FERNANDINA BEACH

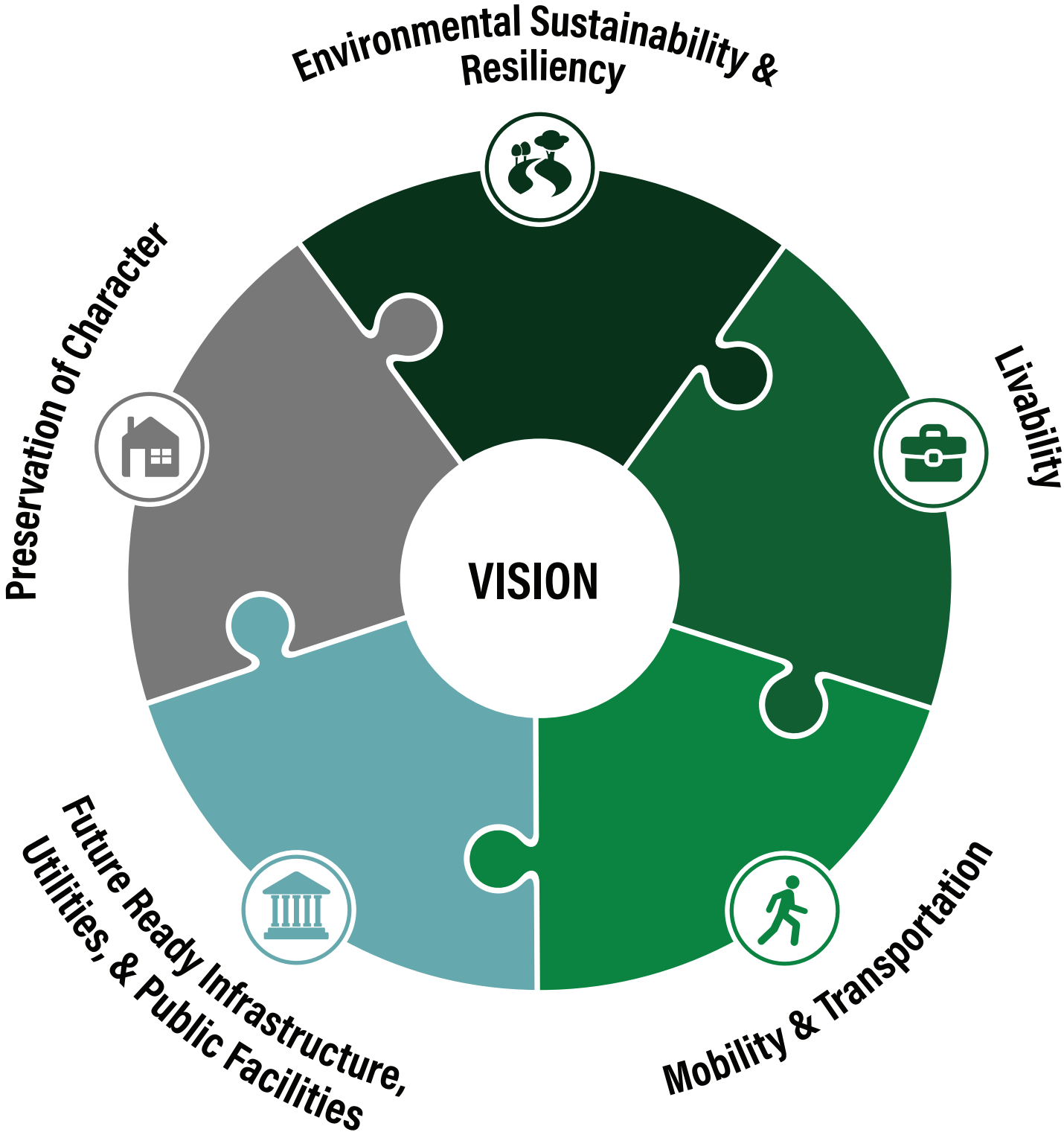Draft Vision 2045 Plan

VISION STATEMENT

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

MISSION STATEMENT

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

THE 5 KEY THEMES

Environmental Sustainability & Resiliency

Livability

Mobility & Transportation

Future Ready Infrastructure, Utilities, & Public Facilities

Preservation of Character

VISION

Executive Summary

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

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

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

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

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

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

- build on forward-thinking strategies established to address its vulnerabilities and preserve its natural and cultural assets,

- continue to place the community and its residents first when making decisions,

- be a partner-leader in the community, region, and state to demonstrate commitment to values and communicate evolving needs, and

- take a balanced approach when making decisions that affect the historical fabric and structure of our city while meeting the future needs of our residents and businesses.

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

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PROJECT TEAM

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Acuity Design Group

Urbanomics Consulting Group

ACKNOWLEDGMENTS

Special acknowledgment to the residents of Fernandina Beach.

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

Community Leaders & Groups

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Nassau County Manager

Chamber of Commerce

LignoTech

Rayonier Advanced Materials

WestRock

Amelia Tree Conservancy

Builder's Association of NE Florida

Council on Aging

Fernandina Beach High School Foundation

Fernandina Beach Main Street

Historically Black Church Pastors

Racial Equality Coalition of Fernandina Beach

01 THE VISION

I. THE SHARED VISION

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

A. Building the Vision

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

B. The Vision's Foundation

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

Resiliency

Resiliency has become a major concern among communities in the last 10 years. This is especially true for coastal communities. In the past decade, Fernandina Beach has experienced an economic recession, global pandemic, sea-level rise, hurricanes, rise of new technology, and increasing development, gentrification, displacement of low-income and minority residents, and population growth.

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

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

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

Economic resiliency will analyze how the City can better position itself to recover from an economic downturn, adapt to changes in technology, and better compete with up-and-coming communities off-island and in the greater Jacksonville area.
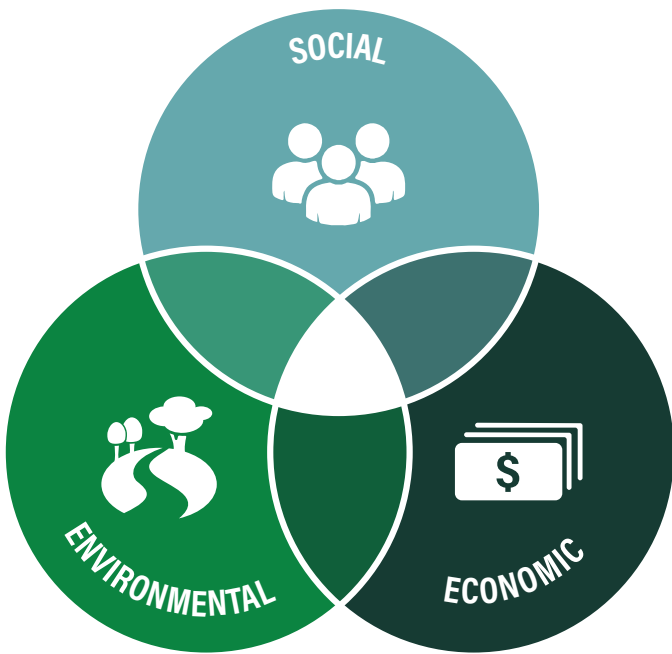
Social resiliency looks at how all members of the community can prosper in the future. This includes identifying the social threats of gentrification and how lower-income and minority residents can adapt and remain a part of the Fernandina Beach community.

