Kelly Gibson

From: David Lott [David.Lott@speerandassociates.com]
Sent: Tuesday, May 31, 2011 9:46 AM
To: 'David Beal'; Paul Condit ; mark.bennett@wellsfargo.com; 'Eric Bartelt'; 'Len Kreger'; Richard Bradford; Michael Harrison
Cc: Marshall, D. McCrary; Kelly Gibson; Jennifer Gooding; Adrienne Dessy
Subject: EAR Amendment Comments
Follow Up Flag: Follow up
Flag Status: Red

I am out of town this week and unable to attend tonight's PAB special meeting. I have sent Staff some comments already which have been included in the documentation provided. While I am still finalizing all my comments from the EAR amendment documents and the review meetings held last week, I wanted to pass along my viewpoint on some of the major issues contained in the proposed draft with suggested revised language.

Goal 1 – Future Land Use Element

Sections 1.07.03 (3) – Low Density Residential and 1.07.04 (e) – Medium Density Residential - Staff has suggested striking out language that specifically identifies non-residential uses including resort rentals. Staff's explanation was two-fold: to make the sections consistent with the others that do not contain such specificity by placing a general prohibition ("incompatible non-residential uses); and, to address previous discussions by the City Commission to examine the possibility of expanding resort rentals. I believe that such a language substitution will substantially weaken the Code and could lead to an expansion of resort rentals throughout the City given the recent legislation passed at the State level. This City has seen numerous times what happens when language that is vague or subject to individual interpretation is used (i.e. building 'height'). I would suggest either restoring the language that is in the current LDC for these items or modifying as such:

Section 1.07.03 (3)
3. Prevent encroachment by commercial uses, including hotels, motels, bed and breakfast units, resort rentals, or other forms of transient accommodations; and other incompatible non-residential uses.

Section 1.07.04 (e)
e. The medium density residential designation is intended to prevent encroachment by commercial uses, including hotels, motels, bed and breakfast units, resort rentals, or other forms of transient accommodations; and other incompatible non-residential uses.

Section 1.07.06 - I also have a concern about what appears to be an effort to greatly expand the amount of mixed-use areas in the City. I believe that such a designation is appropriate for certain areas such as central business district and other general commercial areas as a step-down to residential areas. While I agree with the "definition" of MU in this section, there are numerous references made throughout the document that I interpreted to be that as current residential areas are redeveloped there would be an emphasis to change them to MU. My general concern in heightened by the frequent use of such terms as "dense", "compact", "urban". Despite David Yulee's vision, FB is not Manhattan and I don't think a majority of its

current residents want to see a major urbanization effort,

Goal 2 – Multi-Modal Use Element

Section 2.05.02 – Staff has proposed a degradation in level of service on City roads from a "C" to a "D". This same language change is reflected in **Goal 8 – Capital Improvement 8.05.01**. We should not accept a lower level of service on our streets. If I understood Staff's reason for this change, it was to "allow" funds collected under a transportation impact fee to be spent on alternative transportation methods. The City Attorney and City Manager have both written to me and said that the City already has the ability to spend any "transportation impact fees" collected on any type of transportation surface whether it be sidewalks, bike lanes, roadways, etc. I see no reason for the citizens to be subjected to a lower level of service.

Goal 4 – Public Facilities Element

Section 4.01.01 – I want to know what the current response times are for the Police and Fire and how these compare to the times stated in the Draft. Staff thought that the actual service times currently experienced were meeting or better than the stated time. I am not sure of that information. It is also important to understand if the standard is "average" response time or 100% of every response will be under that timeframe.

Section 4.05.07 - Mandatory requirement for porous driveways / walkways on private property seems heavy handed, especially in re-development areas. Discounting of impact fees or some other incentive would seem to be a more City friendly way to handle this objective.

