (25) percent of the dwellings in a residential PUD are set aside to meet affordable housing needs, the minimum land area may be reduced to two (2) acres.
 - 3. A residential PUD shall include two (2) or more housing types. Permissible housing types include: single-family attached, single-family detached, townhouse, duplex, triplex, and multi-family buildings.
 - 4. Within a residential PUD, five (5) percent of the land area shall be designed and used for civic or recreational purposes. Water bodies and wetlands shall not be included within the calculation of land area set aside for civic or recreational purposes.
 - 5. Where residential uses are permissible in the underlying zoning district, the maximum residential density shall comply with the density standards set forth in Table 4.01.01.
 - 6. Where nonresidential uses are permissible in the underlying zoning district, the maximum floor area ratio shall not exceed 0.21.
 - 7. Within a mixed-use PUD, the following standards apply:

- a. A minimum of five (5) percent of the land area shall be designed and used for civic purposes;
 - b. A maximum of fifty (50) percent of the land area shall be devoted to nonresidential uses;
 - c. A maximum of eighty (80) percent of the land area shall be devoted to residential uses; and
 - d. Water bodies and wetlands shall not be included within the calculation of land area set aside for civic or recreational purposes.
- J. The following site design standards may deviate from the standards applicable to the underlying zoning district, and, upon approval of a site plan for the PUD, shall become binding upon all development within the PUD:
1. Minimum building setbacks;
 2. Maximum building height;
 3. Minimum parking ratio;
 4. Maximum impervious surface ratio;
 5. Minimum lot width; and
 6. Landscape design.

4.03.02 Standards for Development in the Airport Overlay

Construction design standards for development on the Airport have been established to apply reasonable criteria to guide the development and improvement of leaseholds at Fernandina Beach Municipal Airport. These design standards are described and depicted in the Architecture and Building Design Standards for Development on the Airport, which is adopted by reference and made a part hereof. Objectives of these design standards are:

1. Facilitate high quality development which seeks to maximize the utilization of property for new buildings and facilities and, when appropriate, renovate existing facilities.
2. Assure that all development is aesthetically attractive and presents a pleasing and reasonably consistent appearance with a reasonable economic life.
3. Promote measures that will assure that airport safety and security issues are properly addressed.
4. Promote the efficient use of land to minimize the impact on wetlands or other environmentally constrained land areas.
5. Assure compatibility of the development proposed by the various airport lessees.
6. Designate and maintain appropriate corridors for utilities, public access to various airport facilities and controlled airside access.
7. Provide adequate separation between buildings and public rights-of-way.
8. Provide ample off-street parking with appropriate landscaping to screen vehicular and equipment storage areas.
9. Maximize the availability and use of aircraft ramp areas.

The purpose of this section is to establish limitations on the height of objects and uses of land to prevent the creation of obstructions hazardous to aeronautical operations or which could increase the risk to the public's health, safety or well-being in the event of an aviation accident or which would otherwise impair the full utility and operating capacity of Fernandina Beach Municipal Airport. This section creates specific surfaces for three separate purposes providing height restrictions conforming to varying obstruction standards: land use limitations based on sensitivity to aviation generated noise; land use based on increased risk of injury; and hazard to health or property damage in the event of an aircraft accident.

1. Obstruction Height Surfaces: Surface sizes and height limitations established in this section conform to the standards for determining obstructions to air navigation of 14 CFR Part 77, ss77.23. For civil airports there are hereby created and established certain surfaces which include all of the land lying beneath the primary, approach, transition horizontal and conical surfaces as they apply to a particular airport. These surfaces are described and depicted in the *Airport Layout Plan Update, 1999 Technical Report*, as may be amended, which is adopted by reference and made a part hereof. All provision shall be consistent with Section 333, Florida Statutes. An area located in more than one of the described surfaces is considered to be only in the surface with the more restrictive height limitation. The various surfaces are hereby established and defined as follows:
 - A. The primary surface is an area longitudinally centered on each runway, extending 200 feet beyond each end of a paved runway. The width of the surface so specified for each runway for the most precise approach existing or planned for either end of the runway. No structure or obstruction shall be permitted within the primary surface that is not part of the landing and takeoff facilities and is of a greater height than the nearest point on the runway centerline. The width of the primary surface of a runway shall be that width for the most precise approach existing or planned for either end of that runway. Therefore, for Fernandina Beach Municipal Airport the width of the primary surface for Runways 4 and 22, 8 and 26, and 13 and 31 is 500 feet for non precision instrument runways having visibility minimums greater than three-fourths (3/4) statute mile.
 - B. The horizontal surface is the area surrounding the Fernandina Beach Municipal Airport with the outer boundary constructed by swinging arcs of specified radii from the center of each primary surface end for each airport runway then connecting adjacent arcs by tangents. The arc radii for each runway end will have the same arithmetic value and will be the highest value determined for either end of that runway. When a smaller arc is encompassed by the tangent connecting larger arcs, the smaller shall be disregarded in determining the surface boundary. No structure or obstruction will be permitted in the horizontal surface that has a height greater than 150 feet above the airport elevation. For the Runways 4 and 22, 8 and 26, and 13 and 31 the radius of each arc is 10,000 feet for runways designated or planned for other than utility, non precision instrument runway.
 - C. The conical surface is the area extending outward from the periphery of the horizontal surface for a distance of 4,000 feet. No object or structure will be permitted in the conical surface that has a height greater that 150 feet above the airport elevation at its inner boundary with permitted height increasing one (1) foot vertically for every twenty (20) feet of horizontal distance measured outward from the inner boundary to a height of 200 feet above airport elevation at the outer boundary.
 - D. The approach surface is an area longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is designated for each runway based upon the type of approach available or planned for that runway end.
 - a. The inner edge of the approach surface is the same width as the primary surface.
 - b. The outer width of the approach surface is the most precise approach existing or planned for that runway end expanding uniformly for Runways 4 and 22, 8 and 26, and 13 and 31 to a width of 3,500 feet for that end of a non-

- precision instrument runway other than utility, having visibility minimums greater than three-fourths ($3/4$) of a statute mile.
- c. The approach surface for Runways 4 and 22, 8 and 26, and 13 and 31 extends for a horizontal distance of 10,000 feet for all non precision instrument runways other than utility.
 - d. No object or structures will be permitted within an approach surface, beginning at its intersection with the end of the primary surface, having a height greater than the runway end elevation, the height above the runway end elevation increasing with the horizontal distance outward and for Runways 4 and 22, 8 and 26, and 13 and 31 the permitted height increases one foot vertically for every 34 feet horizontal distance for all non precision instrument runways other than utility.
- E. The transitional surface as the area extending outward from the sides of every primary surface and approach surface connecting them to the horizontal surface and an area outward 5,000 feet horizontally or until intersection with the conical surface from the side of that portion of the approach surface of a precision instrument runway extending through and beyond the conical surface. No object or structure will be permitted within the transitional surface greater in height than the primary surface or approach surface at their adjoining boundary lines increasing at a rate of one (1) foot vertically for every seven (7) feet horizontally, with the horizontal distance measured at right angles to the runway centerline and extended centerline, until the height of the slope matches the height of the horizontal surface or the height of the conical surface and for a horizontal distance of 5,000 feet from each side of that part of the approach surface for a precision instrument runway extending beyond the conical surface.
- F. In addition to the height limitations imposed in (A) through (E) above, no structure or obstruction shall be permitted within the City's jurisdiction that would cause a minimum obstruction clearance altitude, a minimum descent altitude, a minimum vectoring altitude, or a decision height to be raised. Nor impose either the establishment of restrictive minimum climb gradients or non-standard take-off weather minimums for any runway at Fernandina Beach Municipal Airport.
- G. Applications for land development or improvement will be reviewed by the Fernandina Beach Municipal Airport for their potential impact on the imaginary surfaces designated for existing and planned operating conditions at the Airport as well as those associated with existing and planned instrument approach and instrument departure procedures. The latter instrument procedures are defined by the "United States Standard for Terminal Procedures" as may be amended by the Federal Aviation Administration (FAA). Proposed land development or improvements that penetrate the imaginary surfaces or that may cause an increase to instrument approach and/or instrument departure procedures shall not be permitted.
2. Airport Noise Zones, Boundaries and Requirements
- A. No noise specific zones have been identified as part of this section. However, if the City of Fernandina Beach in the future undertakes the development of a FAA Area Equivalent Method (AEM) study and it shows noise impact areas off the airport property, then this section can be amended as needed to reflect the results of the noise impact studies. Such noise studies, consistent with FAR Part 150, or equivalent noise studies map overlay land use noise zones using AEM. The AEM is a mathematical procedure that provides the noise contour area of a specific airport given the types of aircraft and the number of operations for such aircraft. These

noise zones are based on projected yearly averaged 24-hour day/night average noise level (DNL) impact projections arising from aircraft flight operations at the Fernandina Beach Municipal Airport.

- B. Where an airport authority or other governing body operating a publicly owned, public-use airport has not conducted a noise study, neither residential construction nor any educational facility as defined in Chapter 1013, with the exception of aviation school facilities, shall be permitted within an area contiguous to the airport measuring one-half the length of the longest runway on either side of and at the end of each runway centerline.
- 3. Public Safety and Welfare
 - A. Notwithstanding any other provision of this section, no use may be made of land or water within any surface established by this section in a manner so as to interfere with the operation of an airborne aircraft. The following special requirements shall apply to each permissible use:
 - 1. All lights or illumination used in conjunction with street, parking, signs, or use of land and structures shall be arranged and operated in such a manner that it is not misleading to or obscure pilots vision during critical take-off or landing stages of flight or be otherwise dangerous to aircraft occupants or flight operations at Fernandina Beach Municipal Airport or in the vicinity thereof.
 - 2. No operations of any type shall produce smoke, glare, or other visual obscurations hazards within three (3) statute miles of any usable runway of the Fernandina Beach Municipal Airport.
 - 3. No operations of any type device shall produce electronic interference with navigation signals or radio communication between the airport, aircraft or an air traffic control facility.
 - 4. No use of high energy beam devices is permitted where the energy transmission is not fully contained within a building or some type of absorbing or masking vessel.
 - B. Aircraft Over-flight and Accident Potential Zones (APZ) are hereby created and established of certain surfaces underlying those recurring, fixed flight paths for aircraft taking-off and landing at Fernandina Beach Municipal Airport. Of necessity, aircraft must routinely operate at low altitude and climb from or descend to the runway along these paths. The potential of an aircraft accident, should one occur, is statistically most significant in these surfaces thus the risk of injury to people or damage to property on the ground that could result from such an accident is greatest. This includes the Runway Protection Zone (RPZ). Civilian airport Aircraft Over-flight Zones include the primary surface, approach surface (limited to the inner 10,000 feet) and the adjoining transitional surface as described in the latest airport layout plan.
 - C. Incompatible land uses would generally comprise those uses, activities or construction within runway clear zones, which are incompatible with normal airport operations or endanger public health, safety, and welfare that result in congregations of people, emissions of light or smoke, attractions of birds. Such regulations shall prohibit the construction of an educational facility of a public or private school at either end of a runway within an area which extends five miles in a direct line along the centerline of the runway and which has a width measuring one-half the length of the runway.
 - D. The following uses of land shall be prohibited within the accident potential zone area: high-density residential use, schools, hospitals, storage of explosive material,

- assemblage of large groups of people, or any other use that could produce a major catastrophe as a result of an aircraft crash.
- E. No non-conforming land use shall be allowed within the designated Runway Protection Zones for all runways at the Fernandina Beach Municipal Airport. The FAA considers the following to be non-conforming uses: residences and places of public gathering such as churches, schools, hospitals, office buildings and shopping centers. Additionally, fuel storage facilities are also prohibited. This list shall be updated as necessary based on guidance given in the current version of the Federal Aviation Administration's Advisory Circular 150/5300-13 as amended or other state or federal regulations.
 - F. No person shall sell, lease, or offer to sell or lease any land within the airport approach surface or horizontal surface, unless the prospective buyer or lessee has been given the following notice in writing: "Noise warning--This land lies beneath the aircraft approach and departure routes for Fernandina Beach Municipal Airport and is subject to noise that may be objectionable."
 - G. Waste disposal and other facilities are prohibited which store, handle, or process organic material or any other material that fosters or harbors the growth of insects, rodents, amphibians, or other organisms that will result in significant bird population increases above the normal background. These types of facility operations increase the potential for aircraft bird strike resulting in damage to aircraft and injury to occupants. These uses are incompatible if located within the vicinity of any airport described in this section through the application of the following criteria:
 - 1. Facilities located within 10,000 feet of any runway used or planned to be used by turbine powered aircraft
 - 2. Facilities located within 5,000 feet of any runway used only by conventional piston engine powered aircraft
 - 3. Any facility located so that it places the runways and/or approach and departure patterns of an airport between bird feeding, water, or roosting areas.
 - 4. Facilities outside the above perimeters described but still within the lateral limits of any of the surfaces as described in Sections 4.03.03 (A) through (E) will be reviewed on a case-by-case basis.
4. Permits:
- A. Height Zone Permits
 - 1. No building or structure, located within the lateral boundaries of the Airport Height and Safety Zones shown in the most recent airport layout plan, may be constructed, erected, moved to or repaired, altered or modified resulting in an increase in height, unless a building permit has been reviewed by the City's Community Development Department and issued by the Building Official. No permit shall be issued unless the FAA has reviewed the proposed construction or alteration and issued a written Determination of the proposal's affect on navigable airspace where prior notification under CFR 14, Part 77 is required.
 - 2. Notification is required for any temporary or permanent building or structure, whose height is proposed to exceed (i.) 200 feet above ground level at its site; or (ii.) a slope increasing one (1) foot vertically for every one hundred (100) feet horizontally for a distance of 20,000 feet from the nearest point of the nearest runway covered by this section.
 - B. Noise Zone Permit: not required at this time

- C. Aircraft Over-flight and Accident Potential Zones: Within the lateral boundaries of any Aircraft Over-flight or Accident Potential Zone shown in the latest Airport Layout Plan, no building, structure, vehicle or vessel may be moved to, parked, moored, constructed, repaired, altered or modified, either permanently or temporarily, unless a building permit has been issued by the Building Official.
 - D. The owner of any structure over 200 feet above ground level shall install lighting in accordance with *Federal Aviation Administration Advisory Circular 70-7460*, and amendments thereto, on that structure. Additionally, high intensity white obstruction lights shall be installed on a structure which exceeds 749 feet above mean sea level. The high intensity white obstruction lights must be in accordance with *Federal Aviation Administration Advisory Circular 70-7460* and amendments. Any permit or variance granted under this LDC for structures exceeding 749 feet in height shall require the owner to mark and light the structure in accordance with *FAA Advisory Circular 70-7460* or subsequent revisions. The permit may be conditioned to allow the City, at its own expense, to install, operate, and maintain those markers and lights as may be necessary to indicate to pilots the presence of an airspace hazard if special conditions so warrant.
- 5. Independent Justification: The purpose of the overlay surfaces adopted through this section is to provide airspace protection and land use compatible with continuation of normal and routine operation of Fernandina Beach Municipal Airport without endangering the public health, safety and welfare. Each of the three zoning aspects requires independent justification in order to promote the public interest in health, safety and general welfare. No structure or use may be permitted in any surface unless it conforms to the specific height, noise impact sensitivity and public safety limitations at its site as set forth in paragraphs 1, 2, and 3 of this section.
 - 6. Future Uses: No change shall be made in the use of land, and no structure shall be altered or otherwise established in any surface created by this section except in conformance with the requirements of this section.

4.03.03 8th Street Small Area Design Standards

General Principles. The 8th Street standards are intended to encourage flexibility and variety in development through creative site and building design. All development shall contribute to making 8th Street a distinct and memorable part of the city, unique in spaces, buildings, and street character. Development shall be oriented and designed to contribute to the street environment and shall place priority on pedestrian comfort, convenience, safety, and access. Pedestrian scale elements refer to buildings and spaces whose dimensions, properties, and components correspond to human occupation and use. Access to all development shall be sited and designed to have a positive visual impact on the street with primary pedestrian access from 8th Street. Driveways and parking shall not take priority over pedestrian areas. Variety in design elements, transparency, color, texture, signs, and materials creates a visually interesting environment and contributes to the establishment of an architectural character for the corridor. Architectural compatibility is not limited to any particular style.

The design standards for the 8th Street Small Area are as follows:

- 1. On the portion of the property fronting 8th Street, there is a required six (6) foot pedestrian/landscaping access area to provide a continuous, unobstructed clear walkway. This is to be measured from the property line going back six (6) feet. Buildings or building components may encroach into this space starting at the second story, with necessary structural components on the first story as long as the 6 foot

- pedestrian access area is unobstructed, provided an open pedestrian/landscape space is maintained. Required bicycle parking is not permissible within this area.
2. The setbacks for the remaining sides of the property are zero (0) feet.
 3. Building Orientation.
 - a. Primary entrances shall face 8th Street. At least one public entrance of each principal structure shall be oriented toward the front lot line or side lot line. Developments are encouraged to provide as many pedestrian connections to the street as feasible.
 - b. Commercial and Mixed Use structures that extend across the full block width from S. 8th Street to S. 9th Street and S. 7th Street shall contain a secondary façade which is designed with an architectural style, detail, trim features, and roof treatments as consistent with that of the primary façade.
 - c. On corner lots, new buildings shall be oriented toward the streets and shall consider and complement the pattern of existing adjoining development, with the primary façade(s) of the principal building facing the 8th Street facing lot line. Corner locations shall be considered opportunities for distinctive architecture.
 - d. Accessory structures, if any, shall be located at the rear of the principal buildings. All detached garages or carports shall be set back from the front façade of the principal building by at least 10 feet, openings shall not face 8th Street. Where feasible, detached garage and carport access shall be from the side streets.
 - e. All outdoor mechanical equipment shall be located at the rear of the principal buildings and screened. Screening may be structural or vegetative. They shall not be visible from any street. Mechanical equipment placed on the roof shall be screened from abutting streets with parapets or other types of visual screening.
 - f. Solid waste, recycling, and yard trash containers; grease containers, and loading docks shall be screened and located in parking areas or other locations remote from the sidewalk.
 4. Site and Building Access. The City shall encourage shared access to reduce driveway cuts on 8th Street as redevelopment occurs and require cross access design for internal traffic. New driveway cuts which do not serve to reduce the overall number of cuts onto 8th Street shall be located on 7th, 9th Streets, east-west side streets.
 - a. Whenever feasible, driveway access to a site shall be shared with adjacent properties and parking shall be located internally to the block or at the rear of the site.
 - b. Service areas associated with multi-family dwellings shall be accessed from the rear of the site, where feasible.
 - c. Building design or landscaping shall be required at a 3.5 foot tall minimum to obscure the view of vehicles from the ground level.
 5. Building Design Standards. Individual building design shall defer to ensemble of buildings on the street rather than call undue attention to itself. New buildings shall contribute to the life of the street.
 - a. Building Heights. Properties abutting residentially (R-1/R-2/ R-3) zoned properties shall be limited to thirty-five (35) feet, including the parapet for flat roofed structures.
 - i. Facades up to thirty-five (35) feet in height shall be recessed from the first thirty (30) feet of façade a minimum of five (5) feet. Awnings, pergolas, or covered balconies may encroach into this setback.
 - ii. Flat roofs are permitted but must provide a parapet up to 42 inches high in order to hide mechanical equipment.

- b. Architectural articulation. A building's exterior walls shall be articulated using material, architectural elements, arrangement of openings, design of horizontal and vertical planes, and changes in height to provide substantial massing variations. Long, monotonous roof planes and uninterrupted expanses of blank wall are not allowed along street frontages. Articulated roof forms and wall opening shall be used to add visual interest and contribute to a pedestrian scale.
 - i. Where solid walls are required by building code, the wall shall be articulated and divided into distinct modules, through the use of projections and recesses (i.e. setbacks, reveals, belt courses, awnings, arcades, porches, etc.) within the building envelope or projecting from upper floors.
 - ii. Commercial buildings and buildings with ground floor commercial uses shall have a ceiling height minimum of twelve (12) feet for the ground floor.
- c. Entryways. Doorways, windows, storefronts, and other openings in the facades of buildings shall be placed and proportioned to reflect pedestrian scale and movement and to encourage visual interest at the street level. The use of functional and decorative elements, including weather protection features (i.e. colonnades, arcades, canopies, etc.), signage, and architectural detailing, shall be used to create human scale on a buildings principal façade. Elements shall be integral to the architecture of the building, designed so as not to appear to be "tacked on" to the building façade.
- d. Internal passageways are encouraged.
- 6. Fences. Up to 8 foot tall fences are permissible
 - a. Fence Material: Black Wrought Iron or black anodized (SP) Aluminum
 - b. Where any portion of the fence is visible from 8th Street landscape screening shall be required.
- 7. Improvement of bicycle and pedestrian paths is required in keeping with the approved streetscape plan.
- 8. Signs within the MU-8 zoning district shall follow the allowable sign standards set forth in Section 5.03.09.

4.04.00 STANDARDS FOR SUBDIVISIONS

4.04.01 Purpose: Subdivisions shall consider the compatibility of the proposed development with the surrounding neighborhood.

- A. Section 4.04.00 regulates the subdivision or re-subdivision of land in order to protect and promote the health, safety, and general welfare of the citizens of Fernandina Beach. The regulations are intended to assure the harmonious, orderly, and progressive development of land by providing for proper legal description, identification, monumentation, and recording of real estate boundaries when parcels are subdivided.
- B. This section applies to the subdivision of parcels into three (3) or more lots.

4.04.02 General Requirements

- A. All development shall be on a recorded, platted lot that meets all standards set forth in this LDC.
- B. A preliminary plat is required for all subdivisions, except as set forth in Section 4.04.02(F). A preliminary plat graphically depicts the proposed development or the location of individual lots. An approved preliminary plat is a necessary prerequisite for final plat approval.

- C. A plan of proposed public improvements shall be submitted with the preliminary plat. Requirements regarding infrastructure are set forth in Chapter 7.
- D. Submittal and procedural requirements regarding preliminary plats, public improvements plans, and final plats are set forth in Chapter 11.
- E. A subdivision shall have at least two (2) vehicular access points to an improved right-of-way.
- F. Lot line adjustments are exempt from the requirement to submit a preliminary plat and improvements plan if the proposed lot line adjustment complies with Section 4.02.02 regarding combining lots and if one (1) of following conditions are met:
 - 1. The division of land into two (2) parcels consists solely of the conveyance of land or granting of easements or rights-of-way to a governmental or public agency; and
 - 2. The division is a re-plat of two (2) existing lots and is solely for the purpose of re-facing a lot or lot line adjustments without an increase in the number of lots or units otherwise allowed.

4.04.03 Standards for Lots and Blocks

The lengths, widths, and shapes of blocks shall be designed to consider the following:

- A. Lot area, width, shape, and orientation shall be suitable to the special needs of the type of use contemplated.
 - 1. Side lot lines shall be substantially at right angles or radial to the right-of-way line.
 - 2. Flag lots are prohibited.
 - 3. Block length shall be consistent with the established street system, but shall not exceed 1,200 feet between intersecting streets.
 - 4. Lot area shall be consistent with the density requirements set forth in Table 4.01.01.
 - 5. Lot dimensions shall be consistent with the requirements set forth in Table 4.02.01(J).
 - 6. Lots for nonresidential purposes shall have sufficient lot area to accommodate all required site features on the lot.
- B. Layout of lots and blocks shall be appropriate for the topography.
- C. No lot shall be divided by a City boundary line.
- D. Lot and block layout shall ensure safe and convenient pedestrian and vehicle access.
 - 1. Each lot shall have frontage on and access to an existing or proposed public street.
 - 2. Each lot shall have access to sidewalks and/or pedestrian paths as set forth in Chapter

4.04.04 Requirements for Infrastructure

The following basic utilities shall be provided to each lot within a subdivision:

- A. A source of electric power.
- B. A telephone service cable.
- C. Central potable water. Each lot shall have and maintain central water service meeting City standards and provided at the developer's or property owner's expense. If central potable water is not available, the property owner shall install water lines in compliance with City standards.
- D. Central sanitary sewer. Each lot shall have and maintain central sanitary sewer service meeting City standards and provided at the developer's or property owner's expense. If central sanitary sewer is not available, the property owner shall install sewer lines in compliance with City standards.

Adopted September 5, 2006

- E. Lines for delivery of reclaimed water to each lot, in compliance with City standards.
- F. Fire hydrants or fire protection shall be provided as required by the National Fire Prevention Code. Fire hydrant systems shall be installed and made usable prior to any combustibles being brought onto the construction site.
- G. Streets and sidewalks designed and constructed for public use according to the standards and requirements of Chapter 7. Street signs, markers, and traffic signs and signals to control and circulate traffic within the street pattern shall comply with the *Florida Uniform Manual of Traffic Control Devices*, published by the FDOT.
- H. Street and common area lighting meeting City standards and provided at the developer's or property owner's expense. Decorative lighting is preferred. Lighting required for safety shall be located to avoid obstruction between the light fixtures and the area to be illuminated.
 - 1. All street lights installed shall be in accordance with the Illuminating Engineer Society of North America recommended values based on the pavement classification.
- I. Drainage and stormwater management facilities designed and constructed according to the standards and requirements of Chapter 7.
- J. Subdivision utility placement

All lines for electricity, telephone, cable television, streetlights, and gas distribution (exclusive of transformers or enclosures containing electrical equipment, including, but not limited to, switches, meters, or capacitors) shall be placed underground within easements or dedicated public rights-of-way.
- K. Utility apparatus, such as pumps, valve boxes, switching boxes, and back-flow devices, placed above ground shall be screened according to the standards set forth in Section 4.05.00.
- L. Parks and recreation dedication, as specified below:
 - 1. Land dedicated for parks and recreation facilities shall be of suitable size, dimension, topography, and general character and shall have adequate road or other appropriate access for the proposed use.
 - 2. The area shall be shown and marked on the plat, "Dedicated for Park and/or Recreational Purposes." The area to be dedicated shall be dedicated either to a neighborhood association, approved by the City Commission, or to the City, in order to ensure maintenance of the area. The area to be dedicated shall be calculated based on the adopted level of service standard in the Comprehensive Plan.
 - 3. The land area to be dedicated should be at least two (2) acres. When the calculation of land area results in less than two (2) acres, the City may require that the recreational area be located at a suitable place on the perimeter of the subdivision so that additional land may be added at such time as the adjacent land may be subdivided or otherwise utilized.
 - 4. In those instances where a subdivision will provide recreational facilities or dedicate land for use by the public for recreational purposes, the City Commission shall grant the developer a credit against recreation impact fees in an amount equal to the appraised value of the reserved land or improvements, but the credit shall not exceed fifty (50) percent of the recreation impact fee which would otherwise be required.
 - 5. Land dedicated for recreation purposes shall be of a character and location suitable for use as a playground, playing field, or for other recreation purposes and shall be relatively level and dry.

6. Developers of projects along navigable waterways will be required to provide easements for boat launching ramps and parking.
7. Where appropriate, recreation sites should be established with multiple purposes to provide both recreation facilities and preservation of environmentally sensitive lands. Sidewalks, bicycle paths, or multipurpose trails shall be provided for pedestrian access to recreation sites.

4.05.00 LANDSCAPING, BUFFERS, AND TREE PROTECTION**4.05.01 GENERALLY**

- A. It is the intent of the City to provide standards and regulations which: protect and preserve native tree species and the natural landscape; foster and encourage maintenance of natural vegetation; minimize loss of trees to development; reduce disturbance of native soil, improve ground and surface water quality; and promote energy and water conservation through use of native and Florida-Friendly landscaping principles.
- B. The intent of Section 4.05.00 is to provide minimum standards for landscaping, buffers, and tree protection within the City. These standards are provided to meet the following specific purposes:
 - 1. Improving the appearance of the City;
 - 2. Providing shade for the ground surfaces and reducing heat island effects;
 - 3. Buffering and protection from wind and storm damage;
 - 4. Buffering adjacent potentially incompatible land uses;
 - 5. Screening vehicular movement from pedestrian and public view;
 - 6. Providing for the protection and preservation of trees and native vegetation;
 - 7. Ensuring the local stock of native trees and vegetation is replenished;
 - 8. Improving ground and surface water quality through reduced run-off and decreased use of fertilizers and pesticides; and
 - 9. Encouraging Florida-Friendly landscaping principles into landscape design.

4.05.02 APPLICABILITY

- A. The types of development listed below shall provide a landscaped buffer between uses, provide landscaping for parking lots, submit a tree survey prepared by a licensed Florida surveyor or a tree inventory prepared by a certified arborist with an application for site plan approval, obtain a tree permit prior to receipt of a building permit, and submit a landscape plan with any application for a development order for the situations listed below. The required landscape plan shall demonstrate compliance with the standards of Section 4.05.00.
 - 1. All new construction;
 - 2. All development of regional impact;
 - 3. Any change of use which results in any increase in the required off-street parking, as determined by the standards in Section 7.01.04;
 - 4. All commercial redevelopment which results in an increased building footprint, reconfiguration of existing parking, parking lot expansions, or development of outparcels within an existing shopping center.
 - A. Clearing of any site, including root-rake clearing, shall be subject to the requirements for tree protection, submittal of a tree survey or a tree inventory prepared by a certified arborist, and obtaining a tree removal permit.
 - B. An application for a building permit for a single-family or two-family dwelling proposed on an existing platted lot shall include a tree survey or a tree inventory prepared by a certified arborist. The tree survey or a tree inventory prepared by a certified arborist shall comply with the requirements of Section 4.05.04 regarding landscaping, but shall not be required to provide a buffer or landscaping for a parking area.
- C. The following situations are exempt from the requirements of Section 4.05.00:
 - 1. Any interior construction, renovation, or remodeling which does not increase the footprint of the building.

2. Licensed plant or tree nurseries or botanical gardens with respect to those plants and trees grown for sale to the general public in the ordinary course of the licensed business or for public purposes.
3. The removal of underbrush and removal of trees which are less than four (4) inches Diameter at Breast Height (DBH).
4. The removal of prohibited invasive trees identified on the most recent Florida Exotic Pest Plant Council Invasive Plant list.
5. Heavy Industrial (I-2) zoning district is exempt from the requirements of Section 4.05.00, provided that the new construction, renovation, alteration or remodeling occurs more than 75 feet from an adjoining residentially zoned and/or used property. Within the exemption area, LDC Section 4.05.00 applies only within the project's extent occurring in the 75-foot area. The exemption exists with the intent that Heavy Industrial (I-2) zoned properties would seek to minimize an overall impact on the existing tree canopy.

4.05.03 LANDSCAPE MATERIALS STANDARDS

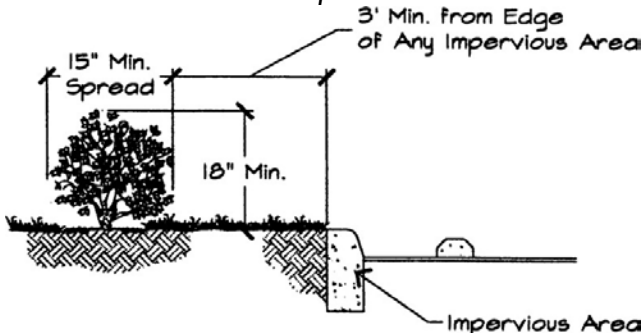
A. Plant materials

1. Trees, Shrubs, and groundcovers shall be selected by using the Florida-friendly Plant Database.
2. Plants identified as "prohibited" or "noxious weeds" species on the most recent Florida Exotic Pest Plant Council Invasive Plant list shall be removed as part of the site development process. Plants identified as "invasive" may be retained on a development site, but shall not count toward meeting landscaping and buffering requirements.

B. Minimum specifications for plant materials

1. All plants used as part of any landscape plan shall be healthy, well proportioned, disease-free, pest-free, and hardy for the North Florida Region. Plant materials shall meet the standards for Florida No. 1 or better, as set out in *Grades and Standards for Nursery Plants*, Department of Agriculture, State of Florida.
2. Shrubs shall be at least eighteen (18) inches in height and have a minimum spread of at least fifteen (15) inches at the time of installation. Shrubs shall be installed at least thirty-six (36) inches apart, measured on center and may not be placed closer than three feet from the edge of any impervious area.

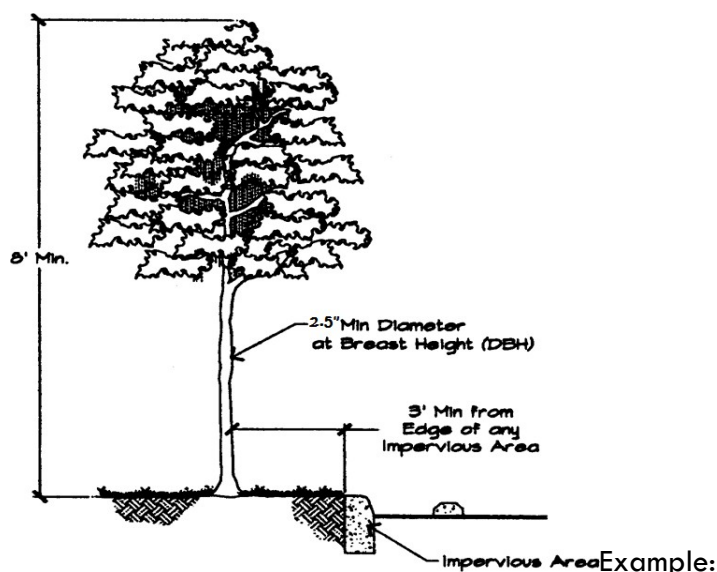
Example:



3. Hedges shall be planted to create a continuous, unbroken, solid visual screen within one (1) year of planting allowing for full mature height and spread.
4. All landscaped areas shall be sodded or covered with ground cover. Grassed areas shall be consolidated and limited to those areas on the site which receive pedestrian traffic, provide for recreational use, provide cover for required drain

Adopted September 5, 2006

- fields or retention areas, or provide soil erosion control such as on slopes or in swales; and where grass is used as a design unifier or other similar practical use. Grassed areas shall be planted with warm_season grass species normally grown on permanent lawns in Nassau County. Special care should be taken when selecting turf grasses for shaded sites. A soil sample should be tested specifically for pH to determine which grass species is most suitable for the site. Grassed areas may be sodded, plugged, sprigged, or seeded to provide full coverage shall be achieved within one (1) year after planting. Solid sod shall be used in swales or areas subject to erosion. Grass sod shall be clean and reasonably free of weeds and noxious pests or diseases. Grass seed shall be delivered to the job site in bags with Florida Department of Agriculture tags attached indicating the quality control program.
5. Ground cover used in lieu of grass shall be planted so as to present a finished appearance and reasonably complete coverage within three (3) months of installation.
 6. Vines shall be a minimum of thirty (30) inches in height at planting and may be used in conjunction with fences, screens, or walls.
 7. Natural mulch shall be designed and installed in all planting areas to a depth of three (3) inches. The type of mulch shall be specified on the landscape plan. Use of artificial mulch shall not be permissible within required planting areas. Cypress mulch is strongly discouraged. Mulches are typically wood bark chips, wood grindings, pine straw, nut shells, small gravel, and shredded landscape clippings. Mulch is not required in identified annual beds. Mulch rings should extend to at least three (3) feet around freestanding trees and shrubs. All mulch should be renewed periodically. Mulches should be kept six (6) inches away from any portion of a building or structure, or trunks of trees. Plastic sheeting and other impervious materials shall not be used under mulched areas.
 8. Retention of native and drought tolerant species is preferred. At least fifty (50) percent of the required plants installed in landscaped buffers, landscaped parking areas, and for replacement shall be native species.
 9. At least fifty (50) percent of the required trees installed in landscaped buffers, landscaped parking areas, and to meet tree planting requirements shall be shade trees. Existing trees, other than invasive or prohibited species, which are five (5) inches DBH or larger, and shrubs may be counted toward meeting the requirements for landscaped buffers, landscaped parking areas, and tree retention.
 10. Trees shall be a minimum of two and a half (2.5) inches DBH and no less than eight (8) feet tall at the time of installation. Trees shall not be planted closer than three (3) feet from the edge of any impervious area. Planted trees must be a species with an average mature spread of at least twenty (20) feet, or they must be grouped so as to create a crown spread of at least twenty (20) feet.



- Example:
11. When palm trees are used to satisfy minimum landscape requirements, three (3) palm trees shall count as one (1) shade tree. Palm trees must be a minimum of 8 feet tall at time of installation.
 12. Shade trees shall not be installed under any overhead utility line, over any buried utilities, or within a utility easement.
 13. Where utilities conflict with proposed plantings, trees shall be selected from a list provided by the City. Where underground utilities conflict with proposed plantings, tree placement shall be a minimum of ten feet from the underground utility and a root barrier of two (2) feet deep shall be installed.
- C. Specific requirements for drought tolerant or xeriscape landscape materials
1. All development for which landscaping is required by Section 4.05.00 shall comply with the xeriscape requirements set forth in Table 4.05.03(C). The selected design options listed below and the accompanying points necessary to meet the following xeriscape requirements shall be clearly tabulated on the landscape plan.
 2. A minimum of fifty (50) points shall be accumulated by choosing from the following table of design options. As used in Table 4.05.03(C), "list" means the list of drought tolerant species set forth in the SJRWMD edition of the *Xeriscape Plant Guide*.

Table 4.05.03(C). Design Options for Xeriscape Landscaping

Design Feature	Standard	Points
Irrigation	Moisture sensing controller other than rain switch	5
	Landscape plan depicts low, moderate, and high water usage zones and grouping of plants into hydrozones	5
Grass	25% to 50% of the grass areas use drought tolerant species	5
	51% or more of the grass areas use drought tolerant species	10
	Less than 75% of the landscaped area contains sod	10
	Compacted mulched planting beds at least 3" deep are used in all planting areas except ground cover	10
Shrubs	25% to 50% of the required shrubs are drought tolerant species	5

	51% or more of the required shrubs are drought tolerant species	10
Trees	25% to 50% of the required trees are drought tolerant species	5
	51% or more of the required trees are drought tolerant species	10
	25% increase over the required number of shade trees in vehicular use areas, provided the planting area is large enough to ensure that the additional trees will thrive	5
	50% increase over the required number of shade trees in vehicular use areas, provided the planting area is large enough to ensure that the additional trees will thrive	10

D. Installation

1. All required landscaping installed pursuant to this section shall be installed according to accepted horticultural practice.
2. Trees may not need to be staked if appropriate canopy to root ratio is achieved. However, trees shall be guyed, braced, and/or staked at the time of planting to ensure establishment of the tree and erect growth, as specified by the landscape designer or architect and compliant with the ISA staking and guying guidelines. Nail staking or other methods that cause cosmetic or biological damage to the tree are prohibited. Trees shall be re-staked within twenty-four (24) hours in the event of a failure in the staking or guying. Stakes shall be removed not later than twelve (12) months after installation. All areas where trees are to be planted shall be excavated to the width and depth of the root ball with the upper twelve (12) inches excavated to at least three (3) times the width of the root ball prior to being backfilled with the required topsoil mix.
3. Shade trees shall be provided with at least 250 square feet of planting area per tree.
4. Understory trees shall be provided with at least 100 square feet of planting area.
5. Landscaped areas shall be protected from vehicular encroachment by car stops, curbs, or other appropriate means.
6. Trees shall be installed a minimum of three (3) feet from a paved area. A root barrier shall be required prior to installation of replacement trees.
7. Landscaped areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition. All irrigation systems shall be designed, installed, and maintained in such a manner as not to be a nuisance to adjacent properties and uses and to the general public. Irrigation systems shall include moisture sensors.
8. Irrigation systems shall be designed to "*Standards and Specifications for Turf and Landscape Irrigation Systems*", Fifth Edition, 2005, Florida Irrigation Society, Inc and as subsequently amended.
9. Xeriscape areas must have a readily available water supply to provide temporary irrigation until plantings are established.
10. Natural areas and native vegetation left undisturbed by development may be excluded from the irrigation system.

E. Maintenance requirements

1. All plantings shall be continually maintained in an attractive and healthy condition. Maintenance shall include, but not be limited to, watering, tilling, fertilizing and spraying, mowing, weeding, removal of litter and dead plant material, and necessary pruning and trimming.
2. Required plants that become diseased or die shall be replaced not later than three (3) months following the loss of the plant.

Adopted September 5, 2006

3. Replacement trees shall be maintained and warranted to survive for a period of one (1) year from installation. Trees which do not survive one (1) year must be replaced with new trees of the same size. Replacement trees shall comply with the same maintenance and replacement warranty as the original replacement tree(s) and the warranty period will restart at the date of planting.
4. All trees may be pruned to maintain shape and promote their shade-giving qualities and to remove diseased or dying portions in areas where falling limbs could be a hazard. The property owner is responsible for the maintenance of all required landscaping in a healthy, thriving condition. Trees shall be pruned only as necessary to promote healthy growth or to avoid power lines. Trees shall not be severely pruned or "hatracked," "lionstailed," or "topped" in order to permanently maintain growth at a reduced height. Pruning shall comply with current International Society of Arboriculture (ISA) standards. No more than 20% of the crown shall be removed within a one (1)-year period.
5. Fertilizers: It shall be the goal of each landscape plan to select plant materials capable of thriving without regular fertilizer application, with exception of palms which need quarterly fertilizer to avoid nutrient deficiencies.
6. Pesticides: It shall be the goal of each landscape plan to establish an Integrated Pest Management approach and reduce or eliminate the need for pesticide application.

4.05.04 REQUIREMENTS FOR LANDSCAPE PLANS

- A. A landscaping plan shall be provided to demonstrate compliance with the standards of this section and prepared in accordance with all applicable Florida Statutes. Landscaping plans shall utilize the principles for creating a Florida Friendly landscape, utilize native drought tolerant plant materials to conserve water, avoid invasive exotic species, reduce need for fertilizers, and establish integrated pest management to reduce or eliminate pesticide use. The use of plant material, site design techniques, and planting design techniques which enhance wildlife habitat benefits is strongly encouraged. The publication "Planting a Refuge for Wildlife," available from the Florida Fish and Wildlife Conservation Commission, may be used as a guide.
- B. The landscape plan shall include the following elements:
 1. The name, address, and telephone number of the applicant, as well as the registered landscape architect or landscape designer.
 2. A plan showing the location, size, description, and specifications of landscaping, grade of plantings, mulch specifications, landscape area protection structures (e.g., curbs and planters), number of interior parking spaces, perimeter and interior landscape area plantings, existing trees and planting areas. The plan shall illustrate the proposed irrigation hydrozones. The plan shall also include property boundaries and dimensions, existing and proposed structures, pools, walks, patios, vehicular use areas, lot orientation, utility services, light poles, pad-mounted transformers, fire hydrants, existing and proposed elevations, and any other factors affecting the proposed use of the property (including the land use and zoning of adjacent properties).
 3. New landscape plans shall account for plant watering needs and group plants into "hydrozones." Hydrozones and their corresponding irrigation category shall be identified on the landscape plan.

4.05.05 MINIMUM REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT

It is the intent of this section to provide minimum landscaping requirements for residential development. Existing plant materials, other than invasive species, may be counted toward meeting the landscaping requirements set forth in this section.

A. Single-family and Two-family Residential Development

Single-family and two-family development shall include, at a minimum, one (1) shade tree for every 2,500 square feet of lot area or fraction thereof. At least two (2) trees shall be located in the front or rear yard. Tree identification and placement shall be shown on a site plan but shall not be required to meet the requirements of 4.05.04(A) above.

B. Multi-family Residential Development

Multi-family residential development sites shall meet the following standards, in addition to the requirements set forth in Section 4.05.04(A) above:

1. There shall be not less than one (1) shade tree for each 1,500 square feet, or fraction thereof, of development site. There shall be a planting area not less than ten (10) feet in width between the building walls and parking areas. Landscape materials shall be provided as follows:
 - a. One (1) tree for every 200 square feet of planting area or fraction thereof;
 - b. At least fifty (50) percent of the trees shall be shade trees; and
 - c. A continuous hedge shall be placed along the building walls.
2. There shall be a planting area not less than ten (10) feet in width between an abutting right-of-way and parking areas. Landscape materials shall meet the following standards:
 - a. One (1) tree shall be provided for every 250 square feet of planting area or fraction thereof;
 - b. At least seventy-five (75) percent of the trees shall be shade trees;
 - c. A continuous hedge or a berm with native plantings, at least three (3) feet in height, shall be provided; and
 - d. The entire site, outside of the planting areas immediately surrounding the trees and shrubs, shall contain grass or ground cover.

4.05.06 MINIMUM REQUIREMENTS FOR NON-RESIDENTIAL AND MIXED USE DEVELOPMENT

A. Minimum Landscaped Area

At least twenty (20) percent of the total gross land area of a development site shall be landscaped except within the Central Business District/ C-3 zoned and the 8th street Mixed Use (MU8)/MU-8 zoning properties where a minimum of 10% of the total gross land area shall be landscaped. New construction and landscaped areas shall be located on the site in such manner as to maximize preservation of existing trees with priority given to specimen trees. Minimum landscaped area requirements may be achieved through use planters and rooftop gardens. Planting areas which fulfill landscape design strategies located within public rights-of-way shall count towards the minimum planting area, if installed and paid for by the developer or property owner.

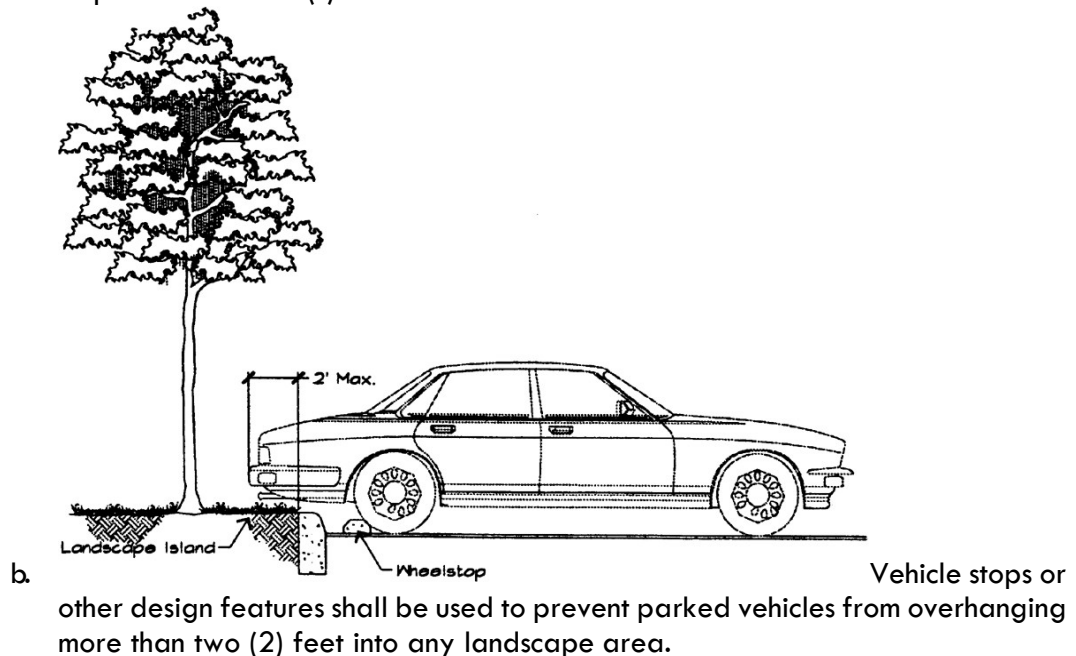
B. Minimum Tree Planting

Nonresidential development shall provide one (1) shade tree for each 1,500 square feet of gross site area, or fraction thereof.

4.05.07 PARKING LOT LANDSCAPING

- A. Intent: It is the intent of this section to promote vehicular and pedestrian safety; limit physical site access to established points of ingress and egress; delineate and buffer the bounds of abutting vehicular use areas so that distractions of movement, noise and glare from one area do not adversely affect the activity in another area; break up large expanses of pavement; and to reduce heat island effect within the vehicular use areas of a site.
- B. Off-Street Parking: All off-street parking lots with six (6) or more required parking spaces and vehicular use areas (access driveways, service drives, and loading areas) are required to include landscaping. Required parking lot landscaping shall be in addition to requirements for protection of existing trees.
- C. Perimeter Landscaping:
 - 1. A landscaped area not less than ten (10) feet in width, exclusive of impervious area, using vertical layering of landscape materials shall be located around the perimeter of the parking lot in order to provide visual screening from the right-of-way. Perimeter landscape area requirements shall not apply to shared vehicular access areas or to the portion of the perimeter areas where physical interconnections exist.
 - 2. When perimeter landscape areas are required on adjacent properties, the owners of such adjacent properties may agree to the installation of only one such landscape area on the adjacent boundary, as long as such agreement is binding on both property owners and their successors in the interest and is approved as part of the site plan review process.
 - 3. Where the parking lot is in a side or rear yard and a buffer "C" or "D" is provided pursuant to Section 4.05.05, the buffer shall satisfy the requirement for providing landscaping between the parking lot and the abutting street.
 - 4. Where a buffer "A" or "B" is required pursuant to Section 4.05.05, the landscaped area shall also include a continuous unbroken hedge, planted in a double-staggered row to form a solid visual screen within one (1) year of planting.
 - 5. An access, not exceeding four (4) feet in width, may be provided through the buffer to an adjacent sidewalk public street or sidewalk.
 - 6. Trees within the perimeter landscaped area shall be determined using a ratio of one (1) tree for each 20 linear feet of required landscape perimeter area, or major portion thereof, with no less than 75% of said trees being shade trees. Creative design and spacing is encouraged
 - 7. A visual screen is required within perimeter landscape areas, running the entire length of such areas excluding areas of ingress and egress. The visual screen may be provided using:
 - a. Shrubs or Ornamental Grasses. Shrubs or Ornamental Grasses shall be spaced a minimum of three feet to a maximum of six feet on center dependent on the inherent growth of the species. Creative design and spacing is encouraged.
 - b. Contoured berms or embankments. Contoured berms or embankments shall be a minimum of twenty-four (24) inches in height, measured from the adjacent parking surface level, at the time of planting and landscaped appropriately.
 - c. Plant material must be non-deciduous for full year-round screening.
- D. Interior Parking Lot Landscaping:
 - 1. Planting areas within parking lots and vehicular use areas shall equal not less than ten (10) percent of the gross area devoted to vehicular use. The perimeter landscaping shall not count toward meeting the required interior landscaping.

2. Interior planting areas shall be located in tree islands, at the end of parking bays, and between rows of parking spaces. There shall be not more than ten (10) contiguous parking spaces (or twenty (20) parking spaces in a double row) between planting areas.
 - a. Planting areas may also be located within driveway medians, provided the median is a minimum of twelve (12) feet wide.
 - b. One (1) shade tree shall be installed for each 400 square feet of required planting area. Alternatively, a minimum of two, three-inch or three, two-inch, caliper shade trees together with other landscape material shall be planted within each required planting area. Spacing shall be no closer than fifteen (15) feet on center and no greater than eighteen (18) feet on center.
3. Interior planting areas shall be located to effectively accommodate stormwater runoff, as well as to provide shade in large expanses of paved areas. Use of swales, vegetated filter strips, and bioretention areas (rain gardens) shall be incorporated into the overall stormwater plan, grading plan, and landscape strategy for the entire parking area. Plant species should be selected based on their ability to tolerate urban stresses such as expected pollutant loadings, highly variable soil moisture conditions, ponding water fluctuations, and Soil pH and texture.
4. If stabilized grass parking is utilized, the parking spaces shall be delineated with parking stops and the required landscape islands with trees and stubs installed to break up rows of ten (10) consecutive parking spaces.
5. The design of interior landscaped areas shall comply with the specifications set forth in Section 4.05.03 and 7.01.04(C).
6. A continuous curb or other means of protection shall be provided to prevent injury to vegetation within the planting areas.
 - a. Curbs shall be designed to allow percolation of water to the root systems of the plants. Where existing trees are preserved, tree wells, tree islands, or a continuous curb shall be installed to protect the trunk and root system from damage. A drainage system shall be provided within the area defined by the drip line of the tree(s).



- E. In order to allow for flexibility and creativity in design standards, hedges may be replaced or interrupted in areas which provide for a decorative wall and berms and other creative landscape features, and landscape materials may be clustered so long as the parking area remains screened from the public right-of-way and adjacent private property, as set forth in Section 4.05.12.

4.05.08 FREESTANDING SIGN LANDSCAPING

- A. All monument signs shall have shrubbery or flowers planted around the perimeter of the sign. Signs shall be located so as to provide both adequate visibility from the public rights-of-way and to preserve protected trees.
- B. If a freestanding sign cannot be shifted to allow the required room for perimeter plantings between the sign and the parking area without obscuring visibility to the sign, then the City shall allow a five (5) foot radius from the base of the freestanding sign in which lower accent plantings are allowed in lieu of perimeter plantings.

4.05.09 MECHANICAL EQUIPMENT SCREENING PLANTINGS

Structures such as dumpster enclosures, mechanical equipment, backflow preventers, wells, pumps, tanks, buffer walls, HVAC units, transformers, lift stations, utility cabinets, electrical panels, or cable television equipment shall be fully screened with planting beds in areas visible from the public rights-of-way.

- A. The height of such screening shall be a minimum of 30 inches at the time of installation.
- B. Required access ways to these utilities are exempt from the screening provisions. Other uses which require high visibility and easy access, such as fire hydrants, public and emergency telephones, mailboxes, and school bus shelters/benches, are exempt from these provisions.

4.05.10. RETENTION AND DETENTION PONDS

Stormwater retention/detention ponds shall be naturally shaped (without geometric straight sides) and shall meet the following minimum requirements:

- A. All wet detention ponds shall incorporate a combination of aquatic and non-aquatic native plants to completely surround the perimeter to filter runoff of fertilizers, herbicides, and pesticides.
- B. Wet detention ponds shall incorporate, at a minimum, a littoral zone or a littoral zone alternative Per Chapter 40C-42, Florida Administrative Code.

4.05.11. REQUIREMENTS FOR STREET TREES

- A. Trees planted near the street curb line or within swales near the curb line of streets are called street trees. Trees planted in a median between traffic lanes are also called street trees. Street trees are intended to provide:
 - 1. Security to pedestrians crossing wide streets;
 - 2. A screen for drivers from headlight glare of oncoming traffic;
 - 3. Blockage of direct sun into the eyes of drivers, especially commuters traveling east and west;
 - 4. An indication of the course of the roadway in the distance; and
 - 5. A protective barricade to head-on collisions with out-of-control vehicles which cross into the median.
- B. In all subdivisions and any other developments involving the creation of new streets, street trees shall be planted in the rights-of-way or a median, unless it is determined that a conflict exists between trees and utilities located in the rights-of-way or site

distances are not in compliance with sound and generally accepted engineering practices and principles. In such cases, the street trees shall be planted outside of the rights-of-way.

- C. If street trees are located to be outside of the rights-of-way, trees shall be planted no farther than five feet outside the right-of-way line, and shall be perpetually maintained. Street plantings shall be in accordance with minimum planting standards.
- D. Buffer plantings consistent with LDC Section 4.05.12 (E) – (G) shall be established to surround new residential subdivisions.
- E. Street trees planted to meet requirements of this section must be shade trees, and shall be planted at a rate of one (1) tree for every 50 feet of site/lot frontage along the right-of-way or every 30 feet on center in medians. If planted medians and/or cul-de-sac islands are provided with trees, street trees along the outside of the roadway are not required. Use of understory trees are permitted in lieu of shade trees as determined to be practical because of overhead utility lines or other infrastructure conflicts, may be permitted at a rate of one (1) tree for every 25 feet of site/lot frontage along the right-of-way. Preserved or retained trees on-site shall count towards satisfying this requirement in newly established residential subdivisions.
- F. A root barrier shall be installed for all street trees to avoid future root conflicts.
- G. A majority of the property owners abutting any street may request the establishment of an arbor street. An arbor street is one determined by the City to be suitable for extensive planting of street trees. Requests shall be written and submitted to the City. Required information includes:
 - 1. Designation of the areas proposed for street trees on a planting plan;
 - 2. Agreement from property owners for trees to be planted adjacent to or on their properties; and
 - 3. Commitment from property owners to provide care and maintenance of the street trees.
- H. Trimming of street trees by adjacent property owners is permitted, provided that all work adheres to International Society of Arboriculture (ISA) standards and no more than 20% of the tree canopy is removed within a one (1) - year period. No trees authorized pursuant to the arbor street agreement shall be removed without obtaining a tree removal permit, according to the requirements of Chapter 11.

4.05.12. BUFFER REQUIREMENTS

- A. The use of properly landscaped and maintained buffer areas can reduce the potential incompatibility of adjacent land uses, maintain open space, protect established residential neighborhoods, and enhance community identity. In order to minimize negative effects between adjacent zoning districts, this section requires a landscaped buffer area to be provided. The separation of land uses and the provision of landscaping along public rights-of-way through a buffer are designed to minimize potential nuisances, and to enhance community beautification.
- B. Four (4) types of buffers are provided, as set forth in Table 4.05.12(B).