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

Sustainability

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

Preservation

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

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

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

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THEME 1	THEME 2	THEME 3	THEME 4	THEME 5
GOAL GOAL GOAL	GOAL GOAL GOAL	GOAL GOAL GOAL	GOAL GOAL GOAL	GOAL GOAL GOAL
Projects & Recommendations	Projects & Recommendations	Projects & Recommendations	Projects & Recommendations	Projects & Recommendations

II. THEMES & GOALS
A. Purpose

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

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

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

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

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

02 THE THEMES

I. THEME 1: ENVIRONMENTAL SUSTAINABILITY & RESILIENCY

What We Heard

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

What We Are Doing Now

- Created City Tree Committee (CTC)
- Considering CTC recommendations for LDC Amendments
- Heritage Tree Program
- Tree replacement requirements
- Strong tree ordinance with mitigation requirements & strict penalties
- Hired urban forester/arborist in 2018
- Tree Management Plan 2019-2024
- City sponsored tree giveaways
- Established wildlife corridors
- Wetland fill prohibited in the Comprehensive Plan and LDC
- Established wetland buffers at 25 feet from delineation line
- Established Conservation Land Trust Fund in 2018
- Designation of 127 acres as conservation or recreation in 2021
- Revising criteria for nominating land for conservation
- Dune Management Program

- Funding obtained for Habitat Beach Conservation Plan
- Policy 5.08.06 in the Comprehensive Plan establishes wetland buffers and transition areas
- Policy 5.14.6 and 5.14.7 of the Comprehensive Plan encourages dedication to conservation easements but don't identify an incentive
- Policy 5.02.04 of the Comprehensive Plan calls for continual evaluations of Coastal Upland Protection Zone (CUPZ) and to adjust if needed
- Policy 5.07.06 of the Comprehensive Plan says the City shall consider expanding CUPZ to include more of Egan's Creek
- LDC requires Florida Friendly and drought tolerant landscape plans for new development
- Landscape buffer requirements in the LDC
- Objective 1.02.05 of the Comprehensive Plan encourages screening standards
- Objective 1.03.07 of the Comprehensive Plan protects scenic vistas
- Developing a Waterfront Resiliency Master Plan
- Policy 5.03.05 calls for a Post Disaster Redevelopment Plan that limits development in areas prone to storm surge
- Partner with Nassau County for Community Rating System (CRS) events and outreach opportunities
- Active participation in Local Mitigation Strategy (LMS) review of projects and priorities
- City leadership and staffing presence at activated Emergency Operations Center

THEME 1 : Environmental Sustainability & Resiliency

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

THEME 1 : Environmental Sustainability & Resiliency

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

* Indicates project is included in more than one objective

II. THEME 2: PRESERVATION OF CHARACTER

What We Heard

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

What We Are Doing Now

- Architectural & design standards for Historic District and Old Town

- Identified contributing structures in Historic Districts

- Several buildings registered on the National Registry of Historic Properties (NRHP)

- Tax incentives for historic properties in historic districts (Sec. 74-151 and 74-152 through 74-167 of the LDC)

- Building code standards for non-historic district parcels

- Objective 1.2.6 of the Comprehensive Plan encourages character and density of new development be consistent with surrounding neighborhood

- Objectives 1.2.12 and 1.2.13 of the Comprehensive Plan protect the Historic District and require overlay requirements to protect character

- Objectives 1.1.3 and 11.08 of the Comprehensive Plan encourage reuse of existing building stock

- City published "Properties of Concern" list

- Developed Bosque Bello Cemetery Master Plan

- Pursuing for NRHP for Bosque Bello Cemetery

- City adopted non-discrimination Ordinance protecting sexual orientation and gender identity

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

THEME 2 : Preservation of Character

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

III. THEME 3: LIVABILITY

What We Heard

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

What We Are Doing Now

- Bed tax for Amelia Island is at 5%
- Short term vacation rental regulations
- Objective 11.3.15 of the Comprehensive Plan encourages historic and cultural tourism
- Objective 12.4 of the Comprehensive Plan promotes year-round tourism that balances needs of citizens and tourists
- City has conducted parking studies that show there is no parking deficit right now but that could change with further growth.
- SR 200/A1A Corridor Master Plan being conducted by the County
- Public housing is available within City limits
- Affordable housing bonus program
- Accessory dwelling units (ADUs) allowed everywhere except for Old Town
- City waives impact fees for affordable housing projects
- Housing Authority advises Commission on affordable housing

- Objective 3.3 of the Comprehensive Plan supports increased inventory of affordable housing options
  - Policy 3.1.2 encourages the City to promote a mixture of housing types
  - Policy 3.3.1 says the City needs to routinely examine the LDC to ensure it doesn't create barriers to affordable housing
- Paratransit Program through Council on Aging
- Senior meet & greet, senior trips, and fitness classes at Atlantic and MLK Center offered through the Parks and Recreation Department
- Policy 3.3.5 of the Comprehensive Plan states City will adopt LDC regulations that allow seniors to age in place
- City supports a diversified economy
- Good working relationship with the Mills
- Working with industrial and commercial entities to ensure new developments or investments do not hamper the working waterfront
- Working waterfront defined in the Comprehensive Plan
- Objective 2.11 of the Comprehensive Plan ensures protection of working waterfront
- Objective 5.5.14 of the Comprehensive Plan ensures riverfront development be compatible with the working waterfront

THEME 3 : Livability

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

* Indicates project is included in more than one objective

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

What We Heard

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

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

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

What We Are Doing Now

- Policy 1.1.4 of the Comprehensive Plan says the City shall encourage use and production of renewable energy

- Policy 3.6.2 of the Comprehensive Plan says the City will encourage use of renewable energy in residential structures

- City approved the Cogen plant at Rayonier

- Currently switching City street lights to LEDs

- Policy 11.6.5 of the Comprehensive Plan says the City will encourage burial of utilities in the historic areas

- AT&T currently supplies broadband on Amelia Island

- Policy 12.6.4 of the Comprehensive Plan says the City will investigate availability of broadband service via existing providers, wireless networks, or municipally owned facilities to support expansion

- Conducted a financial analysis on costs of new City Hall vs renovating the existing building

- Policy 2.13.7 the Comprehensive Plan calls for full ADA compliance in all parking lots

- Conceptual design for Waterfront Park approved in 2009, revision approved in 2012

- Conducted Cost Analysis for Waterfront Park

- Engineering drawings for Lot B unveiled in 2016

- Approval for engineering design of Front Street in 2019

THEME 4 : Future Ready Infrastructure, Utilities, and Public Facilities

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

* Indicates project is included in more than one objective

V. THEME 5: MOBILITY & ACCESSIBILITY

What We Heard

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

What We Are Doing Now

- Fernandina has a system of bike lanes and multi-use paths

- City is connected to the rest of the island via the Amelia Island Trail

- Amelia Island certified "bike-friendly community"

- Paratransit service for seniors operated via Council on Aging

- NassauTRANSIT runs express buses between major county communities and to Jacksonville

- Objective 1.5.4-1.5.5 of the Comprehensive Plan encourages redevelopment into walkable/mixed use areas

- Objectives 1.6.3 of the Comprehensive Plan calls to identify areas to become Neighborhood Planning Areas or issue heritage/conservation overlays

- Objective 1.6.7 and 1.8.4-1.8.6 of the Comprehensive Plan calls for use overlays to transform suburban corridors into mixed use corridors

THEME 5 : Mobility & Accessibility

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

* Indicates project is included in more than one objective

THEME 5 : Mobility & Accessibility

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

* Indicates project is included in more than one objective

03 IMPLEMENTING THE VISION

I. IMPLEMENTATION STRATEGY
A. Types of changes

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

Comprehensive Plan or LDC Update

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

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

New City Program

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

Additional Planning Study

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

Action

Project requires an action or designation from the City.