Goal 8 – Capital Improvements Element

8.01.02 – I think some of the priority elements need to be adjusted. Please see my detailed comments

8.04.06 / 8.07.05 – I have some real concerns with the adoption of a 20 year CIP based on what is stated as the elements required in such a plan. While I see that large infrastructure projects have a horizon longer than the current 5 years; financial and needs assessments 5 years out are tricky enough and virtually impossible 20 years out due to changes in technology and costs. Additionally, under 8.07.05 it states that if there is any change to a CIP in terms of timing or removal/addition to the overall Plan, an amendment is required. This seems highly onerous especially know the number of changes that are likely to occur. If there is a need to extend the timeframe from the current 5 years, I would say it should be no longer than 10 years.

8.05.01 – While raising the ratio is good, I think our current ratio is substantially higher than 10:1 (someone remarked it could be 40:1 or higher). The ratio needs to be set, at a minimum, within 10% of the current ratio.

Goal 11 – Historic District Preservation Element

11.01.07 bullet #7 The City shall continue delegating authority to the Historic District Council for decisions affecting the historic, cultural and archaeological resources of the City. The historic preservation ordinance shall continue to grant powers to the Historic District Council which may include, but are not limited to:

- Hearing variances for properties within historic districts, **neighborhood conservation districts**, or the Community Redevelopment Area; and

Not exactly sure of what a "neighborhood conservation district" is, but according to the current City land use map, there currently are no conservation areas located within the current boundaries of the City's historic district. I don't believe it is proper for the HDC's powers to be expanded for any land areas outside of the boundaries of the historic district. Any

variances outside of the historic district should be heard by the Board of Adjustments.

Thanks for your consideration of these comments.
Dave

David W. Lott | Senior Vice President | **Speer & Associates, Inc.**
Cell: 904.415.6928 | Office: 770.396.2528 | www.speerandassociates.com

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~~UNF - Adopted, send Now or Later~~
~~Adopted Baker - DCA - send letter?~~
~~e-mailed~~

5/5/11 (904) 277-7325

GOAL 2.0

~~**THE CITY WILL PROVIDE FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS, AND THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.**~~

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.

Next week

~~MAP for Preserving Land for transportation~~
Consult FDOT regarding Methodology for Calculating VMT
Count non-Auto VMT - FDOT support
Train

OBJECTIVE 2.01. MOBILITY PLANNING

The City will establish a city-wide "Transportation Concurrency Exception Area" (TCEA). Fernandina Beach is designated as a "Dense Urban Land Area" (DULA) under section 163.3180(5), Florida Statutes, as such a city-wide TCEA has been established. This designation requires that the City adopt long- term land use and transportation strategies to support and fund alternative means of transportation that reduce greenhouse gases (GHG), enhance quality of life and are 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 2012. The Mobility Plan shall periodically be evaluated and revised or updated as necessary.

More specific
Until then...?
Give timeframe
Conflicts w/periodically

Policy 2.01.02.

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

- transportation demand management programs,
- transportation system management programs,
- revised parking standards and regulations,
- community transit services,
- community bike share programs,
- alternative vehicle shared-use paths for vehicle types such as low speed electric vehicles, GEM® cars, golf carts or scooters,
- parking facilities that accommodate pedestrians and bicyclists safely and conveniently,
- "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,
- transit and pedestrian-oriented site design standards and regulations, and
- pedestrian, bicycle, and community transit facility amenities and enhancements such as landscaped and shaded routes and shelters.

Expand Port Facilities

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

~~Ala Ag to Preservation~~
~~COJ Small Scale~~
~~COJ Ag to PF for Park~~

Planning Act of 2009. As part of the City's Mobility Plan, a baseline for the City's VMT shall be developed by 2012 in order to determine the progress of this goal.

Policy 2.01.04. Done

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 2030:

a. Establish or form a partnership to provide a community transit system based on the results of a 2012 Community Transit Feasibility assessment;
b. 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; Revise
c. 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;
d. Develop a cohesive signage scheme for the City's future transit system, trails, downtown circulation, parks, parking areas and beach access locations.
e. Provide pedestrian and bicycle access and supportive bike facilities at all municipal buildings.

