

# GOAL 2

## MULTI-MODAL TRANSPORTATION ELEMENT





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# MULTI-MODAL TRANSPORTATION ELEMENT

The Multi-modal Transportation Element is intended to provide for safe and energy efficient transportation options through a variety of modes in an effort to reduce Vehicle Miles Traveled and meet the needs of both residents and employers. The Multi-modal Transportation Element contains objectives and policies which serve to further mobility planning efforts, establishment of a multi-modal transportation network consistent with the Future Land Use Map, coordination of land development activities with traffic circulation, protection of rights-of-way, establishment of level of service and quality of service standards, identifies the strategic intermodal system facilities, provides direction for network design and maintenance, and ensures a safe and effective roadway, bicycle, pedestrian and multi-use pathways network. Further, the Element provides direction to for waterways and airport planning activities and assures the availability of safe and convenient parking while providing more specific direction for parking strategies within the downtown and beaches areas. Lastly, the Element requires practical and realistic intergovernmental coordination activities.

## **MULTI-MODAL TRANSPORTATION ELEMENT** **HIGHLIGHTS**

1. Encourage energy efficient transportation options;
2. Promotes stronger connections to roadway, bicycle, multi-use pathways and sidewalk facilities;
3. Considers both Level of Service and Quality of Service Standards
4. Establishes stricter policy language for vacation of rights-of-way;
5. Directs strategies for Downtown and Beach Area Parking;
6. Minimizes reliance on the existing roadway network and encourages reduction of greenhouse gas emissions through alternative transportation options;
7. Supports efforts towards completing trail opportunities and sidewalk connections; and
8. Encourages Scenic Byway designation along A1A/ Fletcher Ave.



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## GOAL 2 | MULTI-MODAL TRANSPORTATION ELEMENT

THE CITY WILL PROVIDE ACCESSIBLE, ENERGY EFFICIENT, SUSTAINABLE AND ECONOMICALLY VIABLE TRANSPORTATION OPTIONS THAT MEET THE NEEDS OF RESIDENTS, EMPLOYERS, EMPLOYEES AND VISITORS THROUGH A VARIETY OF METHODS THAT ARE SENSITIVE TO THE ENVIRONMENTAL, HISTORICAL AND CULTURAL AMENITIES OF FERNANDINA BEACH.

### OBJECTIVE 2.01.

#### MOBILITY PLANNING

The City's long- term land use and transportation strategies serve provide support, and fund accessible, attractive, economic transportation options that reduce the release of greenhouse gases (GHG), while enhancing quality of life and remaining sensitive to community needs and the environment.

##### POLICY 2.01.01.

The City shall create a Mobility Plan and begin to implement mobility strategies by December 2012. The Mobility Plan shall periodically be evaluated and revised or updated as necessary.

##### POLICY 2.01.02.

The City may, as appropriate, incorporate policies as part of its mobility plan including, but not limited to, the following:

- a. Transportation demand management programs,
- b. Transportation system management programs,
- c. Revised parking standards and regulations,
- d. Community transit services,
- e. Community bike share programs,
- f. Alternative vehicle shared-use paths for vehicle types such as low speed electric vehicles, GEM® cars, golf carts or scooters,
- g. Parking facilities that accommodate pedestrians and bicyclists safely and conveniently,
- h. "Complete streets" policies that consider all roadway users by providing transportation choices to make walking, bicycling, or taking community transit services convenient, safe and attractive,
- i. Transit and pedestrian-oriented site design standards and regulations, and
- j. Pedestrian, bicycle, and community transit facility amenities and enhancements such as landscaped and shaded routes and shelters.

##### POLICY 2.01.03.

The City shall develop polices which strive to reduce its per capita Vehicle Miles Traveled (VMT) by 20% by 2030, consistent with the goals of the Federal Transportation Policy and Planning Act of 2009. As part of the City's Mobility Plan, a baseline for the City's VMT shall be developed by December 2012 in order to determine the progress of this goal.

##### POLICY 2.01.04.

The City shall implement mobility strategies and a reduction in greenhouse gas (GHG) emissions through reduced vehicle miles traveled (VMT) by developing energy efficient land use plans and policies that encourage mixed-use land use patterns and pedestrian-oriented site design that direct higher density development toward locations that may be served by future transit options.

**POLICY 2.01.05.**

The following multi-modal performance measures shall be met by December 2030: Establish or form a partnership to provide a community transit system based on the results of a 2012 Community Transit Feasibility assessment; construct sidewalks on both sides of the street or shared use pathways on at least one side of the street with a sidewalk on the other side along streets within a ½ mile of schools, parks and civic operations within the City; provide for safe pedestrian crossings with crosswalks, pedestrian-activated signals, median refuges, bulb-out, and other necessary features along arterial and collector roadways within the City; develop a cohesive signage scheme for the City’s future transit system, trails, downtown circulation, parks, parking areas and beach access locations. Provide pedestrian and bicycle access and supportive bike facilities at all municipal buildings and encourage their creation at private facilities where appropriate.

**POLICY 2.01.06.**

City roadways shall be subject to Level of Service and Quality of Service standards contained in Objective 2.05.

**OBJECTIVE 2.02.**

**MULTI-MODAL NETWORK MAP AND FUTURE LAND USE MAP (FLUM) CONSISTENCY**

The City shall maintain a Roadway Improvement Program and Future Multi-modal Transportation Circulation Map to meet the needs of current and future residents, employers, employees and visitors to the City. The City shall coordinate the Roadway Improvement Program and future multi-modal transportation circulation map with the FLUM to ensure that the existing and proposed population densities, housing, employment centers and future land uses are all consistent with the transportation modes and services proposed to serve these areas.

**POLICY 2.02.01.**

The Roadway Improvement Program shall be evaluated and updated annually. All improvements listed in the Roadways and Multi-modal System Improvement Program shall be included as part of the Capital Improvements Program in the Capital Improvements Element of this Plan.

**POLICY 2.02.02.**

Proposed roadway improvement projects shall be evaluated, ranked, and added to the Roadway Improvement Program based on the need to:

- a. Protect the public health and safety;
- b. Fulfill the City’s legal commitment to provide facilities and services;
- c. Meet, maintain or enhance Level of Service or Quality of Service standards;
- d. Preserve or achieve full use of existing facilities;
- e. Promote efficient use of existing facilities;
- f. Prevent or reduce future maintenance or improvement costs;
- g. Provide service to developed areas lacking full service;
- h. Provide service to development areas consistent with the FLUM and the Future Transportation Circulation Map series;
- i. Provide service to development areas which may be approved as amendments to the FLUM and the Future Transportation Circulation Map;
- j. Provide and facilitate partnerships for community transit services;

- k. Provide sidewalks and bike paths where none currently exist; and
- l. Install or designate roadways for alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters.