Partnership

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

Outreach & Engagement

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

Capital Improvements Project

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

THEME 1 : Environmental Sustainability & Resiliency

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

THEME 1 : Environmental Sustainability & Resiliency

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

THEME 1 : Environmental Sustainability & Resiliency

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

THEME 2 : Preservation of Character

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

THEME 2 : Preservation of Character

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

THEME 2 : Preservation of Character

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

THEME 3 : Livability

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

THEME 3 : Livability

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

THEME 3 : Livability

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

THEME 4 : Future Ready Infrastructure, Utilities, & Public Facilities

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

THEME 4 : Future Ready Infrastructure, Utilities, & Public Facilities

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

THEME 5 : Mobility & Accessibility

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

THEME 5 : Mobility & Accessibility

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

THEME 5 : Mobility & Accessibility

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

APPENDIX A
EXISTING CONDITIONS ANALYSIS

COMMUNITY VISION

2045

FERNANDINA BEACH

Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by

WGI

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A : EXISTING CONDITIONS

I. HISTORY

Founding by the Spanish Empire

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

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

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

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

1811 City Plat

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

Photo: *1811 Plat (OldTownFernandina.org)*

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

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

Relocation South and the Railroad

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

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

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

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

Growth & Prosperity

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

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

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

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

Fernandina Beach Today

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

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

II. 2030 COMPREHENSIVE PLAN
A. Plan Structure

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

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

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

Photo: *2030 Comprehensive Plan (Source: WGI)*
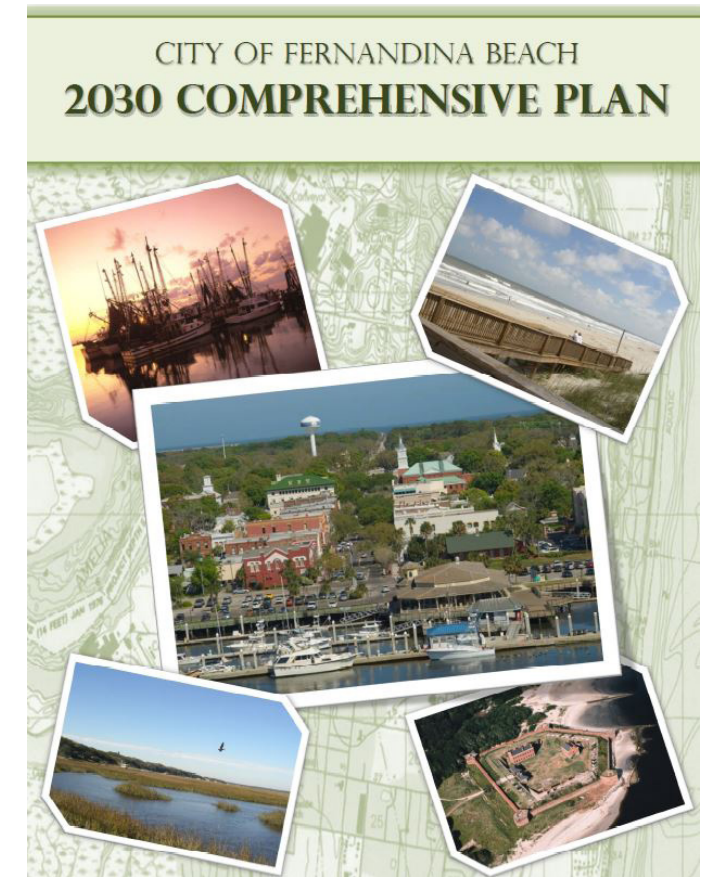
City Commission directed action to review and determine if holistic changes were needed to support its goals in better addressing climate change vulnerabilities, update plan time frames, and to determine if certain polices were no longer relevant.

B. Plan Legacy

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

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

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

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

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

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

III. MAP OVERVIEWS
A. Existing Built Environment

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

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

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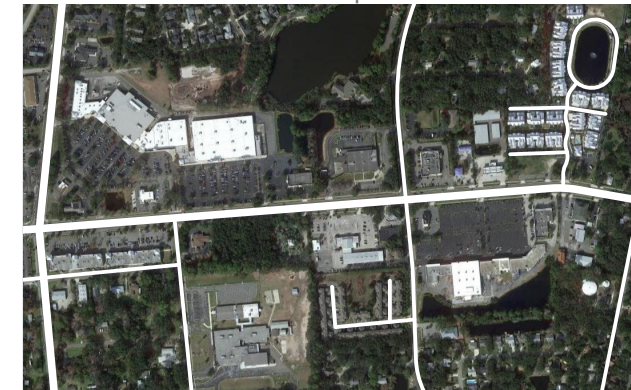
Traditional Urban Neighborhood
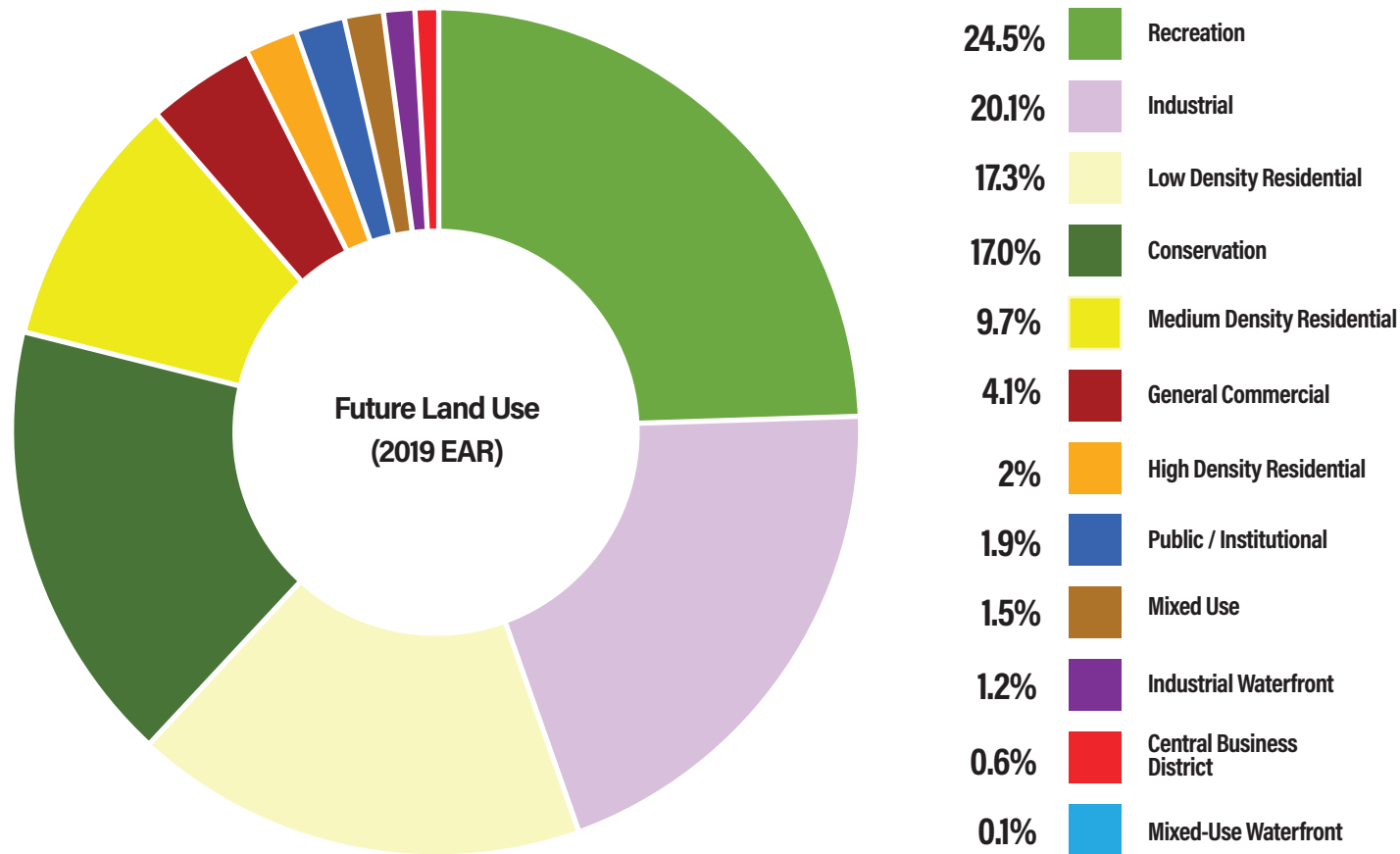
Suburban Residential Development
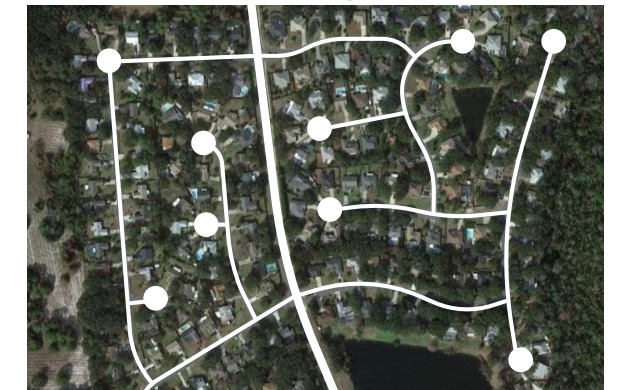
Suburban Commercial Development