Table 4.05.12 (B). Types and Plant Requirements for Buffers

Buffer Type	Minimum Width (ft.)	Required Plants per 100 Linear Feet of Property Line
A	10	Two (2) understory trees
B	15	Four (4) understory trees
C	15	Two (2) shade trees Four (4) understory trees Continuous unbroken hedge, planted in a double-staggered row to form a solid visual screen within one (1) year of planting
D	20	Four (4) shade trees Four (4) understory trees A continuous unbroken hedge, planted in a double-staggered row to form a solid visual screen within one (1) year of planting. Retention of native trees and vegetation which meet this requirement shall be considered as part of the buffer.

- C. A buffer shall be required between zoning districts according to the standards set forth in Table 4.05.12 (C). The existence of a road along a property boundary shall not be construed as meeting any part of the buffer requirement, nor as relieving the applicant from providing the required buffer.

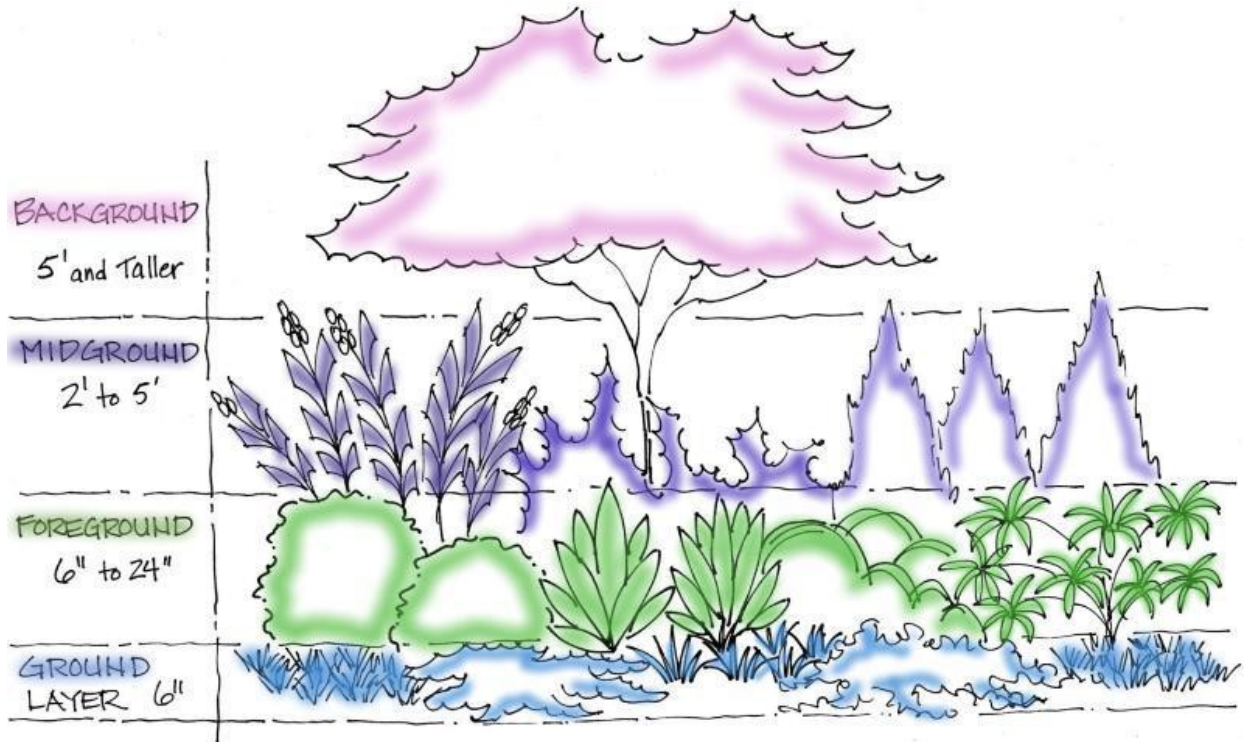
Table 4.05.12. (C). Buffer Requirements between Zoning Districts.

ADJACENT ZONING DISTRICT																	
Zoning District of Proposed Development	R-E	R1-G	R-1	R-2	R-3	OT-1	OT-2	MU-1	C-1	C-2	C-3	I-1	IA	I-W	W-1	PI-1	CON
R-E	No Buffer Required																
R1-G	No Buffer Required																
R-1	No Buffer Required																
RLM	No Buffer Required																
R-2	No Buffer Required																
R-3	A	A	A	A	N	N	N	A	N	N	N	B	B	B	B	N	N
OT-1	N	N	N	N	N	N	N	A	N	N	N	B	B	B	B	N	N
OT-2	N	N	N	N	N	N	N	A	N	N	N	B	B	B	B	N	N
MU-1	B	B	B	B	A	A	N	N	N	A	A	B	B	C	C	A	N
C-1	C	C	C	C	B	B	B	A	N	N	N	B	B	B	B	N	N
C-2	C	C	C	C	B	B	B	B	N	N	N	B	B	B	B	N	N
C-3	C	C	C	C	B	B	B	B	N	N	N	A	A	A	A	N	N
I-1 Downtown	N	N	N	A	N	N	N	A	N	A	A	N	N	N	N	N	N
I-A Airport	D	D	D	D	D	D	D	D	D	D	D	D	N	D	D	D	N
I-1 Mills	D	D	D	D	D	D	D	D	D	D	D	N	N	N	N	N	N
I-W	D	D	D	D	D	D	D	D	D	C	C	N	N	N	N	C	N
W-1	See Specific Standards in Section 8.01.02																
PI-1	C	C	C	C	B	B	B	A	N	N	N	B	B	B	B	N	N
CON	No Buffer Required																
REC	No Buffer Required																

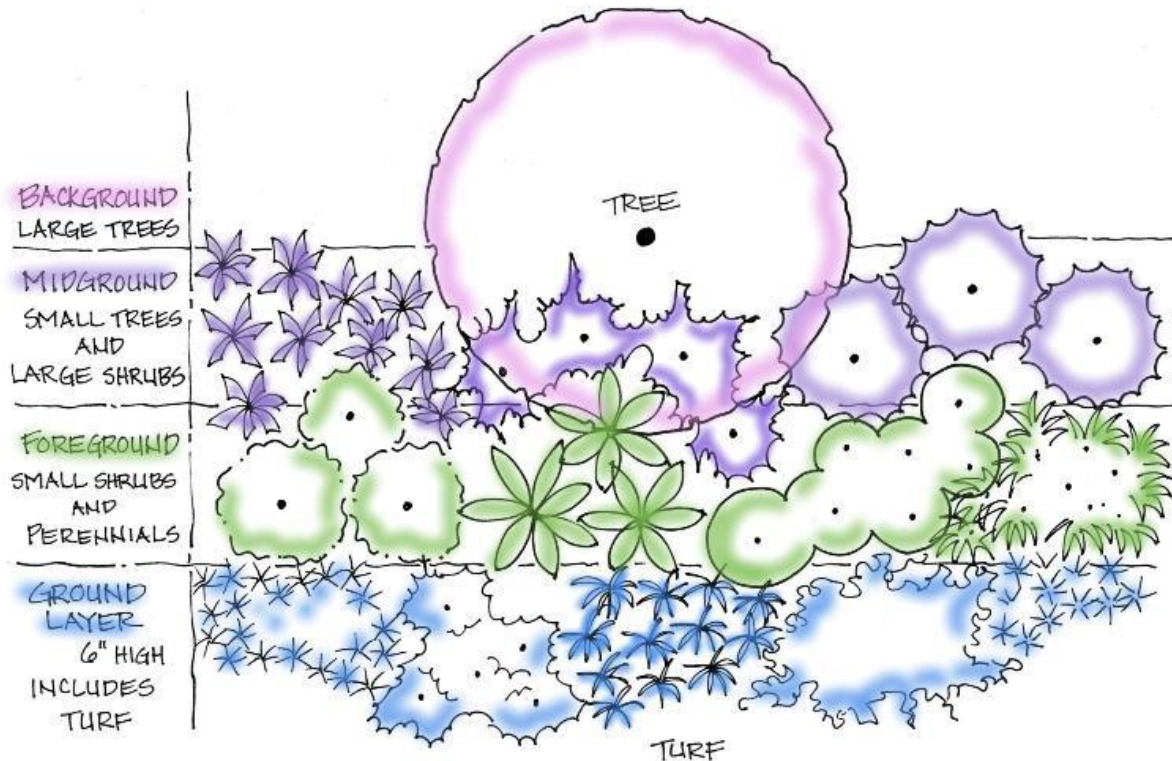
N = No buffer required

- D. Properties abutting the Amelia Island Parkway are required to maintain a 15 foot landscaped buffer. The area between preserved and planted trees can be supplemented with native or naturalized shrubs to provide screening adjacent to any parking areas.
- E. Buffer plantings are required to create vertical layers of plant material in repeating patterns. The examples provided describe vertical layering of plants in the landscape through staggered heights, with low plants in the front interconnecting plant massing layers with taller plants in the back.

Examples:



Credit: Gail Hansen, University of Florida IFAS Extension, EP449



Credit: Gail Hansen, University of Florida IFAS Extension, EP449

- F. A fence or wall included in a buffer screen shall be constructed with the side of the fence or wall with the finished appearance facing the use of lesser intensity or rights-of-way.
- G. An opening through a buffer area may be provided to facilitate pedestrian or vehicular traffic between developments.
- H. Permitted use of buffer area
 - 1. A buffer may be used for passive recreation and picnic facilities. It may contain pedestrian paths or bike trails, provided that the path or trail is not paved. These paths may cross a required continuous hedge provided that openings to allow such crossing points shall be a maximum of six (6) feet in width and shall be spaced not less than 100 feet apart.
 - 2. Except along the Amelia Island Parkway, a buffer may incorporate water resources including stormwater detention/retention facilities. However, a minimum of ten (10) feet width of the buffer shall be preserved as a planting area without stormwater facilities.
 - 3. Ingress and egress to the proposed development and utilities may cross the buffer provided they minimize the amount of buffer devoted to this use. Ingress and egress shall not be subtracted from the linear dimensions used to determine the minimum amount of landscaping required.
 - 4. The buffer area may be included as part of the calculation of any required open space or as part of the required front, side, or rear yard.
 - 5. Identification signs as specifically allowable pursuant to Section 5.03.00.
 - 6. Except along the Amelia Island Parkway, street lighting may be incorporated in to the buffer area.
- I. Prohibited use of buffer area.

A buffer area shall not be used for any building, parking, storage, or loading area.

4.05.13 HARDSHIP RELIEF

- A. Where a landowner is unduly burdened by the strict application of this chapter, said landowner may apply in writing to the community development department director for hardship relief.

4.05.14 TREE PROTECTION REQUIREMENTS

A. Intent:

The intent of this section is to provide standards and regulations to ensure a minimum number of trees on any lot or parcel, protect and preserve native tree species, protect and preserve the natural landscape, foster and encourage maintenance of natural vegetation, and minimize loss of trees to development. It is the intent of the City that:

1. There shall be no net loss of canopy within the City;
2. Preservation of the City's existing canopy is achieved by managing the impact of development and preventing unreasonable or unnecessary damage to the community's existing native tree canopy and vegetative understory;
3. The diversity of tree species indigenous to Amelia Island shall be maintained;
4. Existing mature growth native trees important to the City's tree canopy are protected and maintained to the fullest extent possible;
5. Structures and all impervious surfaces will be placed in such a way as to protect the survivability and substantial growth of the healthiest shade trees on the property;
6. The natural environment is preserved, enhanced, and restored through the protection and establishment of native trees and existing natural systems for the enjoyment of present and future populations;
7. Achieving greater energy conservation by maximizing the shading and cooling effects of existing native, healthy trees and native replacement trees;
8. The health and well-being of Fernandina Beach residents and visitors is protected by providing shade and otherwise moderating potential dangerous summer temperatures; and
9. The unique aesthetic character of the City is preserved, enhanced, or restored.

B. Permitting Requirements:

Protected Trees are any existing, healthy tree having a five (5) inch DBH, or greater and not identified on the most recent Florida Exotic Pest Plant Council Invasive Plant list (Category I or II). Tree removal permits are required for the removal of any protected tree, except as set forth below. There shall be three categories of exemptions or partial exemptions, as follows:

1. *Exemption from permit, permit fee and replacement requirements:*

- a. Trees and landscaping specifically grown as landscape material for resale by duly approved and licensed plant nurseries and botanical gardens.
- b. Damaged or hazardous trees during and for a one (1) month period following a declared disaster.
- c. Minor maintenance activities such as removal of sucker growth, water sprouts, and overhanging branches on mature trees. All work shall be performed in compliance with the current ISA Arborist standards and best practices.

2. *Exemption from fee and replacement requirements.*

A permit shall be required for removal of the following trees, however, removal of these shall be exempt from the permit fee and replacement and replacement plan requirements of this article as follows unless the removal of such tree results in the property not achieving the City's minimum landscape standards as specified in LDC Sections 4.05.05:

Adopted September 5, 2006

- a. Any tree other than a protected or heritage tree;
 - b. Trees damaged by disease, fire, windstorm, lightning, insect infestation or other acts of nature, which pose an imminent danger to life, property or other protected trees; The administrative official may require a written certification of the need to remove such a tree or trees, at the property owner's expense, from an ISA certified Arborist prior to authorizing such a removal.
 - c. Removal of trees (thinning) within a forested area in order to reduce overcrowding and competition and to promote the health, growth, and resistance to stress may be permitted only when accompanied by written certification of the need to remove such tree(s) at the property owner's expense, from an ISA certified Arborist prior to authorizing such removal.
 - d. Major and minor maintenance of trees located adjacent to utility lines; and
 - e. Removal of trees by the City on City rights of way.
 - f. The tree prevents access to a lot and no feasible alternative access points exist.
3. *Partial Exemptions from replacement requirements for site development.*

A permit and permit fee shall be required for removal of protected trees for purposes of site development provided that mitigation requirements have been met through either on-site retention of existing healthy native trees or through the planting of replacement trees required as follows:

 - a. For one- and two-family residential properties:

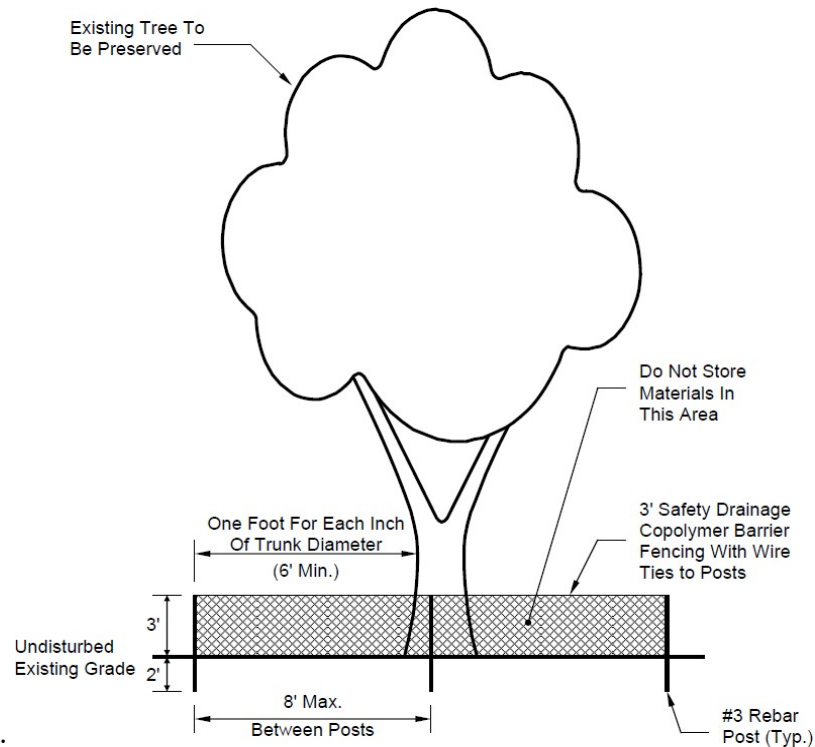
Fifty percent (50%) of the total DBH of the protected trees shall be exempt from replacement. Replacement of fifty percent (50%) of the total DBH of the protected trees located within the area of the building footprint, or within five (5) feet thereof, to be constructed on the property, when such improvements have been authorized by a duly approved and issued building permit shall be required.
 - b. For affordable housing units, the City Manager or designee is authorized to issue an administrative waiver pursuant to the procedures set forth in Chapter 10.
 - c. For non-residential and mixed use or multi-family residential properties:

Fifty percent (50%) of the total DBH of the protected trees shall be exempt from replacement. Replacement of fifty percent (50%) of the total DBH of protected trees located within the area of the impervious improvements, or within five (5) feet thereof, to be constructed on the property, when such improvements have been authorized by a duly approved and issued building permit shall be required.
- C. **Tree Survey or Inventory:**

All protected trees shall be shown on a tree survey or a tree inventory prepared by a certified arborist, submitted with an application for a tree removal permit or with an application for development approval as set forth in Chapter 11.
- D. **Replacement trees Requirements:**
 1. When authorization has been granted to remove protected trees, replacement trees shall be planted. The combined DBH of replacement trees shall equal or exceed the combined DBH of trees authorized for removal subject to any preservation credits available from the retention of protected trees on the site. Preservation credits are set forth in Section 4.05.14 (E)(5).
 2. Replacement trees shall meet the standards set forth in Section 4.05.03, and shall be balled and burlapped or container-grown.

3. Protected trees authorized for removal may be relocated to locations compliant with the specifications set forth in Section 4.05.03 and approved by the City Manager or designee.
 4. An applicant shall be permitted to pay a fee to the City Tree Replacement Fund for up to fifty (50) percent of the cumulative DBH of protected trees removed, less the credits accumulated from preservation of trees on the site. The fee will be set by resolution of the City Commission and will be based on the average cost for the City to replace the tree with the same species, excluding invasive species, the fiscal year in which the permit is issued.
- E. Protection of Trees During Development Activities:
1. Protective measures are required during site development in order to assure the health and survival of protected trees. Storage of construction materials or fill dirt is expressly prohibited within the tree protection area.
Protective measures are required to avoid:
 - a. Mechanical injuries to roots, trunk, and branches;
 - b. Injuries by chemical poisoning;
 - c. Injuries by grade changes;
 - d. Injuries by excavations; and
 - e. Injuries by paving.
 2. A tree protection zone shall be established around each protected tree(s) as follows:
 - a. If the drip line is less than six (6) feet from the trunk of the tree, the zone shall be that area within a radius of six (6) feet around the tree.
 - b. If the drip line is more than six (6) feet from the trunk of the tree, but less than twenty (20) feet, the zone shall be that area within a radius of the full drip line around the tree.
 - c. If the drip line is twenty (20) feet or more from the trunk of the tree, the zone shall be that area within a radius of twenty (20) feet around the tree.
 - d. Prior to commencement of construction, the tree protection area shall be enclosed and installed as required in the detail provided and described herein. An approved inspection of the tree protection area by a Certified Arborist, contracted to and selected and managed by the City, must be completed prior to all site clearing activity. For all subdivision projects and non-residential projects, a Certified Arborist is required to be present for clearing activities and must provide an affidavit attesting to compliance of tree removal permits and installation of protective fencing once clearing activities are complete. The tree protection barricade shall be at least three (3) feet tall. The barrier shall consist of either a wood fence with 2x4 posts placed at a maximum of eight (8) feet apart, with a 2x4 minimum top rail, or a temporary wire mesh fence, chain link or other similar barrier which limits access to the protected area. The fence must remain in place through the duration of construction activities. Beyond the dripline of the canopy, a 3" mulch bed shall be established to avoid compaction from heavy machinery. Trenching close to a preserved tree on-site must be done by hand or air spading only. Preserved trees that may have root impacts resulting from the surrounding development shall be handled through hand cut root pruning practices only. Root ripping equipment is not permitted.

- e. An exception shall be granted if the required protection zone prohibits access to the site. Consultation with a certified arborist is required to determine a proper access plan and provide measures to ensure protection of the tree during construction activities.



Example:

3. All development activities, except those specifically permitted by Section 4.05.14(F)(4), shall be prohibited within the tree protection zone, including any construction of buildings, structures, paving surfaces, stormwater retention or detention ponds, and temporary construction activities, including all digging, storage of construction material, and parking of construction vehicles.
 4. Permitted activities within the tree protection zone:
 - a. Excavating or trenching by utilities service providers for installation of underground utilities. Underground utilities shall be no closer to the tree than ten (10) feet.
 - b. Placement of sod or other ground covers, and the preparation of the ground surface for such covers.
 5. The root systems of protected trees shall be preserved when installing fences and walls. Postholes and trenches located close to trees shall be dug and adjusted as necessary to avoid damage to major roots. Continuous footers for masonry walls shall be ended at the point larger roots are encountered and the roots bridged.
 6. In order to control air and water pollution from dust from traveling across the landscape, a detailed and site specific plan for dust control measures is required. Control measures may include, but are not limited to: sprinkling or irrigation, vegetative cover, mulch, wind breaks, or soil treatments.
- G. Abused Trees:
Abused trees shall not be counted toward fulfilling tree replacement or preservation requirements. The City may require the abused trees to be replaced and are subject

to penalties provided for in LDC section 11.08.04. A tree shall be considered abused if one (1) or more the following actions have taken place:

1. Significant damage has been inflicted upon any part of a tree, including the root system by machinery, storage of materials, soil compaction, excavation, vehicle accidents, chemical application, or change to the natural grade;
2. Damage inflicted to or cutting upon a tree which causes infection or pest infestation;
3. Pruning any tree to permanently reduce the function of the tree or cause it to go into shock;
4. Pruning a tree to destroy its natural shape;
5. Hatracking;
6. Removal of bark which is detrimental to the tree;
7. Tears and splitting of limb ends or peeling and stripping of bark;
8. Use of climbing spikes, or cutting into the tree for the purposes of climbing on any species of tree for any purpose other than total removal, except as the same may be required to comply with federal, state or local laws and regulations, including, but not limited to, the Occupational Safety and Health Act; and
9. Girdling a tree with the use of wires (e.g., use of weed eater, mower damage, or improper cabling around branches).

4.05.15 HERITAGE TREES

A heritage tree is a tree designated by the City as irreplaceable due to its size, age, and its historic, aesthetic, or cultural significance.

1. Designation Criteria

To be designated a heritage tree; the following criteria must be met:

- A. The tree must be indigenous to the region.
- B. The tree must be in apparently healthy growing condition
- C. The tree must have a DBH of at least 36" and;
- D. The tree must possess significance by meeting one or more of the following criteria:
 1. The tree has a documented association with a historical figure, property, or significant historical event.
 2. The tree is associated with a historic landmark or site as defined in this LDC.
 3. The tree was planted as a commemorative, memorial or tribute;
 4. The tree was planted during a particularly significant historical era.
 5. The tree is distinctive due to a functional or aesthetic relationship to a natural resource, such as trees located along stream banks or trees located along dune or ridge lines
 6. The tree is of exceptional or unique architecture.
 7. The tree is identified by the city as having significant arboricultural or horticultural value to the citizens of the city.
 8. The tree is identified as playing a significant role in the landscape or architecture of a specific location.

2. Categories

There shall be 2 categories of heritage trees: Designated Heritage Tree and Protected Heritage Tree

- A. *Designated Heritage Tree (Private Property)*: The City shall provide the following incentives to encourage private property owners (Owner) to preserve and protect Designated Heritage Trees.
 1. The City may provide to the Owner recommendations regarding the proper care and maintenance of a Designated Heritage Tree.
 2. The City shall provide aid in the evaluation of a Designated Heritage Tree every four years. The evaluation shall be conducted by City staff and an International Society of Arboriculture (ISA) Standards certified arborist for the purposes of determining health and wellness of the tree, evaluating and diagnosing potential biotic or abiotic disorders and recommending appropriate treatments. The City shall pay 25% of the reasonable costs of this evaluation and findings shall be provided to both parties.
 3. A Designated Heritage Tree may be pruned by the Owner. The Owner is encouraged to trim a Designated Heritage Tree in accordance with ISA standards so the pruning does not reduce the tree's height or crown diameter, such that it alters the tree's general appearance, increase the tree's susceptibility to insects or disease, or otherwise increase its risk of mortality. Upon request, the City or a qualified designee will consult with the Owner regarding acceptable pruning methods and techniques.
 4. If considering removal or actions which result in damage of a Designated Heritage Tree, the City will, upon request, consult with the Owner regarding possible alternatives to address the condition(s) necessitating remove or potential damage to the tree.
- B. *Protected Heritage Tree*: A Protected Heritage Tree is any Designated Heritage Tree located on public property or one located on private property where the

Adopted September 5, 2006

property owner (Owner) has encumbered his/her property with an instrument provided by the City and recorded by the Owner with the County of Nassau. The purpose of the instrument is to inform future Owners that the property contains a Designated Heritage Tree. The recorded instrument shall reference the City of Fernandina Beach Heritage Tree Program and include a statement that prior approval is required by the Owner from the City of Fernandina Beach for any act that may result in potential damage or removal of the Protected Heritage Tree. Such tree shall be classified as a Protected Heritage Tree. Said instrument cannot be revoked without consent of the Fernandina Beach City Commission. In cases where the proposed Protected Heritage Tree is located on or near the property line, the Owners of both properties must be in agreement as to the designation of the tree as a Protected Heritage Tree.

3. Incentives or Benefits

The following are incentives or benefits, in addition to those listed under Designated Heritage Tree (Private Property), above, bestowed upon the Owners of those trees designated as Protected Heritage Trees. The owner of a Protected Heritage Tree is eligible for percent matching funds from the City of Fernandina Beach Tree Trust Fund relating to proper care and maintenance of a Protected Heritage Tree. Matching funds may be applied for the following:

- A. Removing diseased or insect-infested wood, removing broken or damaged limbs and by engaging in regular maintenance pruning to promote continued vigor of the tree under advisement by an ISA certified Arborist. Pruning of a Protected Heritage Tree every five years to ISA standards. The City shall pay 25% of the reasonable costs for pruning of a Protected Heritage Tree, as determined by the City Manager or designee.
- B. Evaluation of a Protected Heritage Tree every 3-4 years or in emergency situations as deemed by the City Manager. The City shall pay 100% of the reasonable costs for an evaluation by an ISA certified Arborist for the purposes of determining health and wellness of the tree, evaluating and diagnosing potential biotic or abiotic disorders and recommending appropriate treatments.
 1. Treatment of a Protected Heritage Tree as necessary. The City shall pay 25% of the reasonable costs of applying treatments or other remedial actions necessary to maintain the health of a Protected Heritage tree, manage pests or complete other Plant Health Care (PHC) relating to the Protected Heritage Tree.
 2. A heritage tree shall not be removed except by specific authorization from the City Commission.
 3. Any person, who owns, controls, has custody or possession of any real property within the city shall maintain and preserve all heritage trees located thereon in a state of good. Failure to do so shall constitute a violation of this section.
 4. No person shall willfully damage, injure, destroy, move or remove a heritage tree except pursuant to the terms and conditions of a permit granted pursuant to this article.

4. Construction/grading activity

Any owner or person who conducts any grading or construction activity on property shall do so in such a manner as to not threaten the health or viability or cause the removal of any heritage tree. The City Manager or designee may impose conditions on any development permit to require construction fencing and/or the use of protective grading methods to assure compliance with this section. In addition to said conditions, the following shall apply:

- A. Except as otherwise provided in this section, excavation adjacent to any heritage tree shall not be permitted where material damage to the root system may result. When proposed developments encroach into the drip line of any heritage tree, special construction techniques to allow the roots to breathe and obtain water may be required as a condition(s) to the approval of any application for a building, zoning permit or removal permit.
- B. The existing ground surface within the drip line of any heritage tree shall not be cut, filled, compacted or pared except for existing, permitted encroachments such as sidewalks or as otherwise expressly approved by the City Manager or designee pursuant to an approved arborist's report. Tree wells may be used where advisable.

5. Nominations

Any citizen, property owner, or City official may nominate a tree to be designated as a heritage tree. **Nominations must be accompanied with permission from the property owner where the tree stands.** Consideration of the nomination shall follow the procedures set forth in Chapter 11.

6. Recognition

Every designated heritage tree may be permanently marked identifying it as such and advising that unauthorized removal will result in a fine as stated in Section 11.08.04. The requirement to permanently mark each designated heritage tree is advisory only and not a legislated mandate. Failure of the City to mark such tree shall not adversely impact the City in enforcing the provisions of this section.

INFRASTRUCTURE AND CONCURRENCY REQUIREMENTS

CHAPTER 7

CHAPTER 7

INFRASTRUCTURE AND CONCURRENCY REQUIREMENTS

7.00.00	GENERALLY	7-2
7.01.00	TRANSPORTATION AND PARKING FACILITIES	7-2
7.01.01	Access and Driveway Design Requirements	7-2
7.01.02	Streets and Rights-of-Way	7-3
7.01.03	Sidewalks and Bicycle Facilities	7-4
7.01.04	Parking Standards and Parking Lot Design	7-5
7.01.05	Specific Parking Restrictions for Commercial Vehicles, Recreational Vehicles, Boats,	7-9
7.01.06	Loading Space Standards and Design	7-10
7.01.07	Drive-Through Facilities and Stacking Lanes	7-10
7.01.08	Visibility at Intersections	7-11
7.02.00	REQUIREMENTS REGARDING POTABLE WATER, SANITARY SEWER, AND OTHER UTILITIES	7-11
7.02.01	Requirements for All Utilities	7-11
7.02.02	Standards for Installation of Potable Water and Sanitary Sewer Facilities	7-12
7.02.03	Standards Regarding Septic Tanks	7-13
7.02.04	Standards Regarding Reclaimed Water Facilities (<i>Reserved</i>)	7-13
7.03.00	REQUIREMENTS REGARDING DRAINAGE AND STORMWATER MANAGEMENT	7-13
7.03.01	Generally	7-13
7.03.02	Applicability and Exemptions	7-13
7.03.03	Standards for Stormwater Management	7-14
7.04.00	REQUIREMENTS REGARDING CONCURRENCY	7-16
7.04.01	Generally	7-16
7.04.02	Applicability	7-16
7.04.03	Facilities Subject to Concurrency	7-16
7.04.04	Requirements for Determinations of Concurrency	7-17
7.04.05	Requirements for Transportation Concurrency	7-17
7.04.06	Requirements for Concurrency for Sanitary Sewer, Solid Waste, Drainage, and Potable Water	7-18

List of Tables

Page

Table 7.01.01(A).	Maximum number of access points per lot.	7-2
Table 7.01.02(A).	Minimum right-of-way widths.	7-3
Table 7.01.03(A).	Sidewalk requirements.	7-4
Table 7.01.03(E).	Required bicycle spaces for specified uses.	7-4
Table 7.01.04(A).	Parking space requirements.	7-6
Table 7.01.07(C).	Stacking lane requirements for banks and financial institutions.	7-10

7.00.00 GENERALLY

This chapter sets forth the requirements regarding the provision of public facilities and requirements to ensure that public facilities are available when needed to provide service to development.

7.01.00 TRANSPORTATION AND PARKING FACILITIES**7.01.01 Access and Driveway Design Requirements****Table 7.01.01(A). Maximum number of access points per lot.**

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

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

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

- J. Approval from FDOT or the County is required for any accessway or driveway onto a road under their jurisdiction. Driveway connections are required to meet the standards and requirements for compliance under guidance of FDOT or the County.

7.01.02 Streets and Rights-of-Way

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

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

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

B. Right-of-way provisions

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

C. Street number signs

To assist police, rescue, fire, and other public service agencies, and for the convenience of the public, each residential, commercial, or industrial structure visible from the public right-of-way is required to display a street number.

1. Numerals shall be attached to the front of the structure or shall be on both sides of the post supporting a mailbox at the street side of the property, shall be at least three (3) inches high, and shall be either of reflective material or in such color as to provide maximum contrast to the background.
2. Structures that are set back more than sixty (60) feet from the right-of-way or structures that are blocked from visual sight from the right-of-way by high or heavy vegetation, walls, or other structures shall display street numbers at the street entrance on a double-faced sign, which shall not be more than three (3) feet high and shall not be more than one (1) square foot in area.

D. Small Wireless Facility

Definitions

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

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

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

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

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

Antenna element. Any antenna or antenna array.

Applicable codes. Such codes must include this Code of Ordinances; uniform building, fire, electrical, plumbing, or mechanical codes adopted by a recognized national code organization or local amendments to those codes enacted solely to address threats of destruction of property or injury to persons and includes the National Electric Safety code and the 2017 edition of the Florida Department of Transportation Utility Accommodation Manual.

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

Application. A request that is submitted by an applicant to the City for a permit to collocate small wireless facilities or to place a new utility pole used to support a small wireless facility.

Authority. A county or municipality having jurisdiction of the rights-of-way of any public road. The term does not include the Department of Transportation. Rights-of-way under jurisdiction and control of the department are excluded from this subsection.

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

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

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

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

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

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

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

FAA. The Federal Aviation Administration.

FCC. The Federal Communications Commission.

FDOT. The Florida Department of Transportation.

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

Law means any local, state or federal legislative, judicial or administrative order,

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

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

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

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

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

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

PSC means the Florida Public Service Commission.

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

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

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

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

Rights of Way (ROW). Improved ROW owned, leased, or operated by the City,

Adopted September 5, 2006

including any public street or alley that is not part of the FDOT highway system. and includes the surface, the air space over the surface and the area below the surface to the extent the government holds a property interest therein.

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

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

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

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

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

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

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

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

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

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

Wireless services provider. A person who provides wireless services.

Adopted September 5, 2006

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

2. Exemptions.

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

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

3. Provisions for all wireless facilities inside ROW

- a. Each Applicant must register with the City prior to installing any infrastructure within City ROW. Registration does not establish a right to place or maintain, or priority for the placement or maintenance of, a communications facility in City ROW. The registration must include the following:
 - I. Name.
 - II. Address.
 - III. Telephone number of contact person for the registrant.
 - IV. Number of the registrant's current certificate of authorization issued by the Florida Public Service Commission, the FCC, or the Department of State.
 - V. A statement of whether the registrant is a pass-through provider.
 - VI. The registrant's federal employer identification number.
 - VII. Proof of insurance or self-insuring status adequate to defend and cover claims.
 - VIII. Registrants must update the registration information within 90 days after any changes in information.
 - IX. Registrations must be renewed every 5 years.
- b. Registrants for small cell facilities (excluding microcells) must pay a \$100 land use permit fee to cover actual costs of the regulatory activity.
- c. Abandonment (Discontinued Use).
 - I. The owner of a wireless facility must notify the City when an approved facility is decommissioned and no longer in use.
 - II. Wireless facility towers, utility poles, antennas, and the equipment compound must be removed, at the tower or base station at the owners' expense, within 180 days of cessation of use, unless the abandonment is associated with a replacement as provided in the "Replacement" section of this Ordinance, in which case the removal must occur within ninety (90) days of cessation of use.
 - III. A tower, utility pole or antenna structure owner wishing to extend the time for removal or

reactivation must submit an application stating the reason for such extension. The City may extend the time for removal or reactivation up to sixty (60) additional days upon a showing of good and unique cause. If the tower, utility pole or antenna is not removed within this time, the City may give notice that it will contract for removal within thirty (30) days following written notice to the tower, utility pole or base station owner. Thereafter, the City may cause removal of the tower, utility pole or antenna with costs being borne by the tower, utility pole or base station owner.

- IV. Upon removal of the wireless facility tower or utility pole, antenna, and equipment compound, the development area must be returned to its natural state and topography and vegetated consistent with the natural surroundings or consistent with the current uses of the surrounding or adjacent land at the time of removal, excluding the foundation, which does not have to be removed.
- d. Interference with Public Safety Communications. In order to facilitate the regulation, placement, and construction of antenna, and to ensure that all parties are complying to the fullest extent possible with the rules, regulations, and /or guidelines of the FCC, each wireless provider must agree in a written statement to the following:
 - I. Compliance with "Good Engineering Practices" as defined by the FCC in its rules and regulations.
 - II. Compliance with FCC regulations regarding susceptibility to radio frequency interference, frequency coordination requirements, general technical standards for power, antenna, bandwidth limitations, frequency stability, transmitter measurements, operating requirements, and any and all other federal statutory and regulatory requirements relating to radio frequency interference (RFI).
 - III. In the case of an application for collocated wireless facility, the applicant, together with the wireless provider, must use their best efforts to provide a composite analysis of all users of the site to ensure that the applicant's proposed facilities will not cause radio frequency interference with the City's public safety communications equipment and will implement appropriate technical measures, as described in antenna element replacements, to ensure prevention of such interference.
- IV. Whenever the City has encountered radio frequency interference with its public safety communications equipment, and has reasonable cause to believe that such interference has been or is being caused by one or more wireless facility antenna arrays, the following steps must be taken:
 - A. The City will provide written notification to all wireless service providers operating in the City of possible interference with the public safety communications equipment, and upon receipt of such notifications, the wireless providers must use their best efforts to cooperate and coordinate with the City and among themselves to investigate and mitigate the interference, if any, utilizing the procedures set forth in the joint wireless industry-public safety "Enhanced Best Practices Guide," released by the FCC in Appendix D of FCC 04-168 (released August 6, 2004), including the "Good Engineering Practices," as may be amended or revised by the FCC from time to time in any successor regulations.
 - B. If any wireless provider fails to cooperate with the City in complying with the owner's obligations under this section or if there is a determination of radio frequency interference with the City's public safety communications equipment, the wireless provider who failed to cooperate and/or the wireless provider which caused the interference will be responsible for reimbursing the City for all costs associated with ascertaining and resolving the interference, including but not limited to any engineering studies obtained by the City to determine the source of the interference. For the purposes of this subsection, failure to cooperate must include failure to initiate any response or action as described in the "Enhanced Best Practices Guide" within twenty-four (24) hours of City's notification.
- e. Signage. All wireless facilities must be clearly identified with the following information:
 - I. Name plate signage must be provided in an easily visible location to include: FCC Antenna Registration System (ASR) registration number (if applicable); site owner's name, site identification number and/or name, phone number of contact to reach in event of an emergency or equipment malfunction, any additional security and safety

Adopted September 5, 2006

- signs.
 - II. If more than 220 voltage is necessary for the operation of the facility and is present in a ground grid or in the tower, signs located every twenty (20) feet and attached to the fence or wall must display in large, bold, high contrast letters, minimum height of each letter four (4) inches, the following: "HIGH VOLTAGE - DANGER."
 - III. No outdoor advertising signage is permitted at the wireless facility.
 - f. Structural integrity: The entire tower or base station and all appurtenances must be designed pursuant to the design requirements of ASCE 7, including wind speed design requirements, and tower loading/wind design requirements of Electronic Industries Association/Telecommunications Industry Association (EIA/TIA) 222-H, Series II, including any subsequent modification to those specifications.
 - g. Grading must be minimized and limited only to the area necessary for the new tower and equipment.
 - h. A signed statement from the wireless facility owner or owner's agent stating that the radio frequency emissions comply with FCC standards for such emissions as set forth in 47 CFR 1.1307, 1.310, 2.091 or 2.093, as applicable (Report and Order, ET Docket 93-62 (Guidelines for Evaluating the Environmental Effects of Radiofrequency Radiation), 11 FCC Rcd 15123 (1996); Second Memorandum Opinion and Order and Notice of Proposed Rule Making, ET Docket 93-62 (WT Docket 97-192), 12 FCC Rcd 13494 (1997). In addition, any collocation, modification, or upgrade application must contain an analytical report that confirms that following installation, the composite facility will remain in compliance with FCC standards as stated in OET-65.
4. General Development Standards for new small wireless facilities in City ROW
- a. All work in the City' right-of-way under this section must comply with the 2017 edition of the FDOT Utility Accommodation Manual.
 - b. The City may require a ROW permit for work that involves excavation, closure of a sidewalk, or closure of a vehicular lane. Only small wireless facilities will be permitted inside a City ROW. No other type of wireless facilities will be permitted.
 - c. As a result of citizen participation during the Wireless Facility Master Planning Process the City prefers the siting of new small wireless facilities to be located outside the ROW. If the small wireless facility must be placed in the ROW, the City would like the Applicant to consider the citizenry's preferred options in the following ranking order:
 - i. New concealed antenna on an existing utility pole;
 - ii. Non-concealed antenna on an existing utility pole;
 - iii. Replacement of an existing concealed utility pole with a concealed utility pole;
 - iv. Replacement of an existing non-concealed utility pole with a concealed utility pole;
 - v. Replacement of an existing non-concealed utility pole with a non-concealed utility pole;
 - vi. A new concealed utility pole;
 - vii. A new non concealed utility pole.
 - d. Applicant must provide a site plan of the proposed small wireless facility showing all proposed and existing at-grade and aerial facilities located within 50 feet of the proposed location.
 - e. In an area where the City has required all public utility lines in the ROW to be placed underground, the Applicant must comply with written, objective, reasonable, and nondiscriminatory undergrounding requirements of the City that prohibit new utility poles used to support small wireless facilities if:
 - I. The City, at least 90 days prior to the submission of an application. has required all public utility lines to be placed underground;
 - II. Structures that the City allows to remain above ground are reasonably available to wireless providers for the collocation of small wireless facilities and may be replaced by a wireless provider to accommodate the collocation of small wireless facilities, and;
 - III. A wireless provider may install a new utility pie in the designated area in the ROW that otherwise complies with this subsection and it is not reasonably able to provide wireless service by collocating on a remaining utility pole or other structure in the ROW.
 - IV. These requirements may be waived by the City upon a showing the design standards are not reasonably compatible for the particular location for a small wireless facility or

Adopted September 5, 2006

- utility pole or are technically infeasible or that the design standards impose an excessive expense. The waiver will be granted or denied within 45 days after the date of the request.
- f. For small wireless facilities installed prior to the City adopting requirements that public utility lines be placed underground, the City will:
 - I. Allow a wireless provider to maintain the small wireless facilities in place subject to any applicable pole attachment agreement with the pole owner; or
 - II. Allow the wireless provider to replace the associated pole within 50 feet of the prior location in accordance with paragraph f.1-10.
 - g. Ground mounted equipment will be reviewed on a case-by-case basis and may be required to be spaced up to 15 feet from the associated support structure in areas where pedestrian, vehicular or aesthetic concerns are determined by the City.
 - h. A small wireless facility must meet reasonable location context, color, camouflage, and concealment requirements.
 - i. Applicants must include an attestation that the small wireless facilities will be activated for use by a wireless services provider to provide service no later than nine (9) months after the date the application is approved.
 - j. Applicants are subject to any local historic preservation zoning regulations and design criteria.
 - k. Nothing in this subsection authorizes a person to:
 - I. Collocate or attach wireless facilities, including any antenna, micro wireless facility, or small wireless facility, on a privately-owned utility pole, a utility pole owned by an electric cooperative or a municipal electric utility, a privately owned wireless support structure, or other private property without the consent of the property owner.
 - II. Collocate small wireless facilities or micro wireless facilities on a City utility pole or erect a wireless support structure in a location subject to covenants, conditions, restrictions, articles of incorporation, and bylaws of a homeowners' association.
5. Provisions for New Small Wireless Facility on Existing Utility Poles Inside City ROW.
- a. Small wireless facilities will be no larger in size than specified in the definition for these facilities.
 - b. Height will be limited to 10 feet above the utility pole or structure upon which the small wireless facility is to be collocated.
 - c. No portion of a small wireless facility will obstruct pedestrians or vehicular or bicycle access, obstruct sight lines or visibility for traffic, traffic signage or signals, or interfere with access by persons with disabilities.
 - d. Within 14 days after the date of filing the application, the City may request that the proposed location of a small wireless facility be moved to another location in the ROW and placed on an alternative City utility pole or support structure or placed on a new utility pole, including any objective design standards and reasonable spacing requirements for ground-based equipment subject to the process described in subsection g. 1-7.
 - e. The City may reserve space on a City utility pole for future public safety uses. However, a reservation of space may not preclude collocation of a small wireless facility. If replacement of the City utility pole is necessary to accommodate the collocation of the small wireless facility and the future public safety use, the pole replacement is subject to the make-ready provisions of F.S. Sec. 337.401(7) and the replaced pole must accommodate the future public safety use.
6. Provisions for the Placement of a New Utility Pole or Replacement of Existing Utility Pole for Installation of Small Wireless Facility inside City ROW Small wireless facilities must be no larger in size than specified in the definition for these facilities.
- a. Installation of a new utility pole is subject to the City's Roadway Standards.
 - b. Within 14 days after the date of filing the application, the City may request that the proposed location of a small wireless facility be moved to another location in the ROW and placed on an alternative City utility pole or support structure or placed on a new utility pole, including any objective design standards and reasonable spacing requirements for ground-based equipment subject to the process described in subsection g.1-7.

Adopted September 5, 2006

- c. Height of a replacement pole can be up to 10 feet taller than the existing utility pole but must not exceed 50 feet in height. The City may allow a greater height on a case-by-case basis.
 - d. Height for a new utility pole will be limited to the tallest existing utility pole as of July 1, 2018, located in the same ROW, other than a utility pole for which a waiver has previously been granted, measured from grade in place within 500 feet of the proposed location of the small wireless facility. If there is no utility pole within 500 feet, the proposed wireless facility must be limited to a height of 50 feet. The City may allow a greater height on a case-by-case basis.
 - e. A replacement utility pole must be a substantially similar design, material, and color of the utility pole being removed including any lighting element.
 - f. A new utility pole used to support a small wireless facility to meet reasonable location context, color, and material of the predominant utility pole type at the proposed location of the new utility pole.
 - g. The City may waive designed standard described in 5 and 6 above upon a showing the design standards are not reasonably compatible for the particular location for a small wireless facility or utility pole or are technically infeasible or that the design standards impose an excessive expense. The waiver will be granted or denied within 45 days after the date of the request.
 - h. A photo rendering must be provided of the proposed new or replacement utility pole that depicts aesthetic features including, but not limited to, the use of colors and concealment with a before and after installation exhibit.
 - i. Ground-mounted equipment must be concealed through the use of (a) design wrapping, for the purpose of blending into the surrounding environment or (b) fencing or landscaping, consistent with the requirements of the Land Development Code, must be installed around the entire area of ground-mounted equipment. If fencing is utilized, additional landscaping may be required around the perimeter of the fence or wall and around any or all anchors or supports if deemed necessary to buffer adjacent properties. The City may require landscaping in excess of the requirements of the City code in order to enhance compatibility with adjacent residential and nonresidential land uses. Landscaping must be installed on the outside of the perimeter fence or wall. The City will determine which method of concealment is more appropriate for each set of ground-mounted equipment.
7. Approval Process for Small Wireless Facilities inside City ROWs.
- a. Completed and accepted registration from the Applicant.
 - b. A ROW permit is required for small wireless facilities within the City ROW for work that involves excavation, affects traffic patterns or obstructs vehicular traffic within or along the City's ROW as provided in and subject to the City's Roadway Standards.
 - c. A completed application and approved Land Use Permit.
 - d. An applicant seeking to collocate small wireless facilities may file a consolidated application and receive a single permit for the collocation of up to 30 small wireless facilities. The City may separately address small wireless facility collocations for which incomplete information has been received or which are denied.
 - e. Generally, the review timeline for an application is 60 days except as provided in g.v below. Additionally, the City and Applicant may mutually agree to extend the 60-day application review period.
 - f. Within 14 days after receiving an application, the City will determine and notify the applicant by electronic mail as to whether the application is complete. If an application is deemed incomplete, the City will specifically identify the missing information. An application is deemed complete if the City fails to provide notification to the applicant within 14 days.
 - g. If within 14 days after receiving an application, the City requests an alternative location of the proposed collocation, replacement utility pole or new utility pole as described in paragraphs 5.d and 6.b then the following process applies:
 - i. The City will make a determination if the proposed application is complete or incomplete. If the application is deemed incomplete, the City will specify in writing

- the basis for denial, including the specific code provisions on which the denial was based, and send the documentation to the applicant by electronic mail on the day the City denies the application within the 14-day time period.
- ii. The request by the City to the applicant for an alternative location will be included in the deemed incomplete notification in writing and provided by electronic mail to the Applicant within 14 days as described in paragraph 7.f above.
- iii. For 30 days or other negotiated time period between the City and the Applicant after the date of the request, the City and the Applicant may negotiate the alternative location, including any objective design standards and reasonable spacing requirements for ground-based equipment.
- iv. At the conclusion of the 30 days or negotiation time period, if the alternative location is accepted by the Applicant, the Applicant must notify the City of such acceptance and the application will be deemed granted for any new location for which there is agreement and all other locations in the application.
- v. If an agreement is not reached, the Applicant must notify the City of such nonagreement and the City must grant or deny the original application within 90 days after the date the application was filed.
- h. If within 14 days after receiving an application the City does not request an alternative location of the proposed collocation, replacement utility pole or new utility pole then the following process applies:
 - i. The City will make a determination if the proposed application is complete or incomplete. If the application is deemed incomplete, then the City will provide, in writing, the basis for denial, including the specific code provisions on which the denial was based, and send the documentation to the Applicant by electronic mail on the day the City denies the application within the 14-day time period.
 - ii. The Applicant may cure the deficiencies identified by the City and resubmit the application within 30 days after notice of the denial is sent to the applicant. Any subsequent review will be limited to the deficiencies cited.
 - iii. The City will approve or deny the revised application within 30 days after receipt. The review of a revised application is limited to the deficiencies cited in the denial. If the revised application is not approved or denied within the 30 days after receipt, then the application is deemed approved.
 - iv. A complete application is deemed approved if the City fails to approve or deny the application within 60 days after receipt of the application.
 - v. If the City and Applicant mutually agree to extend the 60-day application review period, the City must grant or deny the application at the end of the extended period.
 - vi. If the City denies an application, the review will be complete, and a written decision will be issued within 45 days after a written request for review is made. A denial will identify the specific code provisions on which the denial is based. If the administrative review is not complete with 45 days, the City waives any claim regarding failure to exhaust administrative remedies in any judicial review of the denials of an application.
 - vii. An approved application permit will remain in effect for 1 year unless extended by the City.
 - viii. The City may deny an application on the basis that it does not meet any of requirements below:
 - A. Materially interferes with the safe operation of traffic control equipment.
 - B. Materially interferes with sightlines or clear zones for transportation. pedestrians. or public safety purposes.
 - C. Materially interferes with compliance with the Americans with Disabilities Act or similar federal or state standards regarding pedestrian access or movement.
 - D. Materially fails to comply with the 2017 edition of the FOOT Utility Accommodation Manual.
 - E. Fails to comply with applicable codes.
 - F. Fails to comply with objective design standards authorized in paragraphs 5.d and 6.b.

Adopted September 5, 2006

8. Appeals

- a. Any person aggrieved by a violation of this section may bring a civil action in a United State District Court or in any other court of competent jurisdiction.
- b. The court may:
 - I. Grant temporary or permanent injunctions on terms as it may deem reasonable to prevent or restrain violations of this section; and
 - II. Direct the recovery of full costs, including awarding reasonable attorney fees, to the party who prevails.

9. Certificate of Insurance

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

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

Adopted September 5, 2006

demonstrates incontrovertibly the adequacy to defend and cover claims of any nature that might arise from the placement and maintenance of facilities in the public ROW. The communications services provider must be authorized as a self-insurer by the Department of Insurance under the laws of the State of Florida.

7.01.03 Sidewalks and Bicycle Facilities

- A. For the safety of pedestrians, all development shall provide sidewalks, except as otherwise provided in Section 7.01.03(B) as follows:

Table 7.01.03(A). Sidewalk Requirements

Functional Classification	Sidewalk Placement
Arterial	Both sides
Collector, City responsibility	Both sides
Local Streets	One side

- B. For development in the RE district, sidewalks are not required along local streets.
- C. When sidewalks have already been installed or approved on contiguous properties, new sidewalks will be provided consistent in location and width with the existing sidewalk pattern.
- D. The required sidewalks shall comply with current standard specifications for City sidewalks and with all ADA requirements. Sidewalks shall be constructed to meet the following requirements:
1. Sidewalks shall be sixty (60) inches wide, six (6) inches thick, 3,500 pounds per square inch concrete, with an expansion joint installed at a minimum of every twelve (12) feet and an expansion joint at the property line.
 2. If a bicycle path is adjacent to the sidewalk, the combined width of the sidewalk plus the bicycle path shall be no less than eighty-four (84) inches wide. All sidewalks and bicycle paths shall be elevated a minimum of one (1) inch, with a slope adequate for drainage.
 3. At driveway and street intersections, sidewalks and bicycle paths shall be sloped down to the grade of the street or driveway.
 4. All sidewalks and bicycle paths shall be immediately adjacent to the edge of the right-of-way unless otherwise approved by the City.
- E. Bicycle parking shall be provided at multi-family developments on two (2) or more acres, parks and recreation facilities, and commercial establishments according to the following standards:
1. The number of bicycle spaces required is as follows:

Table 7.01.03(E). Required bicycle spaces for specified uses.

Type of Use	Minimum Number of Bicycle Spaces
Parks and recreation facilities	1 space per 10 required vehicle parking spaces
Commercial uses	1 space per 25 required vehicle parking spaces
Multi-family development	1 space per 20 required vehicle parking spaces

2. Bicycle parking spaces may be provided as either bicycle racks or other storage facilities, provided that the following standards are met:
 - a. Facilities shall be designed to allow each bicycle to be secured against theft;
 - b. Facilities shall be installed to resist removal;
 - c. Facilities shall be installed to resist damage by rust, corrosion, or vandalism;
 - d. Facilities shall accommodate a range of bicycle shapes and sizes and allow easy locking without interfering with adjacent bicycles; and
 - e. Facilities shall be located not to interfere with pedestrian or vehicular movement.

7.01.04 Parking Standards and Parking Lot Design

A. Parking space requirements

1. Minimum off-street vehicular parking spaces shall be provided at the time of the construction of the principal building or at the time of the conversion of a building having a previously existing use to a more intensive use of the same property.
2. The minimum number of parking spaces shall conform to the standards in Table 7.01.04(A).
3. Due to the nature and character of properties within the central business district (C-3) and the Amelia River Waterfront Community Redevelopment Area waterfront lots containing industrial waterfront (I-W) or waterfront mixed use (W-1), the provision of off-street parking will not be required, except for triplex and multi-family dwelling units, lodging accommodations and bed and breakfast inns. For Triplex and Multi-family dwellings, off-street parking shall meet the Supplemental Standards in Section 6.02.28. Single Family and Duplex dwelling units shall meet the standards of the underlying zoning districts. For lodging accommodations and bed and breakfast inns the off-street parking requirements shall be satisfied within 1,000 feet of the property involved and as otherwise required under this chapter and any applicable Supplemental Standards.
4. Calculation of required parking
 - a. Where floor area determines the amount of off-street parking required, the floor area of a building shall be the sum of the gross horizontal areas of every floor of the building, using exterior wall dimensions.
 - b. For places of public assembly, the number of seats shall be the maximum occupancy load established for the building by the Fire Marshal.
5. Requirements for off-street parking for uses not specifically mentioned in this chapter shall be the same as required for the use most similar to the one sought.
6. Any development adjacent to a public beach access shall be prohibited from interfering in any manner with the public use of the beach access, including but not limited to blocking the parking, removing parking, or interfering with the normal flow of traffic within the beach access area.
7. Off-street parking may not exceed 10% of the required parking amount on any site.
8. Up to two (2) on-site internal non-illuminated signs per business may be allowed to designate specific on-site parking areas. Signs are exempt from permitting requirements and are limited to four (4) square feet and no tall than eight (8) feet.