Policy 2.01.06.

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

OBJECTIVE 2.03~~2~~. ~~ROADWAY~~MULTI-MODAL NETWORK MAP AND FUTURE LAND USE ELEMENT AND 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 ~~existing and~~ 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 2.03~~2~~.01.

~~The roadway improvement projects listed below will be completed in the priority order indicated:~~

~~Road Segment~~	~~Planned Improvement~~	~~Time Period~~
~~1st Avenue~~	~~Overlay and improve drainage~~	~~2003-2004~~
~~All roads~~	~~Maintenance~~	~~On-going~~

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 2.03.02.*~~

~~The City shall work with major businesses and industries to develop a program to phase shift changes in order to alleviate peak hour congestion along Eighth (8th) Street.~~

Policy 2.0~~3~~2.0~~3~~2.

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 ~~Traffic~~ Transportation Circulation Map series; ~~and~~
i. Provide service to development areas which may be approved as amendments to the FLUM and the Future ~~Traffic~~ 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.

Conflict

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:

1. 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.
2. 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.
3. Review all proposed development and capital projects proposed to identify areas of deficiency for sidewalks, bike paths, and low speed alternative electric vehicles.
4. 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, as a Dense Urban Land Area (DULA) with a city-wide Transportation Concurrency Exception Area (TCEA), recognizes that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining level of service on those corridors.

Policy 2.02.08.

The City shall provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and 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 one (1) year 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.

~~*Policy 2.03.04.*~~

~~The roadway improvement program shall be reviewed on at least an annual basis. The purpose of the review is to identify completed projects and to add projects based on the criteria listed in policy 2.03.03 above, and as funding is available.~~

~~*Policy 2.03.05. (RELOCATE & REVISE POLICY - 2.02.10 UNDER LOS/QOS OBJECTIVE)*~~

~~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 until such time that the City institutes a Mobility Transportation Fee System.~~

OBJECTIVE 2.06~~3~~. ~~COORDINATION OF~~ LAND DEVELOPMENT AND TRAFFIC CIRCULATION ~~PLANNING~~

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

Policy 2.0~~6~~3.01.

The City shall ensure that the circulation pattern of automobiles, community transit, bicycles, and pedestrians within a development is designed to ~~minimize~~ maximize use of the ~~roadway~~ multi-modal transportation network.

Policy 2.~~06~~3.02.

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

~~*Policy 2.06.03.*~~

~~The City shall ensure that development which provides access directly to the roadway network meets the following standards:~~

~~a. Adequate, appropriate, and safe entrance intersections, including turn lanes, acceleration or deceleration lanes, traffic signalization, traffic signs, and pavement markings;~~

~~b. Safe traffic conditions, such as limited curb cuts; and~~

~~c. Preservation of the long-term adequacy of the roadway network.~~

Policy 2.06~~3.04~~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, 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 zoning 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, and bicyclists. 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, 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 ~~roadway~~ multi-modal transportation network, and to protect the existing and future ~~roadway~~ 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 2.04.0~~1~~2.
The City shall require the ~~following~~ ~~minimum~~ 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.

~~Roadway Classification~~	~~Right-of-Way Width~~
~~Minor Arterial~~	~~100 feet~~
~~Collector (City responsibility)~~	~~60 feet~~
~~Local streets as shown on the original City plat~~	~~50 feet~~
~~Local streets, all other~~	~~60feet~~

Policy 2.04.0~~2~~3.
Minimum right-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 ~~cost or funding~~ physical or economic constraints.

Policy 2.04.0~~3~~4.
The City shall not abandon any existing rights-of-way instead ~~continue to promote and~~ encourag~~e~~ie ~~the~~ dedication, preservation, and protection of existing and proposed rights-of-way during the development review process.