#### **POLICY 2.02.03.**

The City shall establish a Future Transportation Circulation Map series (FTCM) as the guiding documents for development of an adequate mobility network throughout the City for five (5) years and twenty (20) years. The maps shall be adopted annually in conjunction with the Capital Improvements Element update for capital improvement programming and long-range planning. The capital improvement program shall identify those projects required to provide facilities indicated on the FTCM.

#### **POLICY 2.02.04.**

The Future Transportation Circulation Map series (FTCM) shall be used for the following:

- a. Review of all proposed development orders for consistency with level of service standards for facilities as identified on the adopted Future Transportation Circulation Corridor Maps.
- b. Review of all proposed capital projects proposed to widen existing roads, or develop new major roadways. All capital projects shall be consistent with the Future Transportation Circulation Maps.
- c. Review all proposed development and capital projects proposed to identify areas of deficiency for sidewalks, bike paths, and low speed alternative electric vehicles.
- d. Achieving consistency of this Comprehensive Plan, where appropriate, with the long range transportation plans of Nassau County, with the transportation plans of the North Florida Transportation Planning Organization (TPO), with the transportation plans of the Northeast Florida Regional Council (NEFRC) and transportation plans of the Florida Department of Transportation.

#### **POLICY 2.02.05.**

In order to reduce Vehicle Miles Traveled (VMT) and per capita greenhouse gas (GHG) emissions, the City's FLUM shall reflect provisions of mobility within compact, mixed-use interconnected developments that promote walking and bicycling, allow for the internal capture of vehicular trips and provide densities and intensities needed to support a community transit service.

#### **POLICY 2.02.06.**

The City shall continue to discourage sprawl and encourage the efficient use of the central business district and existing commercial corridors along 8th Street, 14th Street, and Sadler Road by directing new development, redevelopment and infrastructure improvements to these areas where mobility can be provided through multiple modes of transportation.

#### **POLICY 2.02.07.**

The City recognizes that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles in an attempt to maintain existing LOS.



**POLICY 2.02.08.**

The City shall provide for multi-modal cross-access and connectivity within and between uses to encourage walking, bicycling, or alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters to reduce vehicle miles traveled (VMT).

**POLICY 2.02.09.**

Large-Scale Comprehensive Plan amendments to the Future Land Use Element or Map resulting in a greater transportation impact based on the maximum allowable potential density and/or intensity afforded by the proposed land use shall require the entity requesting the amendment to demonstrate that the adopted LOS standards and QOS standards for the affected area and impacted Strategic Intermodal System (SIS) roadways are achieved and that additional required infrastructure is fully funded. Applicants may only include projects that are fully funded and scheduled to commence construction within five (5) years of approval of the Comprehensive Plan amendment.

**POLICY 2.02.10.**

The City shall coordinate transportation planning with the Future Land Use Element to provide multi-modal transportation facilities which are adequate to accommodate the uses shown on the Future Land Use Map. The City shall determine, on a case-by-case basis, if a proposed development is consistent with the Multi-modal Transportation Element and the Future Land Use Map (FLUM) through the site plan review process.

**POLICY 2.02.11.**

The City shall coordinate with Nassau County to incorporate the transportation infrastructure improvements for any annexations into the Capital Improvements Element. The City shall not expend any funds for transportation projects within annexed areas or to mitigate the impact of developments within Nassau County, unless an intergovernmental agreement has been established with the County to have developments fund their proportionate share of the cost to address the developments impacts.

**POLICY 2.02.12.**

Amendments to projects contained in the Capital Improvements Element are permitted as long as it can be demonstrated that the LOS and QOS standards contained in Objective 2.05 can be met and that the amendment is in keeping with providing mobility by multiple modes of transportation within the City, in keeping with policies identified in this element.

**OBJECTIVE 2.03.**

**LAND DEVELOPMENT AND TRAFFIC CIRCULATION**

The City shall require that all developments include a traffic circulation system which provides adequate access to the City's multi-modal transportation network and appropriate design of local and collector streets within the development.

**POLICY 2.03.01.**

The City shall ensure that the circulation pattern of automobiles, community transit, bicycles, pedestrians and any alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters within a development is designed to maximize use of the multi-modal transportation network.

**POLICY 2.03.02.**

The City shall require that the roadway and traffic circulation system of proposed developments is consistent with the FLUM and the Future Transportation Circulation Map.

**POLICY 2.03.03.**

In addition to the requirements set forth in Objectives 2.05 and 2.07 of this element, the City shall require that applicants for major development projects provide a traffic impact analysis to demonstrate that the project will maintain the level of service and quality of service standards for the City's multi-modal network.

**POLICY 2.03.04.**

Proposed development shall be reviewed during the Development Review process by the Technical Review Committee for the provision of adequate and safe on-site circulation, including pedestrian and bicycle facilities, community transit facilities, any alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters, access modifications, loading facilities, and parking facilities. In compliance with the Comprehensive Plan policies, such review shall include Land Development Code regulation, FDOT access management standards and ADA compliance. Design criteria, standards, and requirements to implement policies in this element shall be included in the update to the City's Land Development Code.

**POLICY 2.03.05.**

The City will incorporate within its Land Development Code provisions which address the following:

- a. Frontage road, joint access, or cross-access easement requirements, where appropriate,
- b. Mandatory off-street loading and parking,
- c. Intersection/interchange location restrictions for land uses, including distance requirements for access cuts near intersections and interchanges,
- d. Building setback standards,
- e. Design standards for acceleration and deceleration lanes, turning radii, signalization, etc.
- f. Intersection spacing standards,
- g. Minimum maintenance responsibility requirements,
- h. Sight distance standards,
- i. Incentives to mitigate poor traffic access/ hazardous situations,
- j. Standards to eliminate traffic conflicts with bicyclists and pedestrians,
- k. Commercial signage and utility restrictions within rights-of-way,
- l. FDOT Access Management Classification System and Standards,
- m. Cross-access and stub-outs to adjacent parcels,
- n. Overlays to increase densities and intensities in support of mixed use compact development patterns,
- o. Minimum neighborhood connectivity pathway requirements; and
- p. Maximum impervious surface ratios for all zone districts.