Beaches Development

Table A.1: *Future Land Use*

%	Category
24.5%	Recreation
20.1%	Industrial
17.3%	Low Density Residential
17.0%	Conservation
9.7%	Medium Density Residential
4.1%	General Commercial
2%	High Density Residential
1.9%	Public / Institutional
1.5%	Mixed Use
1.2%	Industrial Waterfront
0.6%	Central Business District
0.1%	Mixed-Use Waterfront

B. Future Land Use Map (FLUM)

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

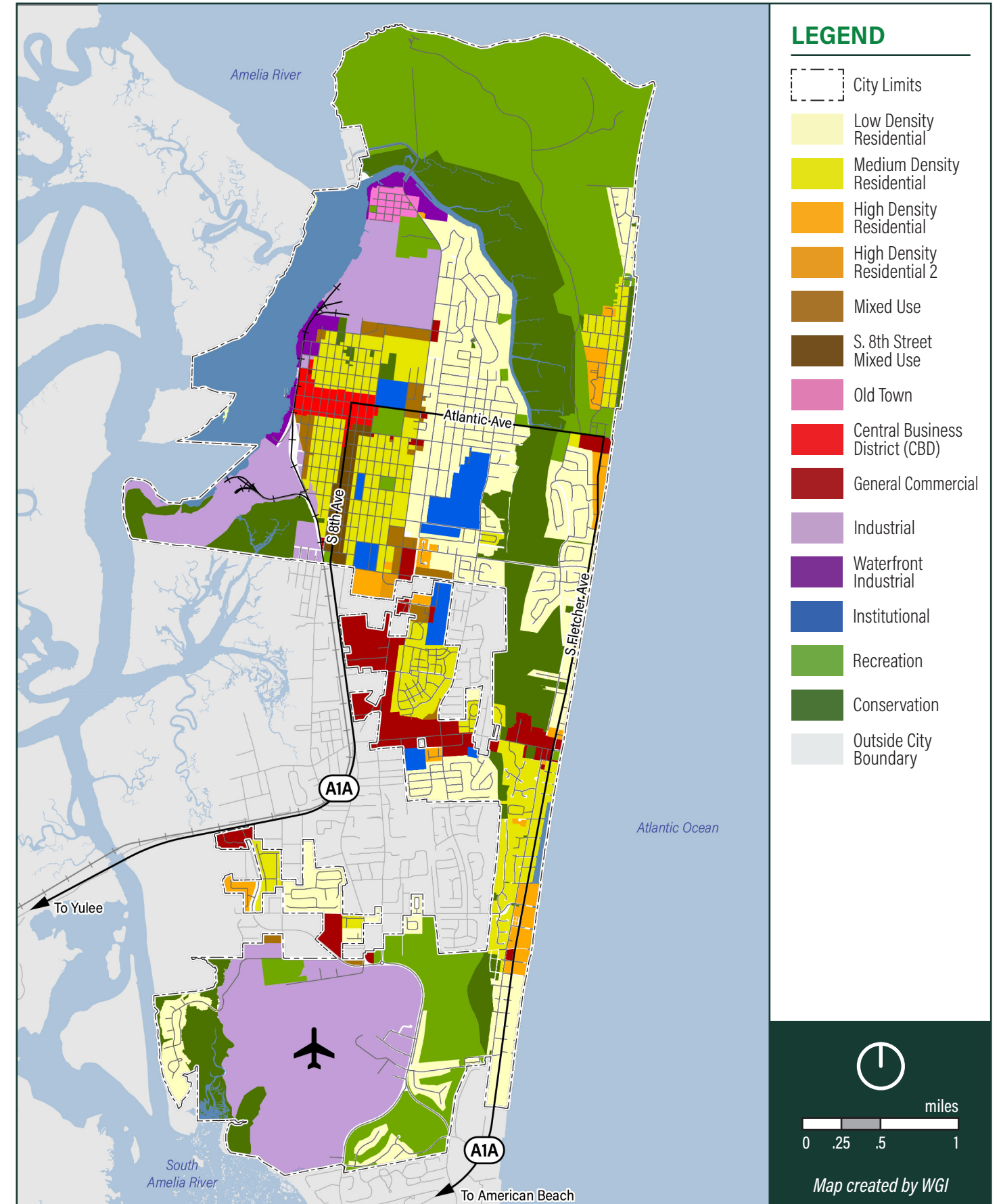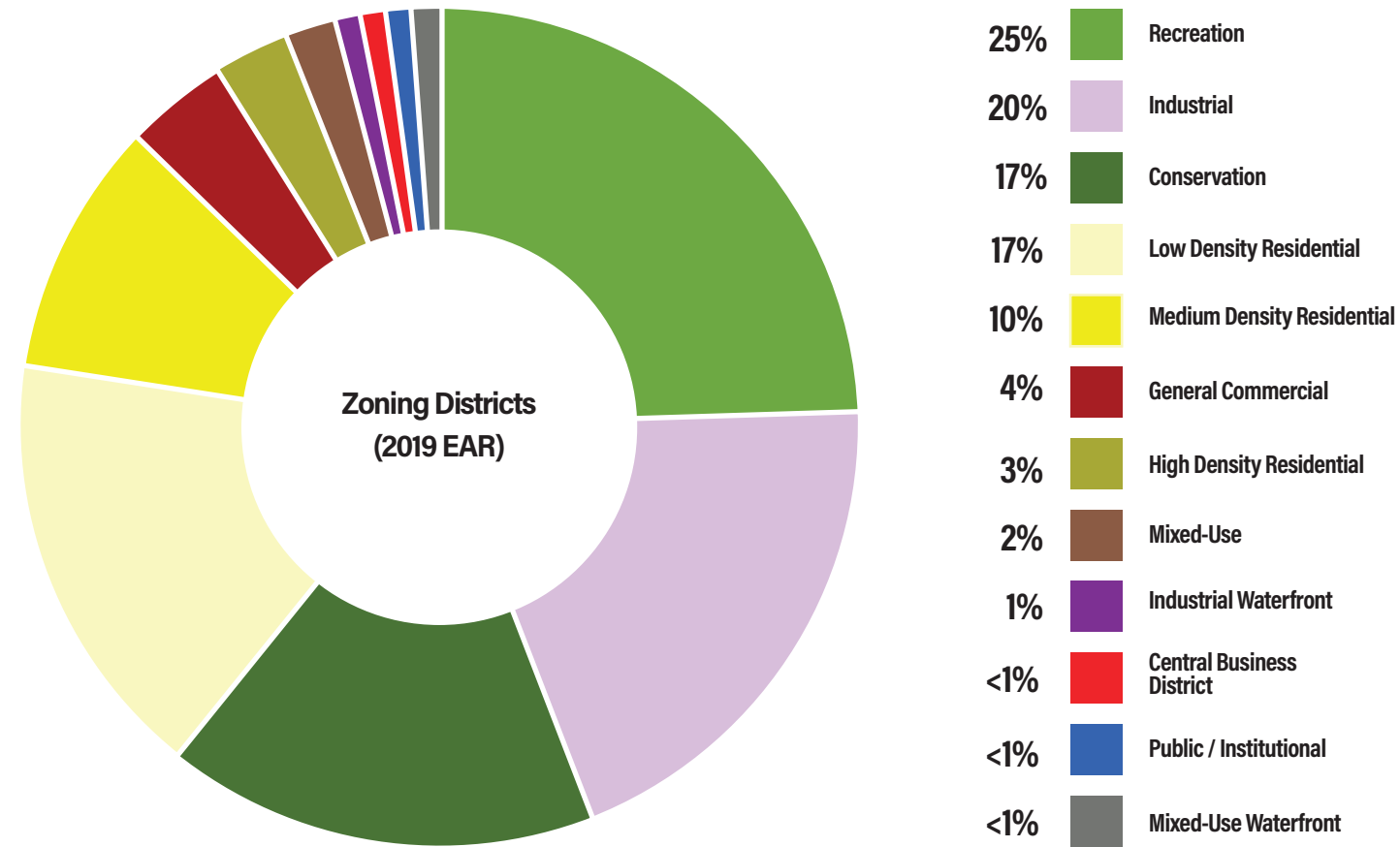**Figure A.1:** *Future Land Use Map (FLUM)*