Policy 2.04.~~04~~05.
When requesting abandonment of the existing rights-of-way is unavoidable, ~~T~~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; ~~and~~

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 2.0~~4~~5. LEVEL OF SERVICE (LOS), AND QUALITY OF SERVICE (QOS)

~~"The City shall ensure that the roadway network within the City meets the minimum acceptable levels of service for all roadways."~~
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 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 2.0~~4~~5.0~~4~~2.

The City shall ~~enforce~~ maintain the ~~minimum~~ or lowest quality acceptable peak period Level of Service (LOS) standard~~s~~ for State Principal Arterials, Minor Arterials, County Minor Arterials, County and City Collector roads within the City. ~~, as set forth in the table below.~~ ~~Level~~ of service shall be measured by methodologies outlined in the 2002 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.

2007 LOS Handbook

- "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. As applied, degradation means an increase in average annual daily traffic volume of ten percent (10%) above the maximum service volume. 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.

~~Minimum Acceptable Peak Hour~~	~~LOS by Roadway Classification~~
~~Minor Arterials~~	~~C~~
~~Collectors, City Responsibility~~	~~C~~
~~Collectors, County Responsibility~~	~~D~~

Authority	Road Type	Minimum LOS Standard
City	Major Arterial, Minor Arterial, Collector and Local	D
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 Quality of Service (QOS) performance measures. QOS is a measurement of the presence and quality of pedestrian, bicycle, and transit facilities, evaluated using FDOT's LOSPLAN, its preliminary engineering software, which incorporates Arterial Planning (ARTPLAN), Freeway Planning (FREEPLAN), and Highway Planning (HIGHPLAN) software models and quantitative measures of land use, urban form, and street connectivity.

Policy 2.05.08.

The City shall require new development and redevelopment such that:

a. Each development is designed 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;
b. The development contributes towards the achievement of multi-modal 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 2.03~~5.05~~11. (RELOCATED FROM ORIGINAL POLICY 2.03.05)

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.

1. 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.
2. 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.
3. Modes of transportation to be addressed by the mobility transportation fee shall include automobiles, bicycles, pedestrians and community transit services.
4. The mobility transportation fee should reflect the potential to reduce traffic impacts to the major roadway network through an increase in internal capture of trips 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 2016, the City shall define additional dedicated funding sources to finance the cost of proposed transportation and general liability improvements.

Date

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 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 encourage requirements and 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.

Minimize not Hurt Transit!

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 minimize lane widths 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. (RELOCATED FROM INTERGOVERMENTAL COORDINATION TRANSPORTATION OBJECTIVE)

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

Kelly Gibson

From: Mike Harrison [drmikeharrison@comcast.net]
Sent: Wednesday, June 08, 2011 11:59 AM
To: Kelly Gibson
Cc: Adrienne Dessy
Subject: EAR - Transportation Element
Follow Up Flag: Follow up
Flag Status: Red

Kelly:

Here are some thought that developed as I was discussing Sustainability with Adrienne yesterday. They pertain particularly to the Transportation Element

Given that Sustainability is about preserving resources, and given that Transportation represents a major consumer of non-renewable energy, we need a Goal that relates to the reduction of energy usage on our roads to find ways to prevent flowing traffic from stopping at intersections. When a traditional vehicle stops, all its kinetic energy is wasted, and must be replaced to get it moving again.

Ways to maintain flow include the use of roundabouts rather than traffic signals or Stop signs. Roundabouts do not need to be great users of space and can generally be accomodated within the Right of Way. We should also designate roads as either 'major' (meaning that they do not have Stop signs on them) or 'minor' (meaning that they do have Stop signs where they intersect with major roads).

I hope these ideas can be accomodated ...

Mike

Kelly Gibson

From: mark.bennett@wellsfargo.com

Sent: Saturday, June 11, 2011 4:17 PM

To: Kelly Gibson

Cc: pcondit@comcast.net; dbradford@ameliaisland.com; david.beal@beal.com; mark.bennett@wellsfargo.com; len.kreger@rocketmail.com; ericbartelt@gmail.com; drmikeharrison@comcast.net; mharrison@iee.org; Teddyk1525@gmail.com; Marshall, D. McCrary; Adrienne Dessy; Jennifer Gooding; patriciaborns@comcast.net; David.Lott@speerandassociates.com

Subject: Multi-model Transportation Element Comments

Kelly: Below are comments on the above Element……M

Policy 2.01.05(e) Comment – add "and encourage their creation at private facilities where appropriate.