**POLICY 2.03.06.**

Development shall be required to address operational site- related improvements and operational effects to adjacent major roadway intersections. Criteria shall be developed based on trip generation to determine the vehicular trip limits for major intersections to be addressed and the extent of required operational improvements

to ensure safe operations for motor vehicles, pedestrians, bicyclists, and alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters. Operational improvements are considered site-related requirements. The addition of through motor vehicle lanes not directly related to facilitating access to the site are considered capacity projects and shall be credited accordingly.

**POLICY 2.03.07.**

The Land Development Code shall include standards, criteria, and procedures to ensure that an adequate system of roads functionally classified as local provides safe and maintainable access to new development that will use such roads. These regulations shall include design standards to ensure that the structural integrity and volume capacity of such roads are adequate based on projected trips to and from such development and shall take into account requirements for fire-fighting and other emergency vehicle access. Evaluation and approval of new development proposals shall include assessment of impact on and capacity of directly connected existing local roads.

**POLICY 2.03.08.**

The Land Development Code shall include guidelines, standards, and procedures for the identification of existing local graded roads providing access to existing developments that are deficient based on findings that the condition of such roads is below or is projected to be below that required to meet minimum standards for public safety based on factors such as accidents, indications of inaccessibility to emergency vehicles, indications of inability to properly maintain, and projected traffic volumes in relation to the condition of the road. A management program for such roads identified as deficient shall be developed by the City's Streets Department for consideration as part of the annual Capital Improvements Program update. This shall include identification of the cost of required maintenance or improvements necessary to remedy identified deficiencies, identification of existing or proposed sources of funding such expenditures, and identification of areas proposed for deferral of further development pending remedy of existing local road deficiencies.

**POLICY 2.03.09.**

Development shall be required to dedicate the necessary right-of-way proportionate to the impacts of development along property boundaries of external roadways to accommodate standard lane widths, turn lanes, bike lanes, clear recovery zones, stormwater, utilities, sidewalks and multi-use or shared paths. Sidewalks and multi-use or shared paths may be provided within an easement along major roadways to preserve and take advantage of proposed buffers, existing vegetation, environmentally sensitive lands, and other natural features.

**POLICY 2.03.10.**

Residential developments of twenty-five (25) units or more in size or that generate more than 250 daily trips shall provide a minimum of two (2) functional access points. Exceptions for secondary access are permitted where infeasible due to the original tract dimensions, environmental or topographical constraints or existing development patterns.

**POLICY 2.03.11.**

The City shall require new development and redevelopment to support alternative modes of transportation through such measures including, but not limited to, the provision of sidewalks, bikeways, transit stops, alternative vehicle shared use paths or other facilities that support alternative modes of transportation, such as parking management systems and park-and-ride facilities.

**POLICY 2.03.12.**

The City shall require developers of commercial property to provide for convenient and safe access to bicyclists and pedestrians and shall provide a secure location for the storage of bicycles on-site.

**OBJECTIVE 2.04.****RIGHT-OF-WAY (ROW) PROTECTION**

The City shall institute a program of protection and acquisition of rights-of-way for the roadway network, which includes roadways classified as minor arterials or collectors, to ensure continuity of the multi-modal transportation network, and to protect the existing and future multi-modal transportation network from development and other encroachments.

**POLICY 2.04.01.**

The City shall develop a Right-of-Way Acquisition List that identifies and prioritizes necessary ROW property for purposes of expanding the multi-modal transportation network.

**POLICY 2.04.02.**

The City shall require the maximum rights-of-way in its Land Development Code regulations in order to preserve existing platted rights-of-way and address the needs of motorized vehicles, sidewalks, bike lanes and/or shared use low speed alternative vehicle paths.

**POLICY 2.04.03.**

Rights-of-way shall be acquired as part of roadway improvement projects undertaken on existing segments of the roadway network, unless such acquisition is unreasonable because of physical or economic constraints.

**POLICY 2.04.04.**

The City shall not abandon any existing rights-of-way instead encourage dedication, preservation, and protection of existing and proposed rights-of-way during the development review process.

**POLICY 2.04.05.**

When requesting abandonment of the existing rights-of-way is unavoidable, the applicant shall demonstrate the following for any proposed vacation of a City right-of-way:

- a. The right-of-way is no longer required for public use and could not reasonably be utilized as a through street, sidewalk, bicycle lane or any other public function such as parking, stormwater management, utility location or open space;
- b. The proposed vacation is in the public interest;
- c. The proposed vacation would preserve or protect an environmental, historical or cultural feature of the City; and

- d. The proposed vacation will be offset by at least one public access through street connection.

**OBJECTIVE 2.05.**

**LEVEL OF SERVICE (LOS), AND QUALITY OF SERVICE (QOS)**

The City will maintain and enhance a safe, convenient, balanced, efficient and interconnected multi-modal system consisting of vehicular, bicycle, pedestrian and transit transportation options that serve to mitigate and reduce the amount of vehicular traffic on the roadway network.

**POLICY 2.05.01.**

By December 2012, the City shall revise its Land Development Code to ensure consistency with the policies contained in this Plan. Development review procedures will be revised to ensure predictable evaluation criteria for assessing site plan design. The highest priority standards will be required, while other secondary standards will be more flexible, allowing trade-offs when meeting these standards. These procedures will include flexibility for applicants to substitute off-site multi-modal mitigation in-lieu of meeting on-site design criteria in circumstances where site constraints preclude an applicant’s ability to reasonably meet all design criteria. The total required multi-modal mitigation will be proportionate to the size, location, and projected traffic impact of the project.

**POLICY 2.05.02.**

The City shall maintain the minimum acceptable peak period Level of Service (LOS) standards for State Principal Arterials, Minor Arterials, County Minor Arterials, County and City Collector roads within the City. Level of service shall be measured by methodologies outlined in the most recent Quality/Level of Service Manual from the Florida Department of Transportation (FDOT.;) Roadways that are physically or environmentally constrained or legislatively prohibited from expansion due to their valued historic or cultural character will be allowed to operate above the minimum established LOS standards. These roadways will be allowed to continue to operate at such a level that significant degradation of the roadway does not occur based on existing conditions at the time of adoption of this Plan.

“*Peak Period*” means the average of the two highest consecutive hours of traffic volume during a week day.

“*Maintain*” means continue operating conditions at a level such that significant degradation does not occur based on the existing conditions at the time of the Comprehensive Plan adoption. For the constrained roadways in the City that meet or exceed the level of service standards that would be applied based on their road type, “maintain” does not apply until the roadway is operating below the applicable minimum level of service standard.