Table 7.01.04(A). Parking Space Requirements

Type of Use or Activity	Minimum Number of Spaces
Assembly places (religious facilities, funeral homes, schools, theaters, auditoriums, arenas, civic centers, and facilities with an auditorium, sanctuary, or gathering place, whether fixed seats or open area)	1 space per 4 seats
Business and commercial activities, including retail sales, and business activities not otherwise specified	1 space per 300 ft ² of gross floor area
Clubs and lodges (including fraternities, sororities, and other social or civic membership organizations)	1 space per 4 seats in the largest assembly area
Day-care and child-care centers	1.5 spaces per employee on the largest shift
Drive-in establishments	1 space per 60 ft ² of gross floor area
Duplex dwellings	2 per unit ²
Gasoline service stations	1 space per 350 ft ² of floor area, plus 3 spaces per repair bay
Hospitals, nursing homes, rest homes, convalescent homes, assisted care facilities, other similar facilities, and other medical facilities providing overnight accommodations	0.25 spaces per 1 bed plus, 1 space for each 2 employees on the largest shift
Lodging accommodations, without restaurants or lounges	1 space per sleeping room
Lodging accommodations, with restaurants or lounges	1 space per sleeping room, plus 50% of the parking required by this section for the restaurant or lounge
Libraries and museums	1 space for each 500 ft ² of gross floor area
Manufacturing, warehousing and industrial uses	1 space for each 2 employees on the largest shift, plus 1 space for each company vehicle operating from the premises
Marinas	0.5 space for each boat berth, plus 1 space per each 2 employees on the largest shift ¹
Medical offices and clinics	1 space per 250 ft ² of gross floor area
Mortuary and funeral homes	1 space for each 4 seats in the chapel, plus 1 space for each 3 employees
Multi-family dwellings	2 spaces per dwelling unit ³
Offices (general, professional, or government)	1 space per 300 ft ² of gross floor area
Public parks and recreation facilities	1 space per 1,000 ft ² feet of active use area
Restaurants, eating, drinking, or entertainment establishments (without drive-in facilities)	1 space per 50 ft ² of the customer services area or 1 space per 250 ft ² of the gross floor area for those establishments without customer service areas (such as take-out windows only)
Schools and educational uses; Elementary, middle, and junior high schools	2 spaces for each classroom, office, and kitchen
Schools and educational uses;	6 spaces for each classroom, plus 1 space

High schools	for each staff member
Schools and educational uses; Vocational, trade, and business schools	1 space per 300 ft ² of gross floor area
Single-family dwellings	2 per unit ²
Triplex dwellings	2 per unit ³

¹If a marina features a boat-launching ramp; at least fifty percent (50%) of the required parking spaces shall be designed to accommodate both a vehicle and boat trailer.

² Dwellings units within the CRA must provide two (2) spaces per dwelling unit on-site but are permitted the following exceptions: all units 1,000 sq. ft or under are only required to provide one (1) space per dwelling unit on-site and all units 1,001-1,250 sq. ft are only required to provide one and one-half (1.5) spaces per dwelling unit on-site. Non-residential uses shall provide for parking per LDC section 4.03.03.

³Triplex and Multi-family dwelling units located in the Central Business District/ C-3 zoning and not within the CRA are required to provide parking as consistent with the supplemental standards directed in LDC Section 6.02.28.

B. Parking Flexibility – This section recognizes that minimum parking requirements, in certain circumstances, may result in excess provision of parking. Excess parking supply results in the inefficient use of land at the expense of additional landscaped areas, civic space, enhanced site design or building area and the reduction in subsequent tax revenue and employment opportunities. Therefore, off-street parking requirements may be met through additional and alternative measures provided in this subsection. These measures shall be requested during site plan review.

1. Shared Parking Provisions

a. Shared parking may be applied when land uses have different parking demand patterns and can use the same parking spaces/areas throughout the day or night. Shared parking may also be applied when an existing development can demonstrate excess parking. Factors evaluated to establish shared parking arrangements shall include operating hours, seasonal/weekly/daily peaks in parking demand, the site's orientation, location of access driveways, accessibility to other nearby parking areas, pedestrian connections, distance to parking area, and availability of parking spaces.

b. Shared parking is subject to an agreement that addresses the following:

1. The agreement is valid only as long as the conditions described in the application for the shared parking exist, the City must be a party identified in the agreement requiring a signature from the City Manager, and the agreement must be in a form acceptable to the City Attorney recorded with the Nassau County Clerk of Courts.

2. A copy of the recorded agreement shall be submitted to the City Attorney and City Manager within ten (10) days of its recording.

2. Off-Site Parking – Up to 50% of the overall required parking may be met in off-site parking areas through a shared parking agreement. The off-site parking area must be located within 600 feet walking distance of the structures' nearest public entrance. A pedestrian connection providing a safe, well lighted walking environment shall be required. No more than two (2) off-site non-illuminated signs per business shall be allowed in order to designate or direct use of off-site parking spaces. Signs are exempt from permitting requirements and are limited to four (4) square feet and no taller than eight (8) feet.

3. Existing Sites – If the parking deficit on an existing site is within 20% of the required additional parking generated by proposed alterations or expansions in use then, those spaces may be provided in unimproved parking areas.

4. Valet Parking – On-site or off-site valet parking is permitted. All off-site locations shall require a recorded parking agreement, meeting the requirements for shared parking arrangements. Motor vehicles may be stacked for valet operations.
5. The City may require, or an applicant may request, the elimination of up to 20% of the required parking spaces in order to preserve specimen trees. The site plan shall show the location of all required parking and the spaces eliminated to preserve the trees.
6. On-Street Parking – The City Manager may grant a parking waiver for use of on-street parking spaces immediately adjacent to the site of a commercial use, not to exceed 10% of the required parking spaces when the following conditions exist:
 - a. On-street parking is permitted on both sides of the right-of-way;
 - b. Sufficient improved right-of-way width is evidenced and maintained;
 - c. A linear length of at least 25 feet along the right-of-way for each alternative space;
 - d. On-street spaces shall not be located closer than 30 feet from an intersection or 15 feet from a driveway;
 - e. The maximum utilization of other off-street parking alternatives for the commercial site shall be implemented prior to the granting of a parking waiver.

C. Parking lot design requirements

1. All parking areas shall be arranged for convenient access and safety of pedestrians, bicyclists, and vehicles. All new non-residential development parking lots shall be located in the side or rear of buildings. All non-residential redevelopment shall incorporate strategies for masking parking areas and creating a more pedestrian-oriented environment whereby the majority of required parking is screened through landscaping or other design strategies.
2. Parking Material: All new and redeveloping properties shall incorporate the use of pervious parking materials for a minimum of 75% of the required parking. Pervious parking materials that require regular maintenance through activities such as, vacuum sweeping, must demonstrate their ability to perform regular maintenance of the site. Pavement systems must be maintained in a smooth, well-graded, and drained condition. Parking materials may consist of standard paving, pavers and alternate paving systems. Use of grass or alternate lawn surface as parking material may be considered for up to one-third (1/3) of the required off-street parking facilities. All accessible spaces must comply with all requirements set by ADA.
3. All parking areas shall be adequately drained and maintained in a dust-proof condition. All non-residential developments parking lots shall incorporate the use of Low Impact Development (LID) facilities such as use of pervious paving materials or pervious pavers, open section drainage, vegetative swales, and bio retention basins that exhibit unique design characteristics. The design of the parking lot shall be incorporated into the development's stormwater management plan.
4. Parking areas shall be designed with consideration given to future shared parking arrangements. All non-residential site development shall be designed to allow for vehicular cross accesses to adjacent non-residential properties. Where there are existing stub-outs on adjoining properties, the site under review shall complete the connection. The cross access must be designed to the same standards as internal circulation within the parking and circulation area.
5. If the parking area is artificially lighted:
 - a. All lighting shall be designed, arranged, and constructed such that no source of such lighting is visible from any adjoining or nearby property used or zoned for residential purposes.

- b. All lighting shall be designed, arranged, and constructed to shield public roadways and all other adjacent properties from direct illumination.
 - a. For all areas adjacent to beach areas, the lighting shall be designed, arranged, and constructed consistent with Section 3.05.02 of the LDC regarding outdoor lighting in beach areas.
- 6. Individual spaces and internal aisles shall be designed according to the standards below;
 - a. Parking space dimensions shall be a minimum of nine (9) feet by eighteen (18) feet.
 - b. The number, design, and location of accessible parking spaces shall comply with the ADA standards for accessible design.
 - c. The minimum width for a one-way internal aisle shall be twelve (12) feet, and the minimum width for a two-way internal aisle shall be twenty-two (22) feet.
- 7. When drop-off areas are provided, the drop-off area shall be fully separated from driveways and parking areas. The separate drop-off area shall allow a person to enter or exit a vehicle directly to a sidewalk abutting the entrance to an establishment.
- 8. The atmosphere of parking lots for all non-residential developments is intended to be park like and shall comply with all landscaping provisions for parking areas contained in LDC Section 4.05.06. All parking areas shall be designed with landscaping and buffering which serve to reduce heat-island effect.
- D. Pedestrian circulation
 - 1. Large retail development projects shall provide parking areas that enhance pedestrian safety, efficiency, and connectivity with a clear definition between vehicular areas and pedestrian walkways.
 - 2. Pedestrian and vehicular circulation systems are required to be adequately separated for pedestrian safety. Pedestrian connectivity between building entrances and parking areas shall be clearly indicated through the use of landscaped areas; walkways made of materials such as scored concrete, pavers, or bricks; or paint striping.
 - 3. Internal pedestrian walkways, located between two (2) rows of parking spaces and not in the vehicular aisles, shall be provided at focal points of pedestrian activity, such as store entrances. Additionally, such walkways shall be at least five (5) feet wide and shall include landscaping adjacent to the walkways.
 - 4. New and redeveloping non-residential properties shall, where feasible, be required to provide or enhance pedestrian connectivity to adjacent residential neighborhoods.
 - 5. New and redeveloping non-residential properties shall, where feasible, be required to establish pedestrian connections to the transportation network including but, not limited to, sidewalks, bike lanes or trails, or transit systems.

7.01.05 Specific Parking Restrictions for Commercial Vehicles, Recreational Vehicles, Boats, and Trailers

- A. Prohibitions

Any commercial motor vehicle which has a gross vehicle weight of 8,000 pounds or more shall not be parked in any residential, commercial, wetland protection, or recreational district or area, except as otherwise provided in Section 7.01.05(B).
- B. Exceptions

The prohibition in Section 7.01.05(A) shall not apply to parking of such vehicles in the specified districts or areas:

 - 1. For the time required for normal loading and unloading of such vehicles; or
 - 2. For the time required to perform the legally permitted service provided by such vehicles.
- C. Mobile homes, travel trailers, travel campers, recreational vehicles, and similar vehicles regularly or periodically utilized for dwelling purposes shall not be parked overnight

Adopted September 5, 2006

in any zoning district except in an area specifically designated by this LDC for that purpose. Mobile homes, travel trailers, travel campers, recreational vehicles, and similar vehicles, when unoccupied, may be parked or stored in a completely enclosed building, a carport attached to a principal building, or in a side or rear yard.

- D. Boats, boat trailers, utility trailers, and similar vehicles shall not be parked overnight in any zoning district except in an area specifically designated by this LDC for that purpose. Such vehicles, when unoccupied, may be parked or stored in a completely enclosed building, a carport attached to a principal building, or in a side or rear yard.

7.01.06 Loading Space Standards and Design

- A. Off-street loading spaces shall be provided as follows:
1. Commercial centers, commercial uses, hotels, hospitals, and institutional uses with less than 10,000 square feet of gross floor area shall provide one (1) off-street loading space.
 2. Commercial centers, commercial uses, hotels, hospitals, and institutional uses with 10,000 square feet or more of gross floor area shall provide one (1) space for the first 10,000 square feet of gross floor area, plus one (1) space for each additional 20,000 square feet, or fraction thereof.
 3. Industrial uses shall provide one (1) space for each 10,000 square feet of gross floor area.
 4. Offices shall provide one (1) space for each 20,000 square feet of gross floor area.
- B. Off-street loading spaces shall meet the following design requirements:
1. Loading spaces shall not block streets, alleys, or sidewalks. Loading spaces shall not impair the movement of vehicles or pedestrians on streets, alleys, or sidewalks.
 2. Every loading space shall meet the following minimum dimensions:

Length	30 feet
Width	12 feet
Height	14 feet

7.01.07 Drive-Through Facilities and Stacking Lanes

- A. All uses and facilities providing drive-up or drive-through service shall provide stacking lanes in compliance with the standards of this section.
- B. Restaurants with drive-up or drive-through facilities shall provide a minimum stacking space to accommodate eight (8) vehicles. A by-pass lane shall be required.
- C. Banks and financial institutions shall provide stacking spaces according to Table 7.01.07(C). A by-pass lane shall be provided.

Table 7.01.07(C). Stacking Lane Requirements for Banks and Financial Institutions.

Number of Drive-Through Lanes	Total Number of Vehicles to be Accommodated
1	8
2	12
3	18
Each additional lane	2 additional vehicles accommodated

- D. A solid wall or fence shall be provided along a property line abutting lots or parcels zoned for residential purposes in order to block lights from vehicles in the stacking lanes or drive-through facility.
- E. Stacking lanes shall not be located within a designated delivery area or area designated for loading spaces.

7.01.08 Visibility at Intersections

- A. In order to provide a clear view of intersecting rights-of-way and/or private driveways, there shall be a triangular area of clear visibility formed by the two (2) intersecting rights-of-way, driveways, or combination thereof.
- B. The horizontal dimensions of sight areas are defined as triangular areas formed by the intersecting right-of-way lines and a straight line joining the right-of-way lines at points which are as follows:
 - 1. In C-1, C-2, C-3, I-1, I-A, I-W, PI-1 RE, R-1, R-2, R-3, OT-1, OT-2, and MU-1 zoning districts, fifteen (15) feet from the point of intersection of the right-of-way lines.
- C. The vertical dimensions of sight areas are defined as that vertical space between the heights of eighteen (18) inches and ten (10) feet in elevation above the nearest edge of the street pavement of a paved street or above the nearest edge of the riding surface of an unpaved street.
- D. Within the clear visibility triangle area, no fence, wall, sign, structure, slope or embankment, parked vehicle, hedge, foliage or other planting, and other object or structure shall be placed, erected, or maintained which will obstruct visibility.
- E. All landscaping shall comply with the most current edition of the FDOT Roadway and Traffic Design Standard, regarding visibility triangles. Tree trunks, palms, and supporting columns or posts shall be permitted within the clear area, provided that their location does not itself create a traffic hazard and the area is free of limbs and foliage. Landscaping, except grass or ground cover, shall not be located closer than three (3) feet from the edge of any driveway pavement.
- F. The requirements of this section shall not be deemed to prohibit any necessary retaining wall.
- G. Streetlights and street name signposts shall also be permitted, provided that illuminating fixtures or nameplates are not within the prescribed clear space.

7.0200 REQUIREMENTS REGARDING POTABLE WATER, SANITARY SEWER, AND OTHER UTILITIES

7.0201 Requirements for All Utilities

- A. All utilities required by this LDC shall meet or exceed the minimum standards contained in the City of Fernandina Beach Utility Department "Engineering and Construction Requirements" Standards Volume 2 or the most recent edition.
- B. Each development shall contain improvements designed and constructed according to the requirements and specifications of this chapter and applicable policies, rules, regulations, and ordinances of the City and the laws of the State. The following services and facilities are required improvements:
 - 1. Streets designed and constructed for public use according to the standards and requirements of this chapter;
 - 2. Sidewalks designed and constructed for public use according to the standards and requirements of this chapter;

Adopted September 5, 2006

3. Approved street signs, markers, traffic signs, and signals to control and circulate traffic within the street pattern within the subdivision in accordance with the Uniform Manual of Traffic Control Devices, published by USDOT;
 4. Drainage and stormwater management facilities designed and constructed according to the standards and requirements of this chapter;
 5. A sanitary sewerage system based on the standards and requirements contained in the City of Fernandina Beach City of Fernandina Beach Utility Department "Engineering and Construction Requirements" Standards Volume 2 or the most recent edition, except as provided in Section 7.02.02(B) or (C);
 6. A potable water system based on the standards and requirements contained in the City of Fernandina Beach Utility Department "Engineering and Construction Requirements" Standards Volume 2 or the most recent edition.
 7. Parks and recreation dedication, as specified in Section 4.04.04(L);
 8. Electricity, telephone, cable, gas, and other utilities;
 9. A fire hydrant system in accordance with Section 7.02.02(D); and
 10. Such other improvements as are deemed necessary to comply with the requirements of this chapter and to protect the public health, safety, and welfare because of topography or other conditions of the tract.
- C. When water, sewer, electrical power, telephone, or cable television facilities are installed and intended to be owned, operated, or maintained by a public utility or any entity other than the property owner or developer, the ownership of such utility or facility shall be transferred to the service provider.
- D. All lines for electricity, telephone, cable television, streetlights, and gas distribution (exclusive of transformers or enclosures containing electrical equipment, including, but not limited to, switches, meters, or capacitors) shall be placed underground within easements or dedicated public rights-of-way.

7.0202 Standards for Installation of Potable Water and Sanitary Sewer Facilities

- A. All development within the City shall be required to connect to a public water system.
- B. All infill development shall be required to connect to a public sewer system when the City's sanitary sewer system is within a 1,000 foot radius of the property line of the development.
- C. Where the City sanitary sewer system is not within a 1,000 foot radius of the property, private systems may be accepted provided they meet all City, County, and State requirements, including Section 7.02.03.
- D. Fire hydrant systems shall be installed and made usable prior to any combustibles being brought onto the construction site, and shall meet the minimum requirements established by the fire chief for residential development:
 1. Whenever possible, all water systems shall be looped. Water mains shall not be less than six (6) inches in diameter when used in a looped system. Water mains, when used in a dead-end system, shall not be less than eight (8) inches in diameter. A hydraulic flow analysis by a Florida registered professional engineer, which shall include pressure drop at maximum flow of all hydrants connected to the radial (not less than twenty (20) PSI), shall be furnished. Fire hydrants shall be placed no more than 500 feet apart.
 2. Each hydrant shall have one (1) 4.5-inch outlet and two (2) 2.5-inch outlets, and all outlets shall have National Standard Threads (NST). All hydrants shall be installed with 4.5-inch outlets facing the street and shall be placed such that the center of the 4.5-inch outlet is no less than eighteen (18) inches above the finished grade and no more than thirty-six (36) inches above the finished grade. Specifications

Adopted September 5, 2006

for hydrants shall meet or exceed the minimum standards contained in the Florida Fire Prevention Code.

7.0203 Standards Regarding Septic Tanks

- A. On-site wastewater treatment systems shall be limited to lots currently using septic tanks, except as provided in Section 7.02.02(C).
 - 1. No septic tank other than those approved and permitted by the State Department of Health § 381.0065, F.S., shall be used in the City.
 - 2. Septic tanks in use at the time of adoption of the LDC may remain in service until local sanitary sewer service is made available to the residents, consistent with County Health Department requirements.
- B. All new development shall be required to connect to the central sewer system, except as provided in Section 7.02.02(C).

7.0204 Standards Regarding Reclaimed Water Facilities (RESERVED)

7.03.00 REQUIREMENTS REGARDING DRAINAGE AND STORMWATER MANAGEMENT

7.03.01 Generally

- A. The purpose of the stormwater management requirements set forth in this section is to minimize the detrimental effects of stormwater runoff and to provide for mitigation of stormwater impacts from new development and redevelopment.
- B. The regulations in this section are intended to:
 - 1. Provide maximum water quality and habitat benefits;
 - 2. Provide retention/detention of stormwater runoff to maintain surface water quality, ensure percolation, and reduce contamination to drainage canals, surface water, and groundwater;
 - 3. Prevent any development activity that would endanger lives and harm property, water quality, or environmental systems;
 - 4. Preserve natural lakes, creeks, other water courses, and natural drainage features;
 - 5. Encourage the use of stormwater management systems for urban landscape irrigation; and
 - 6. Prevent creation of flood hazards due to new development.
- C. The requirements of this LDC do not supersede those of other State, federal, or regional agencies. All applications for development shall include proof of a permit or exemption from SJRWMD.

7.03.02 Applicability and Exemptions

- A. All proposed development, except as specifically described in this section, shall comply with the standards and criteria set forth in Section 7.03.00.
- B. No drainage system, whether natural or manmade, shall be altered, designed, constructed, abandoned, restricted, or removed without prior written approval of the City and all appropriate State and federal agencies.
- C. The following activities may alter or disrupt existing stormwater runoff patterns, and unless specifically exempted under Section 7.03.02(D) below, shall be authorized only through issuance of a stormwater management permit prior to initiation of development:
 - 1. Clearing and/or drainage of land prior to construction of a project;
 - 2. Altering the shoreline or bank or any surface water body; or

3. Altering any ditches, dikes, terraces, berms, swales, or other water management facilities.
- D. The following development activities are exempt from the requirements of this section:
 1. Single-family dwellings and associated accessory structures, provided they are within a subdivision having a valid stormwater management permit and properly operating stormwater management systems designed and sealed by an engineer;
 2. Maintenance, alteration, or improvement of an existing structure where it has been determined by the City that such maintenance, alteration, or improvement will not change the peak discharge rate, volume, or pollution load of stormwater runoff from the site on which that structure is located;
 3. Activities that are not considered development; and
 4. Emergencies requiring immediate action to prevent material harm or danger to persons, when obtaining a permit is impractical and would cause undue hardship in protection of property from fire, violent storms, hurricanes, or other hazards. A report of the emergency shall be made to the City Manager as soon as practicable.

7.03.03 Standards for Stormwater Management

- A. All development must comply with the specifications, standards of design, and detailed technical requirements provided in the manuals adopted by reference in Chapter 1.
- B. No subdivision must be platted, nor must construction commence for any single-family, multi-family, commercial, industrial, or institutional project, until the drainage design for such project has been approved by the City, and proof of permit from the SJRWMD, the USACOE, if applicable, and the Amelia Island Mosquito Control District, has been provided to the City.
- C. The drainage design plans for the project must be prepared, signed, and sealed by a Florida registered professional engineer.
- D. All drainage facilities and easements shall be documented to ensure the City that capacity and right-of-way are adequate from the source, through the development, to the receiving body of water, without adversely affecting upstream or downstream properties. Any improvements or increase in capacity of those facilities required to keep the project in compliance with all applicable regulations must be made at the expense of the applicant.
- E. Stormwater Management systems must be designed in accordance with LDC Section 2.05.03.

7.04.00 REQUIREMENTS REGARDING CONCURRENCY**7.04.01 Generally**

The provisions of this section ensure that public facilities and services needed to support proposed developments are available concurrent with the impacts and consistent with the adopted level of service standards. A concurrency certificate shall be required prior to the issuance of any local development order or development permit.

7.04.02 Applicability

- A. Unless specifically exempted below, the terms and provisions of this section apply to all lands and to all development within the City.
- B. The following proposed development is exempt from a determination of concurrency, except that the developer shall submit a concurrency certificate application as provided for in this section:
 - 1. Developments that possess a valid, unexpired building permit at the time of adoption of this LDC.
 - 2. An amendment to a local development order that does not result in increased impacts as stated in the concurrency certificate.
 - 3. Local development orders and permits that may be needed for:
 - a. Accessory structures as defined in Chapter 5.
 - b. Additions or changes to approved existing residential structures that will not result in an increase in dwelling units.
 - c. Changes in use that do not result in greater impervious surface on the lot or trip generation rates for the new use as compared to the existing use.

7.04.03 Facilities Subject to Concurrency

- A. The following facilities and services are subject to concurrency requirements: potable water, sanitary sewer, drainage, parks and recreation, solid waste, and roadways.
- B. The level of service standards for facilities subject to concurrency are set forth in the Comprehensive Plan.

7.04.04 Requirements for Determinations of Concurrency

- A. A concurrency determination shall be made as follows;
 - 1. As part of the application and review process for a site plan for development subject to supplemental standards, a preliminary subdivision plat, or a PUD site plan;
 - 2. At the time of application for a building permit when the proposed building has not been the subject of a concurrency determination; or
 - 3. At the time of the issuance of a local development order.
- B. A concurrency determination shall be valid for one (1) year, unless otherwise specified, and renewable for one (1) year.
- C. A determination that concurrency standards are satisfied is a requirement for the issuance of a local development order or building permit. (See Chapter 11 for requirements and procedures regarding local development orders.) If an application meets concurrency requirements, a specific finding shall be included in the approval.
- D. The burden of proof to demonstrate compliance rests with the applicant. The concurrency determination shall compare the impacts of the proposed development on each public facility or service identified in Section 7.04.03(A) with the available capacity for each facility or service at the adopted level of service standard.
 - 1. Capacity availability shall be based upon the total capacity of the facility at the adopted level of service standard, minus the capacity required to meet the needs of existing development, and minus the capacity reserved for developments with valid, unexpired building permits or local development orders.
 - 2. Capacity availability shall be verified with documentation from service providers which indicates that capacity is available and that capacity shall be reserved for the proposed development when a local development order or building permit is issued.
 - 3. A concurrency determination that is based upon facilities that are under construction or guaranteed in an enforceable development agreement shall be accompanied by documentation from the service provider that the facility or service will be available as described in the conditions of the local development order or building permit.
 - 4. Where a proposed development cannot meet the concurrency requirements, the project may be approved in stages or phases. A local development order or building permit shall be issued only for the stage or phase that meets the concurrency requirements as set forth herein.

7.04.05 Requirements for Transportation Concurrency

- A. For all proposed developments that will generate more than 400 average daily trips, the applicant shall apply for a traffic concurrency determination from the Northeast Florida Regional Council.
- B. For concurrency determinations regarding transportation facilities, the local development order or building permit shall only be issued if the necessary facilities and services are in place and available or under construction at the time the development order is issued; or
- C. The development order or building permit may be issued subject to a condition that the necessary facilities will be in place prior to issuance of a certificate of occupancy and that the certificate of occupancy will not be issued unless the necessary facilities are in place; or

- D. The development order or building permit may be issued when the necessary facilities are specifically identified and guaranteed in an enforceable development agreement, which includes the following conditions:
 - 1. Commencement of actual construction of the facilities within three (3) years following issuance of the certificate of occupancy; or
 - 2. Provision of facilities and services within three (3) years following issuance of the certificate of occupancy.
- E. In order for an application to be eligible for conditional approval subject to the requirements of Section 7.04.05(B) above, the facilities shall be included in the adopted Five (5) Year Capital Improvements Element of the Comprehensive Plan.
- F. For the purpose of issuing a local development order or building permit, a proposed development may be deemed to have a de minimis impact and may not be subject to the concurrency requirements, only if all of the following conditions are met:
 - 1. The transportation impact of the proposed development alone does not exceed one-tenth (0.1) percent of the maximum service volume at the adopted level of service standard for the peak hour of the affected transportation facility; and
 - 2. The cumulative total transportation impact from all de minimis exemptions does not exceed three (3) percent of the maximum service volume at the adopted level of service standard of the affected transportation facility if the facility does not meet the minimum level of service standard.

7.04.06 Requirements for Concurrency for Sanitary Sewer, Solid Waste, Drainage, and Potable Water

- A. For concurrency determinations regarding sanitary sewer, solid waste, drainage, and potable water facilities, the development order or building permit shall only be issued subject to the condition that at the time of issuance of a certificate of occupancy the facilities and services necessary to meet and maintain the adopted level of services are in place and available for the proposed development; or
- B. The necessary sanitary sewer, solid waste, drainage, and potable water facilities are guaranteed in an enforceable development agreement pursuant to 163.3220, *F.S.* or Chapter 380, *F.S.*, such that the facilities and services will be in place and available at the time of issuance of a certificate of occupancy.

7.04.07 Requirements for Concurrency for Parks and Recreation

- A. For concurrency determinations regarding parks and recreation, the local development order or building permit shall only be issued if the facilities and services necessary to meet and maintain the adopted level of service are in place and or under construction at the time a local development order is issued; or
- B. The necessary facilities are scheduled to be under construction within one (1) year following issuance of the certificate of occupancy is issued; or
- C. The local development order or building permit may be issued when the necessary facilities are specifically identified and guaranteed in an enforceable development agreement, which includes the following conditions:
 - 1. Commencement of actual construction of the facilities within one (1) year following issuance of the local development order or building permit; or
 - 2. Provision of facilities and services within one (1) year following issuance of the local development order or building permit.

CITY COMMISSION AGENDA ITEM
City of Fernandina Beach



SUBJECT: Vision 2045

ITEM TYPE: Discussion

REQUESTED ACTION:

SYNOPSIS: Staff requests direction for increased public involvement measures, including community meetings and other activities to occur in January. If agreed upon, this action would delay PAB recommendations until February 2022 and City Commission decision making until March 2022.

FISCAL IMPACT:

CITY ATTORNEY COMMENTS:

CITY MANAGER RECOMMENDATION(S):

Monica Benischeck, Administrative Services Manager 12/14/2021

Dale Martin, City Manager 12/14/2021

Date: December 10, 2021

Submitted By: Katie Newton, Legal Assistant

COMMISSION ACTION:



FERNANDINA BEACH

Draft Vision 2045 Plan

VISION STATEMENT

"Fernandina Beach is a historic waterfront island community where its environment and economy are in balance to support longstanding community values as reflected through sustainable and resilient development, embracing technological advances in public infrastructure, promoting transportation options, providing enhanced civic facilities for all ages and abilities, and cherishing its diversity and equality to further a healthy and well preserved City for future generations."



PUBLIC COMMENT PERIOD

Comment period open from 12/8/21 – 1/5/22

Project Website www.fbfl.us/vision2045

MISSION STATEMENT

Fernandina Beach is committed to maintaining a diverse economy which contributes to its small-town quality of life while serving as an environmental steward to protect and highlight its rich array of natural, cultural, and historic resources through demonstrated commitment to public conservation land acquisition, resilient development practices, and sound investment in infrastructure assets which improve energy efficiency and resiliency. The community strives to achieve excellence in facility accessibility and site practices by incorporating universal design solutions to support its residents and tourists. To provide increased transportation options the City commits to reducing gaps in its sidewalk and bicycle network, partnering to fund multi-use trails, supporting well designed alternative fuel station locations on city properties, and securing a reliable transit system. The City embraces building design standards which reduce impacts on the natural environment and increase community-wide resiliency through creative design in balance with private property rights. Open and inclusive engagement among all City stakeholders is supported through expanded notice requirements, increased outreach events, and staff culture committed to community service.

THE 5 KEY THEMES



Theme

Goal

Environmental Sustainability & Resiliency

- Protect and increase the City's tree canopy
- Increase acreage of land dedicated to recreation and conservation
- Remove all septic tanks in the City
- Further improve protection of wetlands and coastal areas
- Increase the City's resiliency to climate change and sea-level rise

Preservation of Character

- Ensure preservation and upkeep of historic assets
- Preserve the existing building stock
- Ensure new buildings are in line with community character
- Reinforce community's social connections and small town charm

Livability

- Better balance tourism with the needs of residents
- Improve living conditions for seniors
- Expand affordable housing opportunities
- Maintain socio-economic diversity

Future Ready Infrastructure, Utilities, and Public Facilities

- Establish a resilient Smart Grid that is fully hardened against future storms, supplied by renewable energy sources, supports electric vehicles (EVs), and supported by expanded and modernized broadband infrastructure
- Ensure all City owned and/or operated public facilities will incorporate sustainable future proofing (SFP) design principles

Mobility & Transportation

- Complete sidewalk and bike networks
- Improve accessibility for senior and disabled citizens
- Establish transit options around the island
- Establish transit connections to off-island populations and jobs



Kelly N. Gibson, AICP
Planning & Conservation Director
Kgibson@fbfl.org





December 9, 2021

RE: Draft Vision 2045

Commissioners,

Vision 2045 is here and ready for your review!

As requested, this planning tool serves to direct long-range action and guide city programs, future planning studies, and establish funding priorities. Vision 2045 contains specific and measurable goals and benchmarks to support your leadership and inform future decisions. The document is comprised of the Vision 2045 plan and three appendices (background conditions, public involvement, and case studies/resources. Vision 2045 is based on five central themes which were generated from five months of public outreach, key stakeholder interviews, surveys, PAB workshops, and existing conditions analysis. The five themes are:

1. Environmental Sustainability and Resiliency,
2. Preservation of Character,
3. Livability,
4. Future Ready Infrastructure, Utilities, and Public Facilities, and
5. Mobility and Transportation

Each key theme contains several goals with implementation measures (Comp Plan/ Land Development Code Changes, Planning Studies, Action, Partnerships, Outreach, or Capital Improvements). Additionally, the document speaks to actions that the city has already taken to address the key themes. The document provides for timing, funding opportunities, and community partners which should be considered when initiating each project. Those portions of the document can be easily updated as the city progresses through the 2045 planning horizon. The document is printed for your review and may also be accessed online at www.fbfl.us/Vision2045.

Over the next few weeks, we would like to schedule some time with you individually to meet and discuss your feedback. Please contact me at your earliest convenience to schedule some time together with myself and the City's consultant, WGI. We are diligently working on a robust public outreach program. You will see more details within the coming week. I welcome any ideas you have for getting more eyes on this document and look forward to our meeting together.

Sincerely,

Kelly N. Gibson, AICP

CC: Mr. Dale Martin, City Manager
Ms. Tammi Bach, City Attorney
Ms. Caroline Best, City Clerk
Ms. Genece Minshew, PAB Chair



FERNANDINA BEACH

Draft Vision 2045 Plan

VISION STATEMENT

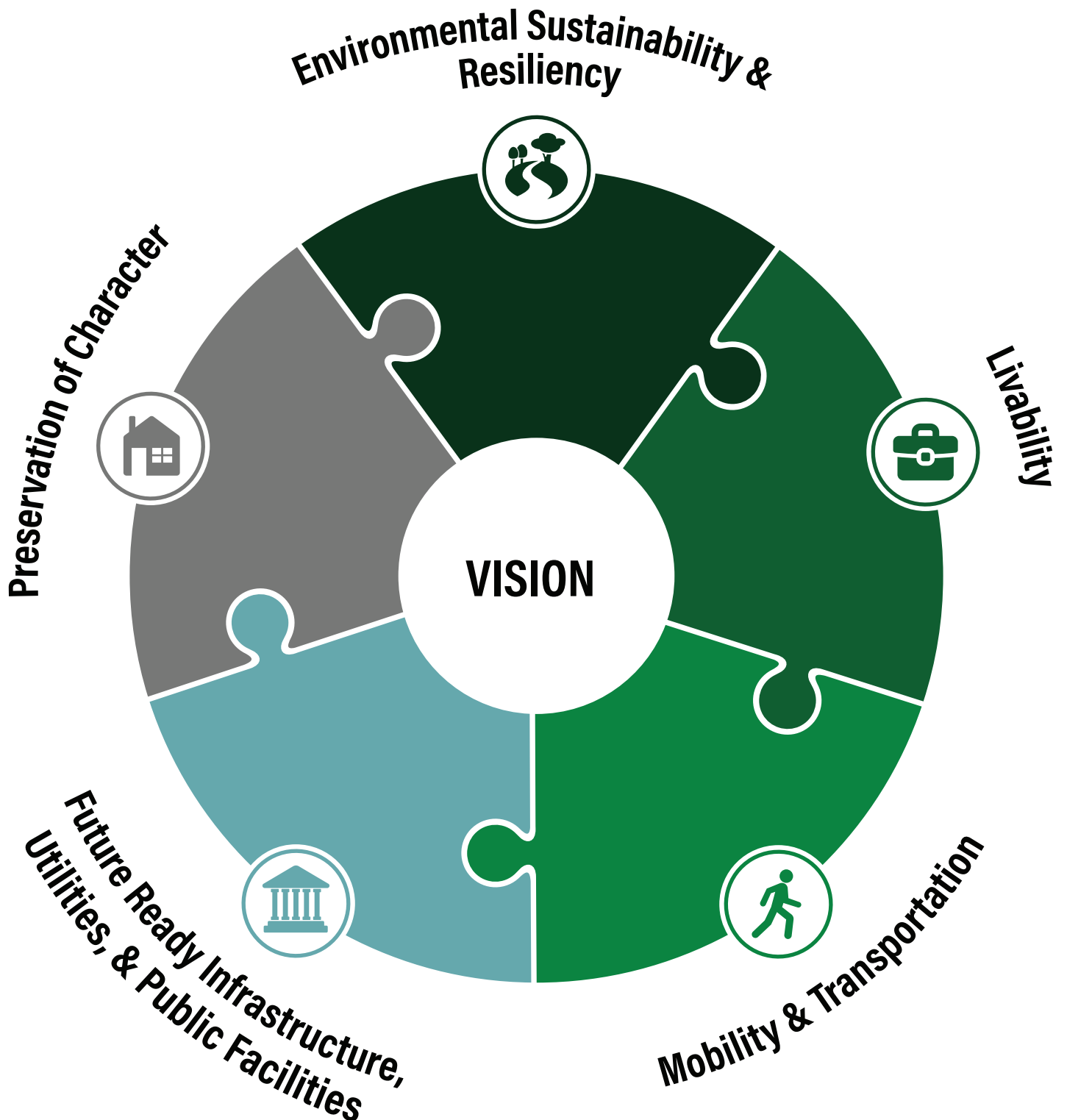
"Fernandina Beach is a historic waterfront island community where its environment and economy are in balance to support longstanding community values as reflected through sustainable and resilient development, embracing technological advances in public infrastructure, promoting transportation options, providing enhanced civic facilities for all ages and abilities, and cherishing its diversity and equality to further a healthy and well preserved City for future generations."



MISSION STATEMENT

Fernandina Beach is committed to maintaining a diverse economy which contributes to its small-town quality of life while serving as an environmental steward to protect and highlight its rich array of natural, cultural, and historic resources through demonstrated commitment to public conservation land acquisition, resilient development practices, and sound investment in infrastructure assets which improve energy efficiency and resiliency. The community strives to achieve excellence in facility accessibility and site practices by incorporating universal design solutions to support its residents and tourists. To provide increased transportation options the City commits to reducing gaps in its sidewalk and bicycle network, partnering to fund multi-use trails, supporting well designed alternative fuel station locations on city properties, and securing a reliable transit system. The City embraces building design standards which reduce impacts on the natural environment and increase community-wide resiliency through creative design in balance with private property rights. Open and inclusive engagement among all City stakeholders is supported through expanded notice requirements, increased outreach events, and staff culture committed to community service.

THE 5 KEY THEMES



Executive Summary

Growing, charming, appealing, and special are often the words we hear to illustrate Fernandina Beach today. Protected, natural, and united are what we hear to define its future. It comes as no surprise that these words both balance and reflect the community they describe.

Fernandina Beach is a vibrant, thriving waterfront city in Northeast Florida. A city which is not still. It's a community whose evolving cultural, historic, and natural riches are evident along every street, neighborhood, park, and coastline. Reaching beyond the aesthetic beauty of this physical place are the people who live here and bring forth the warmth and friendship that make this a community.

Fernandina Beach has historically embodied balance and inclusivity in its population. Generations of families from an expansive range of wealth and racial backgrounds have made this community what we see today. As the world, the Nation, the State, and Nassau County continue to change and to grow, so will Fernandina Beach.

Fernandina Beach, like many other coastal communities, faces the pressures of rapidly escalating living costs, vulnerability from climate change, and pressure to develop its remaining natural environment. Actions from the past have formed the foundation of the present and will continue to be the point of departure for development of solutions required to successfully respond to the evolving community challenges. It is widely recognized that the community must take a holistic approach to make possible a future that reflects cherished values and preserves its most desirable features in a fast-growing County. The City's position and its value as a political subset of the County has changed over the past two decades, but it remains competent and capable of maintaining a leadership role to support its needs through effective and reciprocal partnerships to ensure that the City's perspective is heard. As the City moves through the next 25 years, the 2045 Vision serves to articulate Fernandina Beach's actionable mission and an implementing strategic plan with measurable goals and objectives.

The foundation of Fernandina Beach's 2045 Community Vision Plan is resiliency, sustainability, and preservation. Resiliency is simply described as the ability to bounce back to normal after a disruption (environmental, economic, or natural). To be resilient, the City must be proactive and diligent while working with its community partners and governmental agencies. Sustainability is meeting the needs of the present without compromising the future. This is achieved by taking demonstrable measures to balance community values, despite a changing population, without risking the small-town feeling so many have come to enjoy. Preservation is a process of maintaining and safeguarding against future damage. Through focused and swift action to preserve and protect its most critical natural and cultural features, the City will support the desired ambiance of Fernandina Beach in 2045.

To achieve this future, the City of Fernandina Beach must:

- build on forward-thinking strategies established to address its vulnerabilities and preserve its natural and cultural assets,
- continue to place the community and its residents first when making decisions,
- be a partner-leader in the community, region, and state to demonstrate commitment to values and communicate evolving needs, and
- take a balanced approach when making decisions that affect the historical fabric and structure of our city while meeting the future needs of our residents and businesses.

With this focus, the Fernandina Beach of 2045 will be a place where children raised here will return to raise their families, where newcomers are warmly greeted after a long career, and where those who have lived here for generations can still see and feel the community that they have always loved to call home.

TABLE OF CONTENTS

01 THE VISION	1
I. The Shared Vision	1
II. Themes & Goals	3
02 THE THEMES	5
I. Theme 1: Environmental Sustainability & Resiliency	5
II. Theme 2: Preservation of Character	8
III. Theme 3: Livability	11
IV. Theme 4: Future Ready Infrastructure, Utilities, & Public Facilities	13
V. Theme 5 Mobility & Accessibility	15
03 IMPLEMENTING THE VISION	18
I. Implementation Strategy	18
II. Theme 1 Project List	19
III. Theme 2 Project List	22
IV. Theme 3 Project List	25
V. Theme 4 Project List	28
VI. Theme 5 Project List	30
APPENDIX A - Existing Conditions	Separate Document
APPENDIX B - Community Engagement Summary	Separate Document
APPENDIX C - Resources & Case Studies	Separate Document

PROJECT TEAM



ACKNOWLEDGMENTS

Special acknowledgment to the residents of Fernandina Beach.

City of Fernandina Beach

City Council

Mike Lednovich (Mayor)
Len Kreger (Vice Mayor)
Bradley Bean
Ronald Ross
David Sturges

City Manager

Dale Martin

Planning Advisory Board

Department of Planning & Conservation

Project Lead: Kelly N. Gibson, AICP

City Departments

Airport
Animal Services
Building
City Attorney
City Clerk
Finance
Fire & Police
Golf Course
Human Resources
Information Technology
Maintenance
Marina
Parks & Recreation
Sanitation & Recycling
Stormwater
Utilities

Community Leaders & Groups

Nassau County Commission

Aaron Bell
John Martin

Nassau County Manager

Chamber of Commerce

LignoTech

Rayonier Advanced Materials

WestRock

Amelia Tree Conservancy

Builder's Association of NE Florida

Council on Aging

Fernandina Beach High School Foundation

Fernandina Beach Main Street

Historically Black Church Pastors

Racial Equality Coalition of Fernandina Beach

01 THE VISION

I. THE SHARED VISION

Developing a shared vision for the future is a challenging task, especially for communities as diverse and dynamic as Fernandina Beach. Every member of the community has their own views on how the City should evolve in the future and finding a shared vision can be onerous. The Vision 2045 public outreach process gave citizens of Fernandina Beach the chance to express their vision for the future of the City. This extensive and exhaustive process allowed the team to better understand what the people want their community to be like in the next 25 years.

A. Building the Vision

The vision is built from the shared input from the public, stakeholders, and City officials. Data and input from the planning workshop, surveys, presentations, outreach efforts, and stakeholder interviews was thoroughly analyzed to identify common themes, hopes, and aspirations for the future Fernandina Beach. Three major themes arose during the analysis that acted as a common thread throughout the different aspects of the public input process. These themes were resiliency, sustainability, and preservation.

B. The Vision's Foundation

Resiliency, sustainability, and preservation form the foundation of vision.

Resiliency

Resiliency has become a major concern among communities in the last 10 years. This is especially true for coastal communities. In the past decade, Fernandina Beach has experienced an economic recession, global pandemic, sea-level rise, hurricanes, rise of new technology,

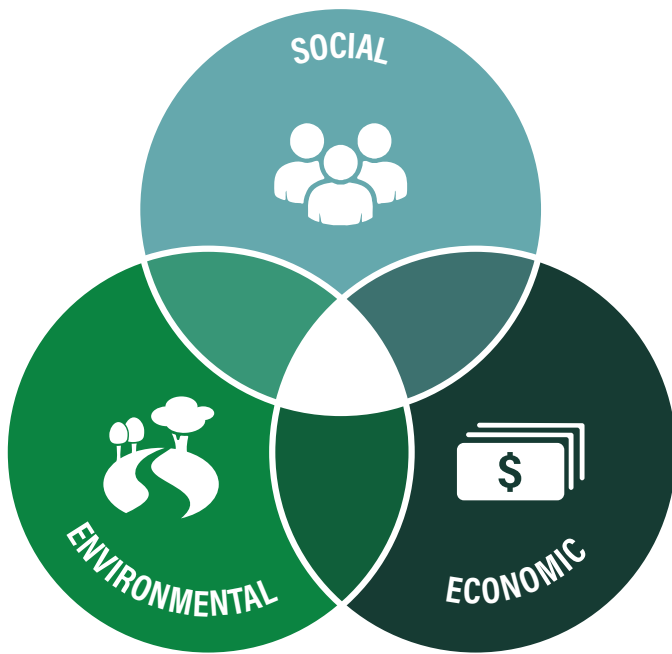
and increasing development, gentrification, displacement of low-income and minority residents, and population growth.

Resiliency is “the ability of a piece of infrastructure, system, environment, or community to sustain or recover its essential functions when presented with a disruption.” These disruptions can be environmental (sea-level rise, coastal erosion), economic (recession), or a natural or man-made disaster (hurricanes, oil spills, and pandemics). Resilient communities are able to bounce back from a disruption or disaster quicker and more easily return to normal life.

True resiliency looks at economic resiliency, social resiliency, and environmental resiliency. These three elements make up the triple bottom line and give the city a broader perspective on how different aspects of the community are affected by disruptions. Looking through the lens of the triple bottom line also allows a holistic recovery and prevents sacrificing one of the elements for the progress of another.

Environmental resiliency looks at how the City can better prepare itself for environmental disruptions such as sea-level rise, climate change, coastal erosion, and future hurricanes. This is a key issue due to the City's vulnerability to these disruptions.

Economic resiliency will analyze how the City can better position itself to recover from an economic downturn, adapt to changes in technology, and better compete with up-and-coming communities off-island and in the greater Jacksonville area.



Social resiliency looks at how all members of the community can prosper in the future. This includes identifying the social threats of gentrification and how lower-income and minority residents can adapt and remain a part of the Fernandina Beach community.

Sustainability and preservation also use the triple bottom line to identify the best strategies.

Sustainability

Sustainability is “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. Sustainability in the context of the Vision2045 is identifying how Fernandina Beach can operate and improve in a way that doesn’t diminish the quality of life for our children and grandchildren that want to call this place home.

Preservation

Preservation is “the process of keeping something safe from damage or deterioration”. Preservation includes preservation of the natural environment (conservation), historic/cultural traditions, and the built environment. The preservation aspect of the plan identifies what the people love about Fernandina Beach and identifies strategies and plans to preserve those elements for future generations.

By looking at solutions through an economic, environmental, and social lens, we are able to ensure that Fernandina Beach will be an equitable and prosperous City for all of its citizens.

Photo: *Preserved Historic Courthouse (source: WGI)*





II. THEMES & GOALS

A. Purpose

Five themes arose from discussion with the public, stakeholders, and city leadership. These ideas are

1. Environmental Sustainability & Resiliency
2. Preservation of Character
3. Livability
4. Future Ready Infrastructure, Utilities, & Public Facilities
5. Mobility & Transportation

Chapter 2 introduces each of the five themes and goals to support the themes. Included is an introduction to the theme, a brief summary of the stakeholder input that lead to the development of the goals, and how the City is already supporting those goals. A more detailed analysis of the public input supporting the goals can be found in Appendix B.

Projects and recommendations were developed to accomplish each of the goals. A timeline for implementation of each project or recommendation is provided in Chapter 2 with further detail on the implementation in Chapter 3.

Theme	Goal
Environmental Sustainability & Resiliency	▪ Protect and increase the City's tree canopy ▪ Increase acreage of land dedicated to recreation and conservation ▪ Remove all septic tanks in the City ▪ Further improve protection of wetlands and coastal areas ▪ Increase the City's resiliency to climate change and sea-level rise
Preservation of Character	▪ Ensure preservation and upkeep of historic assets ▪ Preserve the existing building stock ▪ Ensure new buildings are in line with community character ▪ Reinforce community's social connections and small town charm
Livability	▪ Better balance tourism with the needs of residents ▪ Improve living conditions for seniors ▪ Expand affordable housing opportunities ▪ Maintain socio-economic diversity
Future Ready Infrastructure, Utilities, and Public Facilities	▪ Establish a resilient Smart Grid that is fully hardened against future storms, supplied by renewable energy sources, supports electric vehicles (EVs), and supported by expanded and modernized broadband infrastructure ▪ Ensure all City owned and/or operated public facilities will incorporate sustainable future proofing (SFP) design principles
Mobility & Transportation	▪ Complete sidewalk and bike networks ▪ Improve accessibility for senior and disabled citizens ▪ Establish transit options around the island ▪ Establish transit connections to off-island populations and jobs

02 THE THEMES

I. THEME 1: ENVIRONMENTAL SUSTAINABILITY & RESILIENCY

What We Heard

Conservation of the natural environment was by far the number one concern brought up during public outreach. Protection of environmental assets consistently polled high in the online surveys, as well as during the planning workshop.

What We Are Doing Now

- Created City Tree Committee (CTC)
- Considering CTC recommendations for LDC Amendments
- Heritage Tree Program
- Tree replacement requirements
- Strong tree ordinance with mitigation requirements & strict penalties
- Hired urban forester/arborist in 2018
- Tree Management Plan 2019-2024
- City sponsored tree giveaways
- Established wildlife corridors
- Wetland fill prohibited in the Comprehensive Plan and LDC
- Established wetland buffers at 25 feet from delineation line
- Established Conservation Land Trust Fund in 2018
- Designation of 127 acres as conservation or recreation in 2021
- Revising criteria for nominating land for conservation
- Dune Management Program
- Funding obtained for Habitat Beach Conservation Plan
- Policy 5.08.06 in the Comprehensive Plan establishes wetland buffers and transition areas
- Policy 5.14.6 and 5.14.7 of the Comprehensive Plan encourages dedication to conservation easements but don't identify an incentive
- Policy 5.02.04 of the Comprehensive Plan calls for continual evaluations of Coastal Upland Protection Zone (CUPZ) and to adjust if needed
- Policy 5.07.06 of the Comprehensive Plan says the City shall consider expanding CUPZ to include more of Egan's Creek
- LDC requires Florida Friendly and drought tolerant landscape plans for new development
- Landscape buffer requirements in the LDC
- Objective 1.02.05 of the Comprehensive Plan encourages screening standards
- Objective 1.03.07 of the Comprehensive Plan protects scenic vistas
- Developing a Waterfront Resiliency Master Plan
- Policy 5.03.05 calls for a Post Disaster Redevelopment Plan that limits development in areas prone to storm surge
- Partner with Nassau County for Community Rating System (CRS) events and outreach opportunities
- Active participation in Local Mitigation Strategy (LMS) review of projects and priorities
- City leadership and staffing presence at activated Emergency Operations Center

THEME 1 : Environmental Sustainability & Resiliency				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Protect and increase the City’s tree canopy.	Create a Tree Management Plan with data from CTC Report	Foster the creation of a volunteer group to support new tree plantings for first 2 growth cycles	Increase canopy by 5% in the next 15 years (2036), as identified in the CTC report	Increase tree canopy by 7% in next 20 years (2041)
	Allow for administrative review of design standard deviations when certain trees can be preserved	Create tree planting strategy around stormwater management facilities	Maximize preservation of environmental features by revising PUD guidelines to support clustered developments which minimize land area impacts beyond current minimum requirements	
	Identify areas for potential planting areas in parks, rights-of-way, retention ponds, the golf course, and local schools, as identified in the CTC report	Expand landscape buffers/tree preservation minimum requirements for size and plantings along Amelia Island Pkwy.		
	Adoption of 11 LDC code revisions identified in the CTC report	Increase tree plantings along the rights-of-way of Simmons Rd., Will Hardee Rd., and S 14th St. south of Sadler, and Jasmine to retain natural character		
	Designate areas for tree staging and storage of materials for installation, as identified in the CTC report	Establish a long-term tree maintenance and replacement plan for Bosque Bello Cemetery		
	Creation of an Interdepartmental Tree Unit (in progress), as identified in the CTC report			
The City will Increase acreage of land dedicated to conservation	Create similar nomination structure to align with County goals for Conservation Land Acquisition and Management (CLAM) - like program development and implementation (in progress)	Develop Conservation Easement incentives for residential properties to reduce development potential		All parcels identified for conservation by the City's CLAM-like program will be purchased
	Establish goal for conservation land acquisition in acreage	Establish a long-term sustainable funding strategy for purchase of conservation lands		
There will be no septic tanks in the City and all properties will be served by city sewer services.	Work with the Nassau County Department of Health to identify existing septic systems and determine age of systems – maintain updated listing for GIS	Create incentive program for septic households to connect to City Services. Program should also identify parcels in the County that could easily be connected to sewer.	35% Reduction in number of septic tanks in Fernandina Beach by 2030 (2021 Baseline)	80% Reduction in number of septic tanks in Fernandina Beach by 2040 (2021 Baseline)
		Work with Health Department to prevent future approval of septic tanks in Fernandina Beach city limits		
		No new septic tanks approved in Fernandina Beach by 2025		

THEME 1 : Environmental Sustainability & Resiliency				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
The City’s waterfronts, beaches, and wetlands will be resilient to the impacts of humans and climate change.	Expand the Upland Coastal Protection Zone (CUPZ)	Implement short-term strategies from Beach Habitat Conservation Plan	Implement mid-term strategies from Beach Habitat Conservation Plan	Full implementation of the Beach Habitat Conservation Plan
	Develop Habitat Beach Conservation Plan (funded)	Establish comprehensive island-wide wildlife corridor with Nassau County		
	Expand wetland buffer requirements (in progress)			
	Establish temporary construction regulations for work in the floodplain			
The City will be resilient to the impacts of storm surge, sea-level rise, or flooding.	Develop a Hazard Mitigation Plan to become eligible for Building Resilient Infrastructure and Communities (BRIC) funding	*Build southern half of Downtown Waterfront Park (Lots C & D)	Acquire last parcel in the Downtown Waterfront Park footprint.	
	Strengthen building requirements for 100- and 500-year flood plains so structures are more resilient	Establish Adaptation Action Areas, as appropriate (FL Statute 163.3164)	*Build northern half of Downtown Waterfront Park (Lots A & B)	
	Decrease maximum impervious surface ratio outside of the Central Business District and 8th Street small area overlay	Prioritize infrastructure projects to mitigate risks within established Adaptation Action Areas		
		Establish a designated staff member or team to serve in a Chief Resiliency Officer capacity		
		Consider joint entity/ partnership with Nassau County for consistency in messaging, policy, and processes		
		Develop a context specific Low-Impact Development Manual to address stormwater management		
		Update a Vulnerability Assessment and Sea Level Rise/Climate Change audit for public facilities		
		Implement recommendations in Stormwater Master Plan		
		Create Resiliency Master Plan incorporating to following:		
		- Stormwater Master Plan 2015 Vulnerability Assessment - Amelia River Shoreline Resiliency planning 2020 Nassau County Vulnerability Assessment		

* Indicates project is included in more than one objective

II. THEME 2: PRESERVATION OF CHARACTER

What We Heard

The evolving character of the City was a major concern identified in the outreach activities along with a desire to preserve Fernandina Beach's unique culture, aesthetic, and community.