Table A.2: *Zoning Districts*

25%	Recreation
20%	Industrial
17%	Conservation
17%	Low Density Residential
10%	Medium Density Residential
4%	General Commercial
3%	High Density Residential
2%	Mixed-Use
1%	Industrial Waterfront
<1%	Central Business District
<1%	Public / Institutional
<1%	Mixed-Use Waterfront

C. Current Zoning Map

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

Figure A.2: *Zoning Map*

Map created by WGI
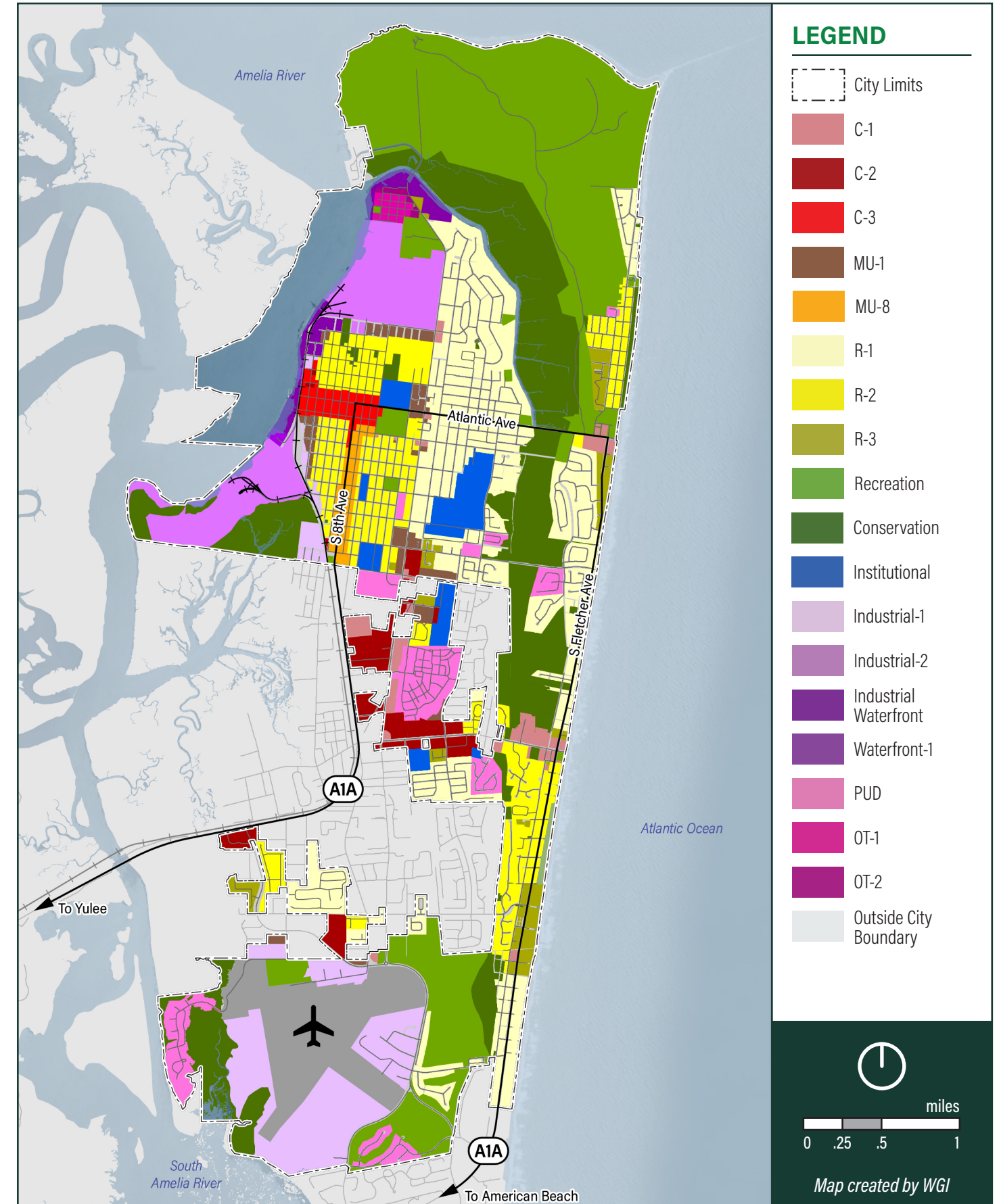
D. Cultural Amenities and Historic Structures

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

Photo: *Historic Structures in Fernandina Beach (Source: WGI)*
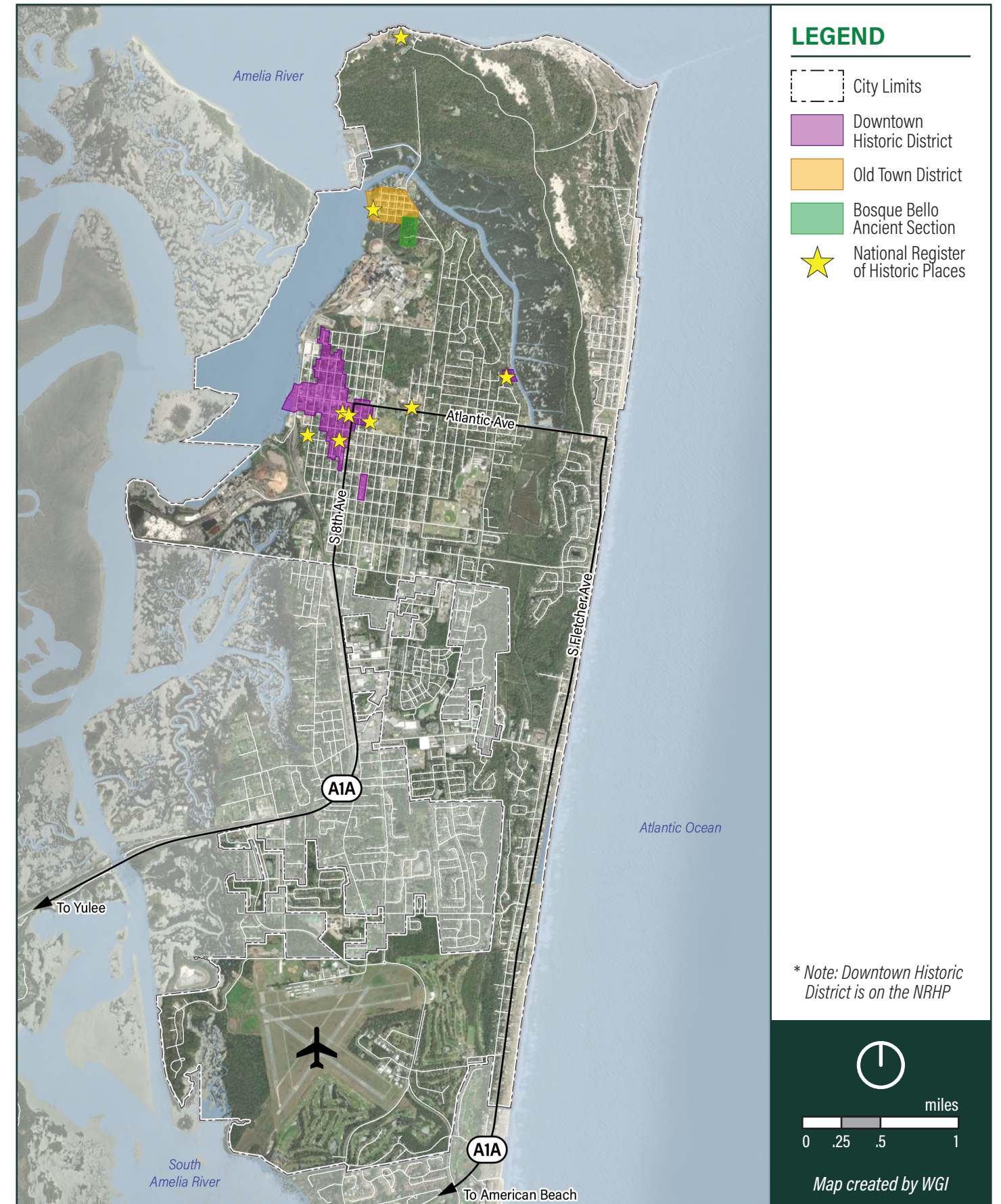
Figure A.3: *Cultural & Historic Elements Map*