Authority	Road Type	Minimum LOS Standard
City	Major Arterial, Minor Arterial, Collector and Local	C
County	Major Arterial, Minor Arterial, Collector	D

FDOT	Principal Arterial, Strategic Intermodal System Links (SIS)	E
FDOT	Constrained Segments- A1A/ SR200/ 8th Street from Lime Street to Centre Street & A1A/ SR200/ 8th Street from Atlantic Avenue to Dade Street	Maintain

### **POLICY 2.05.03.**

Issuance of all local development orders for new development or expansions of existing developments shall be contingent upon compliance with applicable LOS standards contained in this Plan.

### **POLICY 2.05.04.**

The City shall maintain and update, as needed, its current procedures and requirements for all development, regardless of size, to contribute its proportionate share of transportation facilities, funds or land necessary to accommodate the impact of the proposed development.

### **POLICY 2.05.05.**

The City shall amend the Land Development Code to incorporate and implement a VMT-based mobility fee following the creation of its 2012 Mobility Plan. The City shall work with the NEFRC to implement the Florida Standard Urban Transportation Model Structure (FSUTMS) as powered by Cube Voyager from Citilabs or other acceptable methodology will be used to produce average VMT to calculate the fee per VMT for the horizon year of 2030.

### **POLICY 2.05.06.**

Mobility fees determined, based on the City's Mobility Plan, may be reduced for non-commercial properties through adjustments based on household density, mix of uses, alternative transportation options, and presence of neighborhood retail within ½ mile radius of the proposed development. The presence of neighborhood retail shall be identified by land uses that permit retail development.

### **POLICY 2.05.07.**

The City shall serve to enhance the safety and efficiency of its multi-modal transportation system, through the implementation of both Level of Service (LOS) quantitative measures and Quality of Service (QOS) qualitative performance measures. QOS in transportation planning serves as a measurement of the presence and quality of pedestrian, bicycle, and transit facilities.

### **POLICY 2.05.08.**

The City shall ensure that all new development and redevelopment is designed and required to: safely promote increased walking, bicycling, low speed alternative vehicles and community transit use while reducing vehicle trip lengths and vehicle miles of travel, as outlined in the Future Land Use and Multi-modal Transportation Elements of the Plan and implemented in the Land Development Code and; contributes through either collection of fees or improvements to the multi-modal transportation system that further the achievement of multi-modal LOS/QOS performance measures established in the City's future Mobility Plan.

### **POLICY 2.05.09.**

The City shall establish baseline data for its pedestrian, bicycle and future community transit services and facilities in order to develop Quality of Service

(QOS) performance measure goals to be incorporated and implemented through the adopted Capital Improvements Program and its Roadway Improvements Program.

**POLICY 2.05.10.**

The City shall further support pedestrian, bicycle, and community transit by:

- a. Considering an increase in residential density and non-residential intensity in locations that serve to help meet the goals as set forth in Objective 2.01;
- b. Planning for an appropriate mix of residential, commercial, educational, recreational civic and other complementary uses allowing residents and visitors to meet their daily needs more efficiently while minimizing travel distances;
- c. Requiring that sites be designed in a manner that provide safe, and convenient access for pedestrians, cyclists and transit users;
- d. Increasing sidewalk connectivity to reduce trip lengths and create a more walkable system of short blocks; and
- e. Providing complete streets that foster neighborhood connectivity to nearby commercial retail areas.

**POLICY 2.05.11.**

The City shall continue to collect transportation impact fees on behalf of the County for specified County roads, based on the adopted inter-local agreement.

**POLICY 2.05.12.**

A mobility transportation fee shall be assessed in the City's Mobility Plan and may be adopted to ensure that a development funds mobility and fully mitigates its impact to the multi-modal transportation system.

- a. Development shall satisfy its transportation concurrency obligations through payment of a mobility transportation fee. This provision shall not exempt Developments of Regional Impact from statutory requirements for proportionate share mitigation.
- b. No development shall receive a final development plan approval where the development impacts a roadway operating below the adopted LOS or QOS standards until such time as a mobility transportation fee is adopted to address the traffic impacts of the development.
- c. Modes of transportation to be addressed by the mobility transportation fee shall include automobiles, bicycles, pedestrians and community transit services.
- d. The mobility transportation fee should reflect the potential to reduce traffic impacts to the major roadway network through internal capture and increase in pedestrian, bicycle, use of low speed alternative vehicles and community transit mode share.

**POLICY 2.05.13.**

The City shall continue to use general funds, transportation funds, special assessments, federal and state funds and other revenue sources, as available, to fund multi-modal transportation improvements in the City. By December 2013, the City shall define additional dedicated funding sources to finance the cost of proposed transportation and general liability improvements.

**OBJECTIVE 2.06.****STRATEGIC INTERMODAL SYSTEM (SIS) FACILITIES**

Maintain acceptable operating conditions on the roadway network, especially with regards to the Strategic Intermodal System (SIS) and regionally significant roadways through system preservation and enhancement, strategic system expansion, and development of viable pedestrian, bicycling, and transit systems.

**POLICY 2.06.01.**

The City's SIS facility is located along A1A/ SR200/ 8th Street, it continues north on Dade Street ending at the port entrance on Front Street. The City shall maintain a Level of Service of E on its portion of the SIS facility.

**POLICY 2.06.02.**

The City shall use Transportation Systems Management, Transportation Demand Management, and additional strategies to minimize any degradation of operating conditions on the Strategic Intermodal System (SIS).

**POLICY 2.06.03.**

Transportation Systems Management strategies, which include optimization of traffic signal systems, turning lanes, and other intersection improvements, shall be implemented so as to improve operational service levels. The City shall study intersections and roadways which are approaching or have exceeded acceptable service levels and identify and install low-cost improvements to upgrade traffic flow. Those improvements may include, but not be limited to, signal system coordination, adjustments of signal timing, adding turn-lanes, roundabouts and restriping to achieve additional lanes.

**POLICY 2.06.04.**

The City shall evaluate the feasibility of diverting and/or re-routing non-port truck traffic off of the Strategic Intermodal System (SIS).

**POLICY 2.06.05.**

The City shall evaluate the feasibility of diverting automobile traffic off of the Strategic Intermodal System (SIS) by looking at roadway facility expansions on adjoining streets.

**POLICY 2.06.06.**

The City shall provide incentives, as feasible, for all large employment centers with over 100 employees to utilize car pools, transit and other means to reduce trip generation and peak hour traffic volumes on the Strategic Intermodal System (SIS).