What We Are Doing Now

- Architectural & design standards for Historic District and Old Town
- Identified contributing structures in Historic Districts
- Several buildings registered on the National Registry of Historic Properties (NRHP)
- Tax incentives for historic properties in historic districts (Sec. 74-151 and 74-152 through 74-167 of the LDC)
- Building code standards for non-historic district parcels
- Objective 1.2.6 of the Comprehensive Plan encourages character and density of new development be consistent with surrounding neighborhood
- Objectives 1.2.12 and 1.2.13 of the Comprehensive Plan protect the Historic District and require overlay requirements to protect character
- Objectives 11.3 and 11.08 of the Comprehensive Plan encourage reuse of existing building stock
- City published "Properties of Concern" list
- Developed Bosque Bello Cemetery Master Plan
- Pursuing for NRHP for Bosque Bello Cemetery
- City adopted non-discrimination Ordinance protecting sexual orientation and gender identity

THEME 2 : Preservation of Character				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
All historic properties eligible for designation will be designated and be in good physical condition.	Restore Peck Center (funded)	Implement short-term projects in Bosque Bello Master Plan	Full Implementation of Bosque Bello Master Plan	Obtain historic designation of structures that become eligible between 2035-2045
	Update the 2015 Bosque Bello Master Plan	Obtain NRHP designation for Bosque Bello Cemetery	Obtain historic designation of structures that become eligible between 2021-2035	
		Work with Nassau County to adopt ad valorem tax incentive for historic properties		
Fernandina Beach will retain its architectural charm by encouraging building preservation and adaptive reuse instead of demolition and new construction.		Undertake architectural survey of buildings outside the Historic District to identify architecturally contributing buildings (similar to Historic District and Old Town)	Expand preservation incentives to include those architecturally contributing structures outside of the Historic District	Establish a resource bank of local design professionals and engineers to provide low-cost service to property owners at risk of enforcement violations or demolition by neglect
All new construction in Fernandina Beach will reinforce the City’s small town charm and respect the neighborhood’s unique character.	Coordinate with Nassau County on implementation of wayfinding project to ensure island-wide consistency	Adopt a hybrid form-based code that ensures new construction reflects and reinforces the community’s character	Develop corridor redevelopment strategies for 14th St., Sadler Rd., S. Fletcher Ave., and Main Beach	
	Work with Nassau County to design and construct gateway entry features funded by the bed tax	Create Neighborhood Conservation Districts to further tailor new construction standards to reflect neighborhood character	Develop architectural standards for community facilities to establish consistency in design of new structures	
		Update 8th Street Mixed-Use Small Area Overlay to include requirements for mixed-use structures	Revise Planned Unit Development (PUD) standards to reduce minimum land area to qualify as a PUD	
		Revise PUD Standards to incentivize creation of workforce housing forms that are consistent with surrounding development patterns (i.e. duplex, tri-plex, quad-plex units)		
		Revise PUD standards to strengthen architectural guidance for residential design		

THEME 2 : Preservation of Character				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Fernandina Beach will be an equitable and tight-knit community through its built environment and community programs.	Create a Peck Center History Display (funded)	Requirement that government documents are translated into Spanish	Partner with non-government organizations and local civic groups to create a living history exhibit	
	Develop African American and Hispanic outreach strategy that builds on pastoral outreach efforts already underway	Develop island-wide strategic plan in partnership with Nassau County	Develop storytelling audio or video project of long-time residents to be used at events or as part of a video tour	
	Encourage City Staff to join non-profit organizations and take leadership roles in them	Establish community clean-up/amnesty days for removal of junk and debris	Develop requirements for new construction to include pedestrian spaces that promote socialization and gathering	
	Designate City representatives that will ensure a City presence at minority or underrepresented community events	Partner with organizations to support and expand mentorship programs	Develop requirements for new construction to include Universal Design standards to ensure equitable access.	
		Develop outreach strategy to advertise existing resources and services offered by the City and local organizations		

III. THEME 3: LIVABILITY

What We Heard

Economic and social resiliency issues were prevalent during discussions with City leadership, stakeholders, and the general public. These issues include the lack of affordable housing options, accessibility obstacles, and support for aging in place.

What We Are Doing Now

- Bed tax for Amelia Island is at 5%
- Short term vacation rental regulations
- Objective 11.3.15 of the Comprehensive Plan encourages historic and cultural tourism
- Objective 12.4 of the Comprehensive Plan promotes year-round tourism that balances needs of citizens and tourists
- City has conducted parking studies that show there is no parking deficit right now but that could change with further growth.
- SR 200/A1A Corridor Master Plan being conducted by the County
- Public housing is available within City limits
- Affordable housing bonus program
- Accessory dwelling units (ADUs) allowed everywhere except for Old Town
- City waives impact fees for affordable housing projects
- Housing Authority advises Commission on affordable housing
- Objective 3.3 of the Comprehensive Plan supports increased inventory of affordable housing options
 - Policy 3.1.2 encourages the City to promote a mixture of housing types
 - Policy 3.3.1 says the City needs to routinely examine the LDC to ensure it doesn't create barriers to affordable housing
- Paratransit Program through Council on Aging
- Senior meet & greet, senior trips, and fitness classes at Atlantic and MLK Center offered through the Parks and Recreation Department
- Policy 3.3.5 of the Comprehensive Plan states City will adopt LDC regulations that allow seniors to age in place
- City supports a diversified economy
- Good working relationship with the Mills
- Working with industrial and commercial entities to ensure new developments or investments do not hamper the working waterfront
- Working waterfront defined in the Comprehensive Plan
- Objective 2.11 of the Comprehensive Plan ensures protection of working waterfront
- Objective 5.5.14 of the Comprehensive Plan ensures riverfront development be compatible with the working waterfront

THEME 3 : Livability				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Fernandina Beach will balance the needs of visitors and residents by capitalizing on its tourism economy to reinvest in the local community.	Coordinate with Nassau County on design and implementation of infrastructure projects being funded through the bed tax	Work with Nassau County to add 1% High Impact Tourism tax to existing 5% bed tax. Revenues can be used for City infrastructure impacted by tourists like streets, streetscape enhancements, beach access, beach sanitation, dune protection, emergency rescue services, shuttle services, and multi-use trails	Identify which projects will be funded by the additional High Impact Tourism Tax	Reconsider establishing a parking management strategy or paid parking program that exempts local residents
	Enforce the 3-hour parking limit downtown to increase turnover of spaces		Establishment of mobility fee or Transportation Demand Management (TDM) strategies and policies	
Fernandina Beach will be a livable and Multi-generation community where its citizens can age in place.	Require Neighborhood Impact Report for any special event that closes a public street	*Waive permit fees for residential homeowner improvements that support aging in place (ramps, grab bars, lifts)	Develop a CAPABLE program -Community Aging in Place (partners with Council on Aging)	
			*Expand paratransit options for seniors and disabled residents	
The city will have housing stock available for its workforce, aging, and vulnerable populations.		Create Workforce Housing Action Plan	Create a tiered criteria for access to public housing that supports upward mobility and increases unit turnover	Rebuild existing public housing at maximum density allowed by zoning when at the end of its lifespan
		Update affordable housing bonus program		
		Implement a hybrid form-based code that allows for a diversity of housing types	Increase the impact fee exemption incentive for non-profits building affordable housing (currently \$25,000)	
		Revise PUD regulations to support affordable housing units		
		Create architectural standards for duplex, triplex, and quadplex housing forms		
The City will increase its economic resiliency by diversifying its industry sectors and maintaining its working waterfront.		Streamline permit process for new business locating to the City (update guides, processes, and key contacts)	Create a partnership with Nassau Co. Economic Development Board (NCEDB) to attract aeronautical uses at the airport	Implement mid- and long-term recommendations from the customer service audit
		Conduct an audit of government operations and services to identify ways to be more customer service focused	Develop incentive program for qualified target businesses seeking to locate in Fernandina Beach	
		Reduce permit fee for sign permits	Implement short-term recommendations from the customer service audit	
		Eliminate Local Business Tax Receipt for new businesses in their first year in the City (currently \$52.50)		
		Create internship program in City government for local students		
		Partner with Nassau County Economic Development Board (NCEDB) to identify targeted industries and tactics to attract them to the City		

* Indicates project is included in more than one objective

IV.THEME 4: FUTURE READY INFRASTRUCTURE, UTILITIES, & PUBLIC FACILITIES

What We Heard

A major theme discussed by City leaders was the need to reinvest in the City's infrastructure in a way that sets Fernandina Beach up to thrive in the future.

This is accomplished through future-proofing the City's utilities and assets. Future ready infrastructure and facilities meet our current needs, while being flexible, reliable, and scalable to handle future requirements and technologies. This can refer to smart grids, electrical vehicle charging networks, expanded broadband and fiber for working at home, and decentralized power production.

This goal will ensure that the City's infrastructure is adaptable to future needs and technologies.

What We Are Doing Now

- Policy 11.4 of the Comprehensive Plan says the City shall encourage use and production of renewable energy
- Policy 3.6.2 of the Comprehensive Plan says the City will encourage use of renewable energy in residential structures
- City approved the Cogen plant at Rayonier
- Currently switching City street lights to LEDs
- Policy 11.6.5 of the Comprehensive Plan says the City will encourage burial of utilities in the historic areas
- AT&T currently supplies broadband on Amelia Island
- Policy 12.6.4 of the Comprehensive Plan says the City will investigate availability of broadband service via existing providers, wireless networks, or municipally owned facilities to support expansion
- Conducted a financial analysis on costs of new City Hall vs renovating the existing building
- Policy 2.13.7 the Comprehensive Plan calls for full ADA compliance in all parking lots
- Conceptual design for Waterfront Park approved in 2009, revision approved in 2012
- Conducted Cost Analysis for Waterfront Park
- Engineering drawings for Lot B unveiled in 2016
- Approval for engineering design of Front Street in 2019

THEME 4 : Future Ready Infrastructure, Utilities, and Public Facilities				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
Fernandina Beach will have a resilient Smart Grid that is fully hardened against future storms, powered by renewable energy, supports EVs, and supported by expanded and modernized broadband infrastructure. <i>*Note: City would facilitate broadband/fiber build-out through a private utility provider, not invest in a public network.</i>	Begin coordination with Florida Public Utilities on utility burying plan and prioritization	Update local building code standards to ensure new buildings are compatible with Electric Vehicle (EV) charging needs and renewable energy production	Bury overhead utilities in Historic District and S.R. A1A by 2030	Full burial of all overhead utilities by 2045
	Coordination with Nassau County to include utility burial and broadband installation on island-wide infrastructure improvement projects funded through the bed tax	Create a plan for a public EV charging network by establish priority areas for installation of public EV charging stations and micro-grids	25% installation of public EV charging network (possible partnership with utilities for installation and maintenance)	80% installation of public EV charging network (possible partnership with utilities for installation and maintenance)
	Adopt “Dig Once” policy to minimize cost of broadband or fiber installation for private utility companies.	Create a plan for the adoption of an electric municipal fleet	All electric vehicles in municipal fleet by 2030	
	Establish consistent point of contact with utility providers	Identify locations for municipal solar grids		
		Create task force to streamline regulations for EV charging stations and small-scale solar installation		
		100% of all street lights converted to LED		
All City owned and/or operated public facilities will be environmentally and fiscally sustainable.	Undertake cost/benefit analysis to determine most economically feasible option for new City Hall	Renovate existing or construct new City Hall	*Full renovation of MLK Recreation Center	Make enterprise funds revenue positive by 2040
	Adopt Sustainable Future Proofing (SFP) design principles for public buildings.	Require a cost/benefit analysis for renewable energy production and energy efficiency elements for all public facility renovations or new construction	*Full renovation of Atlantic Recreation Center	
	Undertake study to determine feasibility of a Public/Private Partnership (P3) of public facilities to lower construction and maintenance costs.	*Construct southern half of Waterfront Resiliency Project (Lot C & D)	Conduct study to determine options for Fire Station #1 expansion	
	Construct new Fire Station #2 near Airport	Renovation of former Fire Station #2 into headquarters for Ocean Rescue	*Construct northern half of Waterfront Resiliency Project (Lots A & B)	
	Adopt an ordinance to provide a policy for the utilization of P3 projects.			
	Identify P3 developers to determine feasibility for partnership on publicly owned properties			
	Complete Waterfront Master Plan (in progress)			

* Indicates project is included in more than one objective

V. THEME 5: MOBILITY & ACCESSIBILITY

What We Heard

Mobility, traffic, and parking were the second most significant concerns of the public following conservation. Residents, stakeholders, and City leadership voiced throughout the public participation process that the ability to safely and comfortably walk and bike around the City was a primary desire. Amelia Island is recognized as a “Bike Friendly Community” and maintaining and building on that success going forward is a goal for the City.

What We Are Doing Now

- Fernandina has a system of bike lanes and multi-use paths
- City is connected to the rest of the island via the Amelia Island Trail
- Amelia Island certified “bike-friendly community”
- Paratransit service for seniors operated via Council on Aging
- NassauTRANSIT runs express buses between major county communities and to Jacksonville
- Objective 1.5.4-1.5.5 of the Comprehensive Plan encourages redevelopment into walkable/mixed use areas
- Objectives 1.6.3 of the Comprehensive Plan calls to identify areas to become Neighborhood Planning Areas or issue heritage/conservation overlays
- Objective 1.6.7 and 1.8.4-1.8.6 of the Comprehensive Plan calls for use overlays to transform suburban corridors into mixed use corridors

THEME 5 : Mobility & Accessibility				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
All areas of the City will be easily and safely accessible by walking or biking.	Pass a Vision Zero Ordinance	Re-stripe standard crosswalk markings to be high-visibility markings	Achieve Silver level Bicycle Friendly Community status	Achieve Gold level Bicycle Friendly Community status
	Create Safe Routes to School Initiative			
	Conduct a walk audit to identify and prioritize (high, medium, low) gaps in sidewalk and bike networks as well as any accessibility obstacles.	Address “high priority” gaps in sidewalk and bicycle network	Completion of traffic calming and complete street design projects on Fletcher and Atlantic Avenues	Address “low priority” gaps in sidewalk and bicycle network
	Adopt context sensitive Complete Street policy based on Goal 2 of the Comprehensive Plan	Request FDOT to include complete street design projects for Fletcher and Atlantic Avenues be included in the 5-year work program	Address “medium priority” gaps in sidewalk and bicycle network	
		Analyze alternative bike route to Fletcher Ave.	Adopt mobility fee to support alternative transportation options	
		Coordinate with North Florida Transportation Planning Organization (TPO) to identify and prioritize funding for complete streets	Collaborate with a third party vendor, existing businesses and hotels to develop a non-city run bike share program	
		Traffic calming streetscape project on Sadler Road		
		*Develop requirements for new construction to include Universal Design standards to ensure equitable access.		
		Revise LDC to encourage vehicular and pedestrian cross access between adjacent properties to reduce curb cuts.		
		Conduct a mobility study to explore the option of a mobility fee to fund alternative mobility improvements		

* Indicates project is included in more than one objective

THEME 5 : Mobility & Accessibility				
GOAL	Urgent / Quick Win	Short-Term	Mid-Term	Long-Term
Accomplished by 2045 <i>The end goal</i>	0-1 Years <i>Funding available or regulatory deadlines</i>	1-5 Years	6-15 Years	16-25 Years
All ages and abilities will be able to navigate the island without the need for a car.	Conduct a mobility study to identify the best mobility options for Fernandina Beach Study should look at alternative mobility, park-and-ride options, circulators, shuttles, paratransit, golf carts, and autonomous vehicle infrastructure	*Establish island-wide shuttle network for hotels and tourist destinations. Implement curbside management strategies for pick up/drop off/ deliveries Implement recommendations of the mobility study.		
	Begin dialogue with Jacksonville Transit Authority (JTA) to provide transit service to Fernandina Beach. Establish ridership goals, transit nodes, and potential routes	Identify City’s responsibilities in bringing JTA bus service to island. Partner with JTA on studies to determine demand and public preferences in a JTA route	Launch a pilot program for a bus route connecting Fernandina Beach with off-island population centers and job nodes	Upgrade pilot bus program into a permanent transit link to off-island
The number of single occupancy vehicle trips originating off island will remain at or below 2021 levels.				
The City will be a place where senior and/or disabled citizens feel welcome and face no accessibility challenges.	Create a working group to work with the disabled community to identify barriers they face	Conduct a walk audit to identify accessibility barriers	*Expand existing paratransit options for seniors and disabled residents	Ensure ADA accessibility & mobi mats at 100% of public beach access points
		*Waive permit fees for residential homeowner improvements that support aging in place (ramps, grab bars, lifts) Require Universal Design standards for new public facilities that go above and beyond ADA requirements to ensure equitable access. (accessible vs welcoming to disabled citizens) Ensure ADA accessibility & mobi mats at 25% of public beach access points	*Grant / assistance program for commercial properties to make ADA and accessibility improvements (funding, technical assistance) *Full renovation of MLK Recreation Center (ensure renovation includes wheelchair accessible equipment and beach style entrance to the pool) *Full renovation of Atlantic Rec Center (ensure renovation includes wheelchair accessible equipment and beach style entrance to the pool) Ensure ADA accessibility & mobi mats at 50% of public beach access points	

* Indicates project is included in more than one objective

03 IMPLEMENTING THE VISION

I. IMPLEMENTATION STRATEGY

A. Types of changes

The projects and recommendations identified for each goal in Chapter 2 fall into 7 main categories. They will either require modifications to the Comprehensive Plan, LDC, or zoning regulations; establishment of a new City program or service; undertake an additional planning study; require a partnership with another entity, outreach or engagement with a community; action by the City government; or inclusion into the City's Capital Improvements Plan.

Comprehensive Plan or LDC Update

The Comprehensive Plan is the foundation for determining future land uses, transportation strategies, housing policies, conservation efforts, and funding for projects and programs. Florida requires cities to keep their comprehensive plans up to date. Ensuring that elements in the Vision 2045 Plan are incorporated into the Comprehensive Plan is essential to ensure that all projects and recommendations are in line with the community's long-term plan.

The Land Development Code (LDC) standardizes specific zoning and development regulations such as land use, density, height, parking, architecture, and site plan layout. The LDC's specific and legally binding requirements for development are the primary driver on how a development looks, functions, and operates. Updates are needed to the code to ensure that future development and redevelopment are in line with the Vision and Comprehensive Plans.

New City Program

Some recommendations call for the creation of a new City-funded program or new staff position. Some of these recommendations may be handled by existing staff but others may require the hiring of new employees to carry out the program's functions.

Additional Planning Study

The Vision Plan offers broad and high level recommendations. Some objectives recommend further analysis or an additional planning study to dig deeper and more thoroughly than the Vision Plan analysis.

Action

Project requires an action or designation from the City.

Partnership

Several recommendations are for the City to collaborate with other entities or organizations to archive a common goal while the City acts as the project's prime.

Outreach & Engagement

Some recommendations are focused around outreach and engagement of underrepresented communities and populations.

Capital Improvements Project

Capital improvements are major investments or upgrades to public infrastructure or a public facility. Projects that fall under this category include major streetscape projects, new pedestrian or bike infrastructure, and construction of new parks or City-owned buildings.

THEME 1 : Environmental Sustainability & Resiliency								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Protect and increase the tree canopy								
Create a Tree Management Plan with data from City Tree Committee (CTC) Report	Additional Planning Study	Proposed	X					City Tree Committee
Allow for administrative review of design standard deviations when certain trees can be preserved	Comp Plan/LDC Update	Not Started	X				N/A	City Tree Committee
Identify areas for potential planting areas in parks, rights-of-way, retention ponds, the golf course, and local schools	Additional Planning Study	Proposed	X					City Tree Committee Keep Nassau Beautiful
Adoption of 11 LDC code revisions identified in the CTC report	Comp Plan/LDC Update	Proposed	X				N/A	City Tree Committee
Designate areas for tree staging and storage of materials for installation	Action	Proposed	X					City Tree Committee
Creation of an interdepartmental Tree Unit	New City Program	In progress	X					City Tree Committee
Foster the creation of a volunteer group to support new tree plantings for first 2 growth cycles	New City Program	Not Started		X				City Tree Committee Keep Nassau Beautiful Amelia Island Tree Conservancy
Create tree planting strategy around stormwater management facilities	Additional Planning Study	Not Started		X				Nassau County Property owners
Expand landscape buffers/tree preservation minimum requirements for size and plantings along Amelia Island Pkwy	Partnership	Not Started		X				Nassau County City Tree Committee
Increase tree plantings Simmons Rd., Will Hardee Rd., and S. 14th St. south of Sadler, Jasmine St. to retain natural character	Partnership	Not Started		X				Nassau County City Tree Committee Keep Nassau Beautiful Amelia Island Tree Conservancy
Establish a long-term tree maintenance and replacement plan for Bosque Bello Cemetery	Additional Planning Study	Not Started		X				City Tree Committee
Increase canopy by 5% in the next 15 years (2036)	Benchmark	Not Met				X		
Maximize preservation of environmental features by revising PUD guidelines to support clustered developments which minimize land area impacts beyond current minimum requirements	Comp Plan/LDC Update	Not Started				X		
Increase tree canopy by 7% in next 20 years (2041)	Benchmark	Not Met					X	

THEME 1 : Environmental Sustainability & Resiliency								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will increase acreage of land dedicated to recreation and conservation								
Create similar nomination structure to align with County goals for Conservation Land Acquisition and Management (CLAM) - like program development and implementation	New City Program	In Progress	X				Land & Water Conservation Fund (LWCF) Grant	Nassau County North Florida Land Trust
Establish goal for conservation land acquisition in acreage	Action	Not Started	X				N/A	North Florida Land Trust
Develop Conservation Easement incentives for residential properties to reduce development potential	New City Program	Not Started		X				North Florida Land Trust
Establish a long-term sustainable funding strategy for purchase of conservation lands	Action	Not Started		X				North Florida Land Trust
All parcels identified for conservation by the City's CLAM-like program will be purchased	Benchmark	Not Met				X		
GOAL: There will be no septic tanks in Fernandina Beach and all properties will be connected to City utilities								
Work with the Nassau County Department of Health to identify existing septic systems and determine age of systems – maintain updated listing for GIS	Partnership	Not Started	X				N/A	Department of Health
Create incentive program for septic households to connect to City Services. Program should also identify parcels in the County that could easily be connected to sewer	New City Program	Not Started		X				Nassau County
Work with Health Department to prevent future approval of septic tanks in Fernandina Beach City limits	Partnership	Not Started		X			N/A	Department of Health
No new septic tanks approved in Fernandina Beach by 2025	Benchmark	Not Met		X				Department of Health
35% Reduction in number of septic tanks in Fernandina Beach by 2030 (2021 Baseline)	Benchmark	Not Met			X			
80% Reduction in number of septic tanks in Fernandina Beach by 2040 (2021 Baseline)	Benchmark	Not Met				X		

THEME 1 : Environmental Sustainability & Resiliency								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City's waterfronts, beaches, and wetlands will be resilient to the impacts of humans and climate change								
Expand the Upland Coastal Protection Zone (CUPZ)	Comp Plan/LDC Update	Proposed	X				N/A	FEMA
Develop Habitat Beach Conservation Plan	Additional Planning Study	Funded	X					
Expand wetland buffer requirements	Comp Plan/LDC Update	In Progress	X				N/A	
Establish temporary construction regulations for work in the floodplain	Comp Plan/LDC Update	Not Started	X				N/A	
Implement short-term strategies from Beach Habitat Conservation Plan		Not Started		X				
Establish comprehensive island-wide wildlife corridor networks with Nassau County	Partnership	Not Started		X			Coastal Partnership Initiative (CPI) Grant	Nassau County
Implement mid-term strategies from Beach Habitat Conservation Plan		Not Started			X		Coastal Partnership Initiative (CPI) Grant	Amelia Island Sea Turtle Watch
Full implementation of the Beach Habitat Conservation Plan		Not Started				X	Coastal Partnership Initiative (CPI) Grant	Amelia Island Sea Turtle Watch
GOAL: The City will be resilient to the impacts of storm surge, sea-level rise, and flooding								
Develop a Hazard Mitigation Plan	Additional Planning Study	Not Started	X					FEMA
Strengthen building requirements for 100- and 500-year flood plains	Comp Plan/LDC Update	Proposed	X				BRIC Program	
Decrease maximum impervious surface ratio outside of the Central Business District and 8th St. small area overlay	Comp Plan/LDC Update	Not Started	X				N/A	
Build southern half of Downtown Waterfront Park (Lots C & D)	Capital Improvement	Engineering In Progress		X			Resilient Florida Grant, CIP, Bond, P3	P3 Developer
Establish Adaptation Action Areas, as appropriate	Additional Planning Study	Not Started		X			BRIC Program	Florida Department of Economic Opportunity
Prioritize infrastructure within Adaptation Action Areas	Action	Not Started		X			BRIC Program	
Establish a designated staff member or team to serve in a Chief Resiliency Officer capacity	New City Program	Not Started		X				Nassau County Florida Department of Environmental Protection
Form joint entity/partnership with Nassau County	Partnership	Not Started		X				Nassau County
Develop Low-Impact Development Manual	Action	Not Started		X				
Update the Vulnerability Assessment and Sea Level Rise/Climate Change audit of public facilities	Additional Planning Study	Not Started		X			BRIC Program Resilient Florida Grant	
Implement recommendations in Stormwater Master Plan	Additional Planning Study	Not Started		X				
Create Resiliency Master Plan	Additional Planning Study	Not Started		X				
Acquire last parcel in the Downtown Waterfront Park footprint	Action	Not Started			X			
Build northern half of Downtown Waterfront Park (Lots A & B)	Capital Improvement	Conceptual			X		Resilient Florida Grant, CIP, Bond, P3	P3 Developer

THEME 2 : Preservation of Character								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All historic properties eligible for designation will be designated and be in good physical condition								
Restore Peck Center	Capital Improvement	Funded	X					
Update 2012 Bosque Bello Master Plan	Planning Study	Not Started	X					
Implement short-term projects in Bosque Bello Master Plan		In Progress		X				City Tree Committee FL Public Archeology Network (FPAN) Amelia Island Genealogy Society
Obtain NRHP designation for Bosque Bello Cemetery	Action	In Progress		X				FL Public Archeology Network (FPAN)
Work with Nassau County to adopt ad valorem tax incentive for historic properties	Partnership	In Progress		X			N/A	
Full Implementation of Bosque Bello Master Plan	In Progress	In Progress			X			
Obtain for historic designation of structures that become eligible between 2021-2035		Not Started			X			
Obtain for historic designation of structures that become eligible between 2035-2045		Not Started				X		
GOAL: Fernandina Beach will retain its architectural charm by encouraging building preservation and adaptive reuse instead of demolition and new construction								
Undertake architectural survey of buildings outside the Historic District to identify architecturally contributing buildings (similar to Historic District and Old Town)	Additional Planning Study	Not Started		X				
Expand preservation incentives to include these architecturally contributing structures outside of the Historic District	New City Program	Not Started			X			
Establish a resource bank of local design professionals and engineers to provide low-cost service to property owners at risk of enforcement violations or demolition by neglect	New City Program	Not Started				X	Community Development Block Grant	

THEME 2 : Preservation of Character							
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding Partners
GOAL: All new construction in Fernandina Beach will be reinforce the City’s small town charm and respect the neighborhood’s unique character							
Coordinate with Nassau County on implementation of wayfinding project to ensure island-wide consistency	Partnership	In Process	X				Bed Tax Nassau County
Work with Nassau County to design and construct gateway entry features	Partnership	Proposed	X				Bed Tax Nassau County
Adopt a hybrid form-based code that ensures new construction reflects and reinforces the community's character	Comp Plan/LDC Update	Not Started		X			
Create Neighborhood Conservation Districts to further tailor new construction standards to reflect neighborhood character.	Comp Plan/LDC Update	Not Started		X			
Update 8th Street Mixed-Use Small Area Overlay to include requirements for mixed-use structures	Comp Plan/LDC Update	Proposed		X			N/A
Revise PUD Standards to incentivize creation of workforce housing forms that are consistent with surrounding development patterns (i.e. duplex, tri-plex, quad-plex units).	Comp Plan/LDC Update	Proposed		X			N/A
Revise PUD standards to strengthen architectural guidance for residential design	Comp Plan/LDC Update	Proposed		X			N/A
Develop corridor redevelopment strategies for 14th Street, Sadler Road, S. Fletcher Avenue, and Main Beach	Additional Planning Study	Not Started			X		
Develop architectural standards for community facilities to establish consistency in design of new structures	Additional Planning Study	Not Started			X		
Revise Planned Unit Development (PUD) standards to reduce minimum land area to qualify as a PUD	Comp Plan/LDC Update	Not Started			X		N/A

THEME 2 : Preservation of Character								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Fernandina Beach will be an equitable and tight-knit community through community building programs and a built environment that encourages socialization among residents.								
Create a Peck Center History Display		Funded	X					
Developed African American and Hispanic outreach strategy that builds on pastoral outreach efforts already underway	Outreach	In Progress	X					Nassau Racial Equality Coalition Historically Black Church pastors
Encourage City Staff to join non-profit organizations and take leadership roles in them	Outreach		X				N/A	
Designate City representatives that will ensure a City presence at minority or underrepresented community events	Outreach		X				N/A	4 the Culture
Requirement that government documents are translated into Spanish	Action			X			N/A	
Develop island-wide strategic plan in partnership with Nassau County	Partnership			X				Nassau County
Establish community clean-up/amnesty days for removal of junk and debris	New City Program			X				Keep Nassau Beautiful
Partner with organizations to support and expand mentorship programs	Partnership			X				NE FL Builders Association Chamber of Commerce Mills
Develop outreach strategy to advertise existing resources and services offered by the City and local organizations	Outreach			X				Nassau Racial Equality Coalition Historically Black Church pastors
Partner with non-government organizations to create a living history exhibit	Partnership				X			Amelia Island Museum of History Peck High School Foundation
Develop storytelling audio or video project of long-time residents to be used at events or as part of a video tour	Partnership				X			
Develop requirements for new construction to include pedestrian spaces that promote socialization and gathering	Comp Plan/LDC Update				X		N/A	
Develop requirements for new construction to include Universal Design standards to ensure equitable access.	Comp Plan/LDC Update				X		N/A	

THEME 3 : Livability							
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding Partners
GOAL: Balance the needs of visitors and residents by capitalizing on tourism industry to reinvest in the local community.							
Coordinate with Nassau County on design and implementation of infrastructure projects being funded through the bed tax	Partnership		X				Bed tax Nassau County
Enforce the 3-hour parking limit downtown to increase turnover of spaces	Action	Not Started	X				N/A
Require Neighborhood Impact Report for any special event that closes a public street	Action	Not Started	X				N/A
Work with Nassau County to add 1% High Impact Tourism tax to existing 5% bed tax	Partnership	Not Started		X			N/A Nassau County
Identify which projects will be funded by the additional High Impact Tourism Tax	Action	Not Started			X		N/A
Establishment of mobility fee or TDM strategies	Action	Not Started			X		N/A Hotels
Reconsider establishing a parking management strategy or paid parking program that exempts local residents	New City Program	Not Started				X	
GOAL: Fernandina Beach will be a livable and Multi-generation community where its citizens can age in place.							
Waive permit fees for residential homeowner improvements that support aging in place	Action			X			N/A Council on Aging
Develop a CAPABLE -Community Aging in Place	Partnership				X		Partnership with local University nursing programs Council on Aging AARP Local Nursing Programs Baptist Medical Center
Expand paratransit options for seniors and disabled residents	Partnership				X		Council on Aging Federal Transit Administration

THEME 3 : Livability								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will have housing stock available for its workforce, aging, and vulnerable populations.								
Create Workforce Housing Action Plan	Additional Planning Study			X				Nassau County Nassau County SHIP Florida Housing Coalition Nassau Racial Equality Coalition
Update affordable housing bonus program	Comp Plan/LDC Update			X				St Johns County AARP Nassau County SHIP
Implement a hybrid form-based code that allows for a diversity of housing types	Comp Plan/LDC Update			X				AARP Florida Housing Coalition
Revise PUD regulations to support affordable housing units	Comp Plan/LDC Update			X				AARP Florida Housing Coalition
Create architectural standards for duplex, triplex, and quadplex housing forms	Comp Plan/LDC Update			X				
Create a tiered criteria for access to public housing that supports upward mobility	Additional Planning Study					X		
Increase the impact fee exemption incentive for non-profits building affordable housing	Action					X	N/A	
Rebuild existing public housing at maximum density allowed by zoning	Capital Improvement						X	Community Development Block Grant HUD Habitat for Humanity AARP Nassau County SHIP

THEME 3 : Livability								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will increase its economic resiliency by diversifying its industry sectors and maintaining its working waterfront.								
Streamline Permit process for new businesses locating to the City	Action	Not Started		X				Chamber of Commerce
Reduce permit fee for sign permits	Action	Not Started		X			N/A	
Eliminate Local Business Tax Receipt for new businesses in their first year in the City	Action	Not Started		X			N/A	Chamber of Commerce
Create internship program in City government for local students	New City Program	Not Started		X				
Conduct a customer service focused audit of government operations and services to identify ways to be more customer focused	Additional Planning Study	Not Started		X				Chamber of Commerce NE FL Builders Association
Partner with Nassau County Economic Development Board (NCEDB) to identify targeted industries and tactics to attract them to the City	Partnership / Additional Planning Study	Not Started		X				Chamber of Commerce NCEDB
Create a partnership with Nassau Co Economic Development Board (NCEDB) to attract aeronautical uses at the airport	Partnership	Not Started			X			NCEDB
Develop incentive program for qualified target businesses seeking to locate in Fernandina Beach	New City Program	Not Started			X			Chamber of Commerce NCEDB
Implement short-term recommendations from the customer service audit		Not Started			X			
Implement mid- and long-term recommendations from the customer service audit		Not Started				X		

THEME 4 : Future Ready Infrastructure, Utilities, & Public Facilities								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: Upgrade utility and infrastructure networks to be hardened and future ready								
Begin coordination with Florida Public Utilities on utility burying plan and prioritization	Partnership	Not Started	X				N/A	Florida Public Utility
Coordination with Nassau County to determine if utility burial and broadband installation can be included in streetscape upgrade project	Partnership	Not Started	X				N/A	Nassau County Florida Public Utility AT&T
Adopt “Dig Once” policy to minimize cost of broadband or fiber installation	New City Program	Not Started	X				N/A	Florida Public Utility AT&T
Establish consistent point of contact with utility providers	Action	Not Started	X				N/A	Florida Public Utility
Update local building code standards to ensure new buildings are compatible with Electric Vehicle (EV) charging needs and renewable energy production.	Comp Plan/LDC Update	Not Started		X			N/A	Florida Public Utility NE FL Builders Association
Create a plan for a public EV charging network by establishing priority areas for installation of public EV charging stations and micro-grids	Additional Planning Study	Not Started		X			US Dept of Energy State Energy Program (SEP)	US Dept of Energy State Energy Program (SEP)
Create a plan for the future adoption of an electric municipal fleet.	Additional Planning Study	Not Started		X			US Dept of Energy State Energy Program (SEP)	Climate Mayors Electric Vehicle Purchasing Collaborative US Dept of Energy State Energy Program (SEP)
Identify locations for municipal solar grids	Additional Planning Study	Not Started		X				Florida Public Utility
Create task force to streamline regulations for EV charging stations and small-scale solar installation	New City Program	Not Started		X				
100% of all street lights converted to LED	Benchmark	Not Met		X				
Bury overhead utilities in Historic District and S.R. A1A by 2030	Benchmark	Not Met				X	N/A	Florida Public Utility
25% installation of public EV charging network	Benchmark	Not Met				X	Partnership with FPU Infrastructure Bill	Florida Public Utility
All electric vehicles in municipal fleet by 2030	Benchmark	Not Met				X	CIP	Climate Mayors Electric Vehicle Purchasing Collaborative US Dept of Energy State Energy Program (SEP)
Full burial of all overhead utilities by 2045	Benchmark	Not Met				X	N/A	Florida Public Utility
80% installation of public EV charging network	Benchmark	Not Met				X	Partnership with FPU Infrastructure Bill	Florida Public Utility

THEME 4 : Future Ready Infrastructure, Utilities, & Public Facilities								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All City owned and/or operated public facilities will be environmentally and fiscally sustainable.								
Select option for City Hall (renovation vs new construction)	Action	In Progress	X				N/A	
Adopt sustainable future-proofing (SFP) design principles for public buildings	Comp Plan/LDC Update	Not Started	X				N/A	
Undertake study to determine feasibility of Public Private Partnerships (P3) of public facilities to lower construction and maintenance costs	Additional Planning Study	Not Started	X					
Construct new Firehouse Station #2 near Airport	Capital Improvement	In Progress	X				CIP P3	P3 Developer
Adopt an ordinance to provide a policy for the utilization of P3 projects	Comp Plan/LDC Update	In Progress	X				N/A	
Select P3 developer to partner with	Action	Not Started	X				N/A	
Complete Waterfront Master Plan	Action	In Progress	X					
Renovate City Hall or construct new facility	Capital Improvement	Proposed		X			CIP or P3	P3 Developer
Require a cost/benefit analysis for renewable energy production and energy efficiency elements for all public facility renovations or new construction	Comp Plan/LDC Update	Not Started		X			N/A	
Construct southern half of Downtown Waterfront Park (Lots C & D)	Capital Improvement	Engineering In Progress		X			Resilient Florida Grant CIP Bond P3	P3 Developer
Renovation of former Firehouse #2 into Ocean Rescue Headquarters	Capital Improvement	Conceptual		X			CIP P3	P3 Developer
Full renovation of MLK Rec Center	Capital Improvement	Proposed			X		CIP P3	P3 Developer
Full renovation of Atlantic Rec Center	Capital Improvement	Proposed			X		CIP P3	P3 Developer
Study to determine need for Firehouse #1 renovation and/or expansion	Additional Planning Study	Not Started			X			
Construct northern half of Downtown Waterfront Park (Lots A & B)	Capital Improvement	Conceptual			X		Resilient Florida Grant CIP Bond P3	P3 Developer
Renovate and/or expand Firehouse #1	Capital Improvement	Not Started				X	CIP P3	P3 Developer
Make enterprise funds revenue positive by 2040	Benchmark	Not Met				X		

THEME 5 : Mobility & Accessibility								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All areas of the City will be easily and safely accessible by walking or biking.								
Pass a Vision Zero Ordinance	Action	Not Started	X					Vision Zero Network
Create Safe Routes to School Initiative	Action	Not Started	X					Schools
Conduct a walk audit to identify and prioritize (high, medium, low) gaps in sidewalk and bike network	Additional Planning Study	Not Started	X					
Adopt Context sensitive Complete Street Policy	Action	Not Started	X					
Re-stripe standard crosswalk markings to be high-visibility markings	Action	Not Started		X				TPO / FDOT Nassau County
Address “high priority” gaps in sidewalk and bicycle network	Capital Improvements	Not Started		X			High Tourism Impact Tax (Tourist areas)	TPO / FDOT
Request FDOT to include complete street design projects for Fletcher and Atlantic Avenues be included in the 5-year work program	Partnership	Not Started		X				TPO / FDOT
Analyze alternative bike route to Fletcher Ave	Additional Planning Study	Not Started		X				
Coordinate with North Florida Transportation Planning Organization (TPO) to identify and prioritize funding for complete streets	Partnership	Not Started		X				TPO / FDOT
Traffic calming streetscape project on Sadler Road	Capital Improvements	Not Started		X				
Develop requirements for new construction to include Universal Design standards to ensure equitable access.	Comp Plan/LDC Update	Not Started		X			N/A	
Revise LDC to encourage cross access through adjacent parking lots to reduce curb cuts	Comp Plan/LDC Update	Not Started		X			N/A	
Explore the option of a mobility fee to fund alternative mobility improvements	Additional Planning Study	Not Started		X				
Silver level Bicycle Friendly Community status	Benchmark	Not Met			X			
Completion of traffic calming and complete street design projects on Fletcher and Atlantic Avenues	Capital Improvements	Not Started			X		TPO / FDOT	TPO / FDOT
Address “medium priority” gaps in sidewalk and bicycle network	Capital Improvements	Not Started			X		High Tourism Impact Tax (Tourist areas)	
Adopt the mobility fee	Action	Not Started			X			
Create non-city run bike share program	Partnership	Not Started			X			Hotels
Gold level Bicycle Friendly Community status	Benchmark	Not Met				X		
Address “low priority” gaps in sidewalk and bicycle network	Capital Improvements	Not Started				X		

THEME 5 : Mobility & Accessibility								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: All ages and abilities will be able to navigate the island without the need for a car.								
Conduct a mobility study to identify the best mobility options for Fernandina Beach	Additional Planning Study	Not Started		X				
Establish island-wide shuttle network for hotels and tourist destinations	New City Program	Not Started		X			High Tourism Impact Tax	Hotels
Implement curbside management strategies for pick up/drop-off/deliveries	Additional Planning Study	Not Started		X				Main Street Fernandina Beach
Implement recommendations of the mobility study	Action	Not Started		X				
GOAL: The number of single occupancy vehicle trips originating off island will remain at or below 2021 levels.								
Begin dialogue with JTA to provide transit service to Fernandina Beach. Establish ridership goals, transit nodes, and potential routes	Partnership	In Progress	!				N/A	Jacksonville Transit Authority (JTA)
Identify City’s responsibilities in bringing JTA bus service to island	Partnership	Not Started		X			N/A	Jacksonville Transit Authority (JTA)
Partner with JTA on studies to determine demand and public preferences in a JTA route	Partnership	Not Started		X				Jacksonville Transit Authority (JTA)
Launch pilot bus program	Partnership	Not Started				X		Jacksonville Transit Authority (JTA)
Upgrade pilot program to permanent transit line	Partnership	Not Started					X	Jacksonville Transit Authority (JTA)

THEME 5 : Mobility & Accessibility								
Project or Recommendation	Type	Phase	Urgent	Short-Term	Mid-Term	Long-Term	Funding	Partners
GOAL: The City will be a place where senior and/or disabled citizens feel welcome and face minimal accessibility challenges.								
Create working group to work with seniors and disabled citizens to identify accessibility obstacles and priorities	Action	Not Started	X					Council on Aging AARP
Conduct a walk audit to identify accessibility barriers	Additional Planning Study	Not Started		X				Senior & Disabled Citizen Working Group AARP
Waive permit fees for residential homeowner improvements that support aging in place (ramps, grab bars, lifts)	Action	Not Started		X			N/A	Council on Aging
Require Universal Design standards for new public facilities that go above and beyond ADA requirements to ensure equitable access	Comp Plan/LDC Update	Proposed		X			N/A	
Ensure ADA accessibility & Mobi Mats at 25% of public beach access points		Not Started		X			High Tourism Impact Tax	
Expand existing paratransit options for seniors	Partnership	Not Started			X			Council on Aging
Grant / assistance program for commercial properties to make ADA and accessibility improvements (funding, technical assistance)	New City Program	Not Started			X			Council on Aging Main Street Fernandina Beach Chamber of Commerce
Full renovation of MLK Recreation Center					X			
Full renovation of Atlantic Recreation Center					X			
Ensure ADA accessibility & Mobi Mats at 50% of public beach access points					X		High Tourism Impact Tax	
Ensure ADA accessibility & Mobi Mats at 100% of public beach access points						X	High Tourism Impact Tax	

APPENDIX A

EXISTING CONDITIONS ANALYSIS



Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by



TABLE OF CONTENTS

I.	History	1
II.	2030 Comprehensive Plan	5
III.	Map Overviews	7
IV.	Demographics	26
V.	Housing Snapshot	29
VI.	Commercial Snapshot	33
VII.	Transportation Snapshot	40

LIST OF TABLES

Table A.1: Future Land Use.....	8
Table A.2: Zoning Districts.....	10
Table A.3: Residential & Commercial Properties on Amelia Island Susceptible to Storm Surge	22
Table A.4: Types of Properties on Amelia Island Susceptible to Storm Surge	22
Table A.5: Residential & Commercial Properties on Amelia Island Susceptible to Sea Level Rise	24
Table A.6: Types of Properties on Amelia Island Susceptible to Sea Level Rise	24
Table A.7: Housing Types	28
Table A.8: Household Data.....	28
Table A.9: Rent Prices Since 2000	29

LIST OF FIGURES

Figure A.1: Future Land Use Map (FLUM)	9
Figure A.2: Zoning Map	11
Figure A.3: Cultural & Historic Elements Map	13
Figure A.4: Downtown Historic District.....	14
Figure A.5: Old Town	15
Figure A.6: Recreation & Open Space Map	17
Figure A.7: Environmental & Operational Constraints Map	19
Figure A.8: Types of Flood Zones	20
Figure A.9: Acres of land within 100-year (AE) Floodplain	20
Figure A.10: FEMA Flood Hazard Map.....	21
Figure A.11: Hurricane Storm Surge Map	23
Figure A.12: NOAA Sea-level Rise Projections for the Island.....	24
Figure A.13: Sea Level Rise Projections Map	25
Figure A.14: Population Demographics.....	27
Figure A.15: Age of Housing Stock	28
Figure A.16: Missing Middle Housing Blending in With Single-Family Homes	31
Figure A.17: Missing Middle Housing Types	31
Figure A.18: Commercial Areas Analyzed by the Vision 2045 Plan	39
Figure A.19: Regional Connectivity Map.....	41
Figure A.20: Existing Transportation Conditions.....	43
Figure A.21: Sidewalk Conditions	45
Figure A.22: FDOT Functional Road Classifications	47

A : EXISTING CONDITIONS

I. HISTORY

Founding by the Spanish Empire

Fernandina Beach is a city rich in history. Known as the Isle of 8 Flags, the city has been a possession of 8 different nations since its founding. This has created a melting pot of cultures that is reflected in the city's architecture, cityscape, and public traditions.

Fernandina Beach was founded in 1811 by Spanish colonists and named after King Ferdinand VII. It was the last city to be platted under the "Law of the Indies" and the final city to be established by Spain in the Western Hemisphere.

The original settlement was established approximately one mile north of present-day downtown Fernandina Beach. The 1811 plat organized the new town in a traditional grid, consisting of city blocks measuring 200 ft x 250 ft. A public plaza, a major element of Spanish colonial town planning, was established in the center of the new town. Fort San Carlos stood between the plaza and the waterfront, protecting the city and port from naval aggressions from an expanding United States. This fortress, constructed of wood and earthworks, has eroded over the years. The original street grid and public plaza (Fernandina Plaza Historic State Park) are all that remain of the original Spanish settlement.

Photo: Fernandina Beach 1884 (Source: Amelia Island Museum of History)



1811 City Plat

Founded in 1811 by the Spanish Empire, Fernandina Beach was the last city to be platted under the "Law of the Indies" and the final city to be established by Spain in the Western Hemisphere.

Photo: 1811 Plat (OldTownFernandina.org)



Photo: 1857 Yulee Plat of Fernandina Beach (Source: Library of Congress)



Photo: Centre Street in 1883 (Source: Hicks 2007:39)



Relocation South and the Railroad

Fernandina Beach relocated one mile south in the 1850s to take advantage of the new Florida Railroad built by David Yulee that terminated on Amelia Island. The new town center developed around its railroad station, which still stands today as the Amelia Island Welcome Center, and became an important transportation center in northern Florida.

In 1857, David Yulee platted the new town of Fernandina Beach. The new city layout was modeled off of New York City. The plan laid out the City in a traditional grid with city blocks approximately 400 feet by 250 feet. A large public park was designated in the center of the city to act as Fernandina Beach's version of Central Park. Davis Yulee envisioned the City would become the "Manhattan of the South".

The Civil War broke out before David Yulee was able to develop his vision for the City. Confederate forces took over nearby Fort Clinch which eventually housed six companies of troops. The City fell to Union troops the next year and became a primary destination for freed slaves during the rest of the War.

Fernandina Beach's African American population grew after the end of the Civil War. Hundreds settled in the City and several Black ministries and churches were founded including New Zion Missionary Baptist on South 9th Street. Black citizens began to be elected to City offices in part due to the City's large African American population until the State legislature redistricted the City to benefit White citizens. Segregation laws were introduced in the 1890's.

Growth & Prosperity

Fernandina Beach entered a period of growth and prosperity in the last quarter of the 1800's. In this period, the City established a robust tourism industry, expanded the port, and became a primary trading center connecting the cotton and timber industries with maritime shipping routes.

The historic wealth and prosperity of the town is reflected in the local architecture and cityscape. Fernandina Beach possesses a large concentration of nineteenth century residential architecture and the downtown area is rich in revival and romantic architectural styles.

Photo: Newly Built Courthouse, 1892
(Source: Courthouse History)



The city continued to grow with the establishment of the Kraft Corporation Paper Mill in the late 1930's. Other industries followed and built-up Fernandina Beach's modern-day industrial port. The city reached a population of 7,000 in the 1960's. This population growth led to the development of new residential areas east of the historic downtown area towards the oceanfront. While most of the newer residential areas continued to utilize a traditional street grid, some of the developments in the southeast part of the city were designed in a more standard, suburban style.

Fernandina Beach Today

The city began to focus on historic preservation efforts in the 1970's, establishing new guidelines and encouraging restoration of historic structures. Today, the cityscape of Fernandina Beach is a rich tapestry of historical architecture that makes it a beautiful and unique place in the modern world.

Photo: Restored Historical Buildings Along Centre St.
(Source: Deremer Studios)



II. 2030 COMPREHENSIVE PLAN

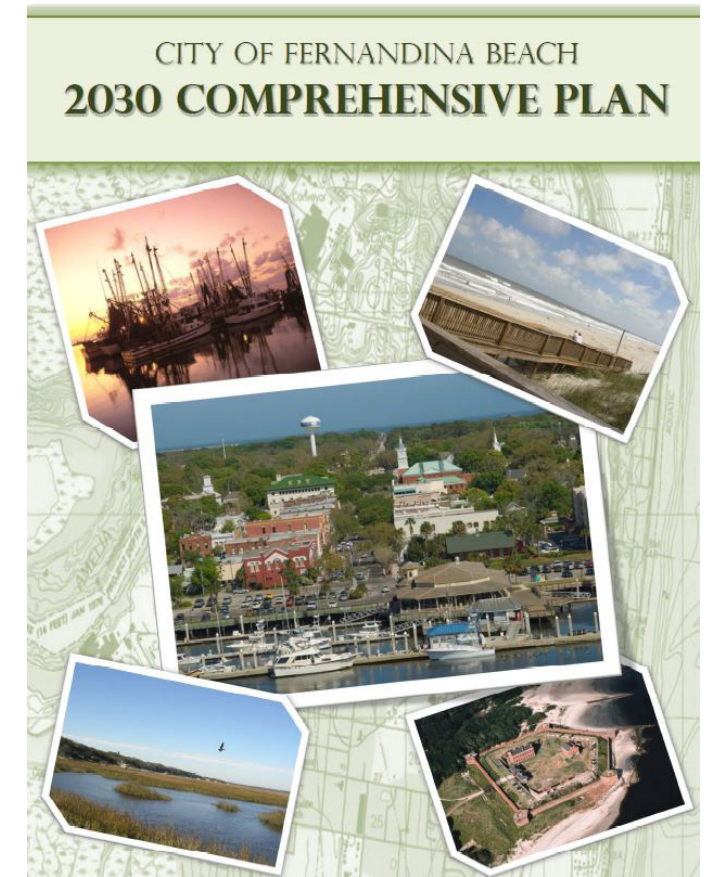
A. Plan Structure

Fernandina Beach adopted the 2030 Comprehensive Plan in 2002 to guide development of the City over the proceeding 15-25 years. The plan addresses the following 12 main topics that influence the City's physical development.

1. Future Land Use
2. Multi-modal Transportation
3. Housing
4. Public Facilities
5. Conservation & Coastal Management
6. Recreation & Open Space
7. Intergovernmental Coordination
8. Capital Improvements
9. Port Facilities
10. Public Schools
11. Historic Preservation
12. Economic Development

Every seven years the City updates the Plan through an Evaluation and Appraisal Review report (EAR). Based on legislative changes, the City's EAR deadline was 2019. The purpose of the EAR is to evaluate progress the City has made towards the goals laid-out in the Comprehensive Plan, update for legislative changes and allows amendments to address new issues and identify new opportunities. The 2019 EAR directed changes based on state level legislative action to address seasonal population impacts, water supply planning, and flood resiliency. Plan amendments were finalized in 2020. Following these changes, the

Photo: 2030 Comprehensive Plan (Source: WGI)



City Commission directed action to review and determine if holistic changes were needed to support its goals in better addressing climate change vulnerabilities, update plan time frames, and to determine if certain policies were no longer relevant.

B. Plan Legacy

The 2030 Comprehensive Plan was implemented in several key areas. The City established a Land Development Code Working Group which identified priority areas for directing changes. The first and most successful was the 8th Street Mixed Use Overlay with corresponding new land use and zoning map changes. Following success in achieving goals for improvement along 8th Street, the city focused on its downtown core to evaluate residential densities to better support re-use of existing structures. Changes to the

Land Development code were also brought forward to allow for more expansive Accessory Dwelling Units in support of multi-generational living and aging in place policies. Another key measure that was fully implemented was the reduction of impervious surfaces by setting caps on required parking, adding parking flexibility standards, and limiting impervious material for parking areas. The City made changes within its table of land uses to include modern language for various uses and needs and aligned its industrial zoning designations to better reflect their allowable intensities. Also completed, were changes to support needs within the established Community Redevelopment Area. Calculation of building heights to address floodplain properties and concerns with mechanical equipment encroaches were another significant implementation measure. The City completed several, but not all of the directed studies or plans within the Plan.

Additional implementation efforts of the City have been witnessed in its organizational structure. The City has created a Stormwater Department during this time frame who have completed several significant projects and provided expertise in stormwater planning. In 2019, the City established specific right-of-way standards for roadway development. The City created a new chapter in its Land Development Code to specifically address properties within Historic Districts. Updated permanent and temporary signage regulations have been addressed following recent Supreme Court decision making. The City has made numerous significant changes to protect its urban forest through code amendments to increase mitigation requirements and penalties. Further, the City committed to the hiring of an urban forester/ city arborist and has maintained this position since 2018.

The City adopted an its Conservation Land Trust Fund in support of its public land acquisition program in 2018 and has aggressively made changes to its Future Land Use Map and Zoning Map to reflect Conservation status on properties owned by governmental agencies and on private properties on 129 acres of land. Additionally, the city has purchased almost 20 acres of land. The city maintains an active partnership with the North Florida Land Trust to support its conservation acquisition efforts.

Despite these meaningful changes and action taken to implement the 2030 Comprehensive Plan, many items remain incomplete. Specific areas that require greater focus leading into the next planning horizon include:

- implementation of the City's goals for multimodal transportation options,
- addressing climate change vulnerabilities through establishment of Adaptation Action Areas
- consideration of form-based solutions to direct residential and non-residential character including standards for Planned Unit Developments,
- creation of a City context low impact development manual, and developing standards for cluster development to better protect natural features on individual lots, and
- determine solutions for neighborhood level planning needs and outreach.

III. MAP OVERVIEWS

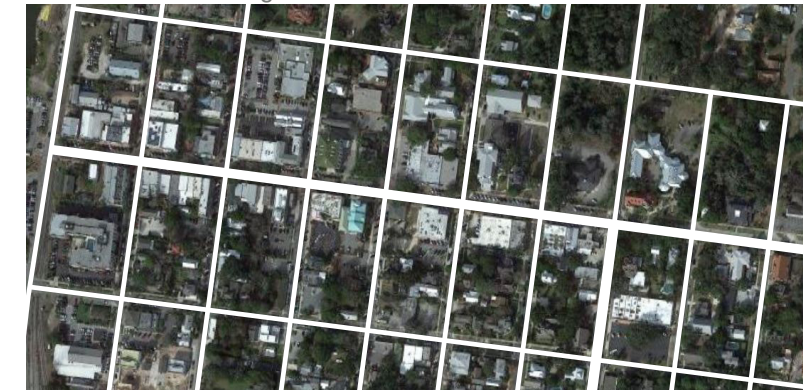
A. Existing Built Environment

The built environment of Fernandina Beach is comprised of three primary development patterns. Old Town, the Historic District, and the residential neighborhoods adjacent to Atlantic Avenue, the Middle and High Schools, and the Peck Center are developed as traditional urban neighborhoods. These are the oldest parts of the City and are defined by their smaller blocks and intact street grid network. The residential area centered around North Fletcher Avenue is also constructed in a traditional urban neighborhood fashion. These areas are considered the City's most walkable and pedestrian friendly.

Many of the newer residential neighborhoods constructed in Fernandina Beach follow a sprawling suburban style of development with limited entry points into the neighborhood and several dead-end streets terminating in cul-de-sacs. These areas contain predominately detached single-family homes of similar age and architectural style. These areas are car-centric in design and geographically separated from other uses such as shops and restaurants.

The areas around 5 Points, South 14th Street, and Saddler Road are constructed in a Suburban Commercial development pattern. These areas are dominated by big-box stores with large parking lots, stand alone fast food restaurants, and shopping plazas. Buildings are set back from the road with parking located between the business and street. They are car-centric areas with limited pedestrian or bicycle infrastructure.