LEGEND

- City Limits
- Downtown Historic District
- Old Town District
- Bosque Bello Ancient Section
- National Register of Historic Places

Amelia River

Atlantic Ocean

South Amelia River

To Yulee

To American Beach

Atlantic Ave

S 8th Ave

S Fletcher Ave

A1A

* Note: Downtown Historic District is on the NRHP

miles
0   .25   .5   1

Map created by WGI

Figure A.4: *Downtown Historic District*

LEGEND

- Historic District
- Listed/Eligible for NRHP
- Contributing Structure
- Potentially Eligible for NRHP

Map created by WGI

Figure A.5: *Old Town*

LEGEND

- Old Town
- Eligible for NRHP
- Bosque Bello Ancient Section
- National Park

Map created by WGI
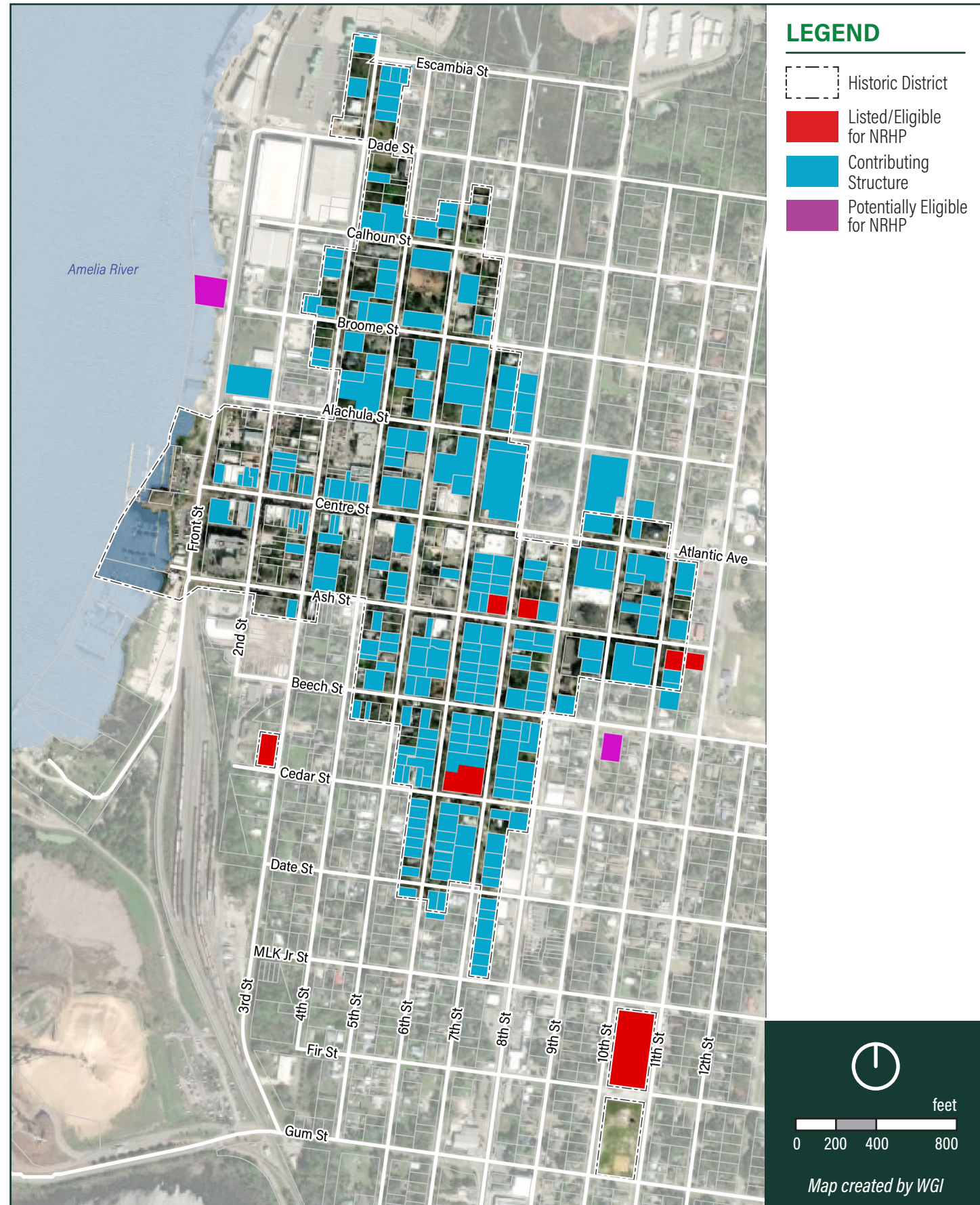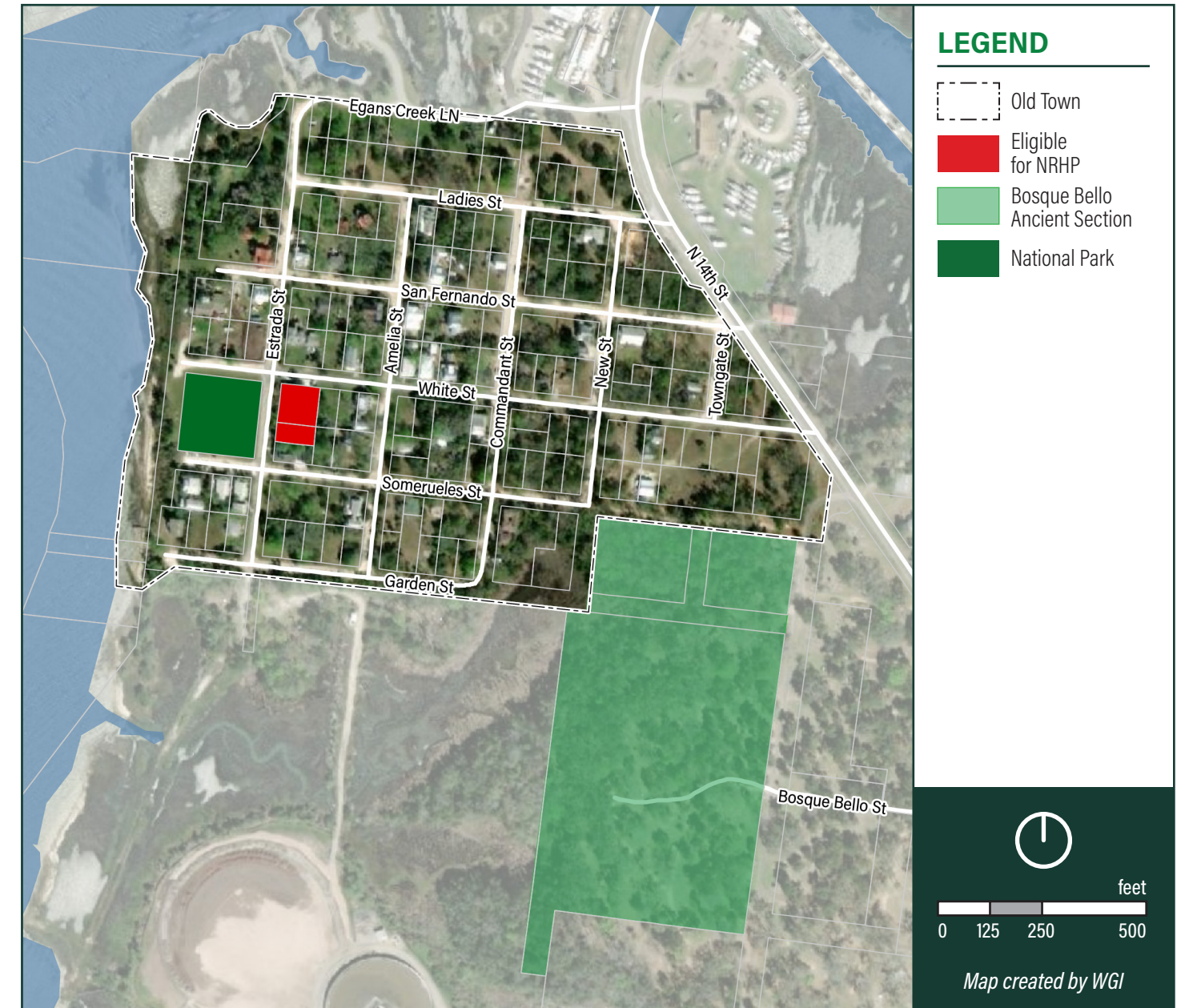
E. Recreation & Open Space