**OBJECTIVE 2.07      MULTI-MODAL NETWORK DESIGN**

The City shall use design features such as wide sidewalks, street trees, on-street parking, narrow travel lanes, consolidation of driveways and turn lanes, traffic calming, prominent crosswalks, modest building setbacks, and signal timing, where feasible, to achieve more modest average vehicle speeds in order to create a more balanced and livable street system that supports transportation choice, energy efficiency and enhanced quality of life.

**POLICY 2.07.01.**

The City shall adopt design standards for constructing "context-sensitive" local streets that support walking, bicycling and transit use while continuing to accommodate safe vehicular travel. "Context-sensitive" design recognizes that not



all streets should be designed to move high-speed traffic, and that many local streets should be designed with a higher priority to calming traffic and promoting multi-modal transportation. Cross-sections will be designed to maximize right-of-ways to discourage excessive speeds, and provide on-street parking, bicycle lanes, and sidewalks. The City shall encourage FDOT and Nassau County to apply these standards for streets within the City limits and in all future annexation areas where a Joint Municipal Planning Agreement has been established.

**POLICY 2.07.02.**

The multi-modal network shall be designed to avoid, minimize, and mitigate adverse impacts upon cultural, natural and historic resources and scenic quality during the siting, design, construction, operation, and maintenance of the transportation system. Use of the transportation system to enhance cultural, natural and historic resources and preserve neighborhood character and scenic quality shall be considered where possible.

**POLICY 2.07.03.**

Transportation facilities shall be located, designed, constructed, and maintained to avoid, minimize and mitigate adverse impacts to conservation and open space areas consistent with the Conservation and Coastal Management Element and Recreation and Open Space Elements of this Plan.

**POLICY 2.07.04.**

Transportation facilities will be designed according to the Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways, of the Florida DOT, unless other standards are set by the City Commission.

**POLICY 2.07.05.**

Appropriate conservation, arboricultural, and horticultural standards shall be used in the design, construction, and maintenance of transportation facilities in order to promote energy conservation, reduce heat-island effect, enhance habitat connectivity, provide for the safe passage of wildlife, and improve scenic quality consistent with Conservation and Coastal Management Element and Recreation and Open Space Elements of this Plan.

**POLICY 2.07.06.**

Traffic calming shall be used, where appropriate, to reduce the negative impacts of vehicle volume or speed on neighborhood streets and any streets that provide service to non-motorized travelers.

**POLICY 2.07.07.**

Intersections shall be designed to slow vehicular traffic and promote safe pedestrian crossing.

**POLICY 2.07.08.**

The City shall use street resurfacing projects as an opportunity to install or enhance sidewalks; bicycle lanes, raised medians, and brick or brick imprinted paver or painted crosswalks, where feasible. If not a City project, the City shall recommend that FDOT, Nassau County, or private developers make such enhancements.

**POLICY 2.07.09.**

The street layout of new developments shall be coordinated with the streets and parking scheme of surrounding areas. This shall be implemented by establishing on-site connections to existing adjacent streets and parking lots, or stub drives for future connection to existing vacant parcels, unless natural features prevent such a connection. Bicycle and pedestrian facilities shall also be designed as part of the roadway network or exclusive from the roadway network to connect to adjacent uses.

**POLICY 2.07.10.**

Block lengths in new developments as small as 300 feet in length are recommended and shall not exceed 660 feet in length. Infill of a street network meeting these spacing standards shall be required upon redevelopment, where feasible, to improve the connectivity of the existing road network and relieve traffic from existing, congested facilities.

**POLICY 2.07.11.**

The City shall develop and apply access management standards to minimize the frequency of individualized driveways and intersections through the consolidation of existing driveways, requiring shared access for new development between adjacent parcels, and developing an interconnected network of streets and alleyways that will provide direct access to low-speed, local streets.

**POLICY 2.07.12.**

All future development shall make provisions for safe, convenient on-site traffic flow; adequate parking shall be provided and designed so as not to be a detriment to pedestrian, bicycle and transit access.

**POLICY 2.07.13.**

The City shall incorporate mobility strategies that enable its aging population to remain independent and in their own home or in a non-health care environment for as long as their health allows. Such strategies may include but, not be limited to, establishing well-lighted and maintained sidewalks and walking paths with plenty of shade and benches for resting, especially at community transit stops; well-marked and lighted parking lots and well-marked pedestrian cross-walks; stoplights timed to allow an elderly person to cross the street; larger lettering on street signs to enable easier navigation; and dedicated left turn lanes and signals to facilitate safer driving.

**POLICY 2.07.14.**

The following are internal street network requirements for all development and redevelopment within the City:

- a. Developments are required to design and construct a continuous interconnected network designed to safely calm traffic and encourage walking and bicycling throughout the development.
- b. Street design standards shall address narrow pavement and right-of-way widths, turning radii, on-street parking, and other design criteria for streets and alleys. Standards shall promote walking and biking, ensure safety for all users and allow for emergency access.
- c. A connectivity index standard shall be developed to ensure adequate internal connections as well as connections to adjacent and nearby uses. This is calculated as the ratio of the number of street links (road sections between intersections) in the project's street layout divided by the number

of street nodes (intersections and cul-de-sac bulbs) The connectivity standards shall address connectivity for bicycles, pedestrians, and motor vehicles. For comparison purposes, a perfect grid, such as downtown Fernandina Beach, has a connectivity index of 2.0 or higher while the figure for a conventional cul-de-sac subdivision is often 1.0 or less.

- d. Stub-outs of the street network to adjacent parcels with development or redevelopment potential shall be provided. Provisions for future connections should be made in all directions whether streets are public or private, except where abutting land is undevelopable due to environmental or topographical constraints. To plan for future adaptive redevelopment of adjacent developed land, cross-access shall be provided even if a cross-access connection on the developed land does not currently exist. Cross-access connections shall be paved to the property boundary. All private streets shall provide full access to the general public.
- e. Internal streets shall connect to stub-outs provided by adjacent developments.
- f. Developments shall provide a pedestrian and bicycle circulation system that includes a network of multi-use paths throughout the development. The multi-use paths shall connect open space areas, adjacent developments, and existing or planned bicycle and pedestrian facilities along collector and arterial roadways.
- g. A developer shall be allowed to propose a plan to provide a network of shared or separate facilities to provide mobility through low speed electric vehicles. The plan shall address safety for all modes of transportation with particular attention paid to bicycle and pedestrian interactions.