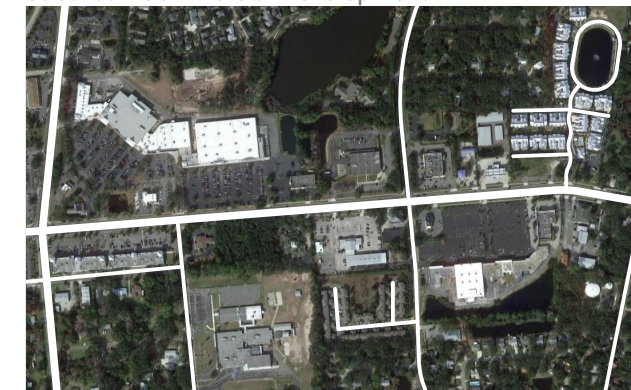
Traditional Urban Neighborhood



Suburban Residential Development



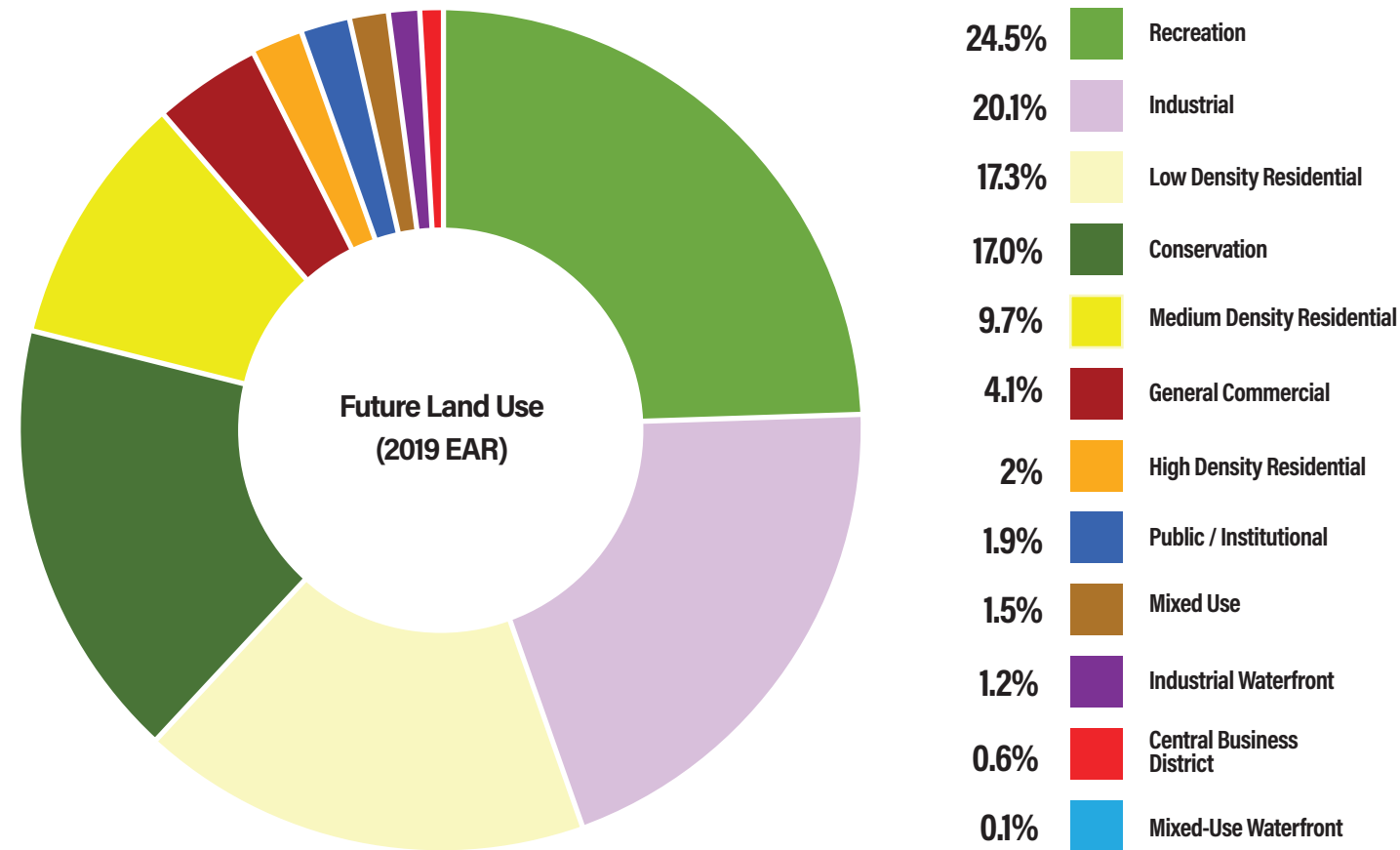
Suburban Commercial Development



Beaches Development



Table A.1: Future Land Use



B. Future Land Use Map (FLUM)

The FLU plan reinforces the uses established in the current zoning code. Table A.1 shows the percentage of land area of each FLU category in the City and Figure A.1 illustrates their location. Recreation and environmental conservation encompass large areas of the City including Fort Clinch State Park, acres of wetlands, and the Fernandina Beach Golf Club. Residential development is relatively evenly divided between low- and medium-densities with a few high-density residential areas located on the oceanfront. Industrial is identified along the Amelia River waterfront while the municipal airport and surrounding areas in the south of the City are identified as Public/Semi-Public FLU. Mixed use districts are found in the downtown core and along South 8th Street.

Figure A.1: Future Land Use Map (FLUM)

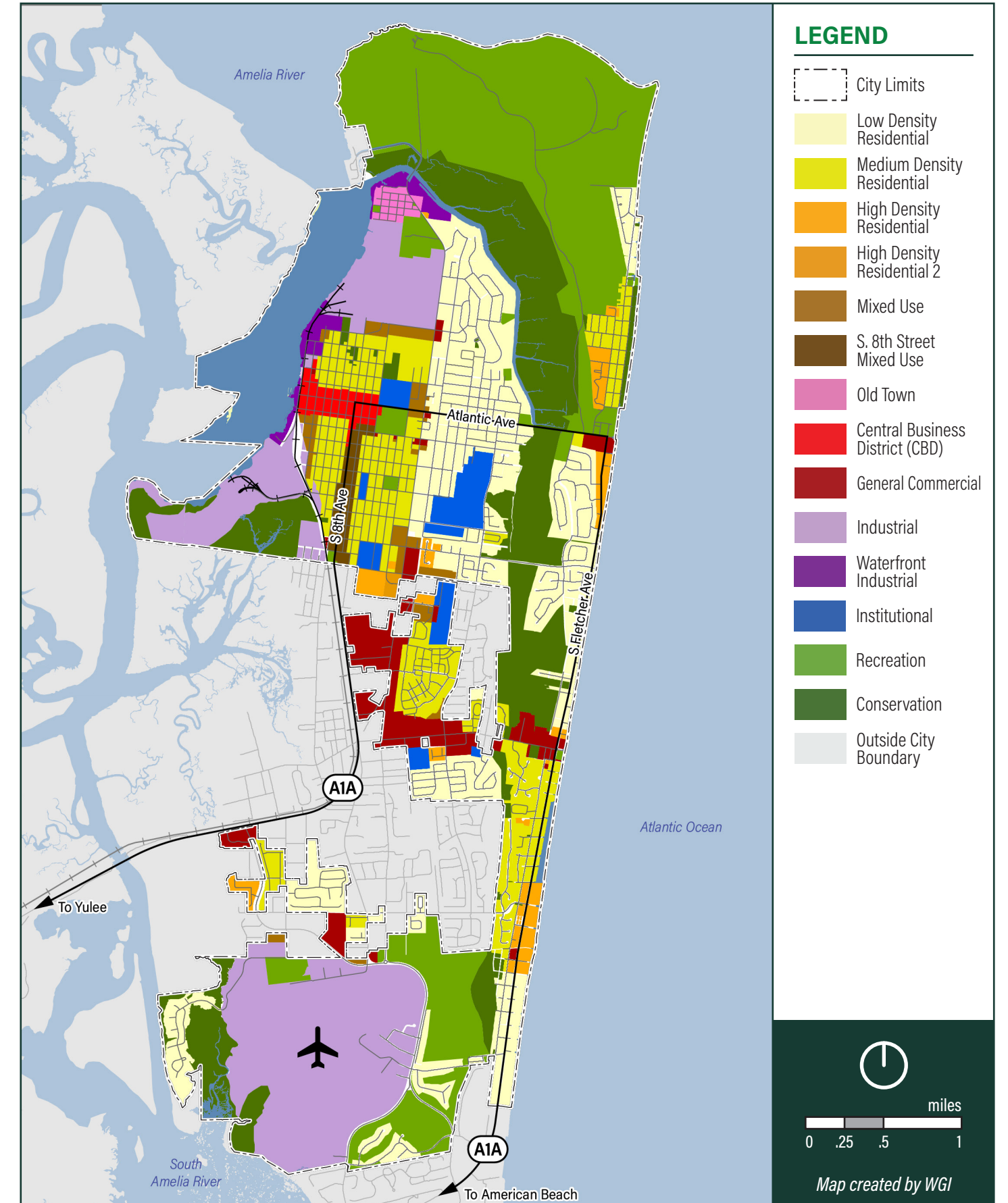
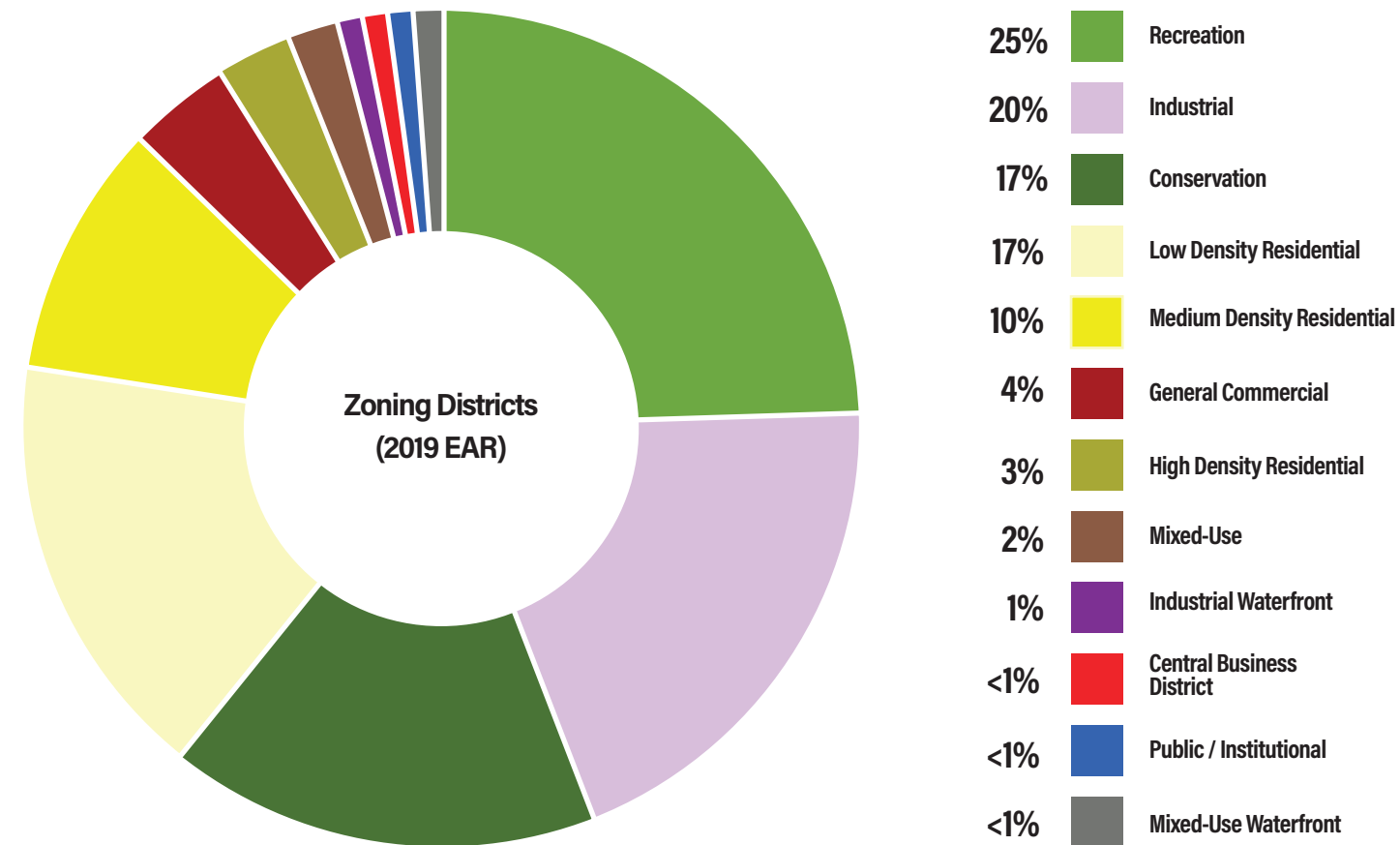


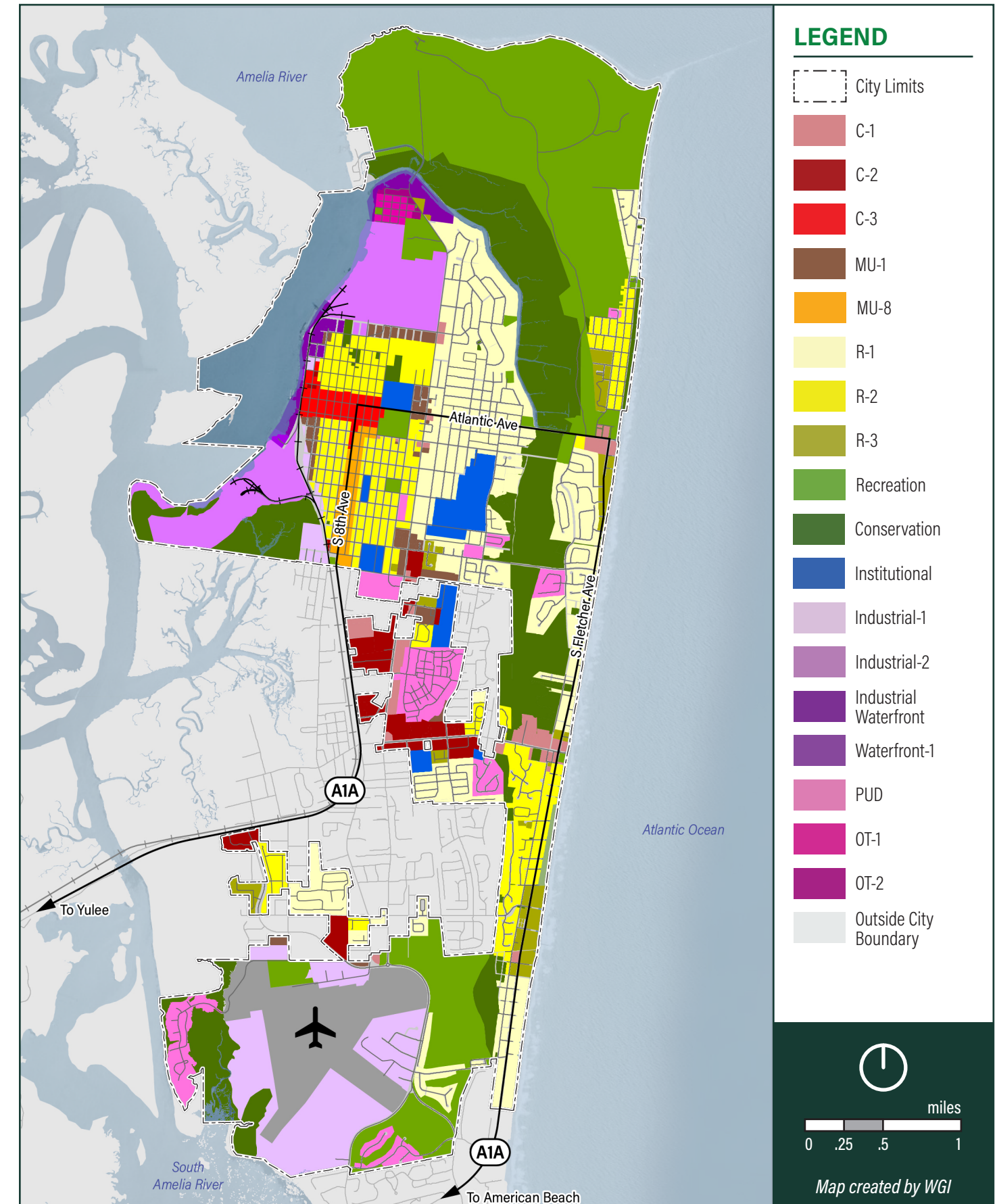
Table A.2: Zoning Districts



C. Current Zoning Map

Fernandina Beach has a traditional Euclidean or use-base code. Table A.2 shows the percentage of land area of each zoning category in the City and Figure A.2 illustrates their location. The largest zoning districts are recreation, environmental conservation, and residential with large areas dedicated to industry and municipal uses. While most of the city is zoned for a single use, some districts do allow for mixed use developments including C-3, MU-1, and MU-8 as shown in Figure A.2. These areas are located near the downtown core and along South 8th Street.

Figure A.2: Zoning Map



D. Cultural Amenities and Historic Structures

Fernandina Beach is rich in historic and cultural assets. Ten structures and sites within the City boundaries are listed on the National Register of Historic Places (NRHP) as shown in Figure A.3. Downtown Fernandina Beach and the Old Town contain a mosaic of architectural styles and elements that reflect the City's history. As illustrated in Figure A.4, 242 buildings are considered architecturally contributing structures to the district. These areas are protected in the LDC with additional design standards to preserve the architectural heritage of the area. There are an additional nine eligible and two potentially eligible NRHP structures as indicated in Figures A.4 and Figure A.5.

Photo: *Historic Structures in Fernandina Beach (Source: WGI)*



Figure A.3: Cultural & Historic Elements Map

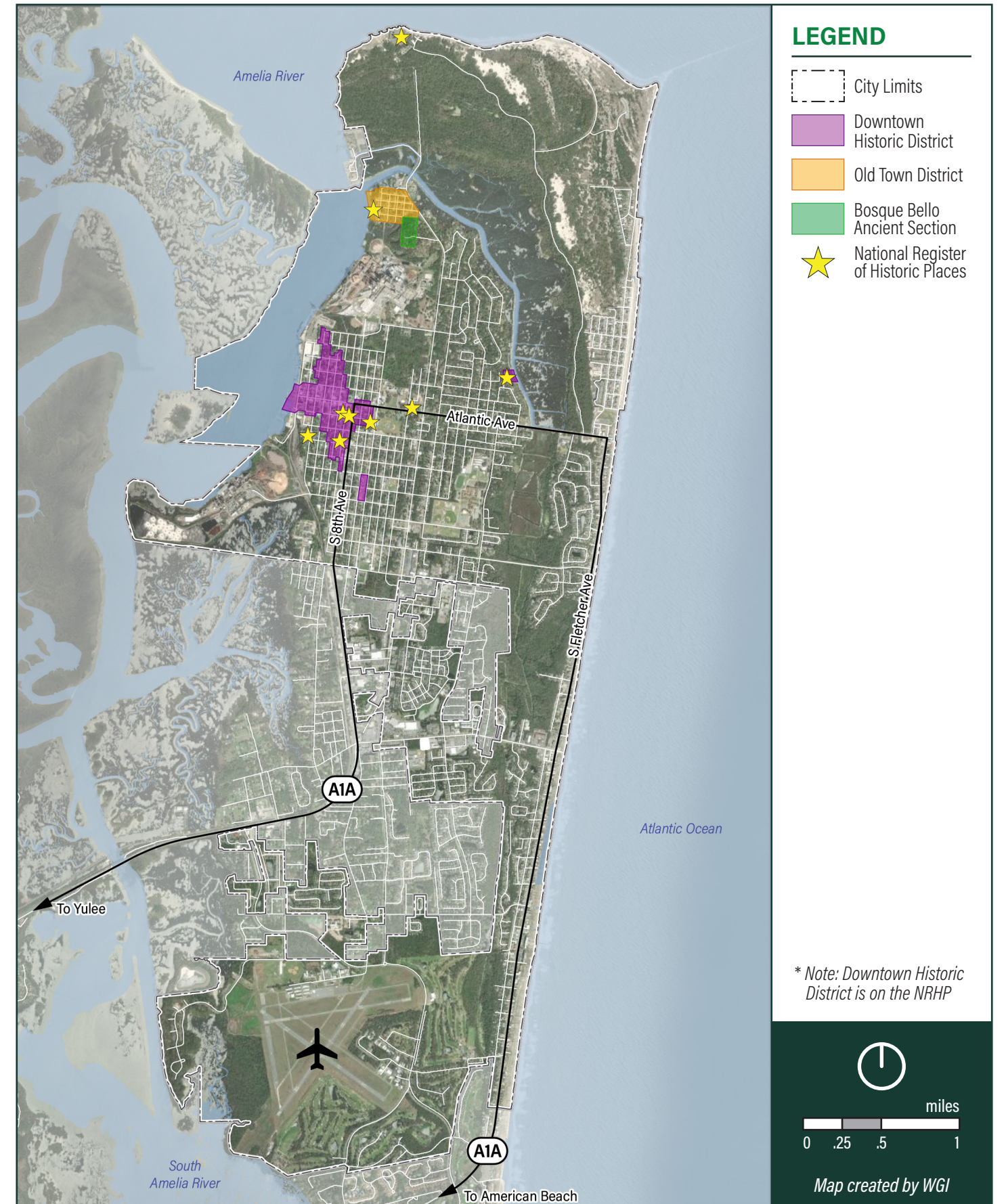


Figure A.4: Downtown Historic District

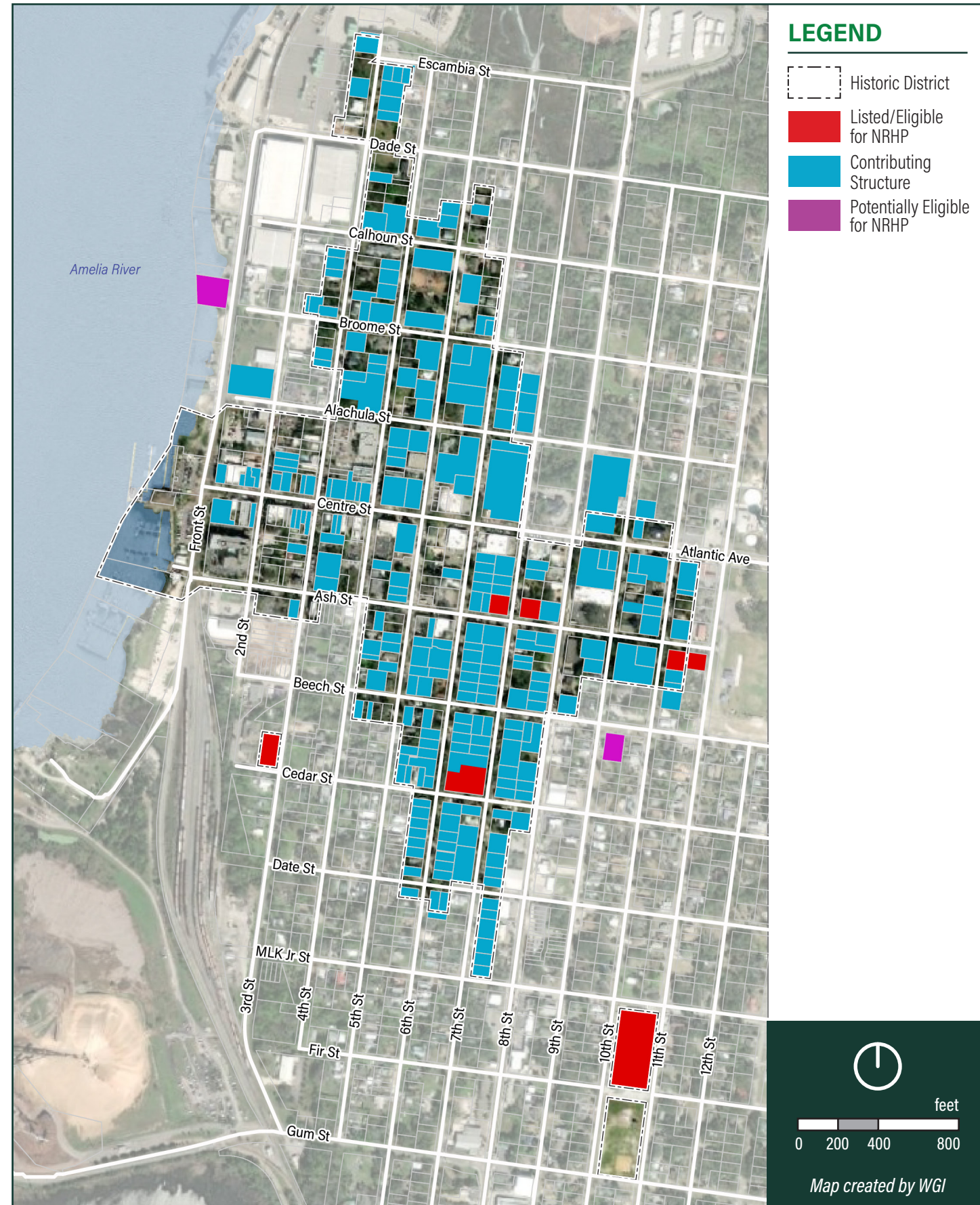
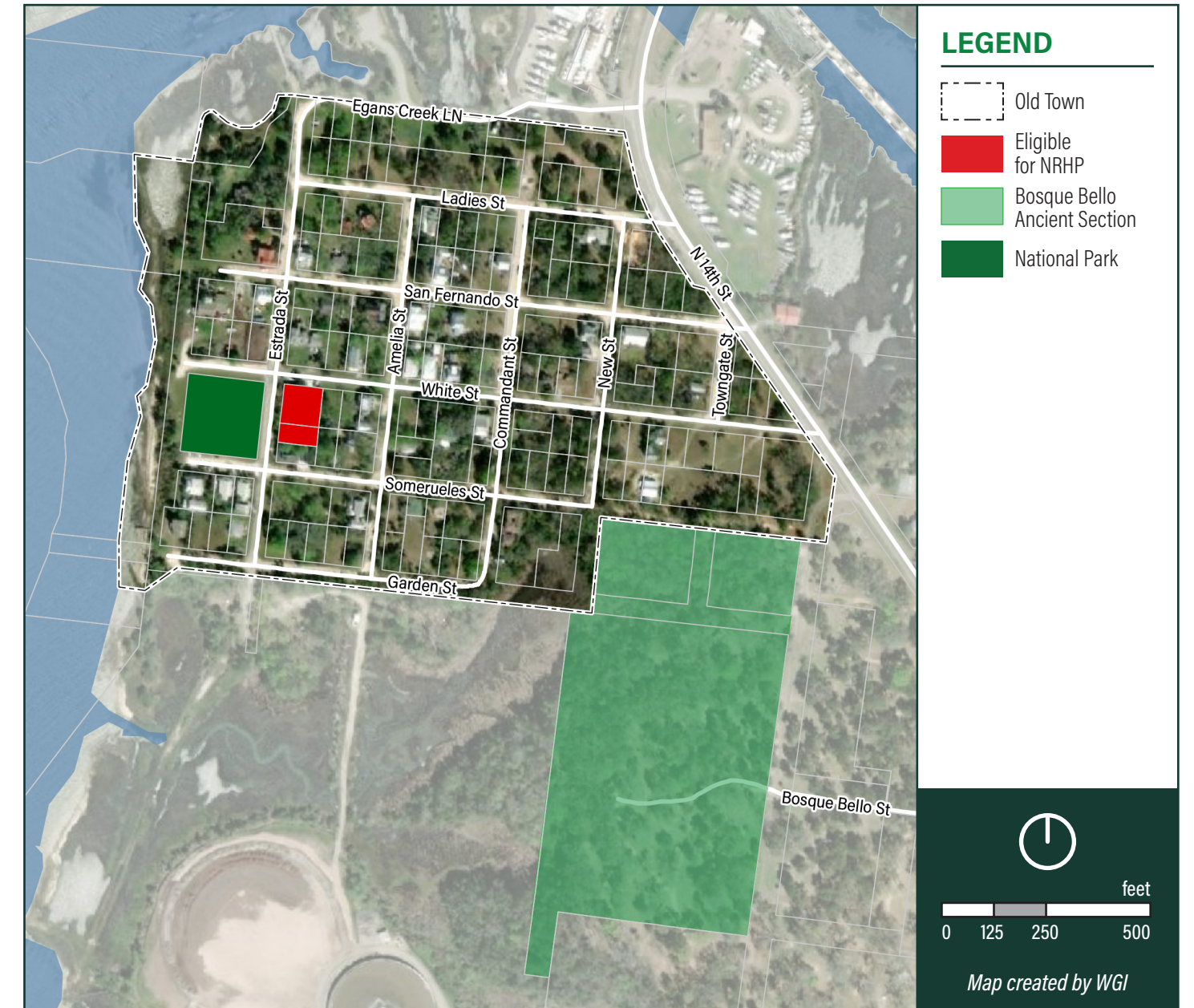


Figure A.5: Old Town



E. Recreation & Open Space

Fernandina Beach's largest recreational amenity is the 1,100-acre Fort Clinch State Park located in the northern part of the City. The park provides residents with access to beaches, hiking trails, campgrounds, and historic Fort Clinch.

The City boasts nearly 8 miles of beaches with 50 public access points for residents and visitors. Two large golf courses, Fernandina Beach Golf Club and Amelia River Golf Club, are located adjacent to the municipal airport in the southern part of the City. A marina is located downtown along the Amelia River and several houses located on Egans Creek have private docks. Nassau County has a public boat ramp located north of Old Town. Fernandina Beach also possesses several city parks. Refer to Figure A.6 for locations of recreation and open space amenities in the City.

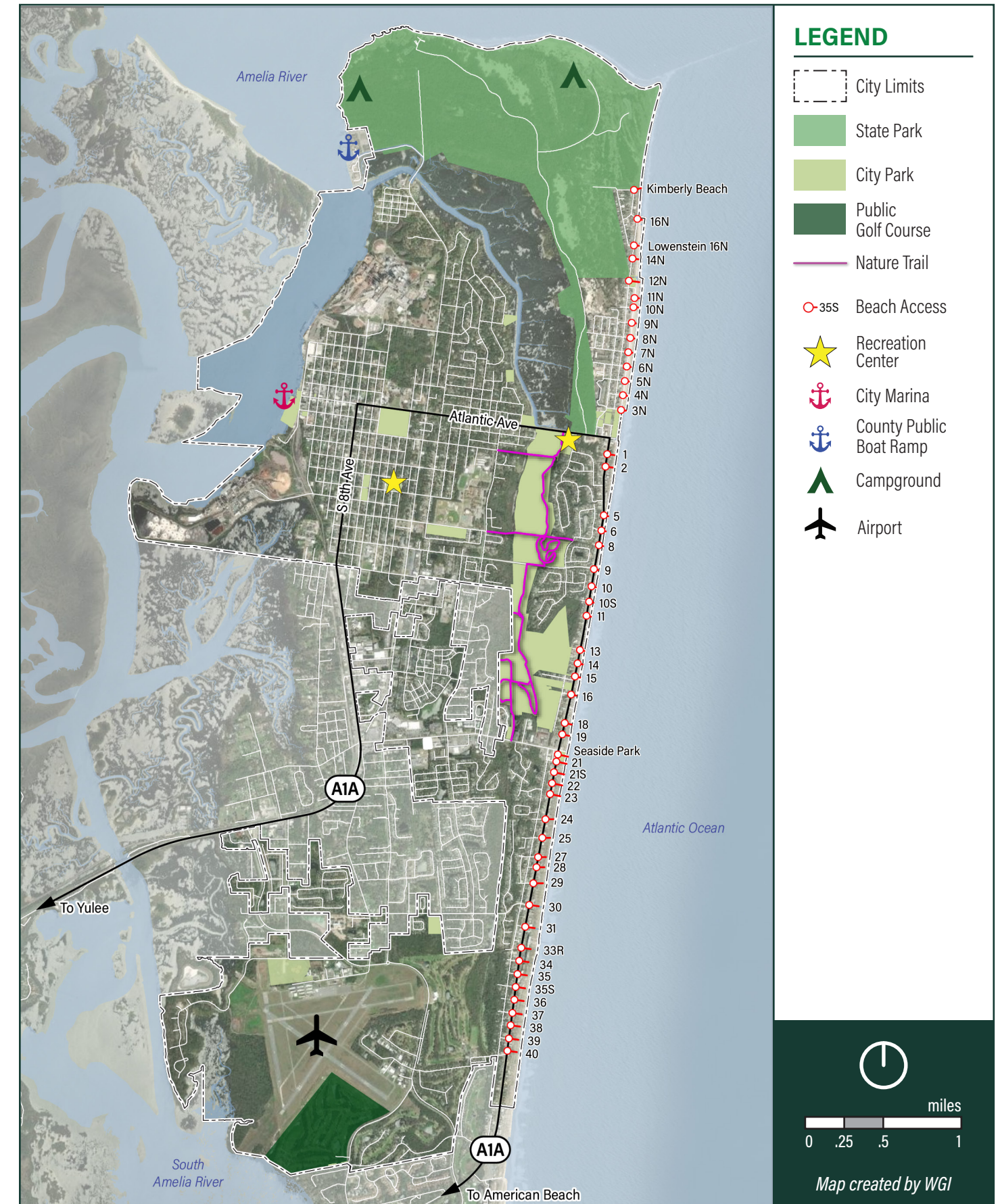
Photo: Fernandina Beach Trails (Source: ameliaisland.com)



Photo: Fernandina Beach (Source: Deremer Studios)



Figure A.6: Recreation & Open Space Map



F. Constraints (Environment, Industrial, & Commercial)

As a barrier island community, much of the City is designated as protected wetlands and tidal marshes. Most of these wetlands are found along Egans Creek, Alligator Creek, and the Amelia River. The wetlands as well as all of Fort Clinch State Park is designated as a protected wildlife corridor. This corridor runs north/south along much of the island and restricts development.

Beyond environmental constraints, there are constraints related to industrial, commercial and aviation activities. South 8th Street is utilized as the trucking route for the mills. Airports create their own development restrictions with clear zones and runway clearance restrictions. Refer to Figure A.7 for locations of environmental and operation constraints.

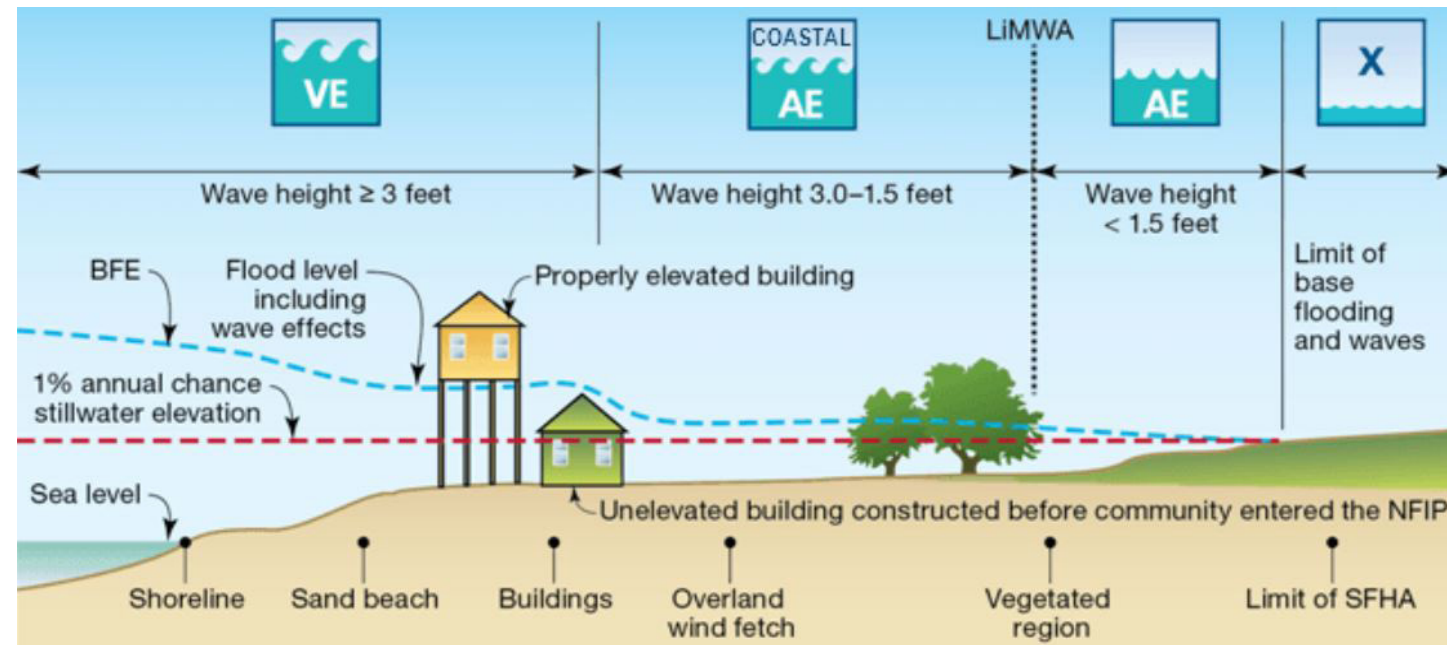
Photos: Fernandina Beach Marina, Municipal Airport, and Wetlands (Source: Amelia Island & Fernandina Beach websites)



Figure A.7: Environmental & Operational Constraints Map



Figure A.8: Types of Flood Zones (portsmouthva.gov)



G. FEMA Flood Hazard

Figure A.10 identifies areas of Fernandina Beach that have a 0.1% and 0.02% chance of being inundated any given year. These are also known as a 100-year and 500-year floodplain. The 100 and 500-year floodplains are identified by FEMA as Special Flood Hazard Areas (SFHAs). SFHAs present in Fernandina Beach are classified as Zone AE and Zone VE.

As shown in Figure A.9, 1,644 acres or 73% of land within the 100-year floodplain is designated conservation and recreation in both the Future Land Use Map and the LDC. This is due to most of the floodplain overlapping with wetlands and the Egans Creek Greenway. This also indicated that the City's biggest threats from flooding originate along Egans Creek and the Amelia River, not the beach area.

Fernandina Beach has strong floodplain protections in its Code of Ordinances and almost all new development requires a floodplain review.

Figure A.9: Acres of land within 100-year (AE) Floodplain

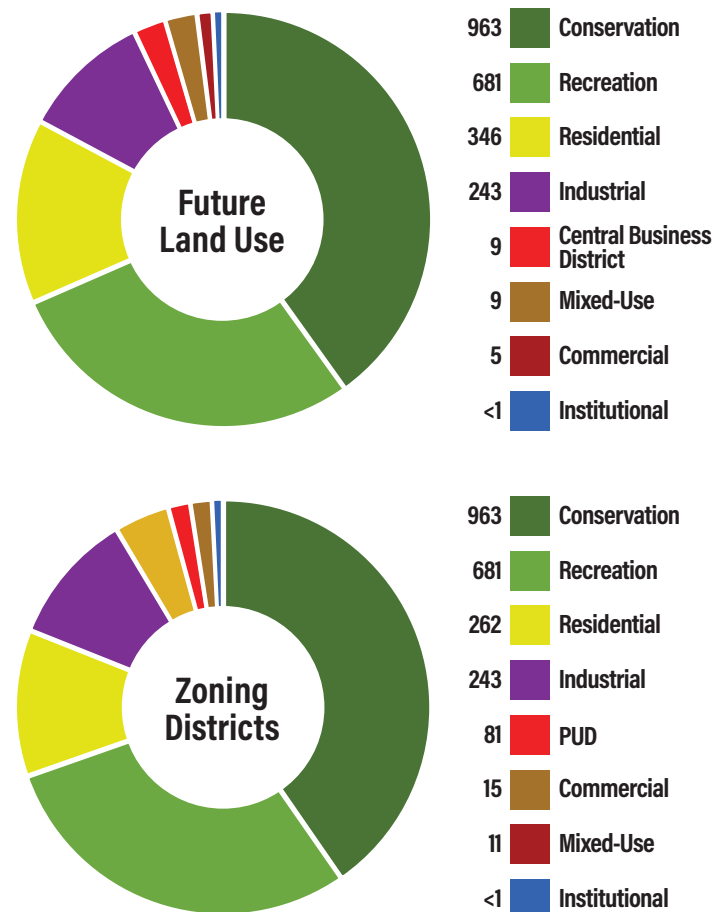


Figure A.10: FEMA Flood Hazard Map

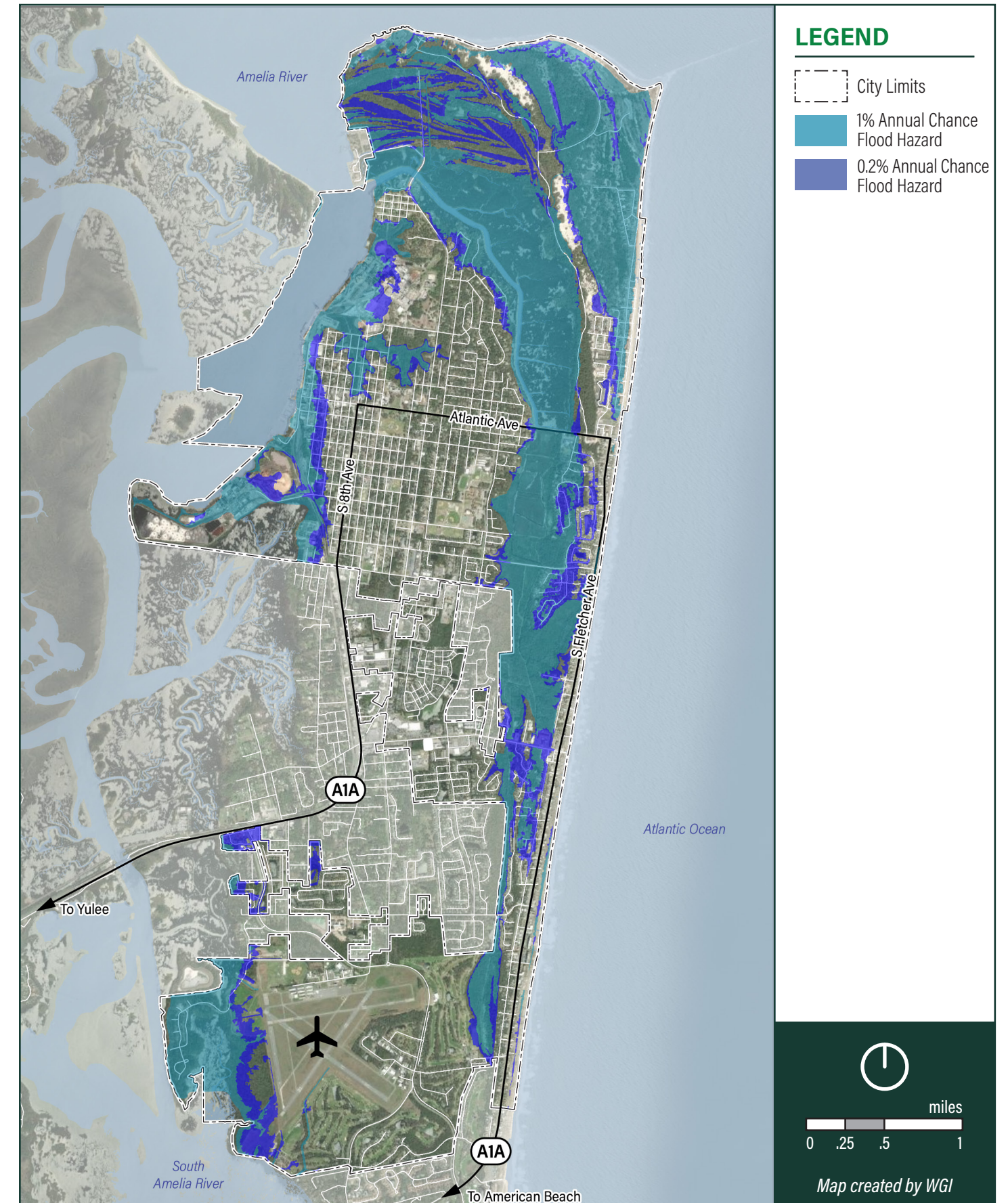


Table A.3: Residential & Commercial Properties on Amelia Island Susceptible to Storm Surge

Storm Surge	Residential Property		Commercial Property	
Indicator	Number of Residential Parcels	Total Just Value (in Millions)	Number of Commercial Parcels	Total Just Value (in Millions)
Category 1	826	438.98	21	37.53
Category 2	2,979	1,243.66	130	183.64
Category 3	6,719	2,368.12	293	392.74
Category 4	9,584	3,223.79	508	511.30
Category 5	11,330	3,595.52	623	556.23

Source: Nassau County Vulnerability Assessment

Table A.4: Types of Properties on Amelia Island Susceptible to Storm Surge

Storm Surge	Hotels	Restaurants	Tourist Attractions	Historic District	Mill Sites	Airport
Indicator	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)
Category 1	13.33	0.74	-	6.36	48.36	-
Category 2	113.74	9.09	0.33	44.01	48.36	-
Category 3	240.59	18.95	0.33	78.53	48.36	9.28
Category 4	247.31	25.02	0.33	142.39	48.36	9.28
Category 5	250.72	28.86	0.83	177.39	48.36	9.28

Source: Nassau County Vulnerability Assessment

H. Hurricane Storm Surge

Fernandina Beach's geographic location is susceptible to hurricane storm surge. Figure A.11 illustrates what areas of the city would be submerged for each hurricane category. Areas around Egan's Creek and Escambia are especially vulnerable. Hurricanes are expected to increase in intensity and frequency throughout the rest of the century due to warming oceans. Therefore, identifying the City's risks from these storms is crucial.

Table A.3 and Table A.4 illustrate the potential impact to property on all of Amelia Island from storm surge.



Figure A.11: Hurricane Storm Surge Map

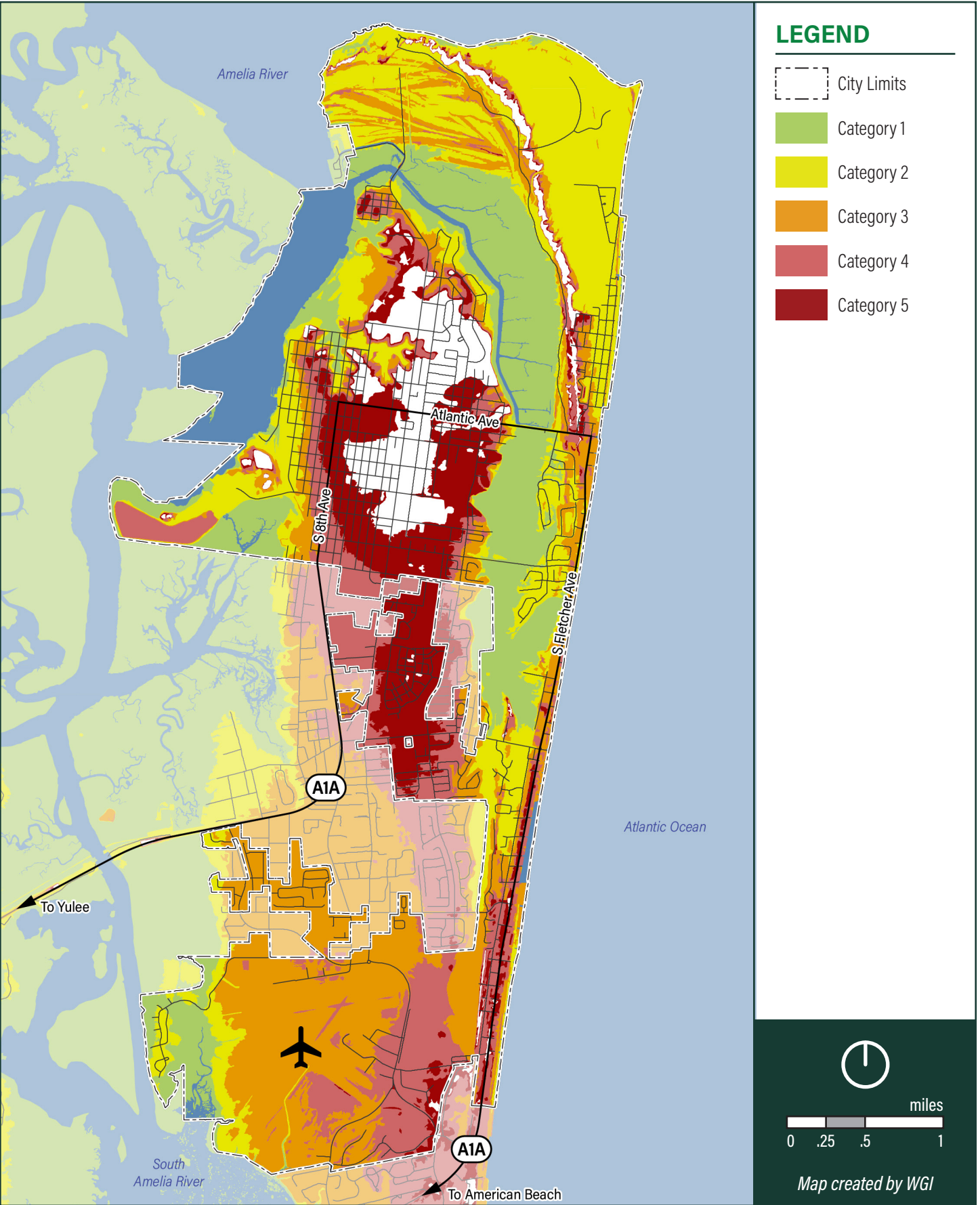


Table A.5: Residential & Commercial Properties on Amelia Island Susceptible to Sea Level Rise

Sea Level Rise	Residential Property		Commercial Property	
Indicator	Number of Residential Parcels	Total Just Value (in Millions)	Number of Commercial Parcels	Total Just Value (in Millions)
1 foot	584	352.95	17	31.98
3 feet	966	489.25	24	50.14
6 feet	2,700	1,102.07	101	173.16

Source: Nassau County Vulnerability Assessment

Table A.6: Types of Properties on Amelia Island Susceptible to Sea Level Rise

Sea Level Rise	Hotels	Restaurants	Tourist Attractions	Historic District	Mill Sites	Airport
Indicator	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)	Property Values (in Millions)
1 foot	13.33	-	-	5.06	48.36	-
3 feet	24.87	1.61	-	6.36	48.36	-
6 feet	110.42	8.48	-	40.81	48.36	-

Source: Nassau County Vulnerability Assessment

I. Sea Level Rise & Climate Change

The City's geographic location on a low-elevation barrier island makes the City susceptible to sea-level rise. For this reason the City has had a National Oceanic & Atmospheric Administration (NOAA) monitoring station since 1897. NOAA has developed several models that analyze sea-level rise and its consequences for coastal communities. According to the model that projects intermediate sea-level rise throughout the century, Amelia Island will lose much of its wetlands and marshes in the next few decades. Between 2040 and 2060, most of the wetlands along Egan's Creek will become permanently submerged as will the wetlands along Escambia and the Amelia River. The ocean will continue to envelop more of the island in the remainder of the century but at a much slower pace. Table A.5 and Table A.6 illustrate the value of property on all of Amelia Island threatened by sea level rise.

The Waterfront Sea Level Rise Study was done in 2019. If sea-level rise is more severe than what is predicted in the Intermediate Model projection in Figure A.12, the consequences for the City will be more severe. The High Projection Model shows the ocean rising 8.5 feet, submerging much of Fort Clinch State Park, and several blocks of Downtown, as indicated in Figure A.13.

Figure A.12: NOAA Sea-level Rise Projections for the Island

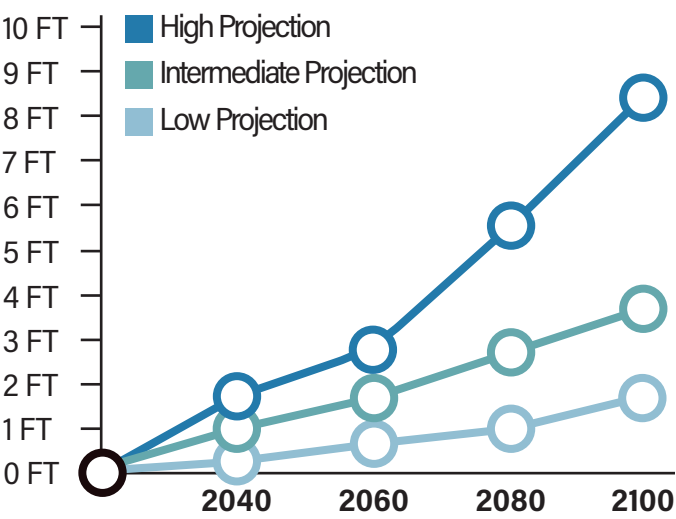
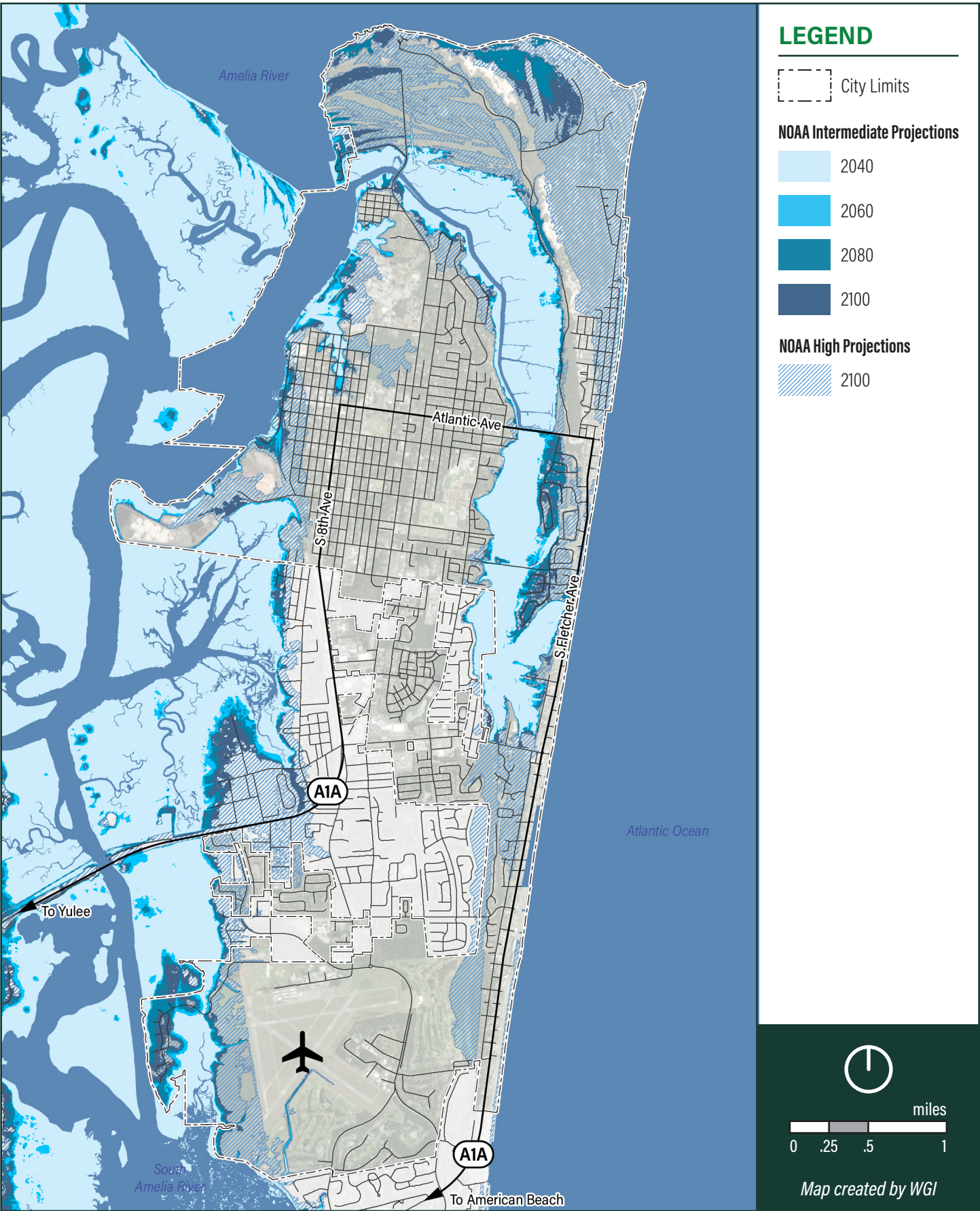


Figure A.13: Sea Level Rise Projections Map



IV. DEMOGRAPHICS

The following summarizes demographic data from the US Census Bureau (2019). Figure A.14 provides a graphic representation of this data.

A. Population

Fernandina Beach has an estimated 2019 population of 13,169. The city's growth rate of 15.7% from 2010-2020 is on-par with the rest of the state of Florida (14.2%) but lower than Nassau County (20.9%). The City is expected to grow by 1,459 people by 2045. The city is ethnically and racially more diverse than the rest of Nassau County with a higher percentage of their population identifying as African American, Asian, and Hispanic.

B. Age Distribution

Fernandina Beach is home to an older population. The median age for Fernandina Beach is 54.8 and the city's percentage of population over age 65 is 12% higher than the rest of Florida and Nassau County.