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

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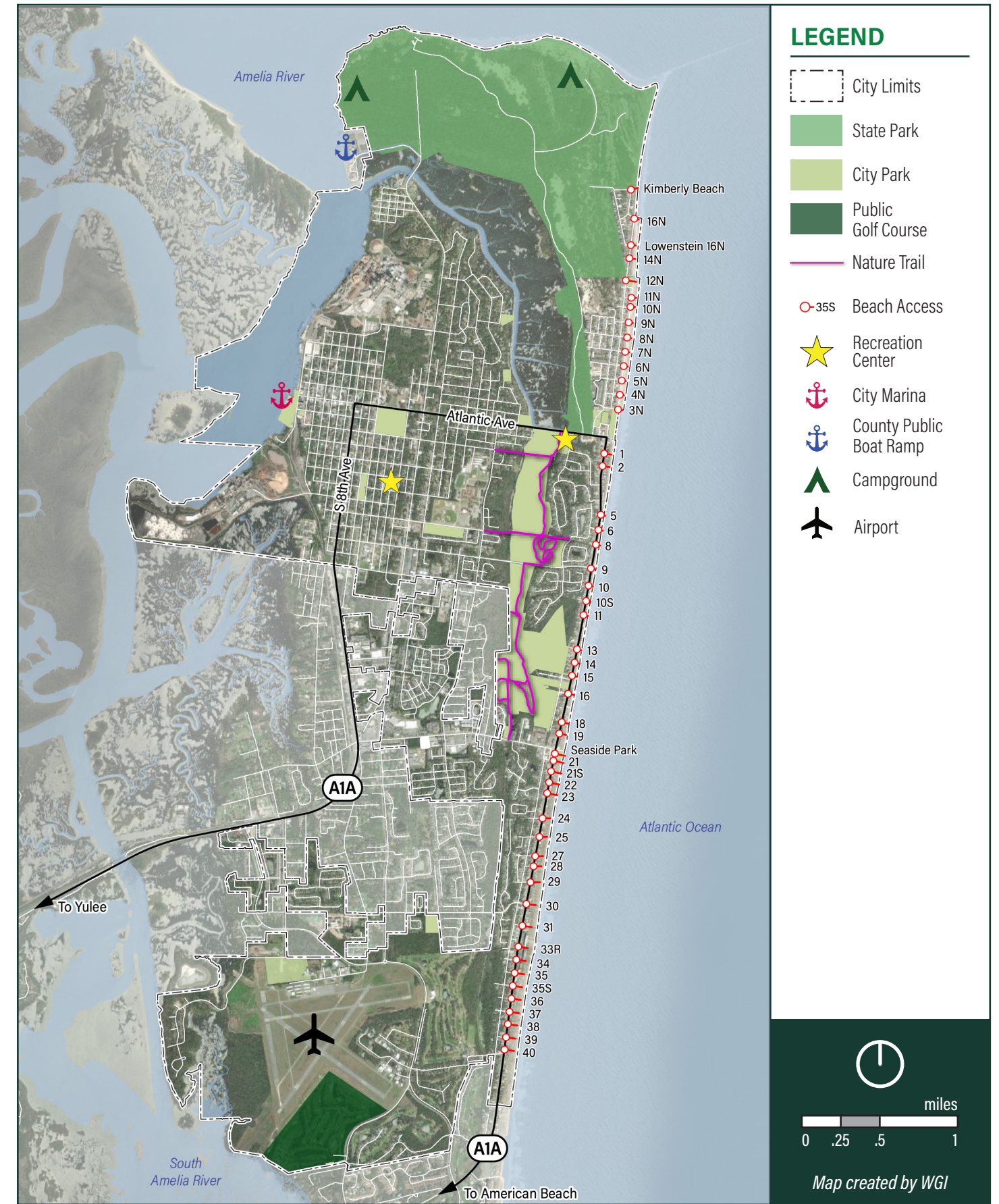
Photo: *Fernandina Beach Trails (Source: ameliaisland.com)*

Photo: *Fernandina Beach (Source: Deremer Studios)*

Figure A.6: *Recreation & Open Space Map*

LEGEND

- City Limits
- State Park
- City Park
- Public Golf Course
- Nature Trail
- 35S Beach Access
- Recreation Center
- City Marina
- County Public Boat Ramp
- Campground
- Airport

Map created by WGI

F. Constraints (Environment, Industrial, & Commercial)

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

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

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

Figure A.7: *Environmental & Operational Constraints Map*

LEGEND

- ⬚ City Limits
- ⬛ Wildlife Corridor
- ⬛ Wetland
- ⬛ Runway Obstical Free Zone (ROFZ)
- ⬛ Runway Protection Zone (RPZ)
- ⬛ Proposed RPZ
- - - Federal Shipping Channel
- - - Truck Route
- 🟢 Heritage Tree