## **OBJECTIVE 2.08.**

### **MULTI-MODAL NETWORK MAINTENANCE**

The City will provide for a safe, convenient, efficient and interconnected multi-modal network that prioritizes roadway system maintenance and multi-modal system expansion over widening of existing roadways, especially where roadway expansion would have a detrimental impact on environmentally, historical, cultural and economically sensitive systems.

#### **POLICY 2.08.01.**

The City shall prohibit extensive expansion of roadways that would ultimately result in adversely impacting areas that are environmentally and economically sensitive, particularly when substantial public and private investments have been made in the area to preserve and enhance such resources.

#### **POLICY 2.08.02.**

The City shall coordinate with the County and State to optimize the use of county, state, and federal funds through advance preparation of right-of-way acquisition documents and construction plans for roadway improvements.

#### **POLICY 2.08.03.**

A1A/ SR200/ 8th Street shall remain a two (2) lane constrained facility due to the economic impacts of widening and the adverse effect on private property in the corridor.

#### **POLICY 2.08.04.**

By December 2012, the City shall develop and utilize a Future Multi-modal Transportation Circulation Map to assure the continuity of the multi-modal

transportation system, determine additional lane needs on the City's roadway facilities, provide for sidewalk and bicycle connectivity, assist in the creation of a community transit or trolley service and to identify facilities that have important residential neighborhood and/or historic characteristics. The Multi-modal Transportation Circulation Map shall protect future corridors and rights-of-way from permanent encroachment and ensure availability consistent with the Future Land Use Map (FLUM).

#### **POLICY 2.08.05.**

The City shall, as part of its development review process, promote the safe movement of bicycle and pedestrian traffic and continued maximized utilization of existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation management systems management alternatives including, but not limited to, the following:

- a. Limitations of the number and width of vehicular driveways/ curb cuts on streets to minimize pedestrian intrusion and obstacles;
- b. Improved signal timing;
- c. Intersection signing, markings, channelization;
- d. Restrictions and coordinated management of on-street parking;
- e. Partnering or providing community transit facilities such as a trolley system;
- f. Encourage employer-based van pooling or carpooling and parking policies;
- g. Encourage employer-based staggered and/or flexible work hours; and
- h. Provisions for the accommodation of bicycles and associated bicycle support facilities.

#### **POLICY 2.08.06.**

The City shall consider public and private sector cooperative landscaping maintenance programs such as "adopt a median" or "adopt a beach access."

### **OBJECTIVE 2.09.**

#### **SAFE AND EFFECTIVE ROADWAY NETWORK**

The City shall ensure that the movement of people and goods is safe and effective by maintaining and enhancing the existing roadway network to promote accessibility by all modes of transportation including personal automobiles, community transit services, walking and bicycling, by designing a pedestrian scale, well-connected street network.

#### **POLICY 2.09.01.**

Traffic operations and roadway design, such as traffic signals, acceleration and deceleration lanes, service roads, traffic signs, and pavement markings, shall be continually reviewed to identify safety and efficiency issues on the existing roadway network. Modifications that are necessary to ensure safety and efficiency shall be identified and included in the annually updated Roadway Improvement Program.

#### **POLICY 2.09.02.**

The design of the street network shall make walking and biking within neighborhoods and neighborhood edges convenient, safe, and pleasant.

#### **POLICY 2.09.03.**

The City recognizes that visually attractive roadways are an asset to the community and shall ensure all future roadway improvement projects contain adequate funds

for design, installation and maintenance of landscaping. Roadway landscaping design should consider the following:

- a. Ensuring vehicular, pedestrian and bicycle safety through professionally accepted roadway design standards as consistently applied should guide the selection of plant materials, street furniture and other landscaping elements.
- b. Methods to reduce long-term maintenance requirements, such as xeriscaping or self-sustaining vegetation, should be considered.
- c. Landscaping should not compromise pedestrian and bicycle safety by creating visual barriers at intersections;
- d. Irrigation requirements, costs and availability including reclaimed water, should be considered.

**POLICY 2.09.04.**

The City shall address the visual appearance and landscaping of gateway roads leading into the City and to major tourist destinations.

**POLICY 2.09.05.**

The City shall annually identify any deficient facilities, as defined by F.S.163.3182, which include roadways operating below the adopted level of service standards (as provided in Objective 2.05).

**POLICY 2.09.06.**

The City shall complete all roadway projects as necessary to maintain or achieve the adopted roadway level of service standards as detailed in the Schedule of Capital Improvements in the Capital Improvements Element of this Plan.

**POLICY 2.09.07.**

Traffic analyses, methodologies, capacities and other traffic requirements are required for all new subdivisions, large-scale annexations, large-scale future land use amendments and redeveloping non-residential property in the City. Large-scale annexations and future land use amendments are those which contain 10 acres or more in land area.

**POLICY 2.09.08.**

Traffic accident records shall be used to identify necessary improvements to the roadway network, in order to address conditions that contribute to roadway accidents.

**POLICY 2.09.09.**

Any additions or changes to the existing city street network pattern shall be designed to provide interconnected patterns that promote effective circulation of vehicles, bicycles, pedestrians and future community transit facilities and to reduce trips on the major arterials streets.

**POLICY 2.09.10.**

Gridded, interconnected street networks with a generally north-south, east-west orientation are encouraged. Streets should be connected with other streets to the maximum extent possible. Alleys for rear access, when feasible and appropriate, are encouraged.

**POLICY 2.09.11.**

In the event of an island-wide evacuation, the City shall support FDOT in its “one-way evacuation operations.” A one-way evacuation operation means that all travel lanes on designated sections of roads would proceed in one direction, heading away from an approaching storm event.

**POLICY 2.09.12.**

The City shall coordinate with FDOT and Nassau County to identify alternative evacuation routes and modes as may be necessary in order to safely get citizens and tourists off the island.

**POLICY 2.09.13.**

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

**OBJECTIVE 2.10.****BICYCLE PEDESTRIAN AND MULTI-USE PATHS NETWORK**

The City shall encourage and promote the safe integration and utilization of bicycle and pedestrian and low-speed alternative vehicle movement on the roadway network, which includes roadways classified as minor arterials or collectors; within public lands, commercial development, mixed-use redevelopment, residential areas, and parks and recreational lands; and other areas that allow public access.