Photo: Downtown Fernandina Beach (Source: Deremer Studios)



C. Income & Property Values

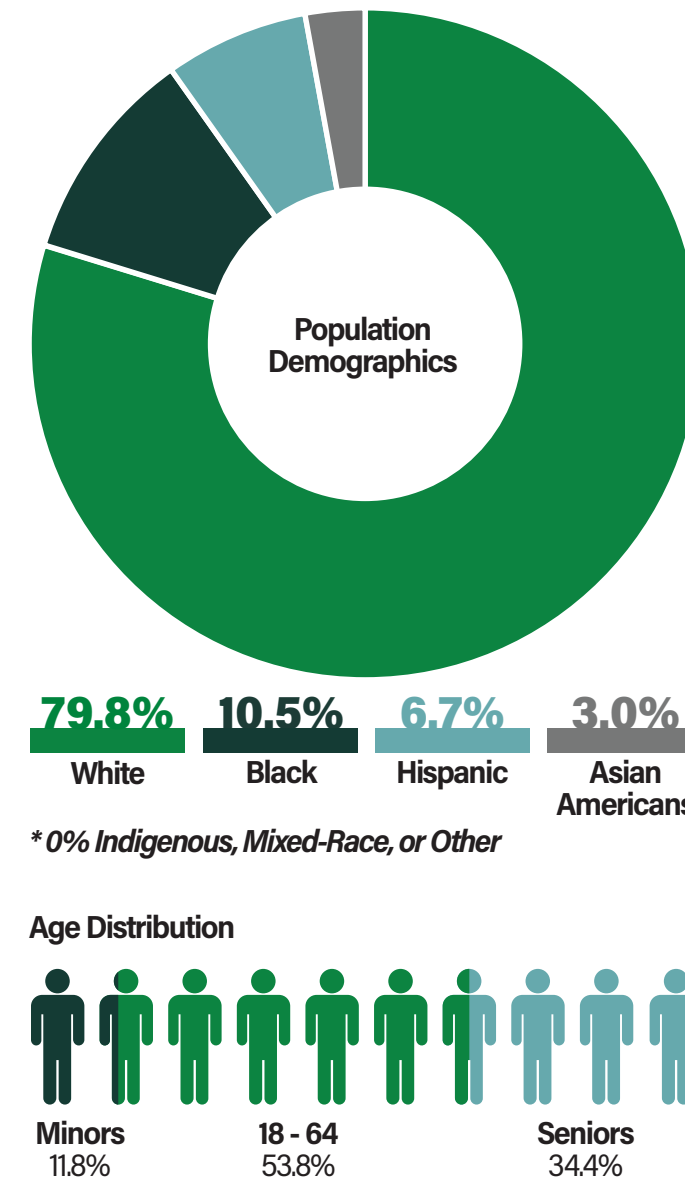
Approximately 75.4% of households (HH) in Fernandina Beach are owner occupied. This closely matches the rates in Nassau County (80.0%) and is higher than Florida (65.4%). The median value of owner-occupied HH's in the city are \$333,900 which is nearly 1.5 times the median value in Nassau County (\$230,900) and more than 1.5 times the value in Florida (\$215,300).

As shown in Table A.8, the median rent prices in Fernandina Beach in 2019 were \$1,139, higher than Nassau County (\$1,046). Fernandina Beach's median HH income and poverty rates closely matched the rest of Nassau County and Florida.

D. Employment

Fernandina Beach's 219 unemployment rate stood at 2.8%, lower than the 2019 State of Florida's unemployment rate of 3.3%.

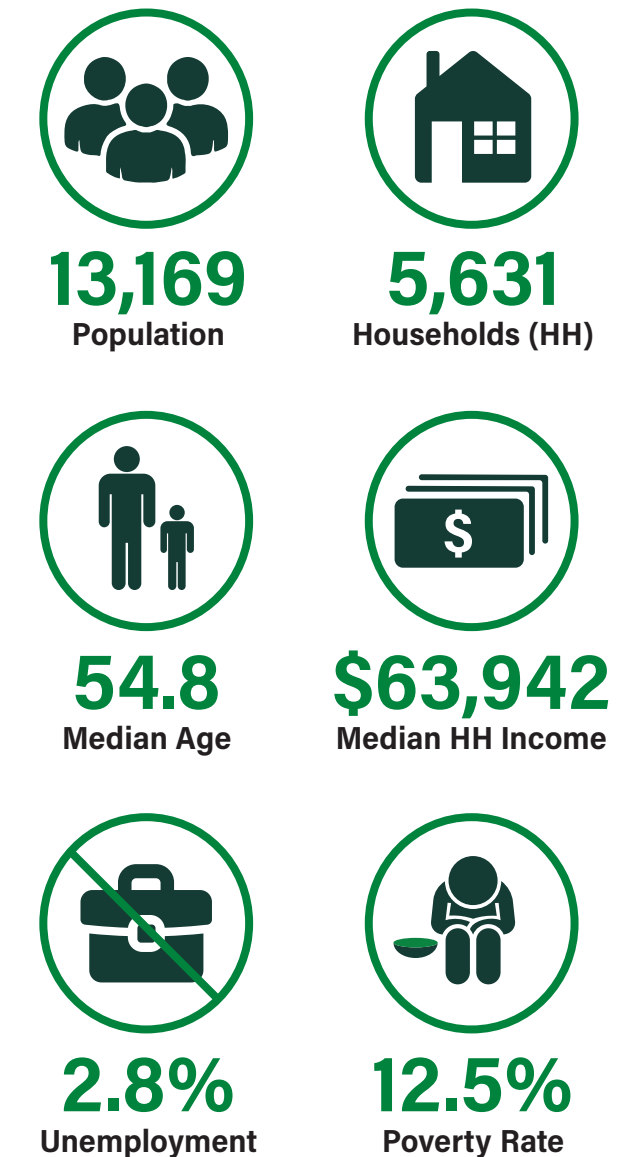
Figure A.14: Population Demographics



Projected Population Growth

Year	Population	5-Year Change
2025	14,357	+834
2030	15,085	+728
2035	15,480	+395
2040	15,658	+178
2045	15,816	+158

Source: Small-Area Population Estimates & Projections



Population Growth Comparison

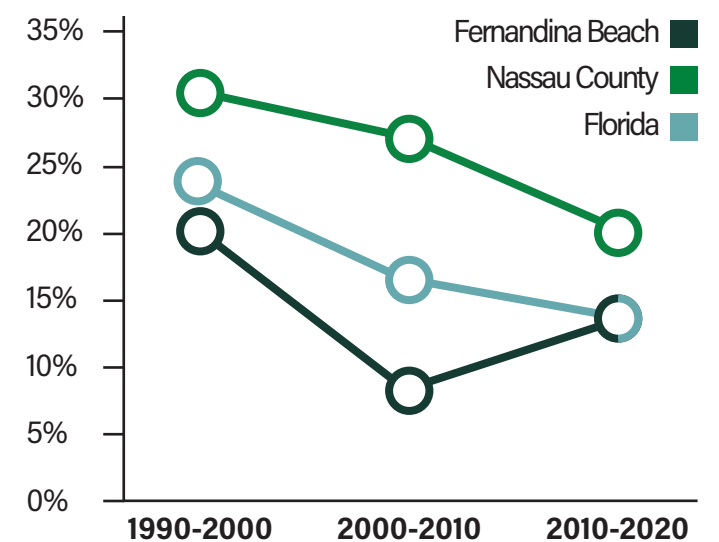


Table A.7: Housing Types

Housing Unit Type	Fernandina Beach	Nassau County	State of Florida
Single Family Detached	70.3%	61.5%	54.3%
Single Family Attached (Townhome)	7.3%	2.8%	6.2%
Duplex	4.0%	0.6%	2.1%
Triplex or Quadruplex	5.2%	1.8%	3.9%
Multi-Family 5-9 Units	3.6%	3.0%	5.0%
Multi-Family 10-19 Units	3.9%	2.2%	5.8%
Multi-Family 20+ Units	5.4%	4.2%	13.7%
Mobile Home	0.2%	23.6%	8.9%

Figure A.15: Age of Housing Stock

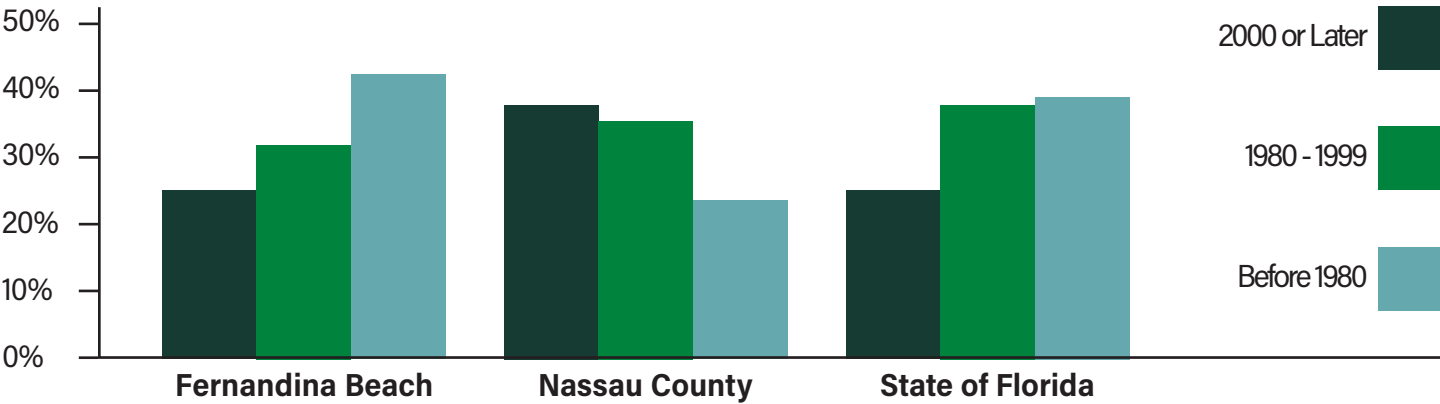


Table A.8: Household Data

Household (HH) Data	Fernandina Beach	Nassau County	State of Florida
Person per HH	2.14	2.52	2.65
Percent of Owner-occupied Housing Units	75.4%	80.0%	65.4%
Median Value of Owner-occupied Housing Units	\$333,900	\$230,900	\$215,300
Median Rent	\$1,139	\$1,046	\$1,175
Median HH Income	\$63,942	\$69,943	\$55,660
HH with 3 or More Vehicles	13.4%	27.9%	15.6%

V. HOUSING SNAPSHOT

The following summarizes housing and household data from the US Census Bureau (2019).

A. Housing Unit Type

The majority of homes in Fernandina Beach are single-family detached houses (see Table A.7). The percent of housing stock that falls under this category is 10%-15% higher than the average in Nassau County and the State of Florida. The City's percentage of multifamily housing types is comparable to the rest of the County and State. The City lacks mobile homes, a housing unit type that makes up nearly a quarter (23.6%) of Nassau County's housing stock.

B. Age of Housing Stock

The housing stock of Fernandina Beach is considerably older than the rest of Nassau County and the State of Florida (see Figure A.15). Almost 45% of homes in the City were built before 1980 in comparison to Nassau County (25%) and the State of Florida (39%). The percentage of housing stock built after 2000 is below that of both the County and State. The City of Fernandina Beach boasts a large number of restored historic homes in the downtown area and surrounding neighborhoods.



C. Household Data

Fernandina Beach's housing market is more expensive than Nassau County or the State of Florida. Median home prices in the City are 45% higher than in the rest of the County and 55% higher than the state median (see Table A.8).

Rent prices are also above County and State medians. Rent prices in the City have grown more than 20% since 2000. When taking inflation into account, the median rent price in Fernandina Beach has increased \$197 per month compared to the beginning of the century. Table A.9 below illustrates the historical rent prices in the City and their 2020 dollar equivalent.

Table A.9: Rent Prices Since 2000

Year	Rent Per Month	Inflation Adj. Rent	Percent Change
2000	\$627	\$942	-
2010	\$867	\$1,029	+9%
2020	\$1,139	\$1,139	+11%

High housing costs in Fernandina Beach has resulted in an affordability predicament. Lower-income residents, service sector employees, and senior citizens are being priced out of the City.

Photo: *Housing Diversity and Character in Fernandina Beach* (Source: WGI, Google Maps, and Vintage Amelia)



D. Missing Middle Housing

Missing middle housing is the type of housing between single-family housing and mid-rise apartment complexes. These housing types such as duplexes, quadplexes, courtyard apartments, townhouses, and live-work spaces were common in pre-1940's America and are still easily found in older, urban neighborhoods.

Missing middle housing types add density, housing choice, and affordability to a neighborhood while respecting the neighborhood's character. This is because the scale and massing of these housing types is similar to single-family houses and they blend into the existing neighborhood fabric.

Fernandina Beach has a higher percentage of missing middle housing types than Nassau County or the State of Florida (see Table A.7). Accessory dwelling units (ADUs) are approved for all areas of the city outside the historic district an mixed-use zoning districts allow for a variety of housing types. The City should aspire to retain this greater diversity of housing types as the City evolves.

These housing types can be added to the residential areas surrounding Downtown Fernandina Beach to create a more walkable and affordable environment. With careful massing and adhering to surrounding architectural aesthetics, these types can be added in a way that not only preserves but enhances the neighborhood's character and historic aesthetic.

Figure A.16: Missing Middle Housing (yellow) Blending in With Single-Family Homes (white) (missingmiddlehousing.com)



Figure A.17: Missing Middle Housing Types (missingmiddlehousing.com / Optics Design Inc.)



VI. COMMERCIAL SNAPSHOT

Fernandina Beach has a diverse inventory of commercial areas ranging from a traditional main street corridor along Centre Street to standard suburban shopping plazas. Refer to Figure A.18 for the commercial areas discussed in this Vision Plan.

A. Downtown and Centre Street

Downtown Fernandina Beach is the commercial, civic, and social heart of the City. The area is populated with local restaurants, cafes, boutiques, and mom-and-pop stores. The area is characterized by its small, customized storefronts, walkable streetscape, historical architecture, and street grid. Centre Street acts as the commercial spine of the neighborhood

while side streets host a mix of commercial and residential properties. Pedestrian amenities such as benches, wide sidewalks, street trees, and street-lighting are abundant along Centre Street. The pedestrian environment, historical character, and inventory of unique and local shops draws both locals and tourists to downtown, creating a dynamic economic hub.

Opportunities

Downtown Fernandina Beach has done a good job preserving and restoring its historical buildings while ensuring new development is pedestrian oriented and of similar scale to the existing buildings. The City should continue these efforts.

Photo: *Downtown on a Friday evening (source: WGI)*



Downtown

Downtown is full of small, unique storefronts and outdoor dining.

Photo: *Centre St. (WGI)*

B. South 8th Street Corridor

This is a 10-block long corridor along South 8th Street bookended by Lime Street to the south and Beech Street to the north. The area is a diverse mix of restaurants, retail, service-oriented businesses, and single-family houses. Architecture ranges from historic to new builds. The corridor and surrounding area are laid-out in a traditional grid with city blocks measuring 430 ft x 200 ft. This commercial corridor is the front entrance to those traveling into Fernandina Beach from off-island, giving people their first impression of the city. The urban fabric along this corridor reads as disjointed, due to a lack of consistency in building orientation. Some structures are positioned towards the street creating a traditional main-street style, while others remain setback from the street hidden behind surface parking lot.

Opportunities

South 8th Street has the opportunity to become a unique and dynamic mixed-use commercial corridor, as well as a strong first impression to visitors. The area between Lime Street and Center Street is already zoned for mixed use in the LDC.

The area has a diverse building stock. Recent developments have re-imagined these structures to create authentic and one-of-a-kind establishments. The projects that have creatively retrofitted existing buildings instead of new construction have become popular and well loved establishments. Mocomma Beer Company and T-Rays Burger Station are some examples of these types of development.

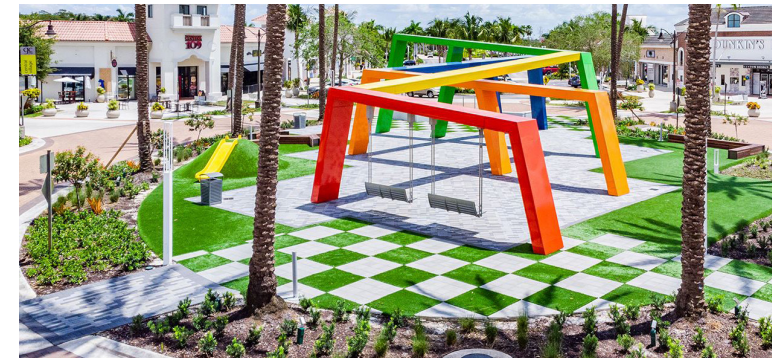
Photo: Types of developments along the South 8th St. Corridor
(Source: Google Maps)



C. 5 Points

This large suburban-style commercial area is predominately located along S.R. 200, South 14th St, and Saddler Road. It is comprised of big-box stores, stand-alone fast-food chains, strip malls, and shopping centers constructed in the 1970's and 1980's. The area is very car-oriented with large parking lots and drive-thrus. A large portion of the commercial center along S.R. 200 falls outside of Fernandina Beach city boundaries. Establishing a future vision for the area that is consistent across the commercial area will require coordination with Nassau County and how it regulates the parcels under its jurisdiction.

Photo: Example of a shopping plaza with pedestrian spaces, vernacular architecture, and lots of trees (source: WGI)



Opportunities

As these shopping plazas and strip malls age, they will become ripe for redevelopment opportunities. A well-designed redevelopment in this area would allow the creation of a walkable, pedestrian scaled environment that more accurately reflects Fernandina's traditional development patterns and architectural styles. There is also an opportunity to remove the current sea of parking and establish new green spaces that will regrow the tree canopy lost when the original site was developed. The Gulf Coast Town Center in Ft. Myers is a good case study in how to transform a shopping plaza into an opportunity for creative placemaking.

Photo: Hotel, restaurant, and recreation development near Main Beach Park (Source: Deremer Studios)



D. Beach Village Centers

The coastal neighborhoods along the beach are located in the eastern part of the City. Fletcher Avenue (S.R. A1A) runs parallel to the coastline and acts as the area's central thoroughfare. Three commercial nodes exist along the beach (see Figure A.18), Simmons Road to the south, Seaside Park in the center, and Main Beach to the north. The areas outside of these nodes are predominantly residential development consisting of single-family houses. These residential areas are regulated with increased side setbacks, height restrictions, and lot width restrictions to preserve ocean vistas. There are nearly 200 short-term vacation rentals located in the City along the beach as of August 2021.

Simmons Road

This area is a blend of condominiums, hotels, restaurants, and general commercial establishments located south of the intersection of South Fletcher Avenue and Simmons Road. This area is the first non-residential area of the City visitors encounter traveling north from the rest of Amelia Island.

Seaside Park

This is a commercial area centered on the roundabout at South Fletcher Avenue and Saddler Avenue. The retail area is more focused on tourists with several national chain and local hotels, ocean-side restaurants, and recreation/beach centered retail. Seaside Park also includes vehicular access to the beach for parking.

Main Beach Park

This commercial area is located at the intersection of Fletcher Avenue and the eastern terminus of Atlantic Blvd (S.R. A1A). It is comprised of restaurants, hotels, and recreation/beach centered retail. Hotels servicing the area include national chains, independent lodges, and rental cottages. Main Beach Park is also home to the skate park, a putt-putt course, concessions, a boardwalk, and an open lawn for special events.

Photo: Restaurant, office, housing and recreation development near Seaside Park (source: WGI)



Photo: Downtown St. Marys (source: Google Maps)

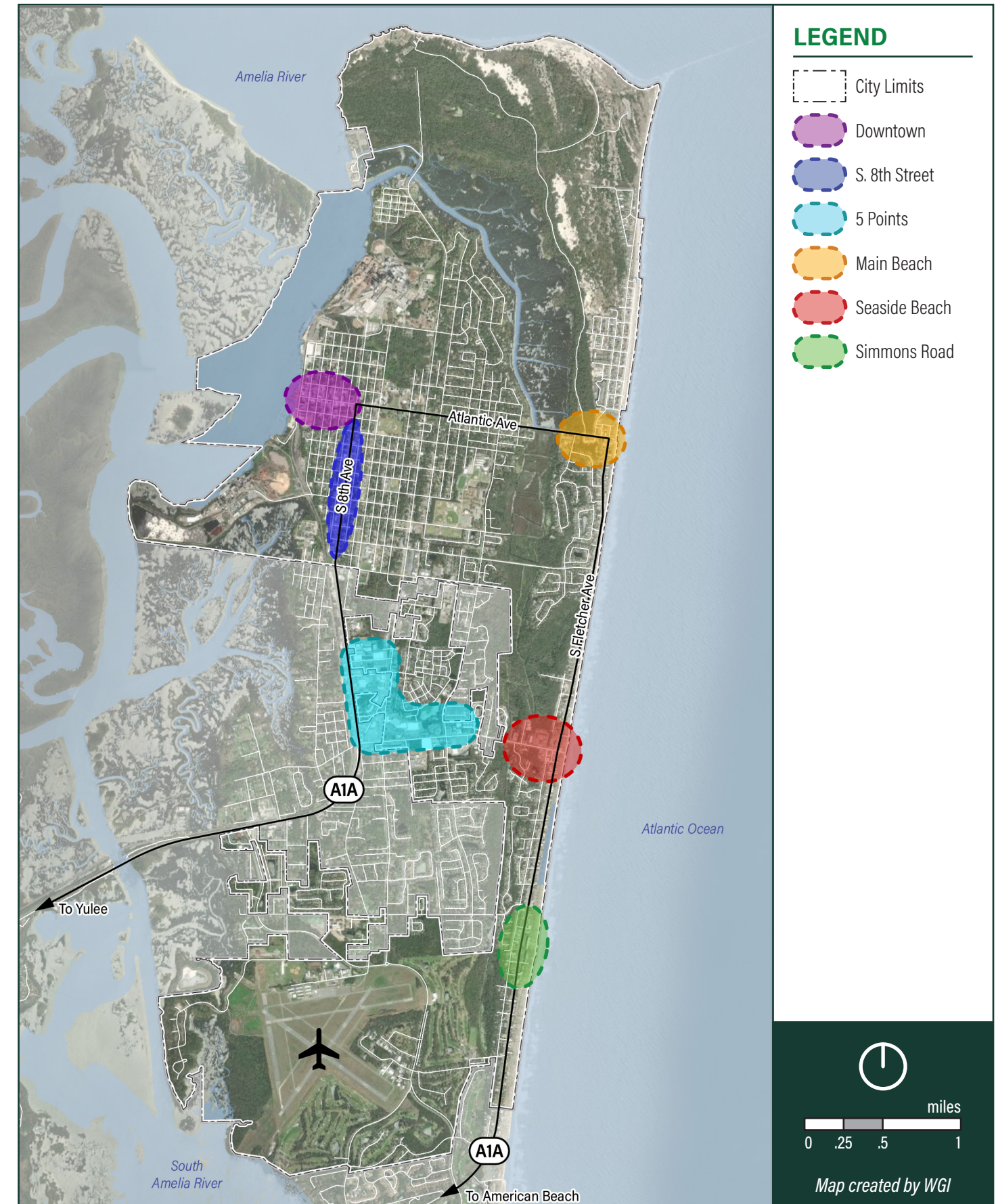


Opportunities

These seaside nodes should continue evolving into small village centers with shops, restaurants, hotels, and recreation amenities. These nodes support local businesses and boutique hotels instead of large chains or resorts.

An opportunity is to develop architecture and design standards to help reinforce Fernandina Beach's character as an authentic small town by focusing on local, small scale shops and hotels and keeping the buildings human scale and pedestrian friendly. The regulations could ensure buildings will be smaller in scale and organized in a compact fashion to make it easy to get around the node by foot or bicycle. This would set the City apart from other oceanside towns in the area such as Jekyll Island and resort areas on the southern end of Amelia Island, that are dominated by large-scale resorts and conforming architecture. A good example of this type of authentic, pedestrian scaled development is downtown St. Marys, Georgia.

Figure A.18: Commercial Areas Analyzed by the Vision 2045 Plan



VII. TRANSPORTATION SNAPSHOT

Fernandina Beach today is a car-centric city. This singular focus on personal vehicles as the primary transportation option has caused the City to experience increasing traffic and parking shortages as it continues to grow. With a built environment that doesn't allow the widening of roads and land values too high to dedicate to surface parking, Fernandina needs to look beyond cars and develop a cohesive and connected multi-modal network that allows it's citizens to navigate the city foot, bike, and transit. The future multi-modal network needs to look beyond the island and look at how to connect the City to the greater Jacksonville region.

A. Regional Connectivity

Fernandina Beach is located on a barrier island with two bridges to the mainland. It is connected to the surrounding region and nation via bus routes, rail, airport access, and port terminals (see Figure A.19). These services provide residents access to the Greater Jacksonville metro, SE Georgia, as well as national and international commercial flights and port connections. However, these regional services are limited in capacity, frequency, and convenience.

Bus Service

NassauTRANSIT is a public transportation service that provides bus access from Fernandina Beach to the greater Jacksonville area with stops in Yulee, Callahan, Hilliard, River City, and the Rosa Parks Terminal in downtown Jacksonville. Tickets are \$1 each way and the service runs Mondays through Fridays. NassauTRANSIT is a non-profit organization supported by the Council on Aging. The City of Fernandina Beach is not currently connected to the Jacksonville Transportation Authority (JTA) bus network.

Railroad

Fernandina Beach was the eastern terminus of the first Atlantic to Gulf railroad in Florida. The City had passenger rail access from 1853 to the early 1930's.

The current railroad is operated by First Coast Railroad for industrial purposes. The railroad connects the industrial and port facilities in Fernandina Beach with the Nassau Tradeplex Industrial Park, Wildlight Commercial Park, and Kingsland Business Park.

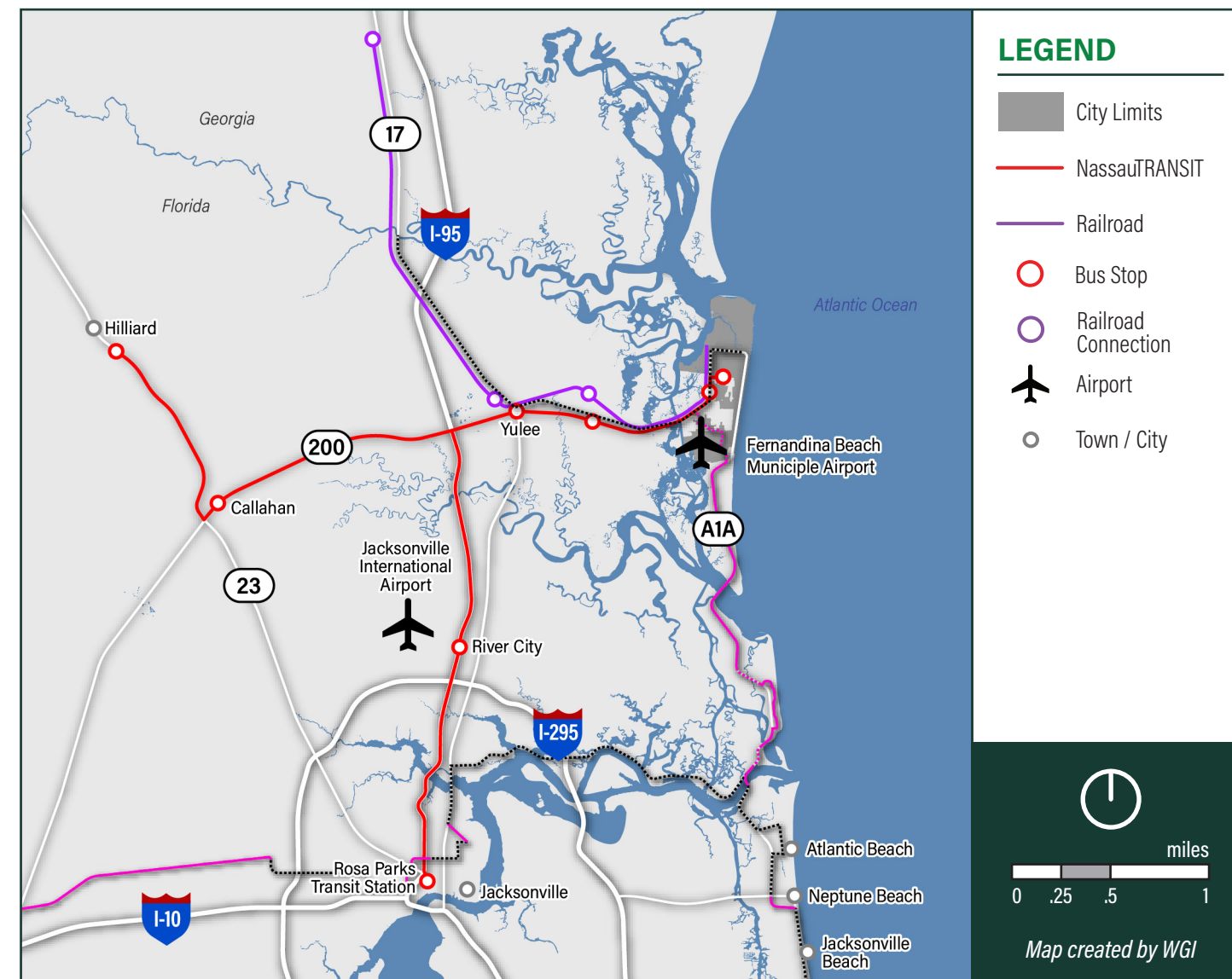
Airport

Fernandina Beach Municipal Airport provides regional and national access to the island via small and private aircraft. Jacksonville International Airport is located approximately 20 miles from Fernandina Beach and offers national and international commercial flights. Jacksonville International is accessible by car via S.R. 200 and Interstate 95 as well as the NassauTRANSIT bus service.

Photo: Thomas J. Shave Jr. Bridge (source: WGI)



Figure A.19: Regional Connectivity Map



Boat/Marine

The Port of Fernandina Beach is run by the Ocean Highway and Port Authority. The facility is the westernmost port on the Atlantic Seaboard and has the capacity to handle over 1 million tons of cargo per year. The port is connected to the mills and other industrial parks off-island via the railroad. The major markets the port services include Atlanta, Tampa, Jacksonville, New Orleans, and Houston.

B. Local Connectivity

Fernandina Beach has car-centric transportation network primarily car-centric supported by pedestrian and bicycle infrastructure and paratransit services. Survey results summarizing the public's perception of existing transportation conditions is provided in Figure A.20.

Island Hopper

The City does not have a fixed route bus or trolley service. The Island Hopper shuttle circulator operated by the Council on Aging was discontinued in 2021 due to changes in the Council's priorities and strategies.

Paratransit Program

The paratransit program was established by NassauTransit and financed through the Council on Aging to provide transit services to the elderly, disabled, economically disadvantaged, children at risk, and individuals who have no other means of transportation. The program provides door to door transportation services. Riders must qualify for the service and register with the program.

Photo: NassauTRANSIT (source: Council on Aging)



Bicycle Network

The bicycle network in Fernandina Beach is primarily comprised of bike lanes and multi-use paths. Bike lanes are located along South Fletcher Avenue (S.R. A1A) and Amelia Island Parkway. The bike lanes are identified with pavement markings and signage. However, these lanes are approximately 4 ft in width and do not meet the modern standard of 5 ft. There are concerns among the public about the safety of the bike lanes along South Fletcher Avenue. An alternative street design or alternative route is needed.

The City also boasts a multi-use paths along Jasmine Street to physically remove bicyclists from road and provide distance between them and vehicles.

Fernandina Beach has been designated a bronze level Bicycle Friendly Community since May 2013 and the designation was later expanded to include all of Amelia Island.

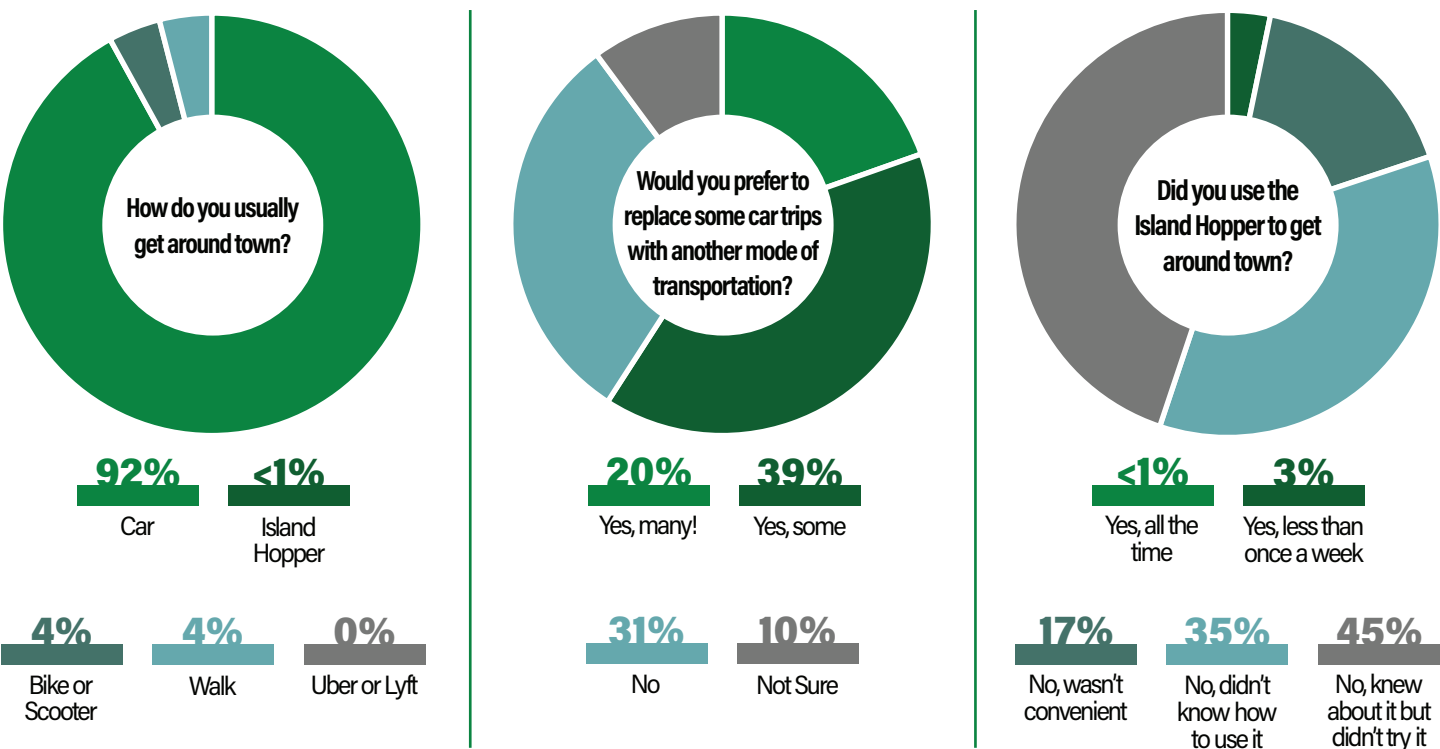
Photo: Multi-use path on Jasmine St. (source: Google Maps)



Photo: Bike Lane on Amelia Island Pkwy. (source: Google Maps)



Figure A.20: Existing Transportation Conditions



Source: WGI General Survey

Rate the following	Excellent	Good	Fair	Poor	Don't Know
Traffic flow on major streets	10%	47%	30%	14%	0%
Ease of public parking	9%	38%	34%	19%	1%
Ease of travel by car in the City	19%	52%	21%	7%	0%
Ease of travel by public transit in the City	3%	12%	18%	30%	37%
Ease of travel by bicycle in the City	16%	44%	22%	6%	12%
Ease of walking in the City	33%	44%	19%	3%	1%

Source: National Community Survey

Pedestrian Connections

Fernandina Beach has a strong sidewalk network in the downtown Historic District. The area has wide sidewalks, well-marked crosswalks, street trees, lighting, and seating. However, the presence of sidewalks is inconsistent outside of downtown and the beaches.

While sidewalks exist along the 8th Street corridor, those sidewalks do not extend to the surrounding communities. Sidewalks are lacking along several streets in the Southside neighborhood and residential areas near the elementary and middle schools. A majority of the subdivision developments were designed without sidewalk access. The City conducted a sidewalk inventory in 2020. It should be a priority for capital planning projects to complete identified gaps in the network.

Concerns were raised by the public about the safety of biking and walking along busy streets where speeding is an issue. Pedestrian infrastructure can be used to make these streets safer. A crosswalk was installed on Atlantic Avenue that included pavement markings, signage with lights, and refuge island. This is a good example of installing pedestrian infrastructure along a busy road.

Finally, Fernandina Beach is home to several miles of nature and walking trails. The majority of these are located near Egan's Creek between Saddler Road and Atlantic Avenue. These are primarily used for recreation instead of mobility. The 2016 Amelia Island Bicycle and Pedestrian Focus Area Study looks at routes and connections in the city. The plan calls for a complete bicycle and pedestrian network consisting of approximately 55 miles of trails.

Photo: Sidewalk in the Historic District (source: WGI)



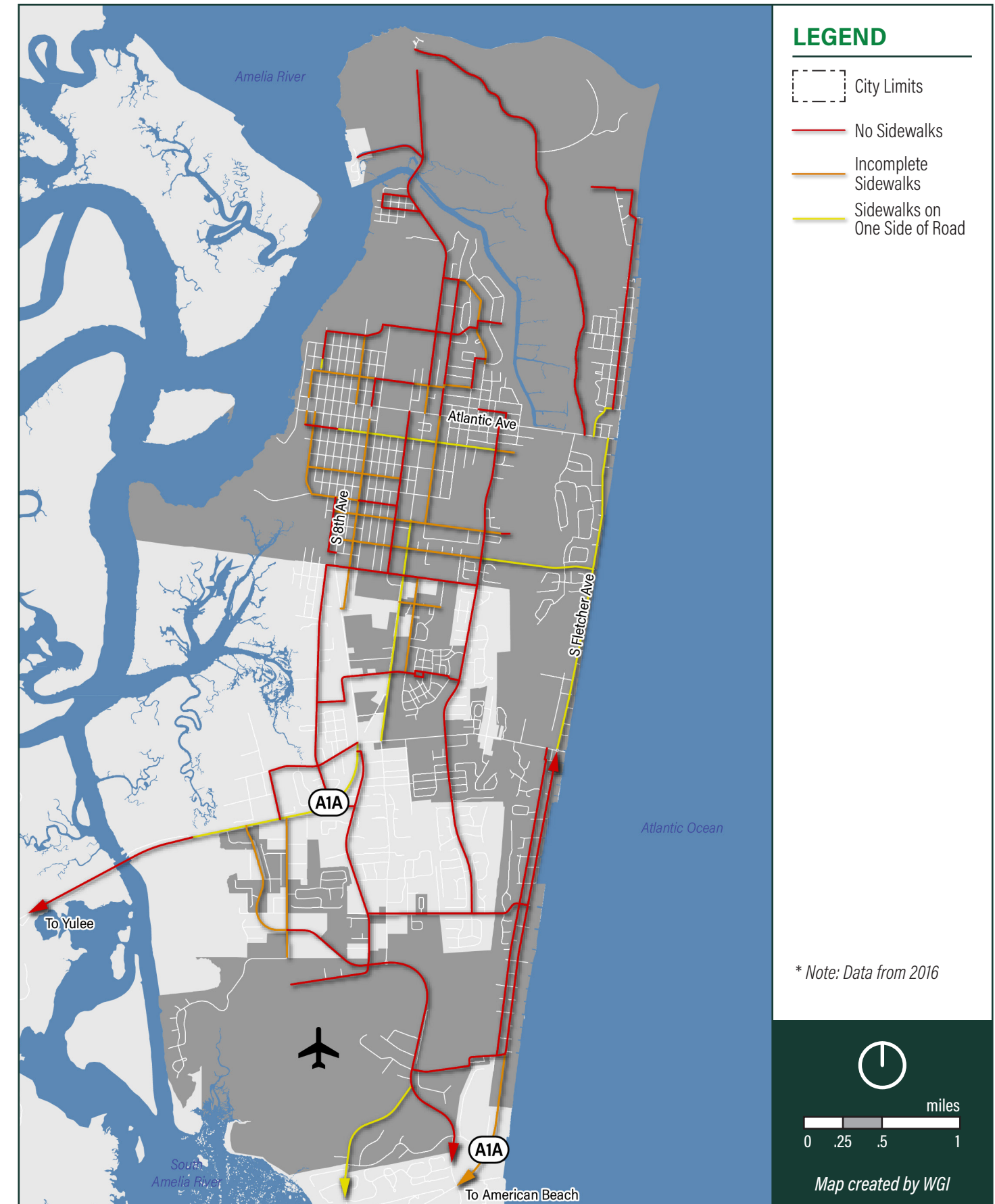
Photo: Crosswalk along Atlantic Ave (source: Google Maps)



Photo: Egan's Creek Greenway Trail (source: Google Maps)



Figure A.21: Sidewalk Conditions (2016 Amelia Island Bicycle & Pedestrian Focus Area Study)



C. Streets & Vehicular Connectivity

Overview

Fernandina Beach is a city where residents primarily use their personal vehicles as their main mode of transportation. This is typical of cities located on the periphery of a major metropolitan metro (Jacksonville). According to the 2019 American Community Survey (US Census), 77.4% of Fernandina Beach workers drive alone to their place of employment while 7.0% carpoolled, 8.31% worked from home and therefore did not commute.

Car ownership in Fernandina Beach is high with 98.8% having access to a personal vehicle. This is above the US average where 95.7% have access to a personal vehicle. The average household in the City has two personal vehicles.

Workers in Fernandina Beach face a shorter commute than the national average. People working within City limits face on average a 22.2 minute commute, lower than the national average of 25.5 minutes.

Major Thoroughfares

State Road A1A is the major thoroughfare in Fernandina Beach. The road transverses the City for approximately 7.3 miles. It enters the City from the south as South Fletcher Road, turns east as Atlantic Avenue, and finally travels south out of the City as South 8th Street. The road is comprised of two travel lanes throughout City limits, before widening to a four-lane road with a turn lane as it enters county territory traveling towards Yulee and the Thomas J. Shave Jr. Bridge.

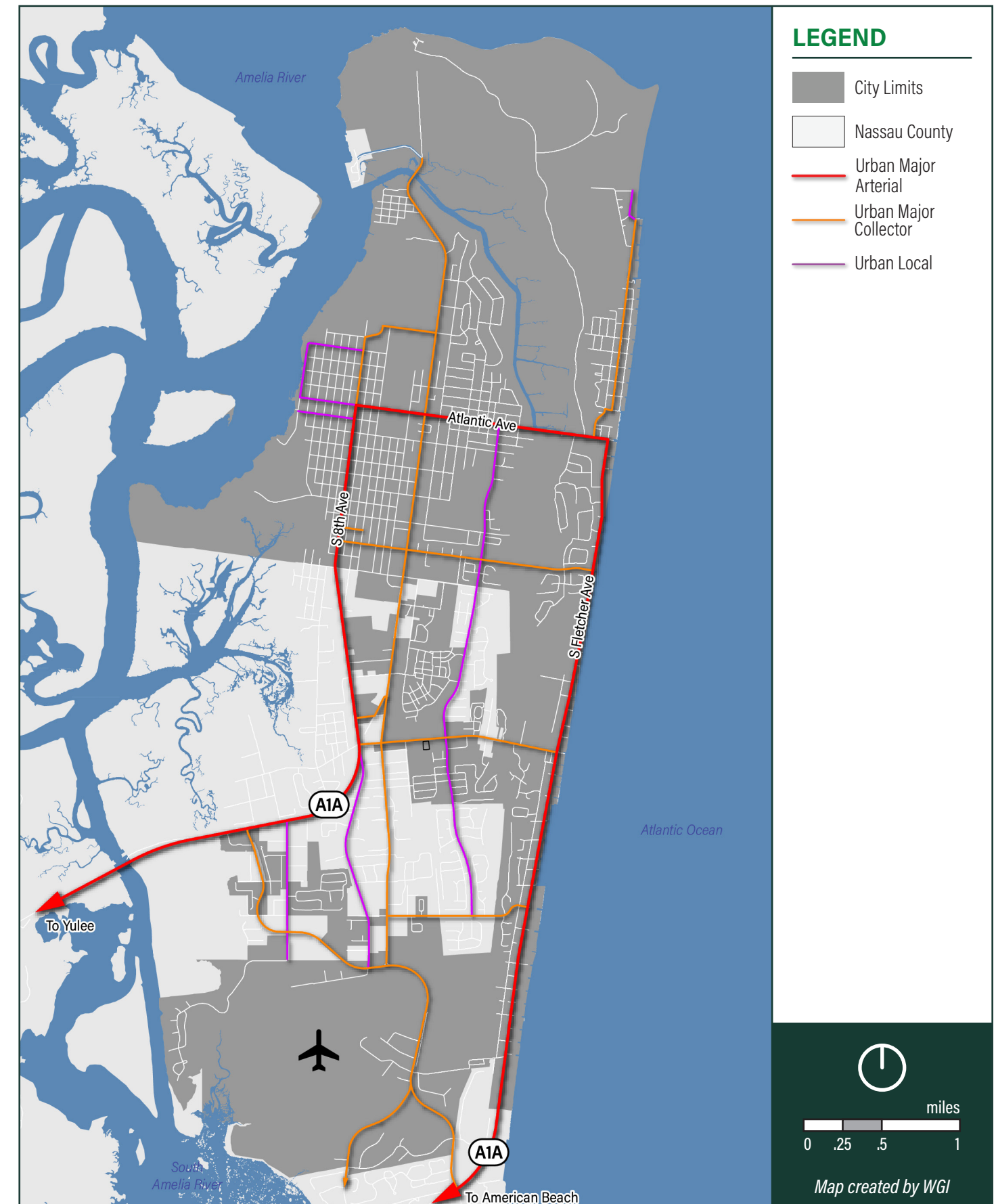
FDOT's Functional Classification System identifies all of S.R. A1A in Fernandina Beach as an *Urban Minor Arterial*. These types of roads provide traffic access and traffic circulation in lower density residential and commercial/ industrial areas. They may penetrate residential neighborhoods for only a short distance and also channel traffic from local streets to/from the arterial system.

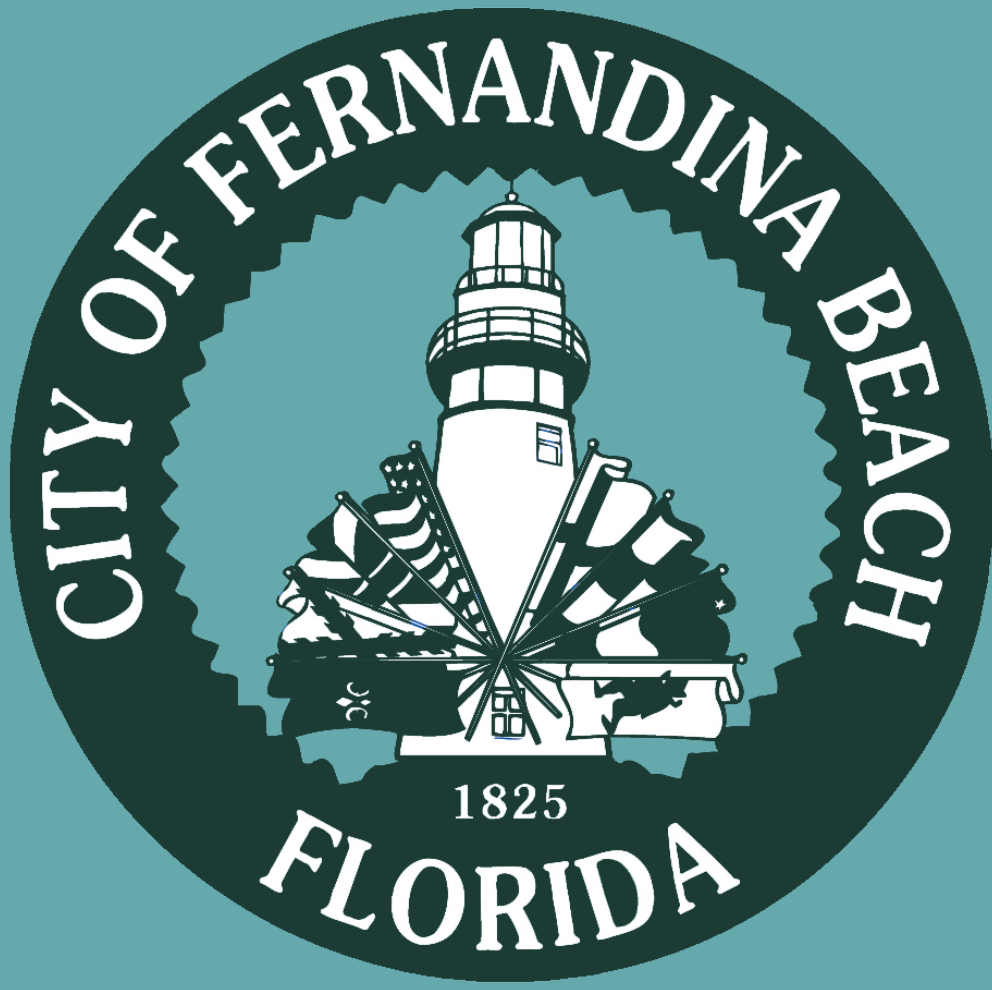
FDOT recently developed its contextual classification system. This is used to design state facilities in context to be more appropriate with its surrounding land use characteristics. The road's contextual classification determines specific design elements and functions including speed, lane width, street tree placement, and on-street parking. The system is comprised of the following classifications;

- C1 - Natural
- C2 - Rural
- C2T - Rural Town
- C3R - Suburban Residential
- C3C - Suburban Commercial
- C4 - Urban General
- C5 - Urban Center
- C6 - Urban Core

FDOT recognizes S. 8th Street and Atlantic Avenue as a C4 roadway under the contextual classification system and South Fletcher Avenue as C3R. South 8th Street beyond City limits is recognized as a C3R roadway. Figure A.22 graphically depicts the FDOT road classifications on the island.

Figure A.22: FDOT Functional Road Classifications





THIS PAGE IS INTENTIONALLY LEFT BLANK

APPENDIX B

COMMUNITY ENGAGEMENT SUMMARY



Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by



TABLE OF CONTENTS

I. Introduction

1

II. Public Engagement Plan

1

A. Engagement Schedule

1

B. Kick-off Presentation

3

C. Outreach

4

D. Key Stakeholder Interviews (KSIs)

7

E. City Department Outreach

7

F. Survey Overview

7

G. General Survey

8

H. Business Owner Survey

18

I. Employee Survey

20

J. High School Students & Graduates

22

K. Planning Workshop

24

LIST OF FIGURES

Figure B.1: Public Outreach Schedule

2

Figure B.2: PAB SWOT Results

3

Figure B.3: Juneteenth Outreach Results

6

Figure B.4: General Survey Results - Part I

9

Figure B.5: General Survey Results - Part II

10

Figure B.6: General Survey Results - Part III

13

Figure B.7: General Survey Results - Part IV

15

Figure B.8: General Survey Results - Part V

16

Figure B.9: General Survey Results - Part VI

17

Figure B.10: Business Survey Results

19

Figure B.11: Employee Survey Results

21

Figure B.12: High School & Recent Graduates Survey Results

23

Figure B.13: Workshop Stations

24

Figure B.14: CIP Exercise Results

26

Figure B.15: Map Exercise Major Themes

27

Figure B.16: Resiliency Priority

28

Figure B.17: Streetscape Elements Results

30

Figure B.18: Housing Station Results

31

Figure B.19: Transportation Station Results

32

LIST OF TABLES

Table B.1: What Fernandina Beach Needs More of Results

26

Table B.2: Public Support for Resiliency Projects

28

Table B.3: Future Development Types Results

29



B : COMMUNITY ENGAGEMENT

I. INTRODUCTION

Why Now?

The development of the Vision 2045 Plan came at a pivotal time in Fernandina Beach's history. Since the adoption of the last Vision Plan in 2002, both the City and Nassau County have experienced an influx of new residents, visitors, and development. Fernandina Beach was experiencing difficulty balancing new development with environmental conservation, welcoming new citizens while preserving its small-town culture, and protecting long-term residents from gentrification. New technology and the COVID-19 pandemic revolutionized the economic landscape, leading to a rise of remote working, at-home businesses, and changed migration patterns.

Purpose of the Vision 2045 Plan

The Vision 2045 Plan is the catalyst for Fernandina Beach to solve these issues, identify opportunities, and protect their future. The plan will be the basis for updating the City's Comprehensive Plan, Capital Improvements Plan (CIP), Land Development Code (LDC), and future planning studies. Comprehensive Plan and LDC updates will follow the adoption of the Vision 2045 Plan.

The Project Team

The Fernandina Beach Planning Advisory Board was the driving force behind the project with the assistance of the Fernandina Beach Department of Planning & Conservation. The project team for the Vision 2045 Plan was led by consulting firm WGI, Inc. The team also included representatives from Urbanomics, Inc. and Acuity Design Group.

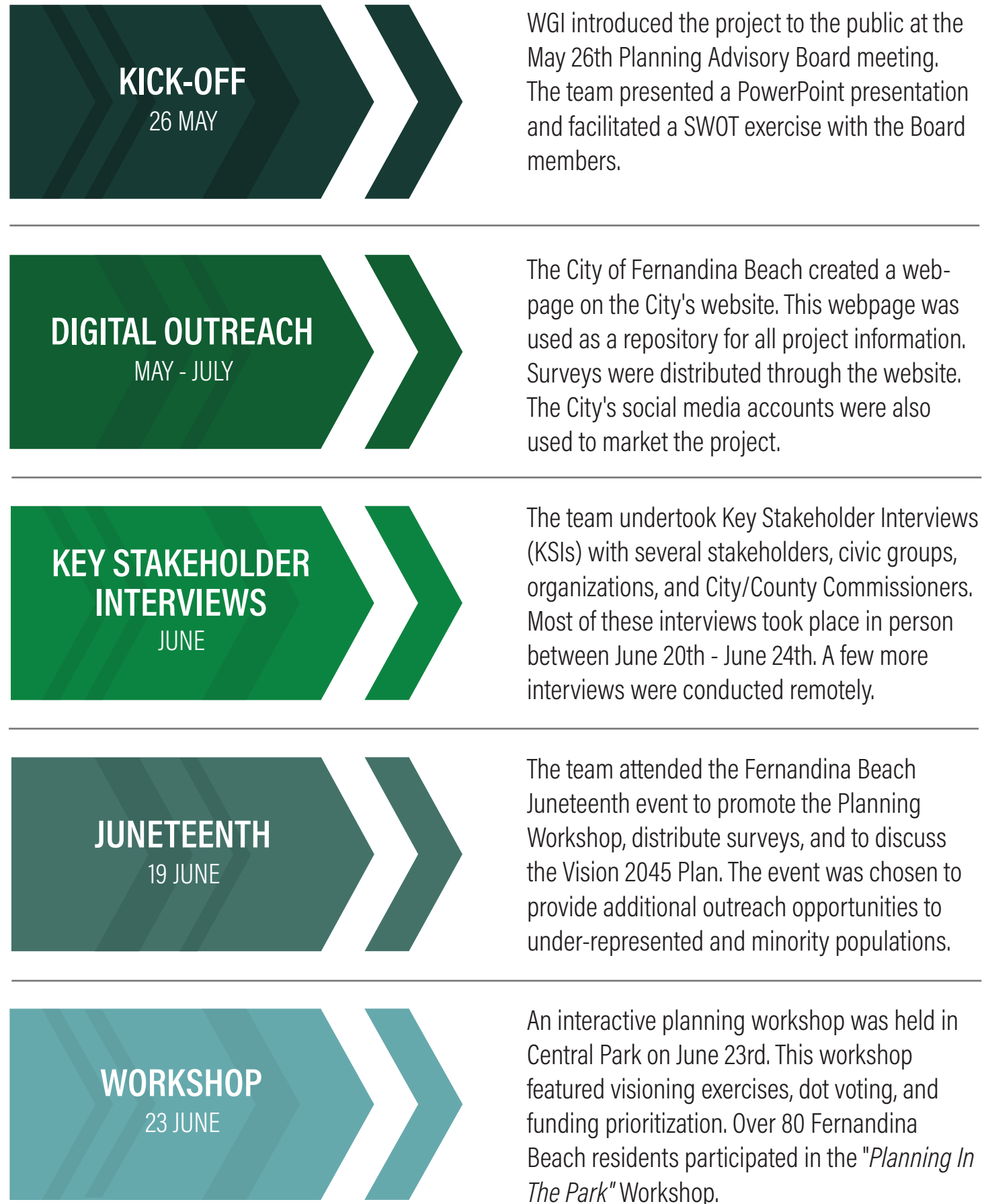
II. PUBLIC ENGAGEMENT PLAN

The planning process for Vision 2045 was designed to be community-focused and driven by the public. Meaningful public engagement was incorporated from the start and continued through the vision's development. The process began on May 26, 2021, with an introduction of the project to the public during a virtual Planning Advisory Board meeting. The process continued with the launch of the Vision 2045 web page on Fernandina Beach's website, marketing through the City's various social media platforms (Facebook, Twitter, and Instagram), and a public announcement in the local newspapers, the Fernandina Beach Observer and the Fernandina News Leader.

A survey was developed and distributed through the project's official web page and direct outreach through faith-based community leaders and the Hispanic grocery stores. The survey allowed the team to reach over 1,000 Fernandina Beach citizens and gather their input and ideas for the Vision Plan. Surveys were also created for the Downtown & South 8th Street business communities and the city's school-age children. The public engagement plan also included outreach events, a public workshop, and interviews with key stakeholders and community leaders.