Policy 2.02.07. The City, as a Dense Urban Land Area (DULA) with a city-wide Transportation Concurrency Exception Area (TCEA), recognizes that certain roadway corridors will be congested and that congestion will be addressed by means other than solely adding capacity for motor vehicles and maintaining level of service on those corridors.

Comment: This allows for not upgrading roads and not doing anything about it.

Policy 2.02.08. The City shall provide for multi-modal cross-access and connectivity within and between uses to encourage walking and bicycling and reduce vehicle miles traveled (VMT).

Comment: Should we add - or alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooter

Policy 2.0~~6~~3.01. The City shall ensure that the circulation pattern of automobiles, community transit, bicycles, and pedestrians within a development is designed to ~~minimize~~ maximize use of the roadway multi-modal transportation network.

Comment: Should we add: for alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters. – since these are part of the multi-modal proposals.

~~*Policy 2.06.03.*~~
~~The City shall ensure that development which provides access directly to the roadway network meets the following standards:~~
~~a. Adequate, appropriate, and safe entrance intersections, including turn lanes, acceleration or deceleration lanes, traffic signalization, traffic signs, and pavement markings;~~
~~b. Safe traffic conditions, such as limited curb cuts; and~~
~~c. Preservation of the long-term adequacy of the roadway network.~~

Comment: Why are we deleting the above?

Policy 2.03.04. – Comment: Should language be added for - alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters.

Policy 2.03.05.j & Policy 2.03.06 – Comment: Since bicyclists and pedestrians are noted - Should language be added for - for alternative vehicle shared-use paths for vehicles types such as, low speed electric vehicles, GEM® cars, golf cars or scooters.

Policy 2.03.11. – Comment: Add vehicle shared paths?

Policy 2.04.012. – Comment - Should minimum be substituted for maximum rights-of way….. – We can

establish minimums. –Why delete Roadway Classifications?

Policy 2.~~01~~5.~~01~~2. The City shall ~~enforce~~ maintain the minimum or lowest quality acceptable peak period….
Comment: Do we really want to maintain the minimum……

Comment: this would lead me to believe that we never want to improve.

Second bullet point - "maintain" does not apply until the roadway is operating below the applicable minimum level of service standard.

Comment: Based on the above we will let a roadway fail and potentially fail significantly rather than maintain a minimum level of service. I don't know if this makes sense.

Comment: Minimum LOS Standards should not be lowered. Bottom line is that in this single Policy we are or can accepting a total failure of a roadway and will only continue to maintain that failure. I don't think the City residents would want this.

Policy 2.05.08.b – Comment - Should we include in this Policy the establishment of a Multi-modal Fund for collections of fees that can or will be utilized for roads, pathways or various improvements for connectivity between developments?

Mark Bennett, MAI, CCIM
Wells Fargo - Real Estate Technical Services (RETECHS)
Phone: 904 491-4912 or 904 489-5421
Email: mark.bennett@wellsfargo.com

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Kelly Gibson

From: Richard Johnson
Sent: Monday, June 20, 2011 5:16 PM
To: Kelly Gibson
Subject: RE: Comprehensive Plan Update- Airport Sections

Kelly
I know I gave you suggested improvements to EAR amendments. I would be grateful if you could send me what the current wording is now for these amendments as now worded.

I think at the same time I gave you my hand written text amendments to the items below. However I just became aware that they will be discussed at PAB on Wednesday and the original text is still included. I hope my suggested changes were an oversight but again I am not sure they were given to you. If so I apologize for the late communication as for me it has been difficult to follow this process. I have noted my recommendations below in blue. Questions are in yellow.