**POLICY 2.10.01.**

The City shall encourage the safe movement of bicycles and other non-motorized vehicular transportation through the establishment and maintenance of bicycle paths or multi-use greenways within the community. These facilities shall be consistent with the First Coast Regional Greenways and Trails Plan. A Sidewalk Master Plan developed with appropriate consideration of the “Safe Routes to School” program, and a Bicycle and Pedestrian Circulation Study are to be completed by December 2012.

**POLICY 2.10.02.**

The City shall coordinate with other organizations concerned about bicycle safety, including the Nassau County School Board, in developing a program on the proper and safe use of bicycles.

**POLICY 2.10.03.**

The City shall conduct a bicycle and pedestrian facilities and circulation assessment and develop a Bicycle and Pedestrian Master Plan by December 2012. The Bicycle and Pedestrian Master Plan shall be developed with consideration of the North Florida TPO trail plans, the Safe Routes to School program and the Amelia Island Trails recommended network.

**POLICY 2.10.04.**

The City shall strive to increase its designation level in the “Bicycle Friendly Community” program as determined by the League of American Bicyclists.

**POLICY 2.10.05.**

Bicycle and pedestrian facilities and features shall be added on all roadway corridors that are being milled or resurfaced, where sufficient right-of-way exists,

in order to accommodate and promote bicycle and pedestrian use. This shall include provision of paved shoulders and sidewalks on roadway segments identified as part of a bicycle route network. Where applicable, any unfunded gaps in the sidewalk coverage as indicated in the 2012 Bicycle and Pedestrian Master Plan that are adjacent to or part of a proposed new development or redevelopment project will be subject to the City's mobility fee.

**POLICY 2.10.06.**

The City shall require new development and redevelopment to provide for sidewalks, bicycle access, and bicycle parking facilities.

**POLICY 2.10.07.**

Design of pedestrian and sidewalk facilities should take into consideration the surrounding environment and ensure the safety of non-motorized travelers and encourage increased use of these systems.

**POLICY 2.10.08.**

Sidewalks shall be a minimum of 6 feet in width, with widths of 10 feet or more encouraged in locations of significant pedestrian activity or to provide additional space for sidewalk cafes, displays, sales, or other pedestrian-oriented activities. In recognition of the difficulty in retrofitting existing roadways, the width of a sidewalk may be reduced to five (5) feet in specific locations to address planting of street trees or landscaping, utilities, stormwater facilities, and right-of-way constraints.

**POLICY 2.10.09.**

Sidewalks in commercial or mixed use areas shall be lined with street trees, seating areas, pedestrian-scaled awnings, and other pedestrian-oriented features to provide for an aesthetically pleasing environment with protection from the sun and rain.

**POLICY 2.10.10.**

The City shall establish requirements and incentives in the land development code for new development, redevelopment, and infill development to install street trees. Street trees should be selected to minimize conflict with overhead utilities, provide for appropriate canopy and shading benefits, and are aligned in a disciplined manner along streets in order to properly frame the street.

**POLICY 2.10.11.**

The City shall identify areas of the city where pedestrian street lighting is appropriate and develop a plan for installing such lighting. Where appropriate, street lighting should be pedestrian-scaled (in both intensity and height), directed toward the street and properly shielded when near beach areas.

**POLICY 2.10.12.**

Utilities, street trees, poles, and all other objects shall be located off the sidewalk or along the edge of the sidewalk and shall be designed at widths that provide unobstructed clear space for the entire length of the sidewalk. Street trees shall be located between the edge of the sidewalk and the street, where possible, to provide a physical barrier to further separate pedestrians from vehicular traffic.

**POLICY 2.10.13.**

Crosswalks should be provided at all signalized or stopped controlled intersections. Pedestrian signals shall be installed at all signalized intersections and

any other locations where high pedestrian volumes or other conditions warrant a signalized crossing.

**POLICY 2.10.14.**

The City shall design, locate, and prioritize bicycle lanes and sidewalks or multi-use paths that serve to connect schools, hospitals or medical care facilities, parks and open space areas, beach access locations, commercial activity corridors, and employment centers.

**POLICY 2.10.15.**

Bicycle lanes shall be provided wherever turn lanes are constructed and in conjunction with all street resurfacing or reconstruction of local streets. Bike lanes shall be designed at widths that provide cyclists adequate space to operate their bicycles with an acceptable level of comfort.

**POLICY 2.10.16.**

The City shall support an alternative to automotive transportation that optimizes the comfort and safety of bicyclists by implementing transportation into the workplace and requiring new non-residential development and redevelopment, based on a square footage calculation, to include bicycle amenities such as, secure bike lockers, convenient bike racks, shower and locker facilities.

**POLICY 2.10.17.**

Multi-use trails and/or shared use pathways shall be designed at widths that allow users to safely pass in opposing directions.

**POLICY 2.10.18.**

Sidewalks, bicycle lanes and multi-use trails and/or shared use pathways shall be regularly maintained to clear obstructions and trim landscaping that encroach onto the facility.

**OBJECTIVE 2.11.**

**WATERWAYS NETWORK**

Fernandina Beach shall ensure that the Amelia River waterway is maintained as a naturally deep water site in order to retain the economic viability of the City's historic working waterfront economies including its shrimp industry heritage, its industrial pulp mill operations, and its Port facilities. Further, the City recognizes the need to develop realistic and proactive strategies to ensure that Fernandina Beach provides ample opportunities for residents, businesses and visitors to have access to marine and coastal waters for recreational and commercial purposes without jeopardizing its environmental values.

**POLICY 2.11.01.**

The City shall coordinate with the Ocean Highway and Port Authority and FDOT regarding the Port of Fernandina as an identified "emerging" SIS facility.

**POLICY 2.11.02.**

The City shall identify, inventory and characterize its system of waterways in terms of use, capacity and relationship to recreational and commercial working waterfronts. The City shall use this data when identifying future public access opportunities, for integrating waterways with recreational and commercial working waterfronts and when coordinating with other jurisdictions on potential impacts.



**POLICY 2.11.03.**

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

**POLICY 2.11.04.**

The City shall identify, inventory and characterize all existing publicly- accessible recreational and commercial working waterfront properties on a parcel-by-parcel basis, including but not limited to, public lodging establishments, docks, wharfs, lifts, wet and dry marinas, boat ramps, boat hauling and repair facilities, commercial fishing facilities, boat construction facilities, and other support structures over the water.

**POLICY 2.11.05.**

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

**POLICY 2.11.06.**

Based on data and analysis, the City shall assess the future demand for public water access to shorelines and waters of the City and shall establish activity-based levels of service standards for water access.