A. Engagement Schedule

The Vision 2045 Public Engagement Plan officially kicked off in May of 2021 and lasted approximately 3 months. The plan included virtual presentations, digital outreach, and in-person events. The schedule of the multi-phase outreach plan is shown in Figure B.1.

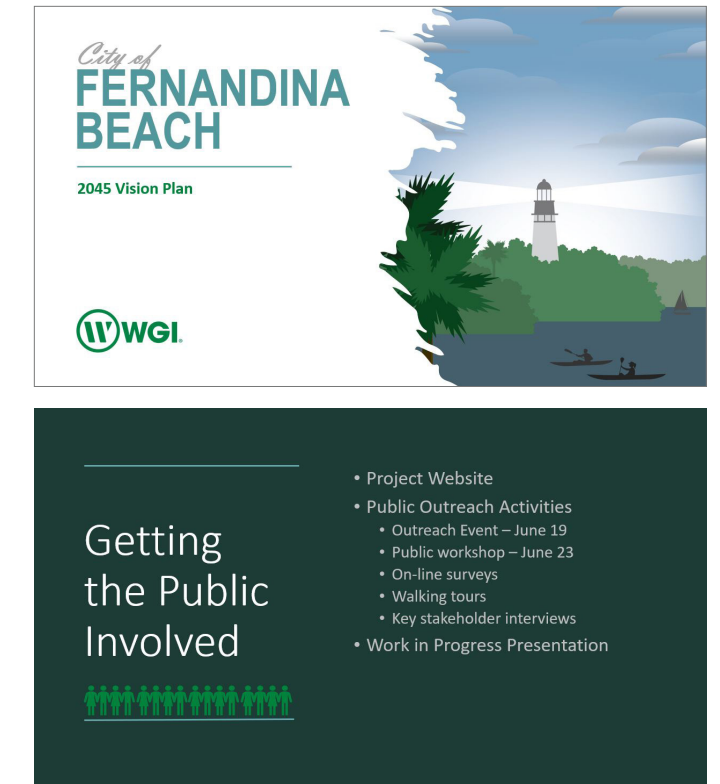
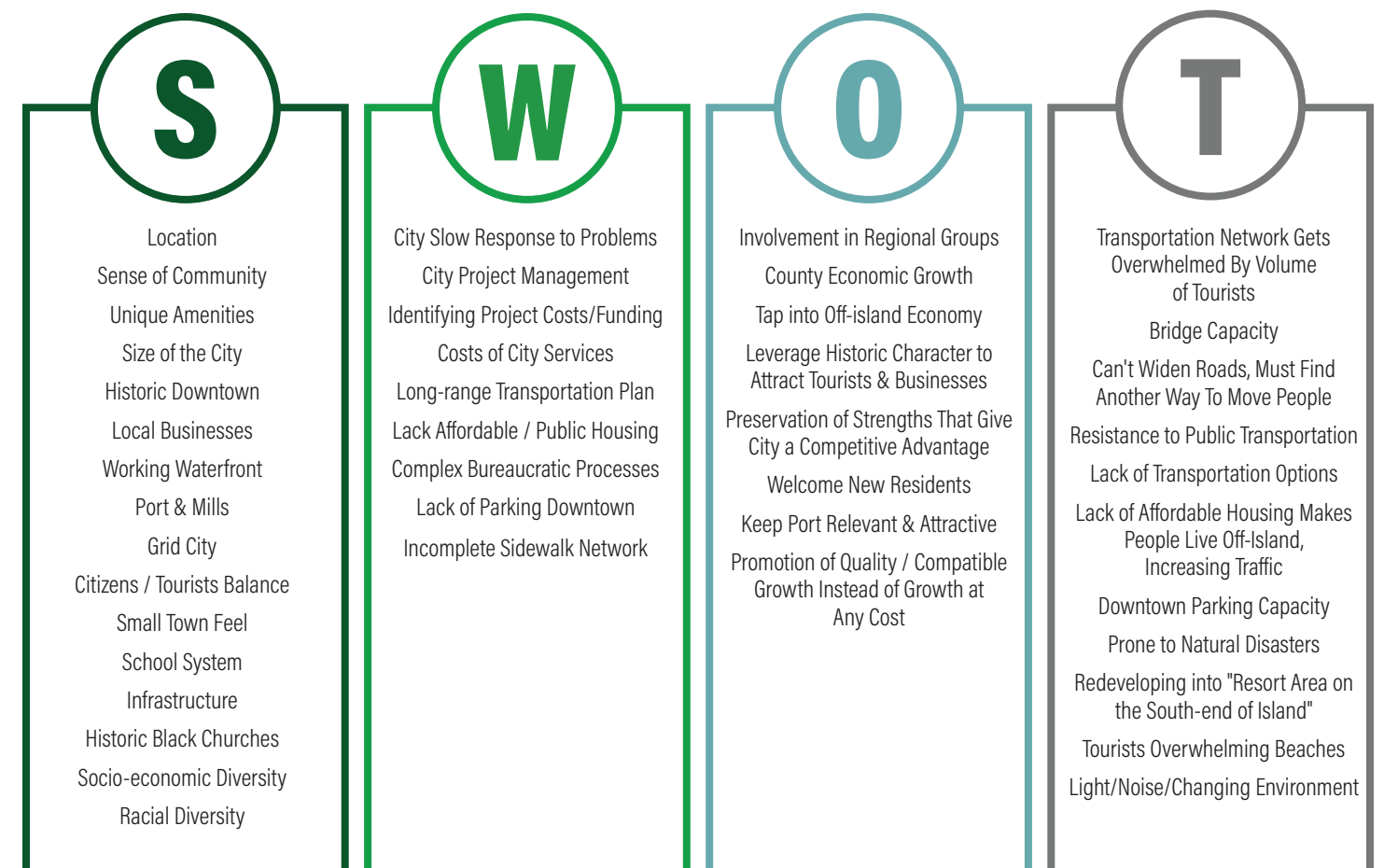
Figure B.1: Public Outreach Schedule

B. Kick-off Presentation

WGI introduced the Vision 2045 Plan to the public through Zoom at a May 26th Planning Advisory Board (PAB) meeting. The presentation included background information on the project, public engagement opportunities, the proposed timeline, and final deliverables. The team included a link to the new project web page to access more information.

The WGI team also performed a SWOT exercise with the PAB members to identify the City of Fernandina Beach's strengths (S), weaknesses (W), opportunities (O), and threats (T). Figure B.2 illustrates the results of the SWOT exercise.

Photo: Kick-off PowerPoint (Source: WGI)

**Figure B.2: PAB SWOT Results**

C. Outreach

Digital Outreach Strategy

A project web page was launched on the City of Fernandina Beach's official website as the main repository for project-related information. The web page included a description of the project, calendar of events, PowerPoint presentations, and links to multiple surveys. An email option was also provided to submit further comments or questions from the public.

The digital marketing campaign for the project included frequent postings on the City of Fernandina's social media channels. The WGI team developed a social media strategy consisting of Instagram posts, Facebook stories, tweets, hashtags, and a comprehensive schedule to coordinate among the different platforms.

Photo: Instagram Posts advertising the Project



Photo: Vision 2045 Project Webpage



Juneteenth Event Outreach

The WGI team and representatives from the City attended the Juneteenth Homecoming Celebration on June 19th, 2021. The team hosted an information booth to inform the public about the plan and gather input from the community. The event was chosen to increase the project's outreach to Fernandina Beach's African American community. This strategy allowed the team to engage with a demographic that is often overlooked and under-represented in planning and community visioning projects.

The Vision 2045 booth also included promotional materials, handouts, and computer station set up for people to take surveys. Team members also walked around the event with iPads to engage the community, talk about the community's future vision, and collect survey data (shown in Figure B.3 on next page).

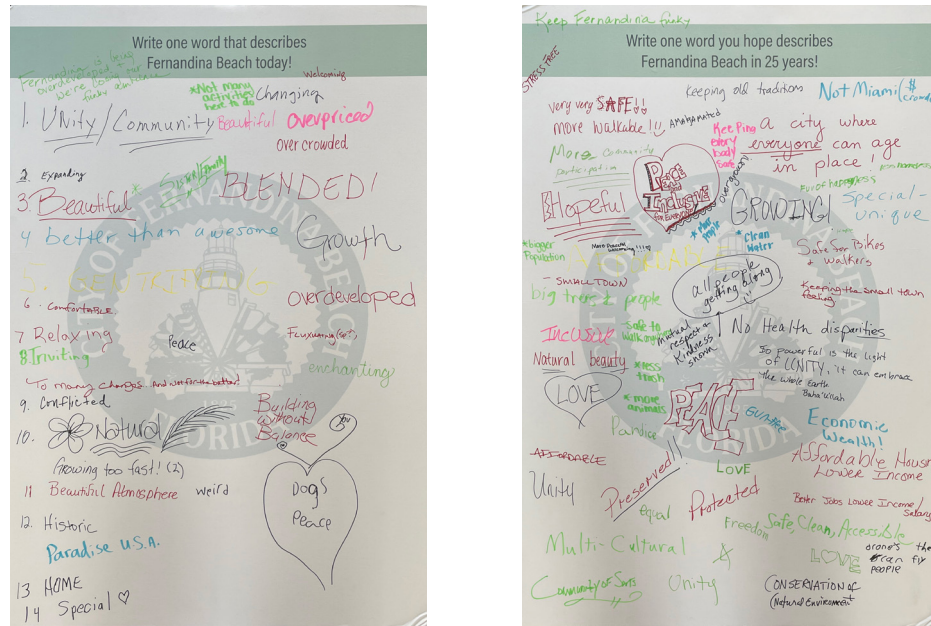
The booth also included a visioning exercise where people were invited to describe their impression of Fernandina Beach today and describe what they hope Fernandina Beach will be like in the future. Over 50 people participated in the visioning exercise and 31 people took the survey at the Juneteenth Celebration.

Photo: Juneteenth Outreach (source: WGI)



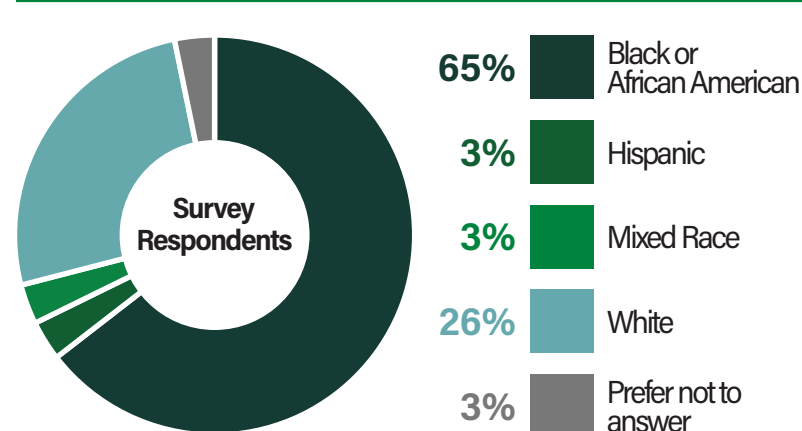
**OVER
50
PARTICIPANTS**

Figure B.3: Juneteenth Outreach Results



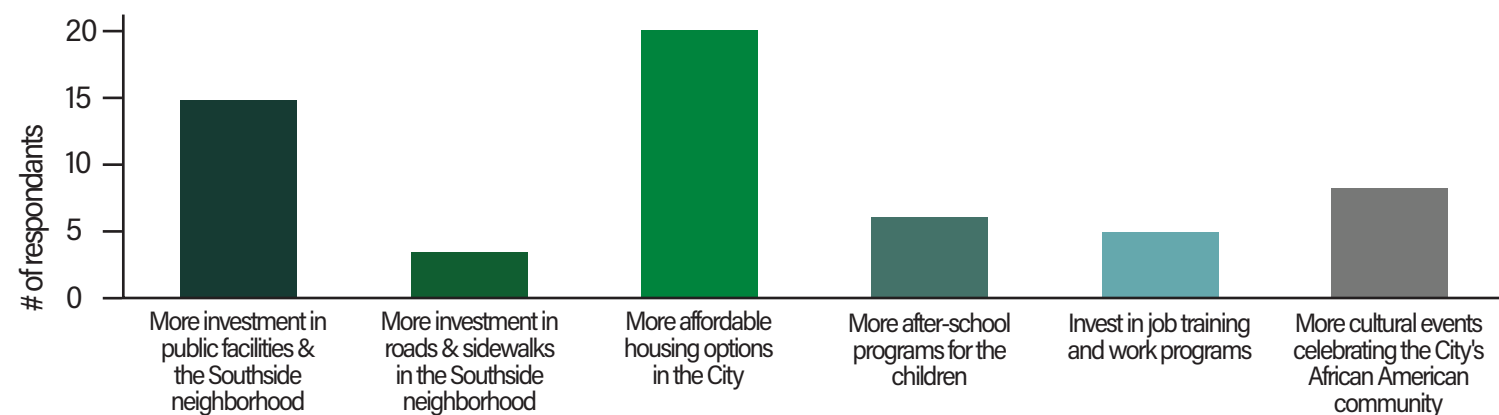
What we heard . . .

The team hosted a visioning exercise at the Vision 2045 booth at Juneteenth and asked participants to describe Fernandina Beach today, as well as their vision of Fernandina Beach of the future. Over 50 people partook in the exercise. Results shown to the left illustrate the common themes that arose. Full results can be found in the Appendix.



The team developed a survey asking about minority and African American experiences in Fernandina Beach. The survey was taken by 31 people, a majority Black.

Pick your top 2 actions the City should prioritize to support its minority populations.



D. Key Stakeholder Interviews (KSIs)

The consulting team worked with the City's Planning Department to identify a list of stakeholders and community leaders to reach out and gather feedback. Most of the stakeholders were interviewed in person by the WGI team at the end of June, though some were conducted via email and Zoom.

The stakeholders interviewed ranged from government agencies, elected officials, civic groups, non-profits, major employers, religious organizations, and business associations. This diversity of stakeholders was key in obtaining a cohesive and complete understanding of Fernandina Beach.

E. City Department Outreach

The team sent surveys to each of the City's departments to provide additional input and insight into their goals.

F. Survey Overview

Five surveys were created and distributed via Survey123. The 45-question General Survey collected data on a wide range of topics and was available to all residents of Fernandina Beach. The four other surveys were targeted to obtain feedback from specific demographics or groups. A survey for minority and under-represented communities was developed to gather insight on the concerns of the City's African American and minority communities. A business owner survey was created to gather input from the City's entrepreneurs. An employee survey was used to identify the unique challenges for those who work in the City. This survey was open to anyone who worked in the City, including non-residents who commute for work. Lastly, a high school student and recent graduates survey was created to identify the views of Fernandina Beach's younger population.

STAKEHOLDER OUTREACH

City Commission

Mike Lednovich (Mayor)

Len Kreger (Vice Mayor)

Bradley Bean

Ronald Ross

David Sturges

City Manager

Department Heads

County Manager

County Commissioners

Aaron Bell

John Martin

Amelia Tree Conservancy

NE Florida Builder's Association

Chamber of Commerce

Council on Aging

**Fernandina Beach
High School Foundation**

Historically Black Church Pastor Outreach

Lignotech

Rayonier Advanced Materials

West Rock

** The Vision 2045 group also reached out to State Senator Bean and the Port but they did not participate.*

G. General Survey

Purpose

The General Survey was created to solicit feedback on the City's strengths, weaknesses, opportunities, threats, development patterns, housing options, public facilities, city-funded projects, resiliency, and Capital Improvement Plan priorities. The General Survey was also translated into Spanish to equally incorporate the Hispanic community and non-native English speakers. The General Survey was taken by 1,117 participants, representing approximately 9% of the City's population.

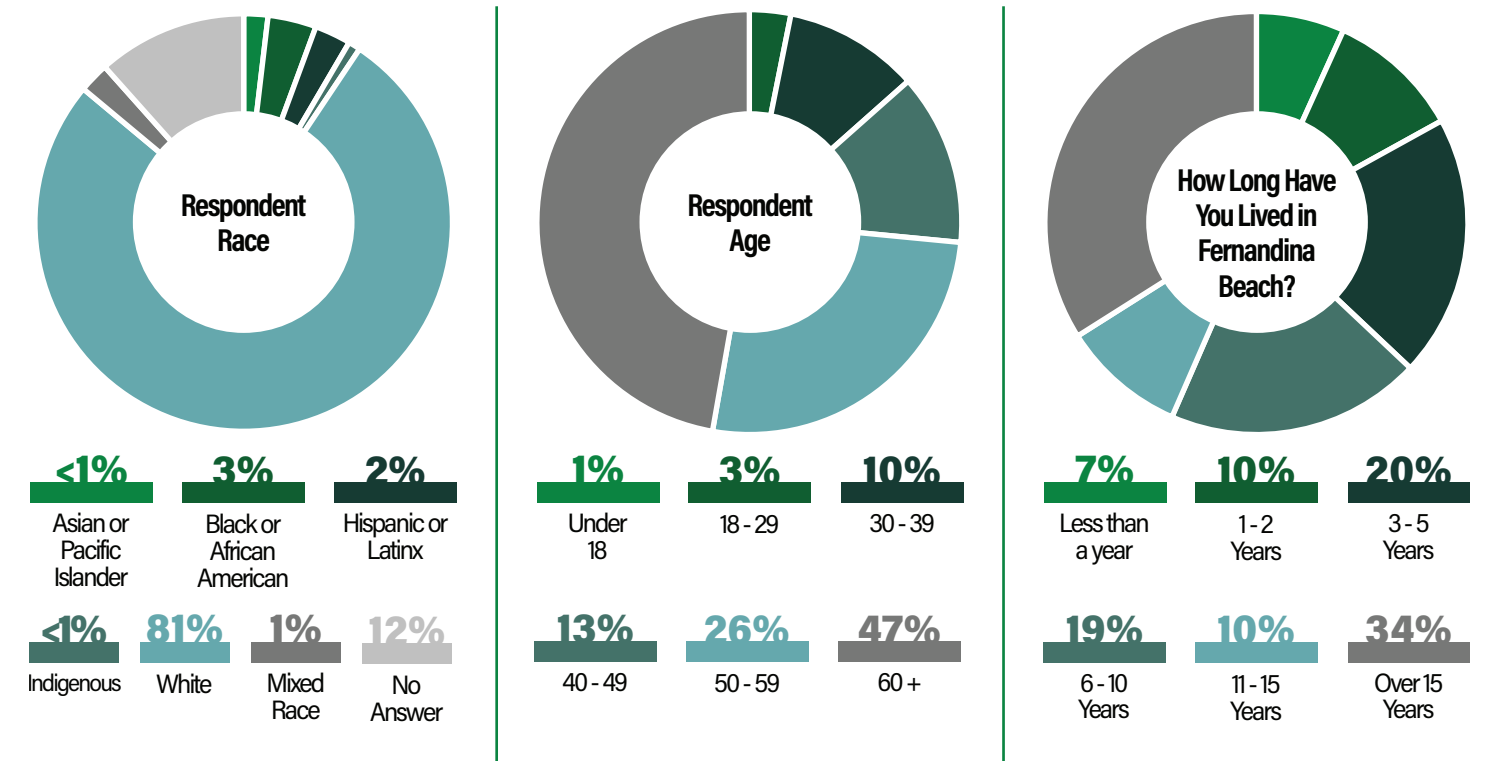
Results

As shown in Figure B.4, the respondents of the General Survey were older than the general population, with nearly half of respondents over the age of 60. Respondents identifying as White matched the general population demographics for Fernandina Beach, however, results for those identifying as Black or Hispanic were 7.5% and 3.3% below the City's demographic. A large majority (87%) owned their home in the City. Nearly a tenth owned a business in the City (9.77%).

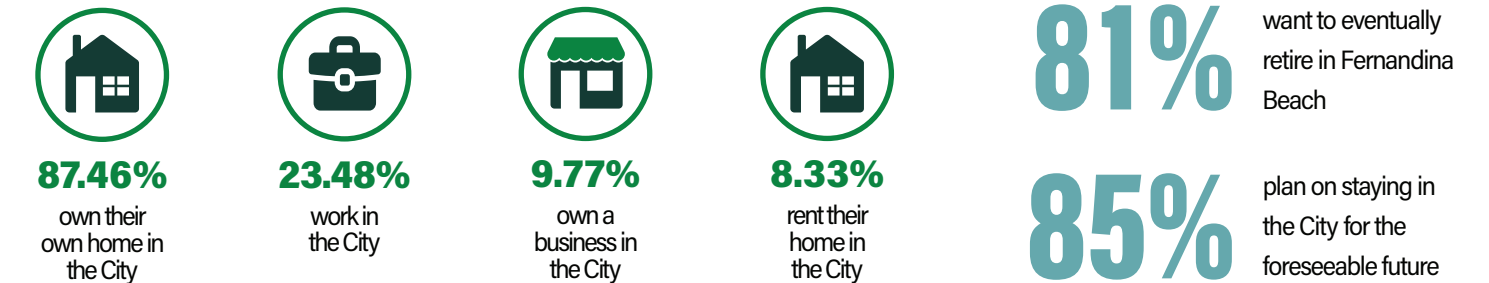
The majority of respondents were long-time residents who have lived in Fernandina Beach for over 6 years with more than a third of respondents living in the City for over 15 years. The respondent population skewed older with 47% over the age of 60. A large majority of respondents planned on staying in Fernandina Beach in the foreseeable future (85%) and wanted to eventually retire in the City (81%).

The small-town feel of Fernandina Beach was the main draw for living in the City. Over 600 respondents chose this as one of their top three reasons for calling the City home. Other major reasons were the beach, natural environment, sense of community, and historic character.

Figure B.4: General Survey Results - Part I



Do you live, work, or own a business in Fernandina Beach? Choose all that apply.



What specifically drew you to move to Fernandina Beach? Choose up to three.

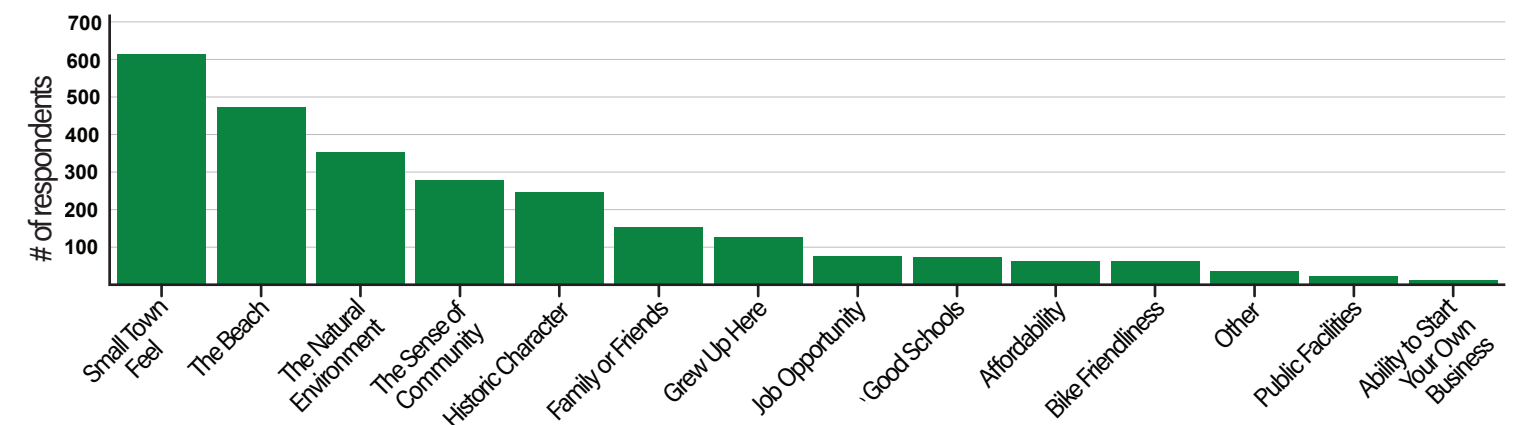
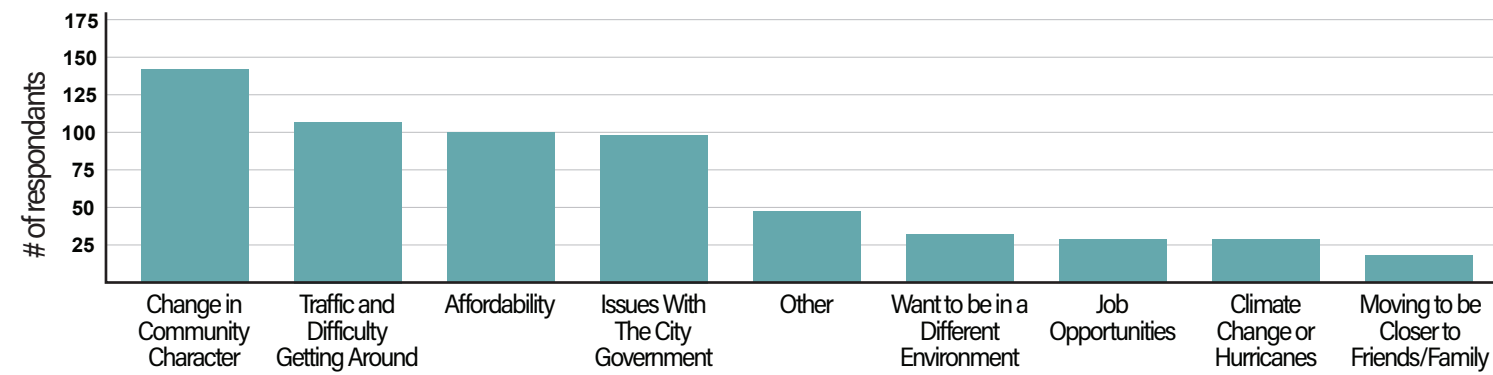
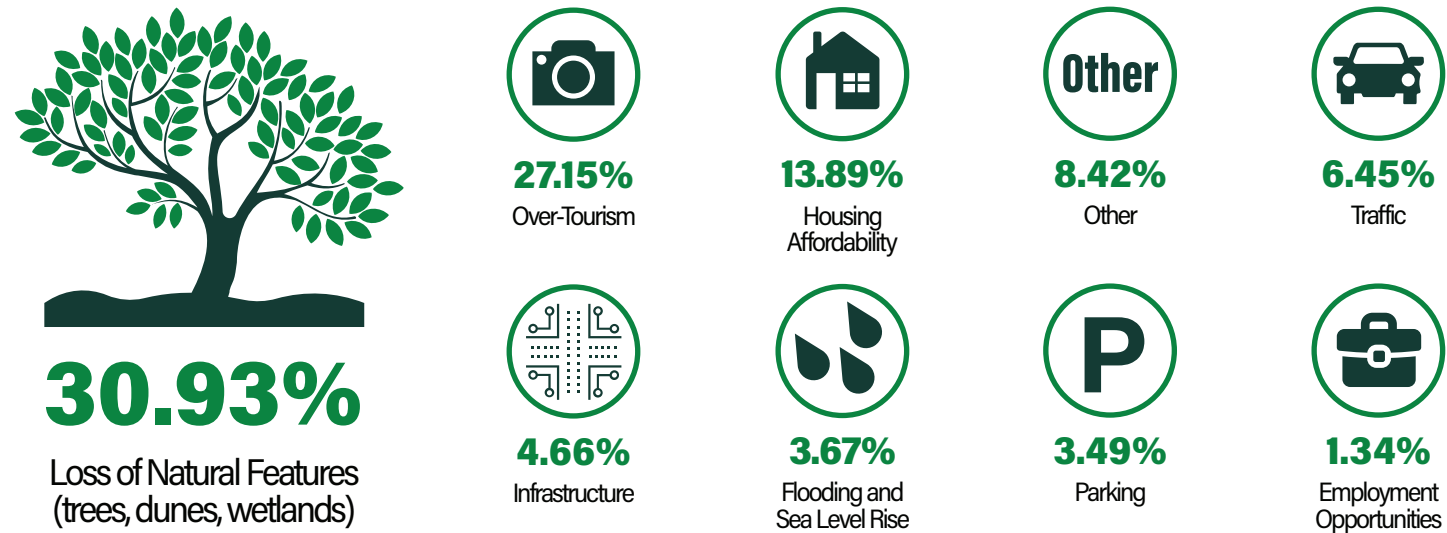


Figure B.5: General Survey Results - Part II

If you do not plan on staying in Fernandina Beach, why are you looking to move? Check all that apply.



What do you think is the most pressing issue facing Fernandina Beach today? Choose one.



How would you rank the following? (1 - Poor | 2 - Fair | 3 - Average | 4 - Good | 5 - Very Good)



Photo: Loss of Natural Features Like Trees Was A Top Concern (source: WGI)



As depicted in Figure B.5, the change in community character is the top reason people are considering leaving Fernandina Beach along with traffic, affordability, and issues with the City government.

The most pressing issue facing the City today according to the respondents is the loss of natural features including old-growth trees, dunes, and wetlands. A close second was over-tourism with more than a quarter of the votes. Housing affordability and gentrification came in third with the rest of the issues polling under 10%.

Respondents rated the City's public facilities, services, and recreation amenities highly with all ranking over 3 out of 5 stars. The only category that received a rating below 3 stars was "Dealing with the City Government". This lower rating is consistent with feedback from stakeholders and the public regarding city regulations and the permitting process. It is also consistent with the 2019 National Community Survey.

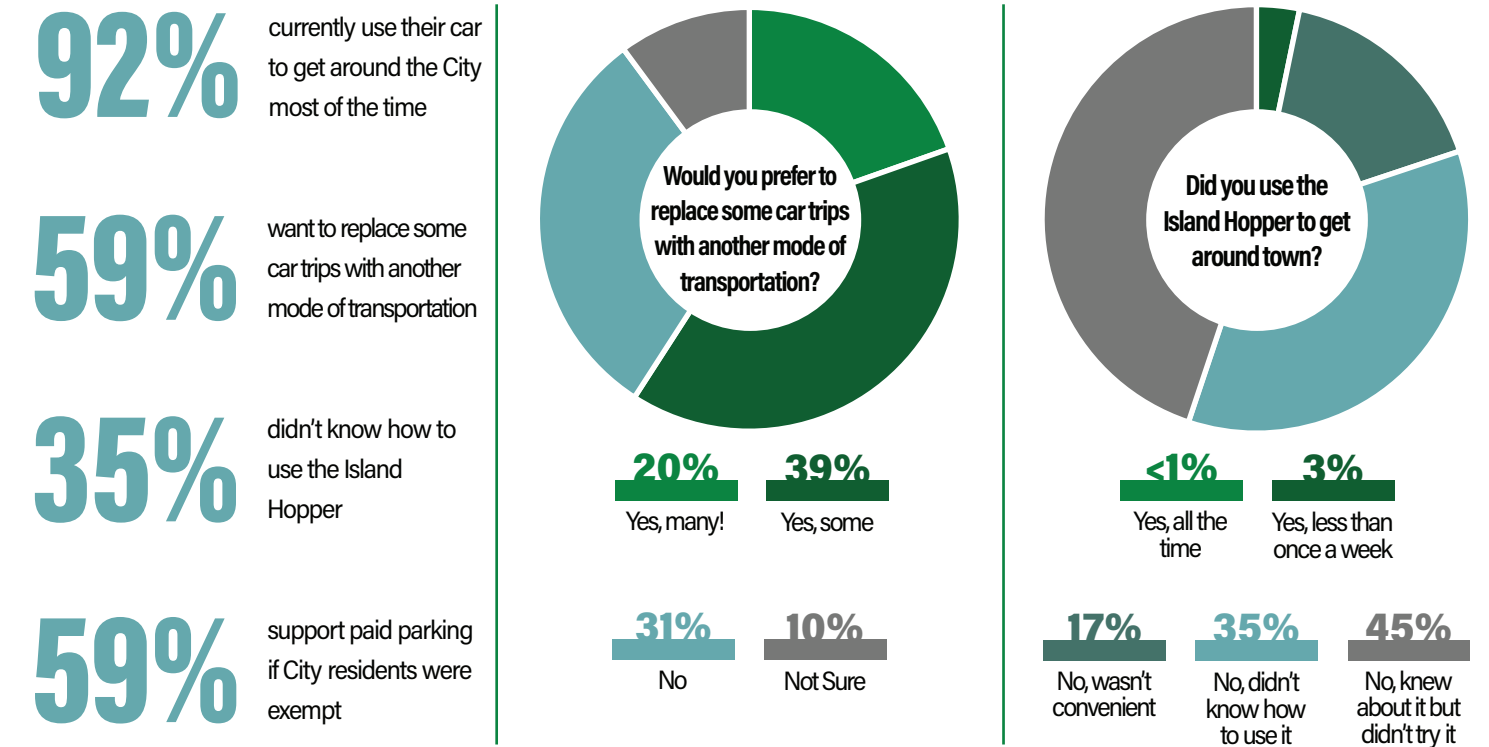
As shown in Figure B.6, Fernandina Beach has a car-centric culture with 92% of respondents using their personal vehicle as their main mode of transportation. However, there seems to be a demand for more mobility options. 59% of respondents want to replace some of their car trips with another mode of transportation. These results contradict the Island Hopper's low ridership numbers. When asked if they ever used the circulator, 35% of respondents replied that they were unaware how to use it. This along with the result that 18% of respondents want the City to prioritize bus or trolley services for the island, points to a lack of awareness with the Island Hopper, not the concept of bus or trolley service.

There is also a desire to make it easier to navigate the City by walking or biking. Over 36% of respondents want the City to prioritize additional multi-use paths, bike lanes, and sidewalks. 40% believe that the best way for Fernandina Beach to alleviate its future parking issues is to make it easier and safer to bike and walk in the City.

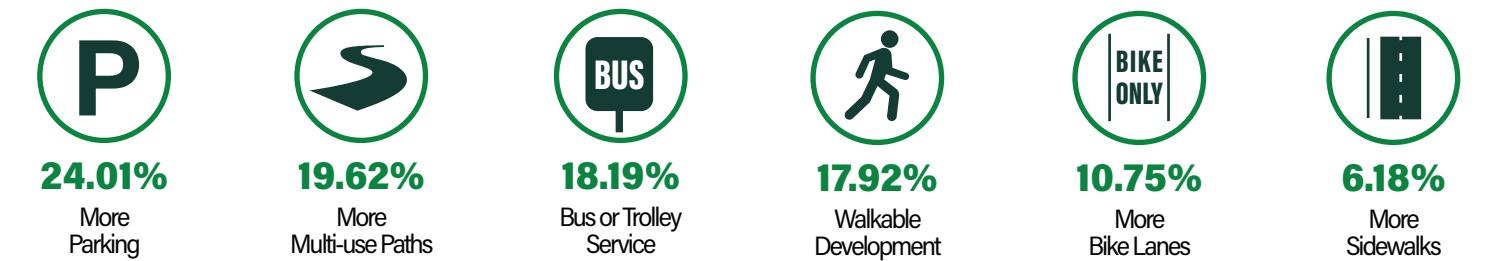
Lastly, the General Survey inquired about support for paid parking. A minority of respondents (40%) supported the concept, but that number jumped to 59% when the program exempts City residents. This statistic is consistent with the 2019 National Community Survey Report that indicated majority support (55%) for a paid parking program.



Figure B.6: General Survey Results - Part III



What transportation items should the City prioritize in the next 25 years with City funds? Choose one.



Would you support paid parking?

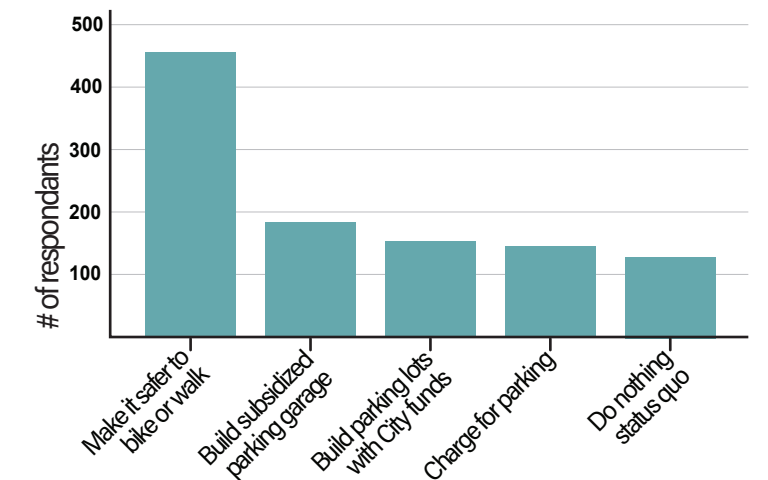


*"Yes" includes responses for Yes, Downtown Only, and Beach Only

Would you support paid parking if City residents were exempt?



What is the best way for Fernandina Beach to regulate parking? Choose one.



The General Survey asked respondents how they wanted to see the major thoroughfares of the City improved in the future. Illustrated in Figure B.7, three sections of S.R. A1A were chosen as the focal points. These sections were Atlantic Avenue from 8th Street to Fletcher Avenue, South 8th Street from Center Street to Lime Street, and South Fletcher Avenue from Atlantic Avenue to the Fernandina Beach/ County border. Survey respondents identified the burying of utilities to be a top-three priority across all three areas. Shade trees and shrubs/ flowers were identified as top streetscape elements they wanted to see along Atlantic and South 8th. Palm trees and wider sidewalks were the other major priorities for South Fletcher. The desire for wider sidewalks is consistent with complaints about bike safety and issues with the width of the existing bike lanes on the road. Half of the survey respondents identified South 8th Street as the priority streetscape for a project.

Respondents were asked to identify what types of future development, infrastructure, and City services they would like to see in the future. Figure B.8 shows that walkable, mixed-use development, and affordable housing were the development types with the strongest support. Less than 8% of respondents supported additional suburban retail, hotels, or additional development along the beach. Purchasing land for conservation was the top public investment choice with burying overhead utilities and stormwater management projects receiving top support for future infrastructure funding. Bus service and additional cultural events received strong support in the future public services category.

Lastly, the General Survey identified a list of projects that were discussed by the City or through stakeholder engagement. The public was asked to choose their top three projects they wanted to be prioritized by the City. Burying overhead utilities across the City and buying land for conservation were top priorities with majority support. Environmental resiliency projects and construction of the downtown waterfront park were next with over 30% of respondents choosing them as priority projects. These results are illustrated in Figure B.9.

Figure B.7: General Survey Results - Part IV

What improvements would you like to see on the following streets?

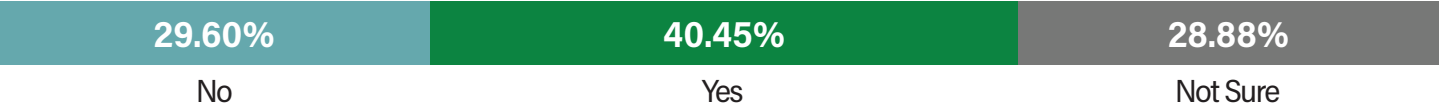
Street	Shade Trees	Palm Trees	Shrubs, Flowers	Lights	Wider Sidewalks	Benches	Public Art	Bury Utilities
Atlantic	55.9%	21.0%	29.0%	22.8%	25.8%	19.6%	14.0%	42.0%
South 8th	53.6%	27.2%	34.6%	22.8%	29.5%	11.2%	15.8%	44.0%
Fletcher	28.3%	34.7%	24.0%	14.5%	44.4%	13.1%	9.9%	46.4%

* Shaded cell indicates a top three priority

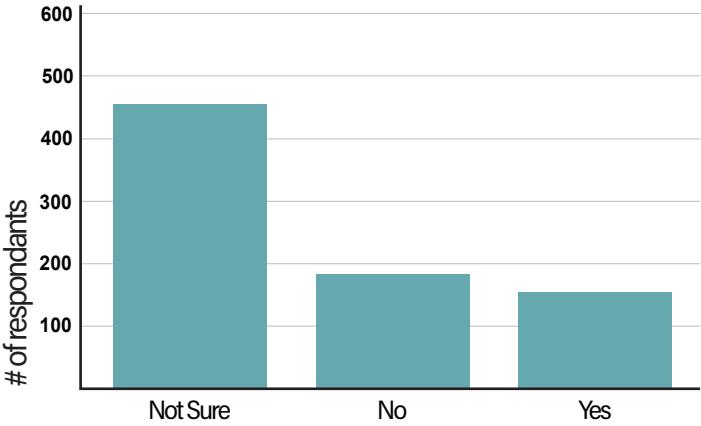
If the City could only finance one improvement area, which should be prioritized?



Should the City enter into a maintenance agreement with FDOT to increase landscaping along these roads?



Does Fernandina Beach provide an environment that allows seniors or disabled citizens to live independently?



What is the best strategy to make living in Fernandina Beach easier for senior citizens?

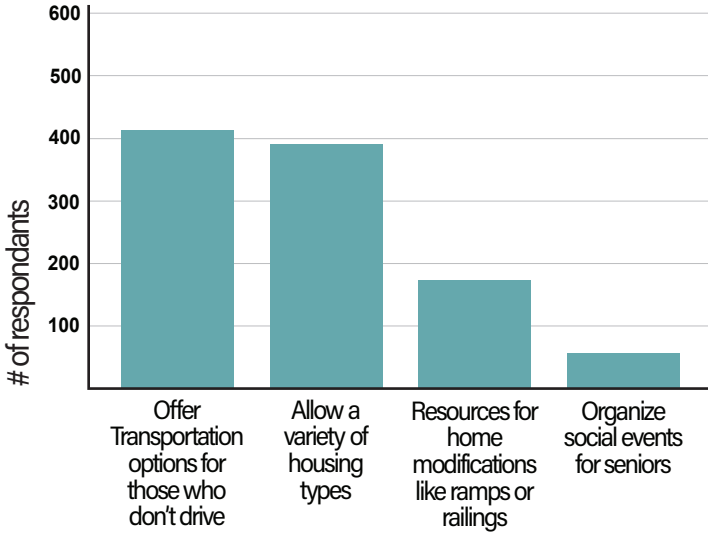
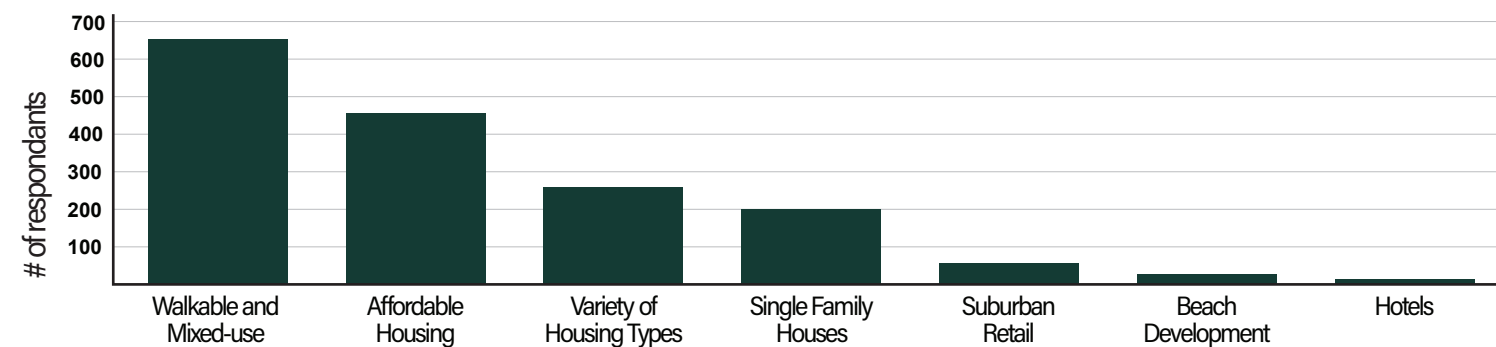
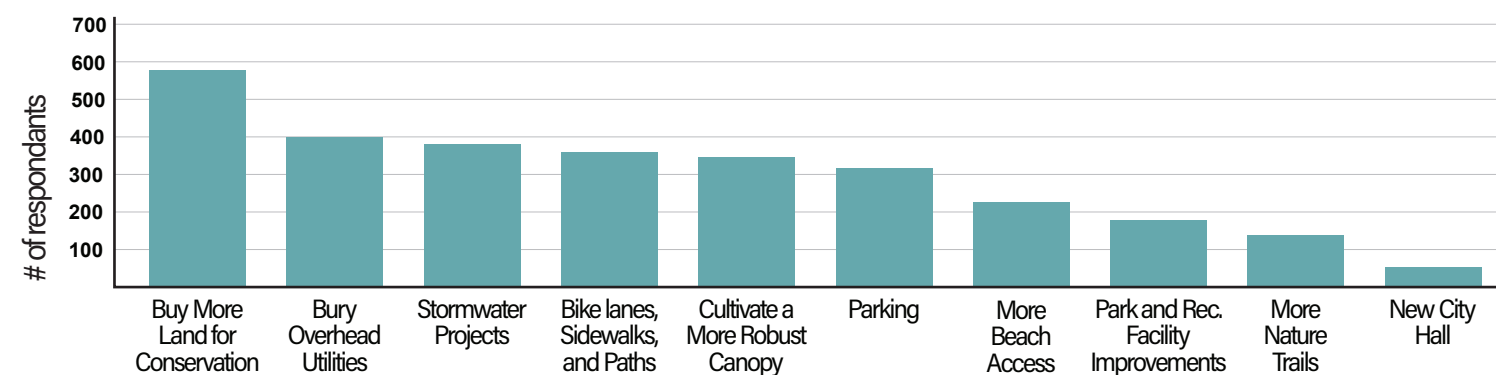


Figure B.8: General Survey Results - Part V

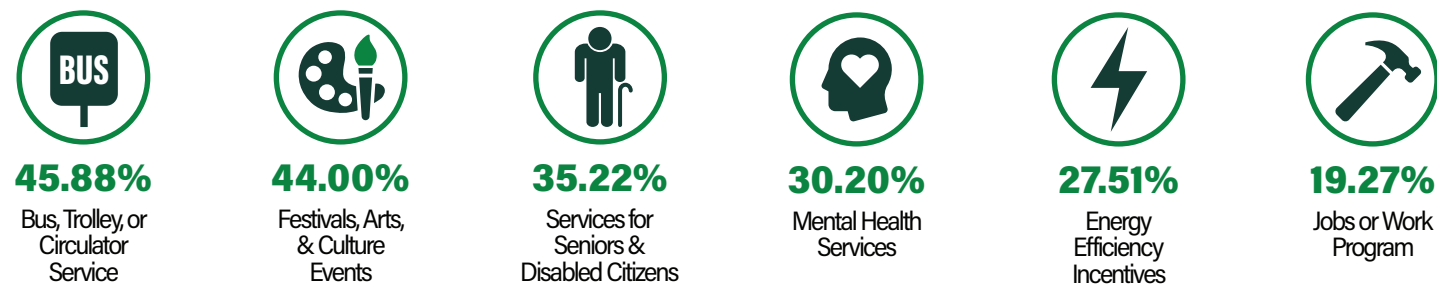
What type of Private Development does Fernandina Beach need more of in the future? Choose top three.



What type of infrastructure or public investment does Fernandina Beach need more of in the future? Choose top three.



What public services does Fernandina Beach need more of in the future?



What are the most important characteristics for new residential development? Choose top three.

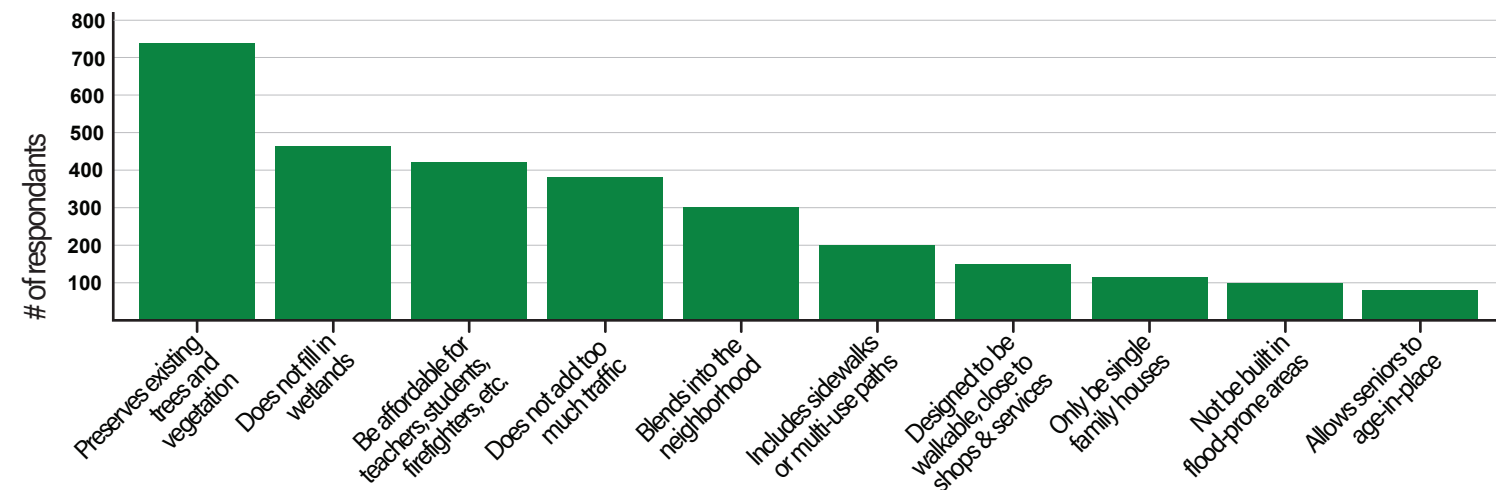


Figure B.9: General Survey Results - Part VI

What City-funded projects or improvements do you want to see prioritized in the next 5 years? Choose top three.

Development Type	Count	Percentage
Bury overhead wires and storm harden utilities	575	51.52%
Purchase property for conservation	563	50.45%
Environmental resiliency projects	407	36.47%
Construct downtown waterfront	343	30.73%
Bike infrastructure (bike lanes)	305	27.33%
Purchase property for historic or cultural preservation	292	26.16%
Streetscape improvements to Atlantic, South 8th, or Fletcher	287	25.72%
Incentivize construction of affordable or workforce housing	285	25.54%
General streetscape improvements (trees, crosswalks, lighting)	263	23.57%
Construct more multi-use paths	254	22.76%
Establish gateway or entry features for the City	214	19.18%
Incentive program for septic removal	145	12.99%
Improvements to parks	142	12.72%
Improvements to public buildings	89	7.97%
New or modernized City Hall	72	6.45%
Improvements to community pools	68	6.09%

H. Business Owner Survey

Purpose

WGI created a business owner survey to provide further insight into how the business climate of Fernandina Beach has been changed during the COVID-19 pandemic, and to see what type of infrastructure and support the business community was looking for from the City. The survey inquired why people chose Fernandina Beach to start their business, what obstacles they face operating in the area, and what they want to see near their business in the future. The business survey was taken by 94 participants.

Results

As shown in Figure B.10, the survey respondents represented businesses throughout Fernandina Beach, with a large portion in the historic downtown core. However, almost 40% of the respondents indicated that their businesses were outside of the main commercial areas identified.

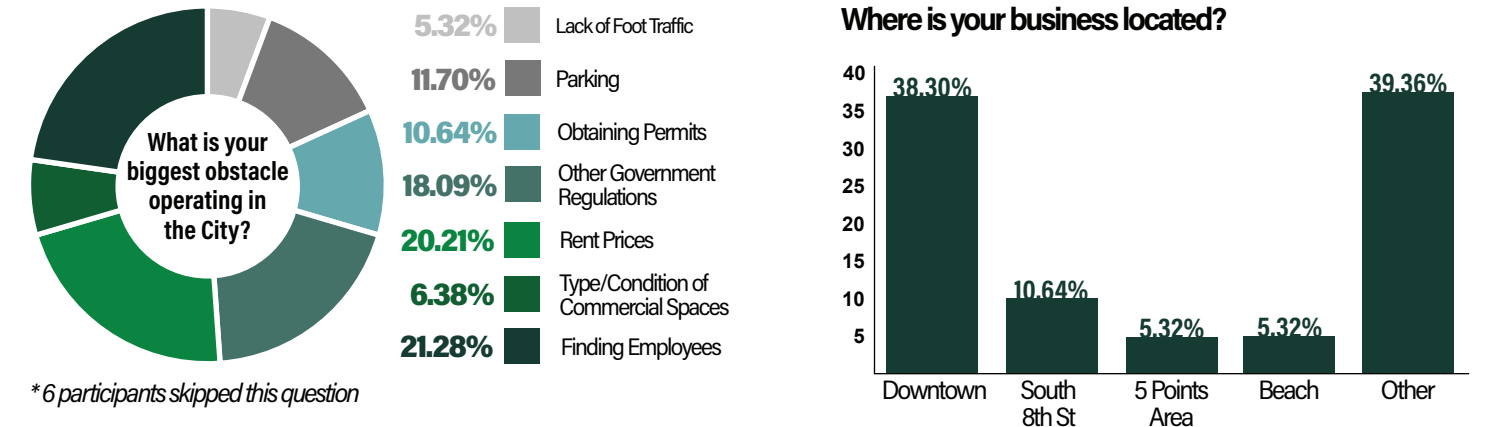
Most of the respondents indicated that they lived in the City before they opened their business, indicating a desire to live and work in the same place. The small-town character and tourism were also major reasons for opening businesses here. Few of the business owners identified the port, working waterfront, or airport as major reasons for establishing their business within City limits.

The major obstacle to running a business in Fernandina Beach is finding employees. Public feedback and stakeholder input have identified several reasons for the small labor pool including lack of affordable housing, lack of transportation options on the island, and a growing number of jobs being created off-island. Businesses struggling to hire employees was also noted while visiting the City, further confirming this as a main topic of concern. Increasing rent prices and government regulations such as outdoor seating, sign regulations, and inspections rounded out the top three concerns.

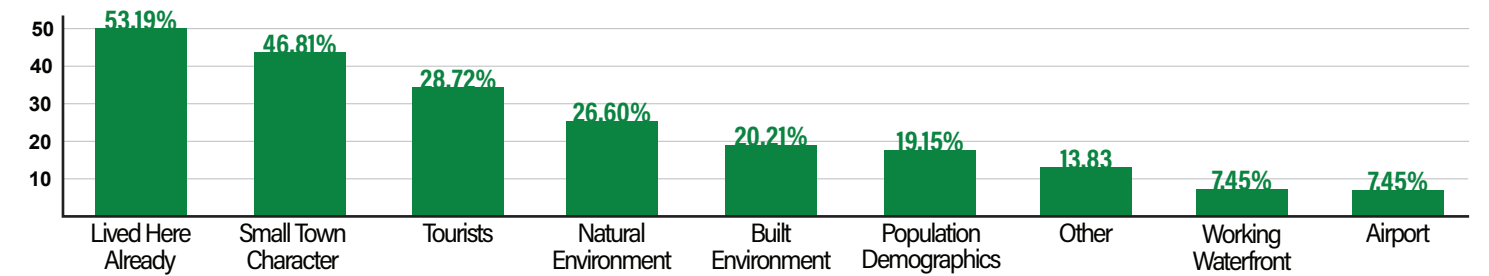
A quarter of respondents identified simplification of the permit process as the City action or policy that would have the biggest benefit to their business. Investment in affordable housing and additional parking ranked second and third. This could be due to the high number of workers who can not afford to live in Fernandina Beach and commute to the island.

Finally, the survey asked what kinds of amenities, investments, and developments they wanted to see around their business. Pedestrian spaces, plazas, and public seating areas were the top choices. The number of businesses that wanted to see these improvements exceeded the number of businesses currently located downtown. This means there is a desire for more pedestrian-oriented infrastructure beyond the downtown city center.