I will be glad to discuss with you on Tuesday.
Thanks
Richard W. Johnson
Airport Manager
700 Airport Road
Fernandina Beach, FL 32034
904-321-5700
Fax 904-321-5705

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From: Kelly Gibson
Sent: Thursday, May 12, 2011 10:28 AM
To: Richard Johnson
Subject: Comprehensive Plan Update- Airport Sections

Mr. Johnson,

Here are the additional sections with language regarding the airport as provided for in the draft Comprehensive Plan revisions. Thank you again for taking the time to review this. I really appreciate it!

OBJECTIVE 2.12. AIRPORT PLANNING

Fernandina Beach shall ensure proper and orderly development of ~~the~~ Fernandina Beach Municipal Airport, consistent with the Airport Master Plan, and without compromising safety or normal and appropriate aviation activity ~~to~~ minimize possible ~~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. Do not understand this one? Should routes be roads?}

Policy 2.12.02.

The City will ensure that all ground access routes to the Airport within its jurisdiction will be properly maintained. {Do not understand this one? Should routes be roads?}

Policy 2.12.03.

The City will coordinate with the Fernandina Beach Municipal A~~a~~irport 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 ~~and through 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 Municipal Airport Master Plan and shall utilize low impact development practices (LID). {LID????)

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, ~~County,~~ State, and Federal regulations. All plans submitted to the City shall meet or exceed the provisions of the Airport Architecture and Building Design Standards, Land Development Code, Florida Building Code, and Life Safety Code unless other federal or state laws, codes, or regulations are controlling. {Why the second sentence related to non-aviation property as aviation development must meet federal and state regulations regarding aviation?

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. {Do not need this one as 2.12.07 covers very well}

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

a. Any applicable Federal, State or local law; or
b. Activities of the United States Military, including the Army Corps of Engineers; or
c. Any rule, regulation, or policy in the Code of Federal Regulations, the Florida Administrative Code, or local administrative regulation or Comprehensive Plan; or
d. ~~Plans, studies, or other activities of the North Florida TPO; or~~ {What is TPO and how does this affect Airport?}
e. ~~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.~~ {Airport have their own stringent rules to meet?}

AND

OBJECTIVE 4.08. AIRPORT

It is the goal of the Fernandina Beach Municipal Airport to provide a safe, attractive, and well-maintained airport facility; to support the economic development of our community; to be responsive to the business and recreational needs of our residents, neighbors, visitors and users; to operate in an efficient, self-sustaining, and prudent manner; and to be in compliance with all applicable federal, state, and local regulations.

Policy 4.08.01.

The City shall coordinate with the Federal Aviation Administration (FAA), the Florida Department of Transportation, the St. Johns Water Management District, the Florida Fish and Wildlife Conservation Commission, and the Department of Environmental Protection,as may be required, regarding master planning for the airport and for the placement and specifications of structures and facilities.

Policy 4.08.02.

The airport shall prepare and maintain a Federal Aviation Administration (FAA) approved Airport Master Plan.

Policy 4.08.03.

The City shall promote continued financial independence of the Fernandina Beach Municipal Airport through:

a. Preparing periodic updates to the airport development plan;
b. Development of a long-range capital improvements program consistent with financial capacity; and
c. Development of an operations and maintenance program compatible with financial resources.

Sincerely,

Kelly N. Gibson
Senior Planner
City of Fernandina Beach
204 Ash Street
Fernandina Beach, Florida 32034
Phone: 904-277-7325
Fax: 904-277-7324
kgibson@fbfl.org

Comprehensive Plan: www.fbfl.us/CompPlan
Evaluation & Appraisal Report: www.fbfl.us/EAR
Land Development Code: www.fbfl.us/LDC
Planning Advisory Board: www.fbfl.us/PAB
Mapping Info: www.fbfl.us/GIS
Waterfronts FL Partnership: http://fbfl.us/WFC

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