**POLICY 2.11.07.**

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

**POLICY 2.11.08.**

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

**POLICY 2.11.09.**

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

**POLICY 2.11.10.**

The City's Land Development Code shall encourage voluntary dedication of land and property to provide access to public waterways.

**OBJECTIVE 2.12.**

**AIRPORT PLANNING**

Fernandina Beach shall ensure proper and orderly development of Fernandina Beach Municipal Airport, consistent with the Airport Master Plan, and without compromising safety or normal and appropriate aviation activity minimize the negative impacts from such airport activities upon adjacent residents, lands, natural systems, and public facilities.

**POLICY 2.12.01.**

Operating conditions on ground access routes to the Airport will be properly preserved and access will be integrated with other modes of transportation.

**POLICY 2.12.02.**

The City will ensure that all ground access routes to the Airport within its jurisdiction will be properly maintained.

**POLICY 2.12.03.**

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

**POLICY 2.12.04.**

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

**POLICY 2.12.05.**

All aviation and non-aviation development at the Fernandina Beach Municipal Airport shall be made with proper consideration for the adjacent population, environment, and the Future Land Use Element of this Plan. Development shall proceed based upon the Fernandina Beach Airport Master Plan and shall utilize low impact development (LID) practices.

**POLICY 2.12.06.**

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

**POLICY 2.12.07.**

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

**POLICY 2.12.08.**

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

Any applicable Federal, State or local law; or

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

**OBJECTIVE 2.13.**

**SAFE AND CONVENIENT PARKING**

The City shall provide for safe and convenient flow of vehicular and non-motorized vehicle parking and ensure that the location of off-street surface parking lots reflect quality urban design.

**POLICY 2.13.01.**

The City shall encourage parking strategies that support the overall transportation and mobility goals and objectives of this element.

**POLICY 2.13.02.**

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

- a. Use of consolidated or free standing parking facilities through formal agreements with the City or adjacent commercial properties that demonstrate excess parking;
- b. Contributions to the provision of pedestrian, bicycle or transit facilities in lieu of compliance with on-site parking requirements; or
- c. Relief from some portion of on-site parking requirements may be obtained for properties eligible to participate in the City’s “destination activity center” commercial overlay district.

**POLICY 2.13.03.**

On and off-site parking standards for non-residential development shall be designed to minimize the visual and operational impact of parking on the pedestrian environment, encourage the use of on-street parking, where appropriate, and encourage the development of public, shared parking facilities in-lieu of private, on-site parking.

**POLICY 2.13.04.**

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

**POLICY 2.13.05.**

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

- a. Maximum parking space requirements;
- b. Requiring off-street parking to be located in the side or rear of building;
- c. Use of pervious parking materials;
- d. Landscaping and buffering requirements that serve to reduce heat-island effect; and
- e. Covered parking areas with green roof or low albedo (heat absorbing) material.

**POLICY 2.13.06.**

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

**POLICY 2.13.07.**

Parking areas shall comply with all applicable ADA accessibility requirements.

**POLICY 2.13.08.**

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

**POLICY 2.13.09.**

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

**POLICY 2.13.10.**

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

**POLICY 2.13.11.**

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

**POLICY 2.13.12.**

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

**POLICY 2.13.13.**

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

**POLICY 2.13.14.**

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

**POLICY 2.13.15.**

Where multi-level garages are utilized to address parking deficiencies, street level pedestrian oriented activities with retail, entertainment or office space shall wrap some portion or the entire 1st floor of a multi-level garage.

**POLICY 2.13.16.**

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

**OBJECTIVE 2.14.**  
**DOWNTOWN PARKING**

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

**POLICY 2.14.01.**

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

**POLICY 2.14.02.**

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

**POLICY 2.14.03.**

The City shall evaluate the feasibility of locating a multi-level parking structure downtown.

**POLICY 2.14.04.**

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

**POLICY 2.14.05.**

Downtown parking areas shall comply with all policies contained in the Historic Preservation Element.

**OBJECTIVE 2.15.**  
**BEACH AREA PARKING**

The City shall foster the economic vitality of beach area businesses by ensuring an adequate supply of vehicular and non-motorized parking is available to support the needs of the tourism industry as well as residential community.

**POLICY 2.15.01.**

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

**POLICY 2.15.02.**

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

**POLICY 2.15.03.**

Beach area parking shall comply with the policies contained in the Conservation and Coastal Management Element.

**POLICY 2.15.04.**

The City shall conduct a needs assessment and evaluate the feasibility of locating a multi-level parking structure or creation of a joint parking agreement with existing commercial properties that have excess parking for the provision of public parking in the beach area.

**POLICY 2.15.05.**

The City shall monitor all beach access locations to determine the need to provide stabilized parking and/or increased parking areas.

**POLICY 2.15.06.**

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

**POLICY 2.15.07.**

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

**OBJECTIVE 2.16.****INTERGOVERNMENTAL COORDINATION WITH OTHER TRANSPORTATION AGENCIES**

The City shall develop intergovernmental coordination strategies to achieve the objectives and policies of this Element. All roadway, bicycle, pedestrian or transit improvement plans and programs shall be coordinated with county, state, regional and local transportation agencies. The City shall coordinate with other entities to resolve any areas of conflict with Nassau County, Florida Department of Transportation (FDOT), North Florida Transportation Planning Organization (TPO), the School District, and the Federal Aviation Administration (FAA) by implementing these strategies.

**POLICY 2.16.01.**

The Amelia Island Joint Local Planning Agency shall continue to serve in an advisory capacity to the Nassau County Board of Commissioners and the Fernandina Beach City Commission with respect to land use and transportation issues.

**POLICY 2.16.02.**

The City shall assist the NEFRPC in the collection of essential data to evaluate the transportation needs of special needs and aging populations within the City.

**POLICY 2.16.03.**

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

**POLICY 2.16.04.**

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

**POLICY 2.16.05.**

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

**POLICY 2.16.06.**

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

**POLICY 2.17.07.**

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

**POLICY 2.16.08.**

The City shall support, encourage and participate in the designation of A1A/ Fletcher Avenue as a National Scenic Byway and state-level Scenic Highway.

**POLICY 2.16.09.**

The City shall coordinate and provide limited administrative support to the Ocean & Highway Port Authority as it works to update the Port Element by December 2013. The updated Port Element may require amendments to the Multi-modal Transportation Element in order to be fully integrated with this Plan. The City shall review all plans or proposals for expansion of the port, in order to ensure that the roadway network meets the need for safe and efficient access to the port.

**POLICY 2.16.10.**

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

**POLICY 2.16.11.**

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