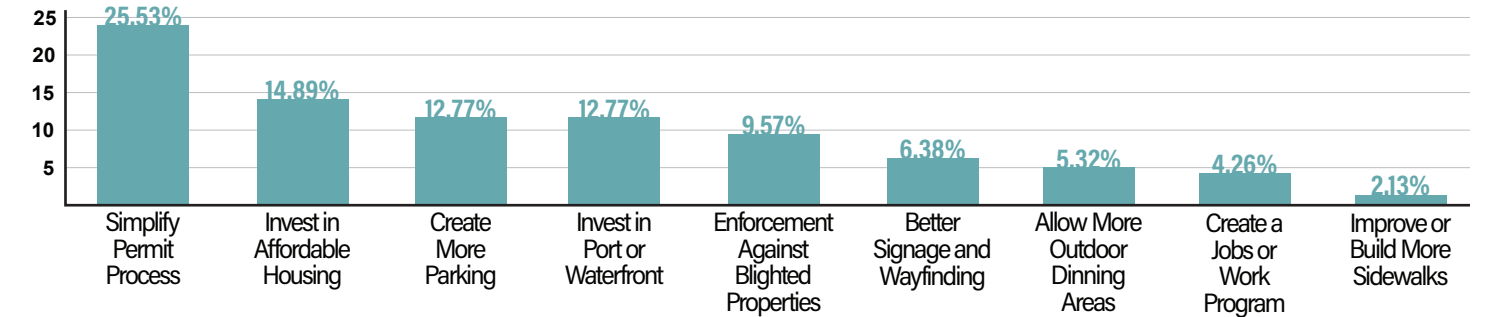
Figure B.10: Business Survey Results



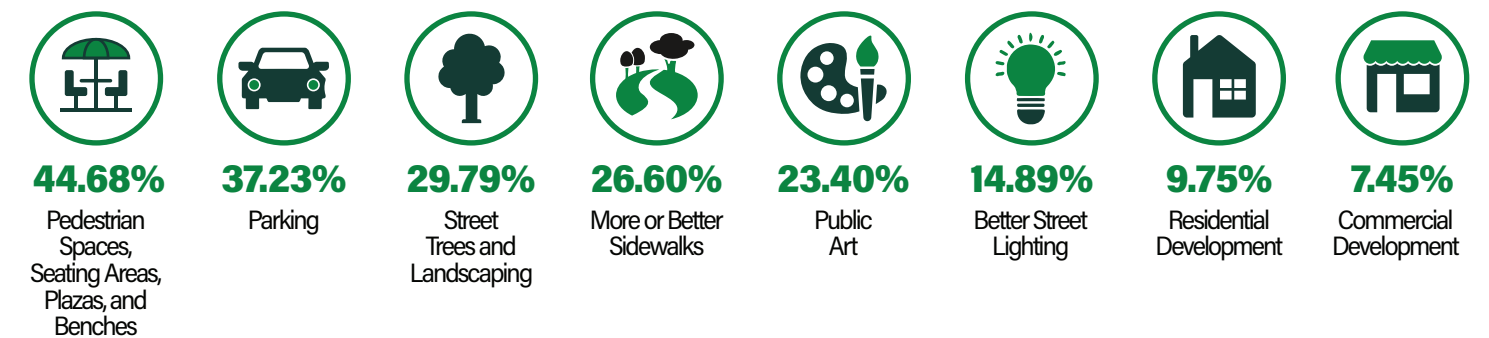
What attracted you to open your business in Fernandina Beach? Choose all that apply.



Which of the following City actions would be the biggest benefit to your business? Choose one.



What do you want to see more of near your business? Choose one.



I. Employee Survey

Purpose

An employee survey was created to better understand the issues and concerns of those who work in the City of Fernandina Beach. This survey was open to both people who live in the City and those who live elsewhere and commute into the City for work. The survey asked participants about affordability of living near their place of employment, transportation issues, childcare access, and what steps the City could take to improve their experience of working in Fernandina Beach. 124 people participated in the employee survey.

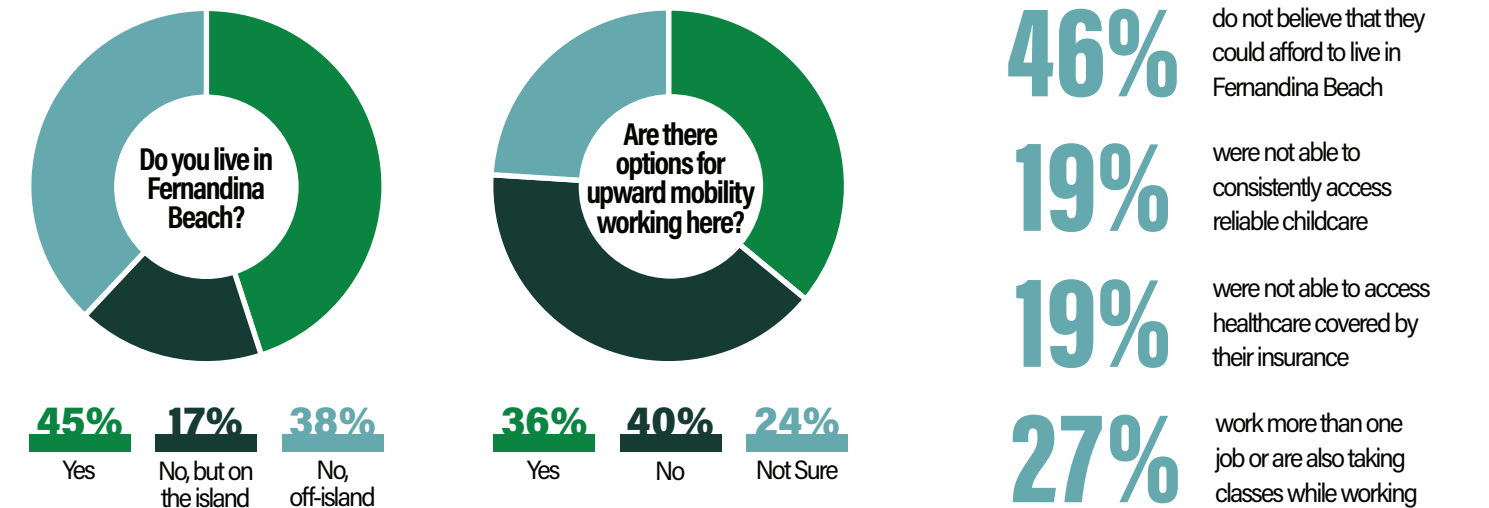
Results

Illustrated in Figure B.11, the majority of respondents do not live in Fernandina Beach and commute into the City for work. 38% of the respondents come from off-island. Almost half of the respondents did not feel like they could afford to live in the City with their current jobs and 40% did not see opportunities for upward mobility working in Fernandina Beach. Over a quarter (27%) of respondents were working multiple jobs or attending classes.

Access to childcare and healthcare were identified by 19% of the respondents as challenges they face working in the area. Access to affordable housing near their work and transportation to and from their place of employment were identified as challenges working in the City.

When asked what was the most impactful thing the City could do to make working in Fernandina Beach easier, 44% identified affordable housing as their top choice. This choice had more than double the support as the second top option "other" which is not a monolithic category but a conglomerate of different opinions.

Figure B.11: Employee Survey Results



J. High School Students & Graduates

Purpose

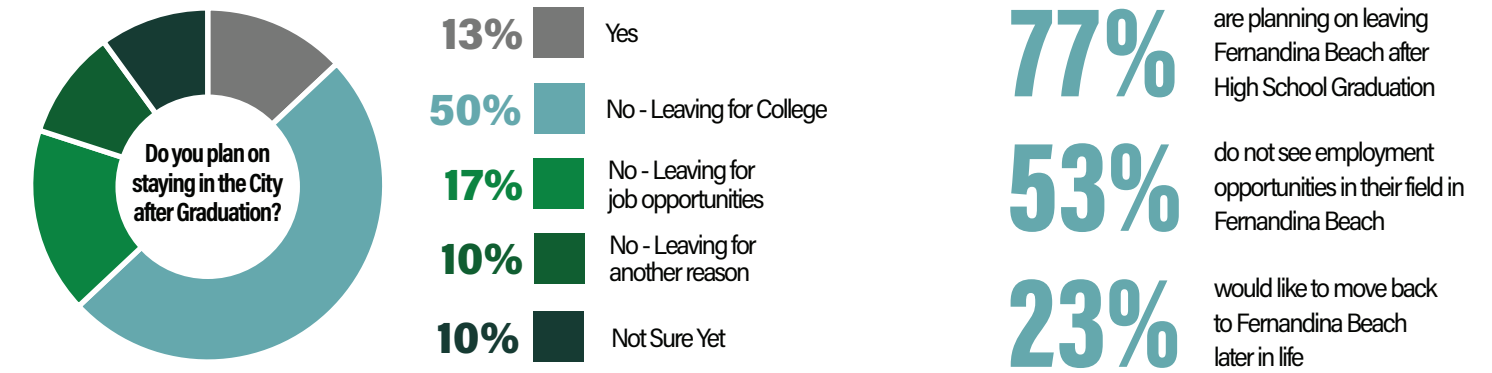
A high school student and recent graduate survey was developed to increase outreach to young people in the community. This gave the team insight on how young people view the City and if they were looking to remain in the City after graduation. The survey was used to get a sense of the City's retention of young people and identify reasons young people were looking to stay or leave. The high school and recent graduates survey was taken by 30 participants.

Results

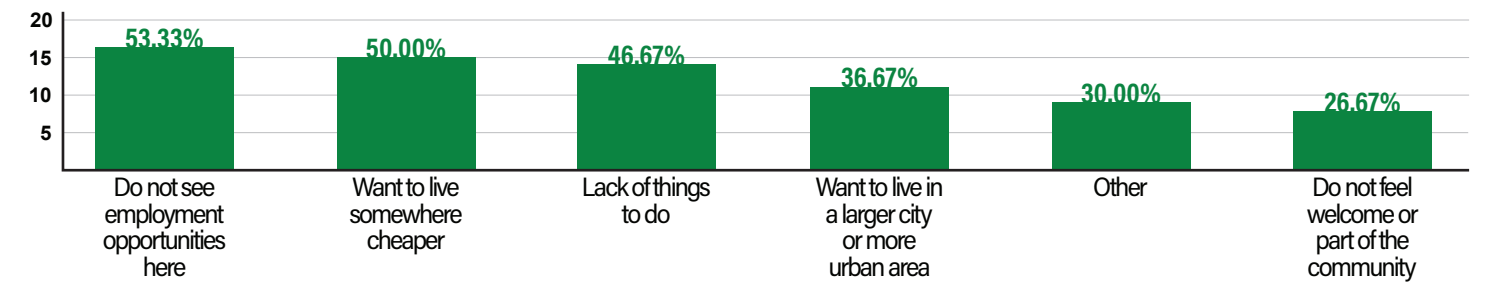
As shown in Figure B.12, the vast majority of students (77%) are planning on leaving Fernandina Beach after graduation. Reasons ranged from job opportunities to leaving for college. Only 13% plan on staying in the City. A major reason for this exodus is young people do not see employment or education opportunities in the City and are looking at the greater Jacksonville metro for those opportunities. A majority of respondents also identified the cost of living as a major barrier to staying. Less than a quarter of respondents identified a desire to move back to Fernandina Beach later in adulthood.

A large majority of respondents would be more willing to stay in the City if there were more job opportunities in their fields and if they could afford a home.

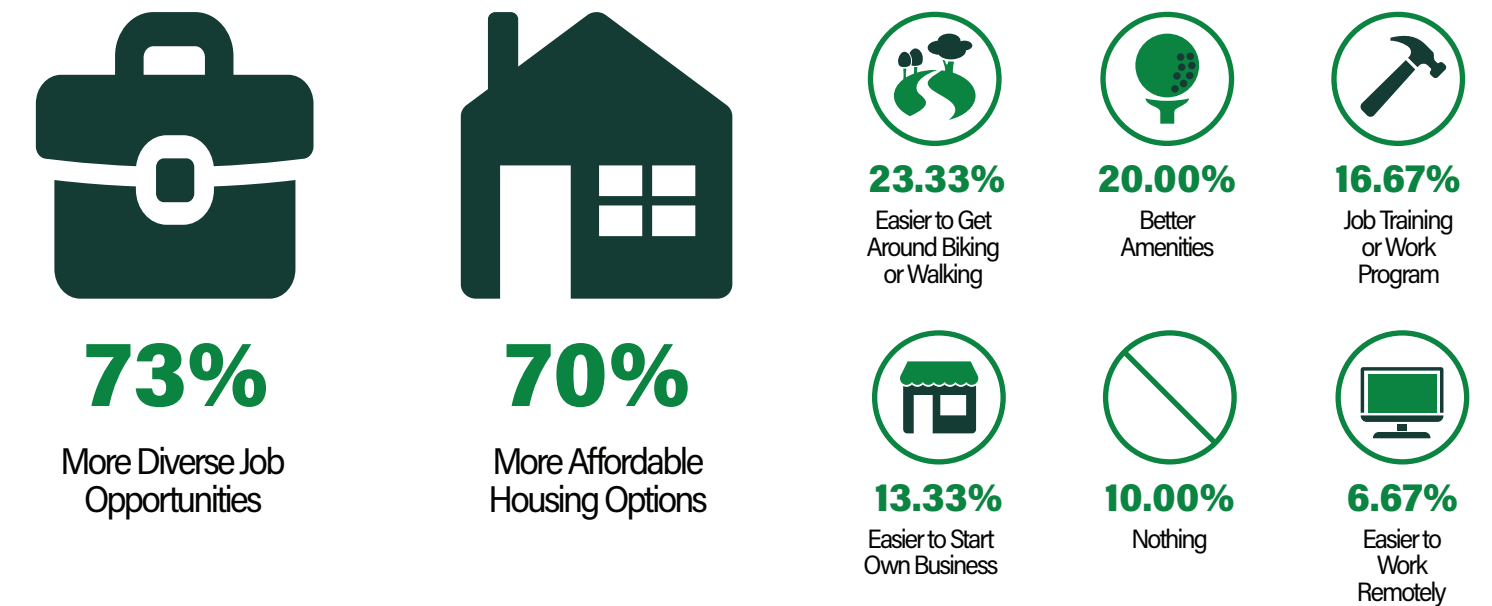
Figure B.12: High School & Recent Graduates Survey Results



What reasons do you have for leaving Fernandina Beach? Choose all that apply.



What would increase your chances of staying or returning to Fernandina Beach as an adult? Choose all that apply





K. Planning Workshop

The WGI team along with members of the City's Planning department hosted an interactive planning workshop at Central Park on July 23rd from 5PM-6PM. This workshop, branded as "Planning in the Park", was run open-house style to provide a casual and open environment for people to participate. This strategy provided a flexible schedule for residents who could not dedicate two full hours for a traditional presentation. Instead, this allowed for a more equitable experience by preventing the most vocal of participants from dominating the conversations.

The workshop was broken up into multiple stations that focused on different aspects of the community and Vision Plan. The station themes are shown in Figure B.13

Figure B.13: Workshop Stations



Photo: Participant identifying areas for improvement on the map. (source: WGI)



Photo: Participant spending their "tax money" on CIP projects. (source: WGI)



Photo: Workshop participants at the Housing, Development, and Transportation Stations (source: WGI)



Sustainability & Resiliency Station

The second station was dedicated to sustainability and resiliency. The station included two boards where participants were asked to vote on different questions. The first question asked how high of a priority sustainability and resiliency projects should be in compared to other City projects. Shown in Figure B.16, two thirds of respondents identified sustainability and resiliency as a high priority for Fernandina Beach.

Another board asked participants what type of projects, programs, and actions they supported the City taking, to better address resiliency and sustainability. People were encouraged to vote for all options they supported. Illustrated in Table B.2, the top three options were buying land for conservation, limiting infill of wetlands, and developing a septic tank removal program.

Figure B.16: Resiliency Priority

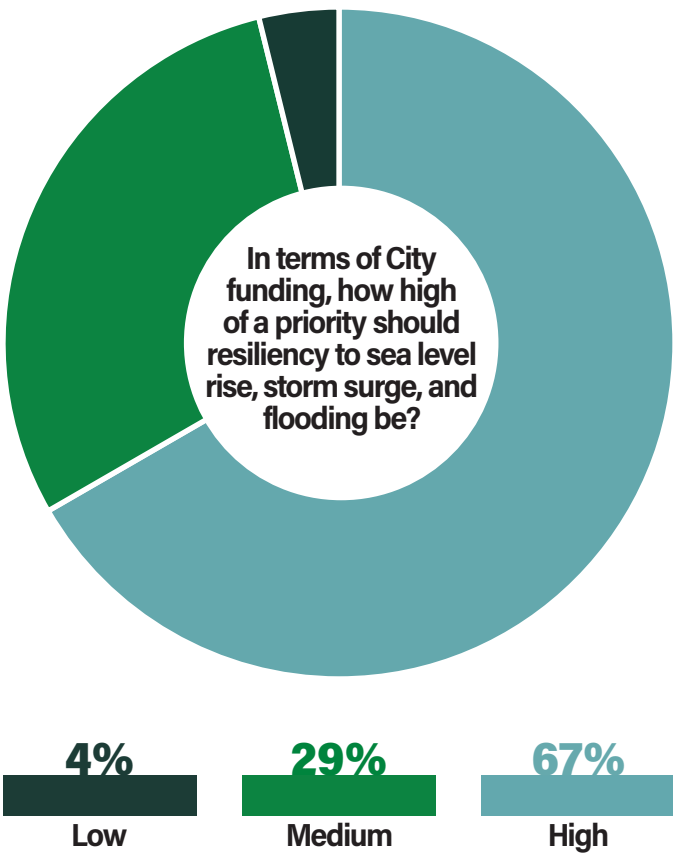


Table B.2: Public Support for Resiliency Projects

Project or Policy	Vote
Buy land for conservation	45
Prohibit infill of wetlands	26
Prohibit septic tanks, create incentive program to remove existing septic tanks	23
Require on-site collection and filtration of stormwater for new development	20
Redesign public streets to have green features such as permeable pavers or rain gardens.	18
Prohibit non-recreation development in areas susceptible to storm surge from a Category 1 hurricane.	18
Reduce impervious surface ratios for new development (less impervious surface)	18
Hire a dedicated staff person to oversee resiliency projects, strategies, and research funding or grant opportunities. (Chief Resiliency Officer)	14
Continue prioritizing city funds and grants for stormwater mitigation projects	14
Join a multi-jurisdictional resiliency group with other cities in the Jacksonville metro	14
Renovate public facilities to be more energy-efficient	10
I do not support the City spending money on resiliency projects	8

Development Station

Once participants were finished at the Sustainability & Resiliency Station, they moved onto the Development Station. This station included 5 boards asking about the character and types of development the public wanted to see throughout the City.

Participants were asked to vote for all types of development the City should encourage in the next 25 years. At the end of the workshop, the most popular options were

- Walkable, mixed-use;
- Pocket Neighborhoods; and
- No development.

The least popular options were suburban commercial developments, office, and hotels. The final results are found below in Table B.3.

Table B.3: Future Development Types Results

What kind of development would you like to see more of in the next 25 years? Choose all that apply.

Development Type	Vote
Walkable, mixed-use	26
Pocket neighborhoods	26
None	26
Medium-density residential	12
Low-density residential	11
Port/industrial	5
Suburban commercial	1
Hotels	1
Office buildings	0

The Development Station also identified four areas of the City and asked participants to vote on how they would like to see these areas develop in the next 25 years. These areas included S. 8th Street, 14th Street, Saddler Road, and the beaches. Results are shown in Figure B.17.

The current Comprehensive Plan and LDC encourages S. 8th Street to develop into a mixed-use corridor. To support that vision, participants showed support for mixed-use developments oriented towards the street, widening sidewalks, increasing landscaping, and establishing public plazas or gathering spaces. No participants preferred 8th Street to remain the same as it does now.

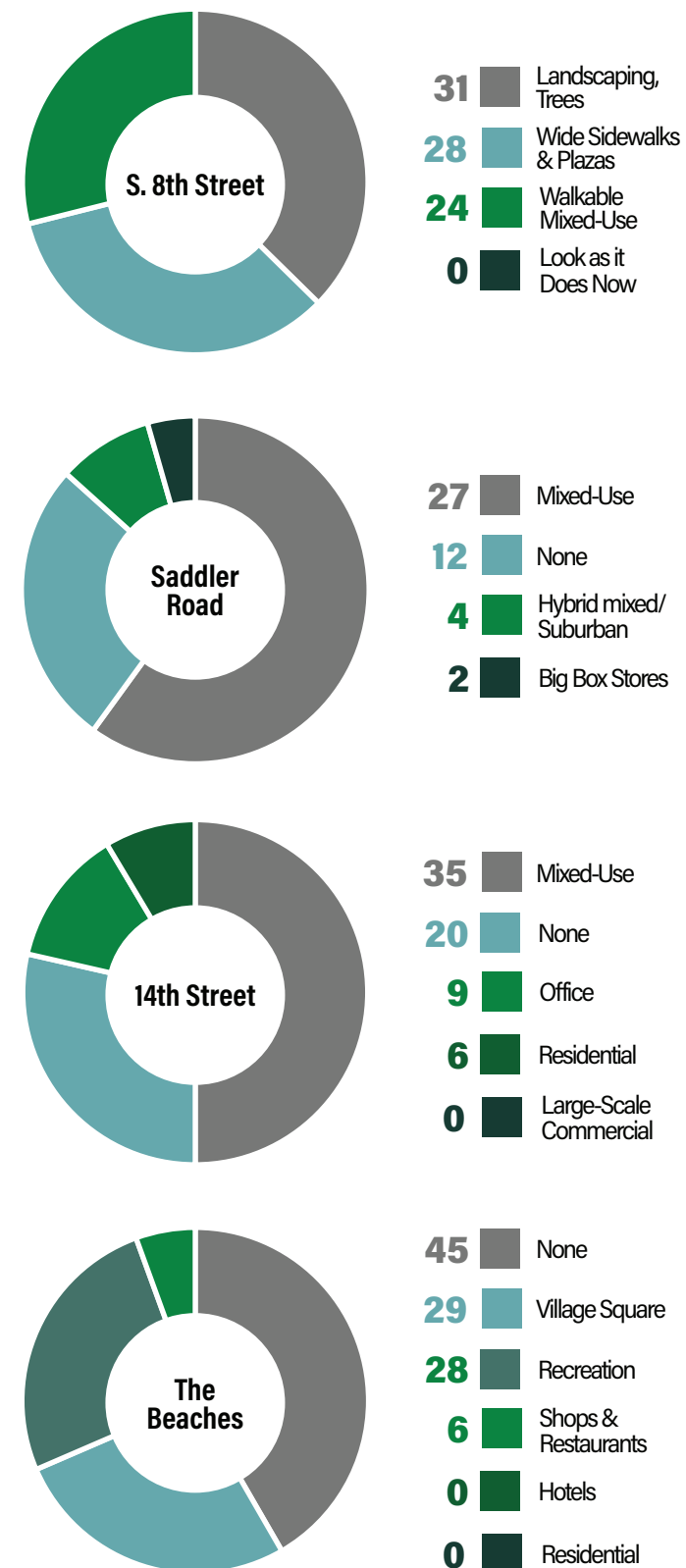
14th Street is currently a corridor comprised of a disjointed mix of uses and identities including single family houses, suburban commercial, multi-family residential, and small offices. When asked what type of uses and developments would be most appropriate for this area the most popular option was mixed-use. The second most popular option was no development with few people supporting stand-alone residential or office developments. No participants supported large-scale commercial development along 14th Street.

Present-day Saddle Road has an eclectic mix of commercial developments between S. 8th Street and Fletcher Avenue including big-box stores, shopping plazas, hotels, fast-food restaurants, and a few free-standing office buildings. The road currently operates as a 4-lane highway to reach the beaches. Sidewalks are present on both sides but pedestrian activity is limited to the areas between the hotels and Seaside Park. Participants showed strong support for making the area a mixed-use corridor with nearly 60% of the votes. The second most popular option was no development with less than half of the votes. Few participants wanted to continue the development pattern of shopping plazas and big-box stores.

In the last area, participants were asked to provide input on the type of development they preferred at the Main and Seaside Beach areas. As shown in Figure B.17, the public indicated through their votes that the areas along the coastline were nearing capacity and didn't want to see additional development. If development were to continue in these areas, it is preferred that it be limited to a small area around Main and Seaside park. These areas should be maintained as village centers with small shops, local restaurants, and other pedestrian scaled development. There was little to no support for large-scale commercial, residential, or hotel/resort development along the beach. Recreation was another popular choice.

Figure B.17: Streetscape Elements Results

**What kind of development or improvements would you like to see along the following streets?
Choose all that apply.**



Housing Station

Next up was the Housing Station. First, participants were asked what type of housing is appropriate for Fernandina Beach. Single-family homes were the overwhelmingly popular choice with duplexes coming in second. Townhouses, small apartment buildings, and carriage houses received some support while large apartment complexes were the most unpopular choice receiving only one vote.

Participants were asked if they would support a development with increased density if the structure blended in with the characteristics and aesthetics of the neighborhood. Three-quarter of respondents (74%) voted no.

Figure B.18: Housing Station Results

Which of the following housing types are appropriate for Fernandina Beach?

Development Type	Vote
Single-Family House	40
Duplex	23
Townhouse	15
Small Apartment Building	15
Carriage House	13
Medium Apartment Building	8
Quadplex	4
Large Apartment Complex	1

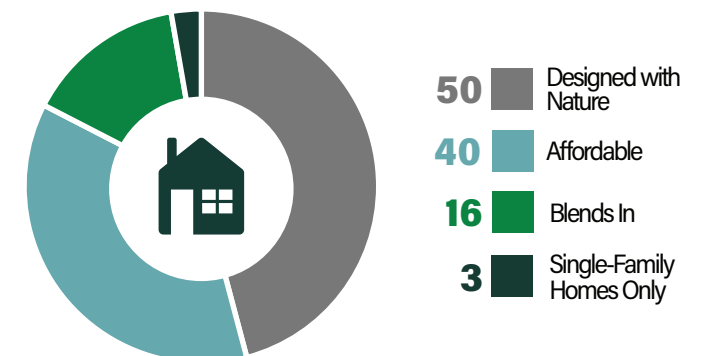
Would you support denser housing if the building visually blended into the existing community?



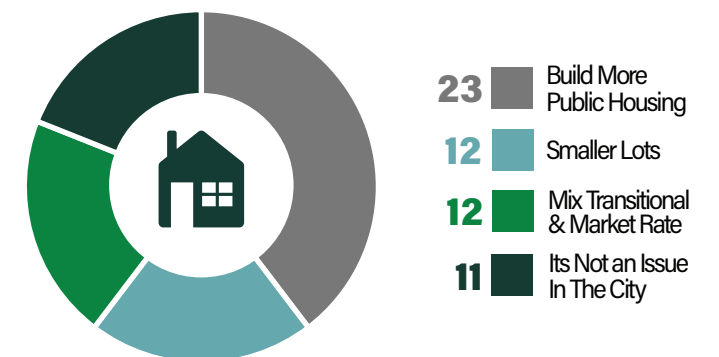
Workshop participants identified the need for new developments to design their projects around the site's natural elements as the most important factor in new residential development. This is consistent with the loss of natural features ranking highly as a concern.

The last part of the Housing Station asked participants to choose the best strategy the City could take to increase the number of affordable housing options in Fernandina Beach. The results were relatively split with no overwhelming favorite. Constructing more public housing units took the top spot while the other choices received approximately the same amount of support among each other. Final results of the Housing Station are shown in Figure B.18.

What is the most important factor in new residential development?



What is the best strategy to get more affordable housing options in the City?



Transportation Station

The final station was dedicated to transportation and mobility. This station was used to gain insight on how the public thinks people should navigate Fernandina Beach in the future.

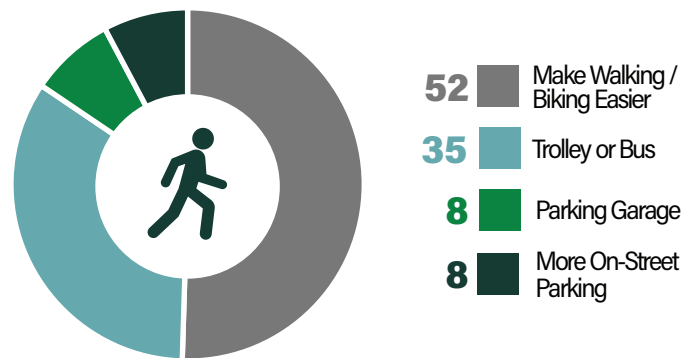
A major concern identified by stakeholders and the public was the lack of available parking, especially in the downtown area and near the beaches. Participants were asked to identify what they believed was the best way to reduce the demand for parking in these areas and across the City (see Figure B.19). More than half of the respondents supported the idea of making biking and walking safer. This would allow residents to feel more comfortable navigating their city without their personal vehicles.

Another issue brought up was the increase of traffic on the island. Due to the historic nature of much of Fernandina Beach, most roads cannot be widened for increased capacity. Therefore, people must get around in a more efficient manner. As illustrated in Figure B.19, over a third of participants identified that new development or redevelopment should be walkable in nature, allowing residents to get around without a car. The use of an island circulator or trolley system also polled high, with nearly a third of participants.

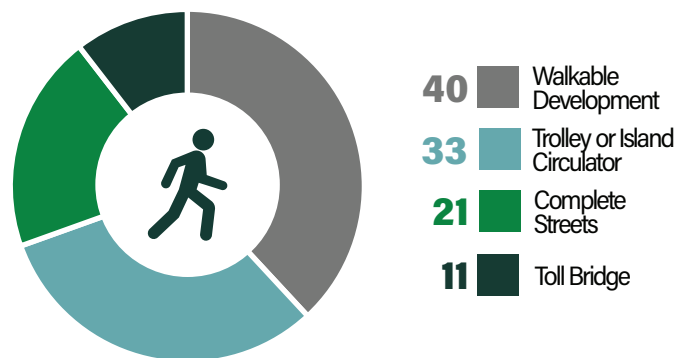
The results from the Transportation Station shown in Figure B.19 combined with the survey results show there is a public desire to make Fernandina Beach a more walkable and bikeable city and offer more modes of mobility across the island.

Figure B.19: Transportation Station Results

How should the City reduce parking demand in the future? Choose all that apply.



How should the City reduce vehicular traffic in the future? Choose all that apply.



APPENDIX C

RESOURCES & CASE STUDIES



Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by



TABLE OF CONTENTS

I. Environmental Sustainability & Resiliency1

A. Protect & Increase the Tree Canopy1

B. Increase Acreage of Land Dedicated to Recreation & Conservation..... 2

C. Remove All Septic Tank 2

D. Further Improve Protections of Wetlands & Coastal Areas 3

E. Increase City's Resiliency to Climate Change, Storm Surge, & Sea Level Rise..... 3

II. Preservation of Character4

A. Ensure Preservation & Upkeep of Historic Assets 4

B. Preserve the Existing Building Stock..... 4

C. Ensure New Buildings Are in Line With the Community's Character..... 5

D. Reinforce Community's Social Networks & Small Town Character 8

III. Livability8

A. Better Balance Tourism With the Needs of Residents 8

B. Improve Living Conditions of Seniors 9

C. Expand Affordable Housing Opportunities..... 9

D. Maintain Socio-Economic Diversity..... 9

IV. Future Ready Infrastructure, Utilities, & Public Facilities10

A. Establish a Resilient Smart Grid, Electric Vehicle Charging Network, & Improve Broadband Access.....10

B. Incorporating Sustainable Future Proofing (SFP) Design Principles into Public Facilities.... 11

V. Mobility & Transportation11

A. Complete Sidewalk & Bike Networks 11

B. Improve Accessibility for Seniors & Disabled Residents.....13

C. Establish Transit Options around the Island14

I. ENVIRONMENTAL SUSTAINABILITY & RESILIENCY

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 1: Environmental Sustainability & Resiliency.

A. Protect & Increase the Tree Canopy

Toronto Urban Forestry Master Plan

As the importance of urban trees has become more apparent in recent years, several cities have developed comprehensive and detailed urban forestry master plans that can be used by Fernandina Beach as a guide. The Toronto Urban Forestry program is a good case study that comprehensively looks at the challenges urban trees face in growing and urbanizing areas and identifies strategies to mitigate those challenges. One innovative approach the Toronto plan utilizes is considering potential canopy growth of a parcel by land usage. This gives the city a broad overview of potential planting areas at a city-wide level. The plan also identifies the unique challenges trees experience in urban areas including forest fragmentation, soil quality and volume, soil compaction, air quality, and stormwater quantity and quality. Lastly, the plan created a mortality study for new street trees to better pinpoint the reasons why some newly planted street trees do not survive their first few years.

<https://www.toronto.ca/data/parks/pdf/trees/sustaining-expanding-urban-forest-management-plan.pdf>

Shopping Center Redevelopment

Redevelopment offers another opportunity to increase tree canopy, especially in areas that do not have a lot of existing trees. For example, the large shopping plazas in the 5 Points area could be redeveloped in the next 25 years. Traditional suburban shopping centers like Amelia Plaza, Island Walk, and Saddler Square have been falling out of fashion nationwide. Many of these types of developments have been retrofitted to include pedestrian areas, greenspace, and an abundance of trees. A good case study is the Gulf Coast Town Center near Ft. Myers, FL. This development is populated with big-box retail stores like Amelia Plaza or Island Walk but it is designed in a more pedestrian friendly way. The additions of greenspace, wide sidewalks, and landscape features allows the development to support a small forest of trees. This project shows that you can support a similar retail mix and design it in a way that maximizes its contribution to the City's urban tree canopy.

<https://www.gulfcoasttowncenter.com/>

B. Increase Acreage of Land Dedicated to Recreation & Conservation

CLAM Program - Nassau County

A good case study example of a CLAM Program is Nassau County's Conservation Land Acquisition & Management (CLAM) program. The program was developed by the county with the assistance of the North Florida Land Trust to "preserve and conserve the county's natural, historic, and working lands resources by identifying, ranking, and assessing conservation lands for acquisition and management." CLAM utilizes a GIS-based map and database to identify, analyze, and rank parcels being considered for acquisition. A similar program is currently being considered by the City's Planning & Conservation Department. Completion and implementation of this program is critical to maximizing the efficiency of the City's land conservation strategy.

<https://maps.nassauflpa.com/portal/apps/opsdashboard/index.html#/8749e68a9bbf471cb2d5ff3bf61d25c8>

C. Remove All Septic Tank

Septic Tank Removal Program - Jacksonville

Several cities in Florida have undertaken septic tank removal programs to address ground pollution, blue-green algae blooms, red tide, and other environmental and health issues in the last few years. Two examples are Jacksonville and Naples. These programs offer a guide on how to transfer residents from a septic tank to a City sewer system. They also offer insight into some of the challenges faced by the City's undertaking this type of program. For example, Naples has received public push back from the program due to a lack in communication with the public. This resulted in complaints about residents unable to access their homes during sewer installation, noise complaints from construction, and fears about access for emergency vehicles. Lessons learned from these programs gives Fernandina Beach insight on how to better execute its strategy.

https://www.jea.com/in_our_community/construction_projects/septic_tank_phase_out/

D. Further Improve Protections of Wetlands & Coastal Areas

Green Infrastructure Adaptation Plan - Melbourne, FL

A highly effective way to protect surface water quality is to utilize low-impact development strategies to collect and filter stormwater runoff before it reaches rivers, streams, ponds, and other surface water features. Cities have begun using low-impact development strategies to control stormwater runoff. The Town of Melbourne Beach was awarded a grant from FDEP to assist in the preparation for comprehensive plan amendments to the Coastal Management Element for the Melbourne Beach Comprehensive Plan and the Evaluation and Appraisal Report (EAR). This grant lead to the creation of their Green Infrastructure Adaption Plan. This plan contains recommendations for potential projects, project locations, renderings, strategies, potential constraints, and next steps that the Town can implement.

<http://ftp.ecfrpc.org/Projects/Melbourne%20Beach%20Green%20Infrastructure%20Adaptation%20Plan.pdf>

E. Increase City's Resiliency to Climate Change, Storm Surge, & Sea Level Rise

Adaptation Action Areas

An Adaption Action Area is "a designation in the coastal management element of a local government's comprehensive plan which identifies one or more areas that experience coastal flooding due to extreme high tides and storm surge, and that are vulnerable to the related impacts of sea-levels for the purpose of prioritizing funding for infrastructure needs and adaption planning". An Adaption Area Framework is used to help develop and frame recommendations.

https://floridadep.gov/sites/default/files/CRI_AAA_Planning_Guidebook_for_Florida%27s_Local_Government.pdf

Special Assessment Areas

A special assessment is an additional property tax assessed by the local government to pay for their property and neighborhood projects. The tax goes toward a specific geographic region known as a special assessment district, and the property owners in that area are the only ones who must pay. These can be levied in Fernandina Beach to pay for flooding and storm surge protection projects along Egans Creek, Escambia, and the Beach areas.

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0100-0199/0197/Sections/0197.363.html

II. PRESERVATION OF CHARACTER

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 2: Preservation of Character.

A. Ensure Preservation & Upkeep of Historic Assets

Cemetery Upkeep - Savannah

Restoration and repair of the Bosque Bello Cemetery is critical in preventing the property from deteriorating beyond repair. A major obstacle restoring the cemetery is the legal jurisdiction of who is responsible for headstone and enclosure repairs. Currently, owners of the burial plot are responsible for upkeep, preventing the cemetery from restoring headstones in the older sections of the cemetery when plot owners cannot be found and contacted. A strategy that can circumnavigate this impasse is to adopt a 50–70-year rule that would allow the cemetery to repair headstones and enclosures after the allocated timeframe and if no owners can be contacted or found after an exhaustive search. The City of Savannah's Code of Ordinances (Chapter 3 Section 4-3020) provides a good case study on which to base a future City ordinance.

<http://online.encodeplus.com/regs/savannah-ga/doc-viewer.aspx?secid=1052#secid-1052>

B. Preserve the Existing Building Stock

Historic Preservation Standards - Cincinnati

Several cities throughout the United States have bolstered their historic preservation guidelines in their municipal codes. A good case study relevant to Fernandina Beach is the City of Cincinnati, OH. The City contains Over-the-Rhine, one of the largest intact historic neighborhoods in the county. The City amended its municipal code to be more favorable to historic preservation and hold building owners more accountable. Elements of the municipal code (Chapter 1435 – Historic Preservation) that have been implemented include

- a Certificate of Appropriateness must be obtained before a demolition permit can be issued;
- minor repairs and maintenance that do not alter the appearance of the building do not need to be reviewed. This is to prevent the deterioration of existing structures; and
- owners must demonstrate that the existing structure cannot be renovated or reused for any use or reasonable economic return.

The code changes helped preserve the Over-the-Rhine neighborhood and strict urban design and architectural guidelines have established it as a premier historic neighborhood. Similar code language in the Fernandina Beach LDC could incentivize developers to adaptively reuse existing structures for their development by making demolition requirements more stringent even for non-designated structures. The strategy of preserving structures beyond the Historic District and those that are designated historic align with Objective 11.08 of the Comprehensive Plan.

https://library.municode.com/oh/cincinnati/codes/code_of_ordinances?nodeId=TIXIZOCOCI_CH1435HIPR

C. Ensure New Buildings Are in Line With the Community's Character

Hybrid Form Based Code

A major problem with developing buildings and neighborhoods that have the same scale, character, and charm of historic districts is that Euclidean based codes do not allow for their development. Euclidean codes are more focused on a building's use and parking ratio than form, architecture, and context. The best way to circumnavigate these restrictions is to adopt a form-based code. These codes allow for buildings that better align and complement the urban form of older neighborhoods. According to Smart Growth America, *"form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks."*

There are several benefits to adopting a form-based code. Daniel Harrings of Strong Towns identifies 6 main benefits.

- 1. Encourages Revitalization:** Form-based codes promote the reuse of existing structure in creative ways without having to worry about extensive use restrictions. They also are beneficial to local and small-scale developers by creating an approval process that is predictable and streamlined.
- 2. Promotes Affordable Housing:** Form-based codes allow for new housing that matches the look and feel of a place, but creates flexibility for housing options like cottage courts, accessory dwelling units, pocket neighborhoods, and other various homes that meet the needs of lower-income and senior residents.
- 3. Helps Small Businesses:** Form-based codes de-emphasize the use of a building and focus on how buildings fit into their surrounding context. This strategy allows for the establishment of corner stores, live-work spaces, and neighborhood coffee shops not usually allowed in traditional Euclidian zoning. Form-based codes also allow for commercial spaces with smaller footprints that are more attractive to local businesses, whereas Euclidian zoning encourages large, single-use structures favored by national chains.
- 4. Promotes Walkability:** Good walkable neighborhoods apply the principle of the 15-minute city where a person can access all their basic services within a 15-minute commute from their home. Form-based codes make it easier to achieve these neighborhoods by allowing for a mix of businesses, services, restaurants, and cafes in the same area.

5. Preserve a Sense of Place: One of the most enjoyable aspects of a historic neighborhood is its strong sense of place, the feeling that you are in a unique and special area. Many of the most cherished historic areas in America like historic Savannah, Annapolis, and coastal towns in New England are characterized by their architectural fabric comprised of a diversity of buildings unified by a cohesive look or style. Form-based codes allow for harmonious and cohesive neighborhoods while allowing for a diversity of uses and building types.

6. Stop Regulating the Wrong Things: Form-based codes regulate how the everyday citizen will interact with a building and how to make that interaction pleasant convenient, and enjoyable.

<https://www.strongtowns.org/journal/2020/6/8/6-reasons-your-city-needs-a-form-based-code>

Reverse Engineering Architectural Standards - Coral Gables

A good case study for the development of form-based code regulations is Coral Gables, Florida. The City realized that many of the historic buildings loved by the community could not legally be constructed under Euclidean zoning standards. This led to the reverse engineering of their development code. They looked at historic buildings and neighborhoods that the city wanted to emulate and determined what regulations would allow that type of structure to be built. The end result was a form-based code that encouraged development that was more in line with the historic vision for the city and complimented the old urban form of the community.

<https://codehub.gridics.com/us/fl/coral-gables>

Best Practice Manuals - Coral Gables

Coral Gables also developed best practices guidebooks to help developers and architects better design their buildings or additions to the character and charm of the community. These books identified existing buildings in the City that were considered exemplary examples of what new construction should look like, and identified architectural features and massing of the structure. One of the most beneficial and effective elements of the guidebooks is that they include dimensions of architectural features. These help architects design new buildings that are in proportion and in the correct scale of existing neighborhood buildings. Lastly, to encourage architects and developers to adhere to the best practices guidebooks, the City offers a design bonus to developments that strictly adhere to the document's design principles (Sec. 5-200).

<https://www.coralgables.com/departments/DevelopmentServices/medbonus>

Neighborhood Conservation Districts

Preserving the character of a City is challenging. Many Cities attempt to regulate new development to match the character of the City as a whole. However, a City is made up of many different neighborhoods and each has its own unique character. For example, Old Town has a different character than the Southside Neighborhood. Figuring out how to tailor development requirements to these specific neighborhoods or character areas can be challenging.

A good way to solve this predicament is to establish Neighborhood Conservation Districts (NDCs) . These act as an overlay that allows communities to better tailor development requirements to their neighborhood's character. The National Trust for Historic Preservation compiled an Administrative and practices guidebook for the City of Detroit where they explained that "*The uses of an NCD include protecting against teardowns and "mansionization," stopping inappropriate demolition, or regulating neighborhood change by requiring architectural standards, square footage requirements, lot size, or tree conservation. In this way, the neighborhood planning model is well suited to help steer neighborhood change ex ante in the direction of desired outcomes, such as ensuring affordable housing or compatibility of uses when older areas are faced with intensive development pressures.*"

[Neighborhood Conservation Districts](#)

Pattern Book - Village of El Portal

Development requirements should be predictable and easily understood by the community. A great way to make these requirements more digestible for the general public is to make them graphic and provide examples. The Village of El Portal used this strategy to develop the Pattern Book. This book acts as the design guidelines for the small village. It illustrates the appropriate architectural styles for the village, identifies and explains basic architectural features, lists appropriate building materials, illustrates proper building massing and orientation, and provides guidance on landscape materials and design. The book is 41 pages, most of them pictures, and easily legible to the average citizen. The Pattern Book also helps board members who review these designs to provide better feedback to an applicant. A similar document could be used to articulate the specific design standards for each NDC in Fernandina Beach. This would make each area's development standards easily understandable to builders, architects, and neighborhood residents.

<https://elportal.plusurbia.com/patternbook/>

D. Reinforce Community's Social Networks & Small Town Character

Open Space Requirements - Dublin, OH

Form-based codes are the best way to allow this type of redevelopment. A good case study found in Dublin, Ohio. The suburban city adopted a form-based code for its historic downtown and surrounding area to encourage walkable, human-scale development. An important aspect of this code was the inclusion of public space requirements that mandate redevelopment projects including well designed public plazas, walkways, and seating areas to encourage social interaction amongst residents. The code was successful in initiating this kind of development.

<https://dublinohiousa.gov/dev/dev/wp-content/uploads/2019/05/BSD-Code-Amended-4-26-21.pdf>

(Page 80)

Village Commons Plaza - West Palm Beach

Public gathering spaces can be included in more suburban style developments as well. The Village Commons Shopping Center in West Palm Beach is a typical suburban commercial development. However, what differentiates it from other strip malls is the inclusion of a well-designed public gathering space. The plaza at the Village commons contains seating, trees, landscaping, and a fountain. Restaurants in the shopping center have their dining patios spill over into the plaza and local musicians use it as a performance space in the evenings.

<https://www.google.com/maps/@26.7135952,-80.1016036,111m/data=!3m1!1e3>

III. LIVABILITY

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 3: Livability.

A. Better Balance Tourism With the Needs of Residents

High Tourism Impact Tax

In addition to any other tourist development tax imposed, a county with a high tourism impact may levy an additional 1% tax on the total amount charged for transient rental transactions. The proceeds must be used according to s. 125.0104(5), F.S. The provisions in s. 125.0104(4)(a)-(d), F.S., regarding the preparation of the county tourist development plan do not apply to this tax.

http://www.leg.state.fl.us/statutes/index.cfm?App_mode=Display_Statute&URL=0100-0199/0125/Sections/0125.0104.html

Paid Parking Program - Cocoa Beach

The use of paid parking programs to create revenue from visitors and is a mechanism to control parking management. Some cities have developed tiered payment structures that allow residents of the city to pay less for a parking permit than visitors. This strategy allows locals to easily enjoy the amenities of their community while maximizing revenue streams from tourists. Cocoa Beach is an example of this strategy. The City allows its residents to purchase parking permits for \$20 a year while charging out of town guests \$75. This strategy could be utilized by

Fernandina Beach to develop a program where city residents can obtain a parking permit for a small fee or for free and institute an hourly paid parking program for all public spaces. Tourists and out of town visitors would have to feed the meter while city residents who obtain a permit would be exempt from all parking fees. Revenue from the parking program can be used to fund other programs, projects, or initiatives for the City.

<https://www.cityofcocoabeach.com/541/Parking-Permits>

City	Public Parking Revenues
Jacksonville Beach	\$200,249
St. Augustine	\$2,222,000
New Smyrna Beach	\$1,000,000
Cocoa Beach	\$2,385,000

Source: FY20-21 City Budgets

B. Improve Living Conditions of Seniors

CAPABLE Program

Community Aging in Place—Advancing Better Living for Elders (CAPABLE) is a program offered through the Johns Hopkins School of Nursing for low-income seniors to safely age in place. The approach teams a nurse, an occupational therapist, and a handy worker to address both the home environment and uses the strengths of the older adults themselves to improve safety and independence.

https://nursing.jhu.edu/faculty_research/research/projects/capable/

C. Expand Affordable Housing Opportunities

Affordable Housing Bonus - St. Johns County

The Workforce/Affordable Housing Density Bonus accommodates provisions for the Development of housing affordable to very low, low, and moderate income households in fulfillment of policies of the Future Land Use and Housing Elements of the St. Johns County Comprehensive Plan. For purposes of this Section, Workforce/Affordable Housing is defined as housing for which monthly rents or monthly mortgage payments (including taxes and insurance) do not exceed thirty percent (30%) of gross household annual income.

<http://www.co.st-johns.fl.us/longrangeplanning/media/LDC/ArticleV.pdf> (Sec 5.07 pg 44)

D. Maintain Socio-Economic Diversity

N/A

IV. FUTURE READY INFRASTRUCTURE, UTILITIES, & PUBLIC FACILITIES

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 4: Future Ready Infrastructure, Utilities, & Public Facilities.

Future ready means that the City's infrastructure, utilities, and public facilities will meet their current needs, while building a flexible, reliable, scalable to handle future requirements, trends, and technology

A. Establish a Resilient Smart Grid, Electric Vehicle Charging Network, & Improve Broadband Access

Dig Once Policy

A strategy to increase access to broadband that has been adapted in California, Indiana, and North Carolina is the “dig once policy.” This means that during the construction or repair of a road or an underground utility, agencies can leverage rights-of-way to simultaneously install conduit or run fiber at a lower cost. This strategy allows for minimal construction disruption while reducing the cost of installing broadband infrastructure. Fernandina Beach should coordinate streetscape projects, water/ sewer line upgrades, broadband installation, and the burying of overhead power lines so that all of these elements can be accomplished at one time for a more affordable price than undergoing these projects separately.

<https://www.ncbroadband.gov/technical-assistance/playbook/policy-broadband/dig-once-policies>

Electric Vehicle Compatible Building Code

The first strategy is to ensure that all new buildings are compatible with electric vehicle charging installation and operation by updating the building code. This makes the transition to an electric vehicle easier and more appealing as well as making a property more appealing for those who already own an electric vehicle. Good case studies of cities that have adopted electric vehicle ready building codes include Atlanta, Georgia (Ordinance 17-0-1654) and Boulder, Colorado (Section K111).

https://library.municode.com/ga/atlanta/ordinances/code_of_ordinances?nodeId=869232

<https://assets.bouldercounty.org/wp-content/uploads/2017/03/building-code-2015.pdf> (pg 20)

Electric Vehicle Task Force - San Jose

Another strategy is to streamline the permitting process for electric vehicle charging infrastructure. A recommended strategy is to create a task force to examine potential roadblocks in the permitting process and recommend improves to expedite the process. San Jose, California is an example of a municipality that used this strategy, and the results were codified in Chapter 17.88(4) of the LDC.

https://library.municode.com/ca/san_jose/codes/code_of_ordinances?nodeId=TIT17BUCO_CH17.88ELVECHSTEXBUPEPRELVECHST

Electric Vehicle Charging Network Partnership

An electrical vehicle charging network can be built and expanded through partnerships with local utilities. Utility companies can install, own, and operate public electric vehicle charging stations. Utility companies can also enter into special contracts with apartment complexes where participating residents get access to a charging station in exchange for an extra fee on their electric bill.

Climate Mayors Electric Vehicle Purchasing Collaborative

The Climate Mayors Electric Vehicle Purchasing Collaborative is a network of over 400 municipalities throughout the United States that leverage the buying power of Climate Mayors to reduce the costs of electric vehicles and installing charging infrastructure. The collaborative also has additional resources including training, best practices, educational resources, and data analysis support.

<https://climatemayors.org/ev-purchasing-collaborative/>

B. Incorporating Sustainable Future Proofing (SFP) Design Principles into Public Facilities

Principles of Future Proofing

Future proofing is the process of anticipating the future and developing methods of minimizing the negative impacts while taking advantage of positives. The Principles of Future Proofing were developed as a broader definition of resiliency. They include concepts of resilience, sustainable design, and life-cycle analysis, as well as addressing climate change and cultural heritage preservation.

<http://principlesoffutureproofing.com/10-principles/>

V. MOBILITY & TRANSPORTATION

The following section identifies resources and case studies to help implement the Vision Plan's goals for Theme 5: Mobility & Transportation.

A. Complete Sidewalk & Bike Networks

Vision Zero

Vision Zero is a strategic shift in traditional traffic management and infrastructure design in two major ways.

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.
2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

To become a Vision Zero City, Fernandina Beach will need to form a coalition focused on safety and injury prevention. Once the coalition is in place the City will adopt a Vision Zero resolution and add a Vision Zero element into its Comprehensive Plan. Then, the coalition will need to begin the process of collecting baseline data including the location of crashes, their severity, and if any patterns or common themes arise in why they occur. At this point the coalition needs to reach out to the public to solicit feedback on why people feel unsafe walking or riding their bikes around town. The coalition should inquire with school children, parents, cyclists, the High School Foundation, and any other resident that has safety concerns. This process will give the coalition data on the trouble spots and major issues that are causing traffic accidents in the City and begin the process of identifying solutions.

<https://visionzeronetwork.org/about/what-is-vision-zero/>

The Florida Department of Transportation has adopted Vision Zero into its Strategic Highway Safety Plan

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/safety/shsp-2021/shsp_mar21.pdf?sfvrsn=5452dad_0

Vision Zero Action Plan - Orlando

In December 2017, Mayor Buddy Dyer signed a resolution to adopt a Vision Zero Action Plan. The Vision Zero Orlando Action Plan outlines strategies to reduce crashes. It also describes ways to share the progress of the program's goals with the community.

<https://www.orlando.gov/files/sharedassets/public/initiatives/vision-zero/vision-zero-action-plan-orlando-2021.pdf>

Vision Zero Toolkit - Boston

The City of Boston, Massachusetts is a good case study for Vision Zero implementation. Their program has also developed a Vision Zero safety toolkit that can be used to retrofit existing infrastructure or be used in new streetscape designs to lessen the likelihood of traffic deaths and injuries. Strategies include

- clear corners;
- crossing islands;
- curb bump-outs;
- hardened centerlines;
- in-street "Yield to Pedestrians" signs;
- pedestrian warning signs;
- high-visibility crosswalks;
- raised crosswalks;
- raised intersections;
- pedestrian crossing flashing-lights;
- road right-sizing;
- protected bike lanes;
- slow turn wedges;
- stop signs; and
- T-intersections.

<https://www.boston.gov/departments/transportation/street-safety-toolkit>

Safe Routes to School Initiative

The Safe Routes to School program is a concept is to increase the number of children from grade school to high school who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. Florida's Safe Routes to School (SRTS) program helps cities throughout the state address their school transportation needs and encourage more students to walk or cycle to school. Fernandina Beach would be a prime candidate City to initiate a program since a large amount of residential development is within walking distance of the schools. Guidelines, tool kits, and additional resources are found on the Safe Routes to School website.

<http://floridasrts.com/>

AARP Walk Audit Guide

There are several case studies and toolkits available to help communities looking to do a walk audit. The AARP Walk Audit Tool Kit provides a step-by-step guide for conducting these types of studies. Scott County, Iowa developed their own tool kit based off AARP. Both tool kits are free and open to the public to use as a resource to conduct your own community walk audit.

<https://www.aarp.org/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html>

Bike Friendly Community Standards

Amelia Island is currently a Bronze Level Certified Bike Friendly Community. The League of American Bicyclists' website has a detailed graph identifying the requirements for each level.

<http://bikeleague.org/sites/default/files/BFC%20infographic.pdf>

B. Improve Accessibility for Seniors & Disabled Residents

Disabled Citizen Working Group - Athens, OH

One of the easiest and most effective ways to identify mobility issues for disabled residents and develop solutions is to reach out to the disabled community and listen to their experiences navigating the City. The City of Athens, Ohio, a small city of 25,000, established a Disabilities Commission to provide a means for the concerns of people with disabilities to be heard, to advocate for public policy change, and to provide expertise to the community on disabilities. The commission is comprised of 11 members appointed by the mayor and confirmed by the City Commission. The Commission's duties are to:

- Make recommendations to the Athens city government on city services related to the needs of persons with disabilities;
- Act as liaison between members of the community and local government;
- Respond to questions from the public, local government, and community;
- Consult with Athens city officials, council, and citizens;
- Inform the city of grant opportunities; and
- Submit activity reports and recommendations to the Athens City Council.

Universal Design

Universal Design is “the design and composition of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability.” This approach is based off 7 primary principles.

1. Equitable Use: the design is useful and marketable to people with diverse abilities.
2. Flexibility in Use: The design accommodates a wide range of individual preferences and abilities.
3. Simple & Intuitive Use: Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills or current concentration level.
4. Perception Information: The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.
5. Tolerance for Error: The design minimizes hazards and the adverse consequences of accidental or unintended actions.
6. Low Physical Effort: The design can be used efficiently and comfortably and with a minimum of fatigue.
7. Size and Space for Approach and Use: Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Using Universal Design principles creates a more equitable experience for all users of public facilities and recreation amenities.

<https://universaldesign.ie/what-is-universal-design/>

C. Establish Transit Options around the Island

Trolley Tracker App - West Palm Beach, FL

West Palm Beach operates several free trolley lines in its downtown districts. These trolleys are operated by the West Palm Beach Downtown Development Authority (DDA) and funded through a special taxing district. The trolleys are advertised by the DDA throughout the downtown area and a trolley tracking app was developed for users. These are elements that the Island Hopper lacked as over 35% of public survey respondents did not know the service was available or how to use it, and 17% found the system inconvenient.

<https://downtownwpb.com/things-to-do/trolley-tracker-app/>

FreeBee Microtransit Service

The City of Delray Beach has been offering a free, door to door, on demand transportation service in its downtown and adjacent neighborhoods. The service is run by the Delray Beach Community Redevelopment Agency (CRA) and is funded through tax increment revenues. The program operates low-speed, battery operated electric vehicles that can be requested via an app. It is run by FreeBee, a South Florida electric transportation company. The City began offering the service as an alternative to its trolley circulator that was seeing low ridership numbers. The trolley is being discontinued and City is focusing on enhancing its transportation services through microtransit programs like the FreeBee.

<https://www.delraybeachfl.gov/government/city-departments/public-works/transportation-traffic/downtown-shuttle-service>