miles
0 .25 .5 1
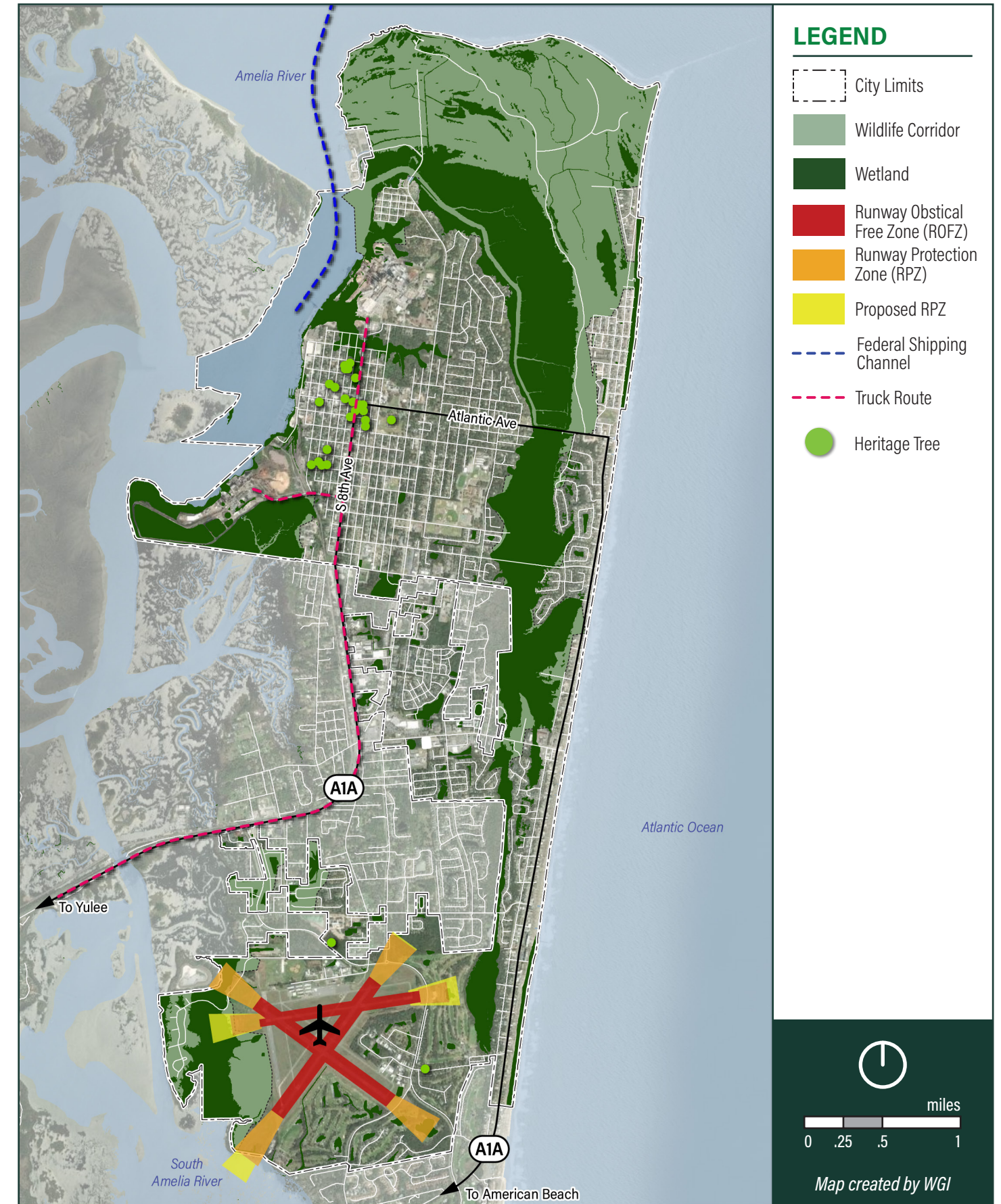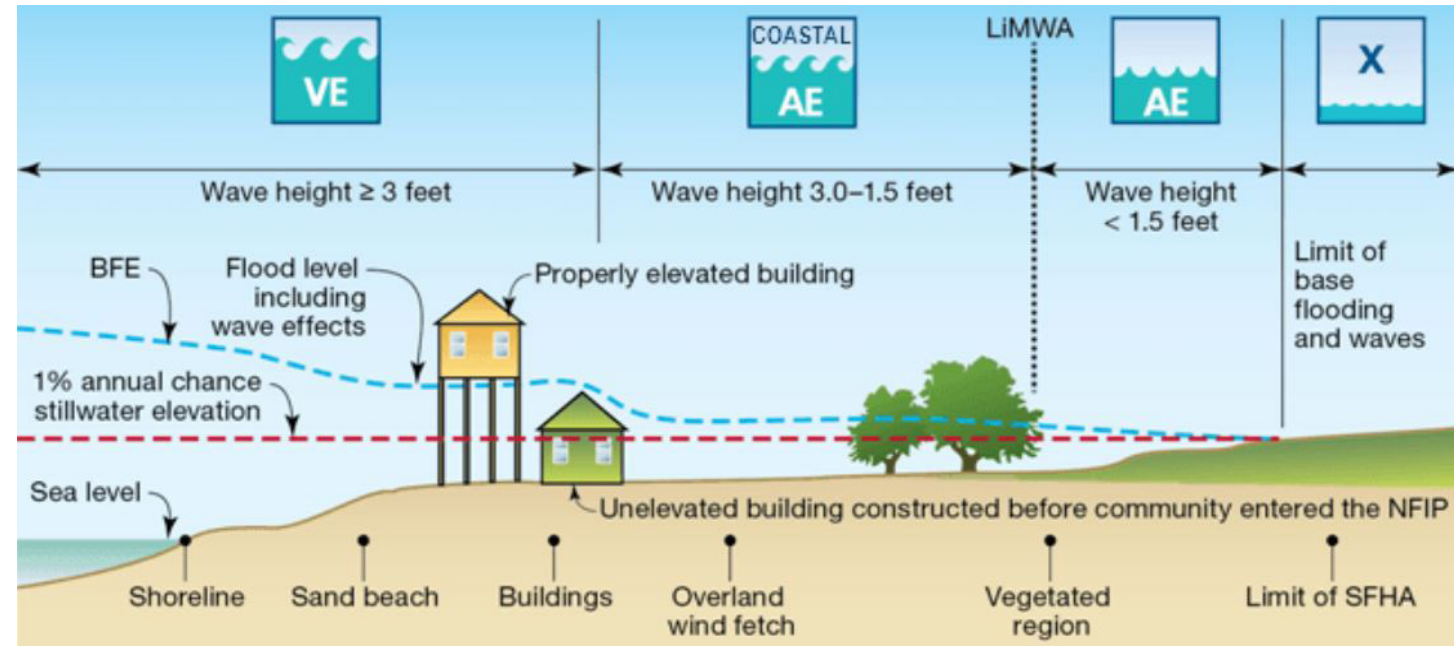
Map created by WGI

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

G. FEMA Flood Hazard

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

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

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

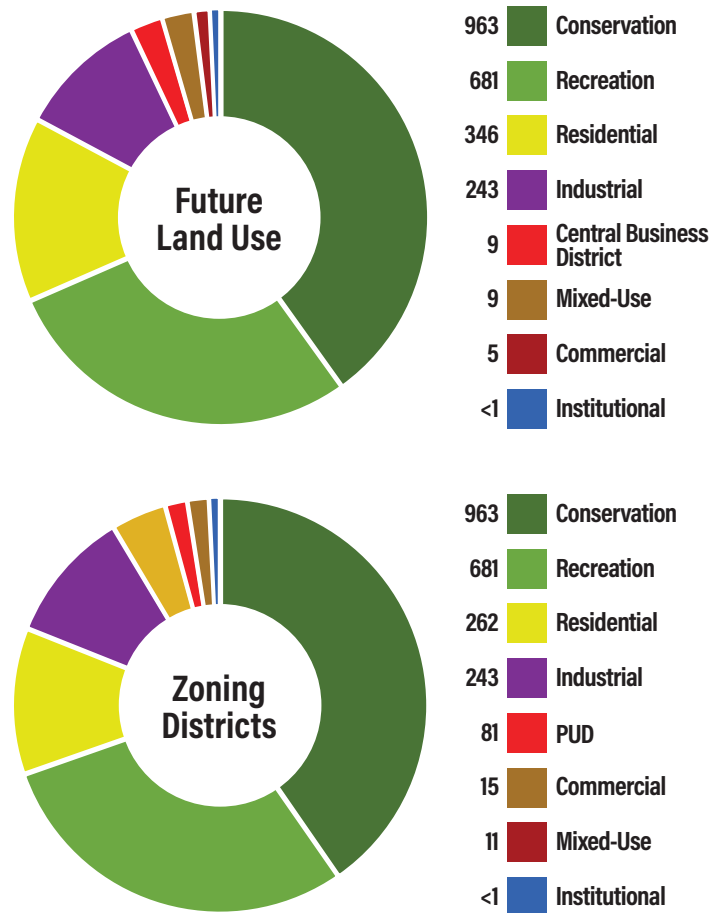**Figure A.9:** *Acres of land within 100-year (AE) Floodplain*

Future Land Use

963	Conservation
681	Recreation
346	Residential
243	Industrial
9	Central Business District
9	Mixed-Use
5	Commercial
<1	Institutional

Zoning Districts

963	Conservation
681	Recreation
262	Residential
243	Industrial
81	PUD
15	Commercial
11	Mixed-Use
<1	Institutional

Figure A.10: *FEMA Flood Hazard Map*

LEGEND

- City Limits
- 1% Annual Chance Flood Hazard
- 0.2% Annual Chance Flood Hazard
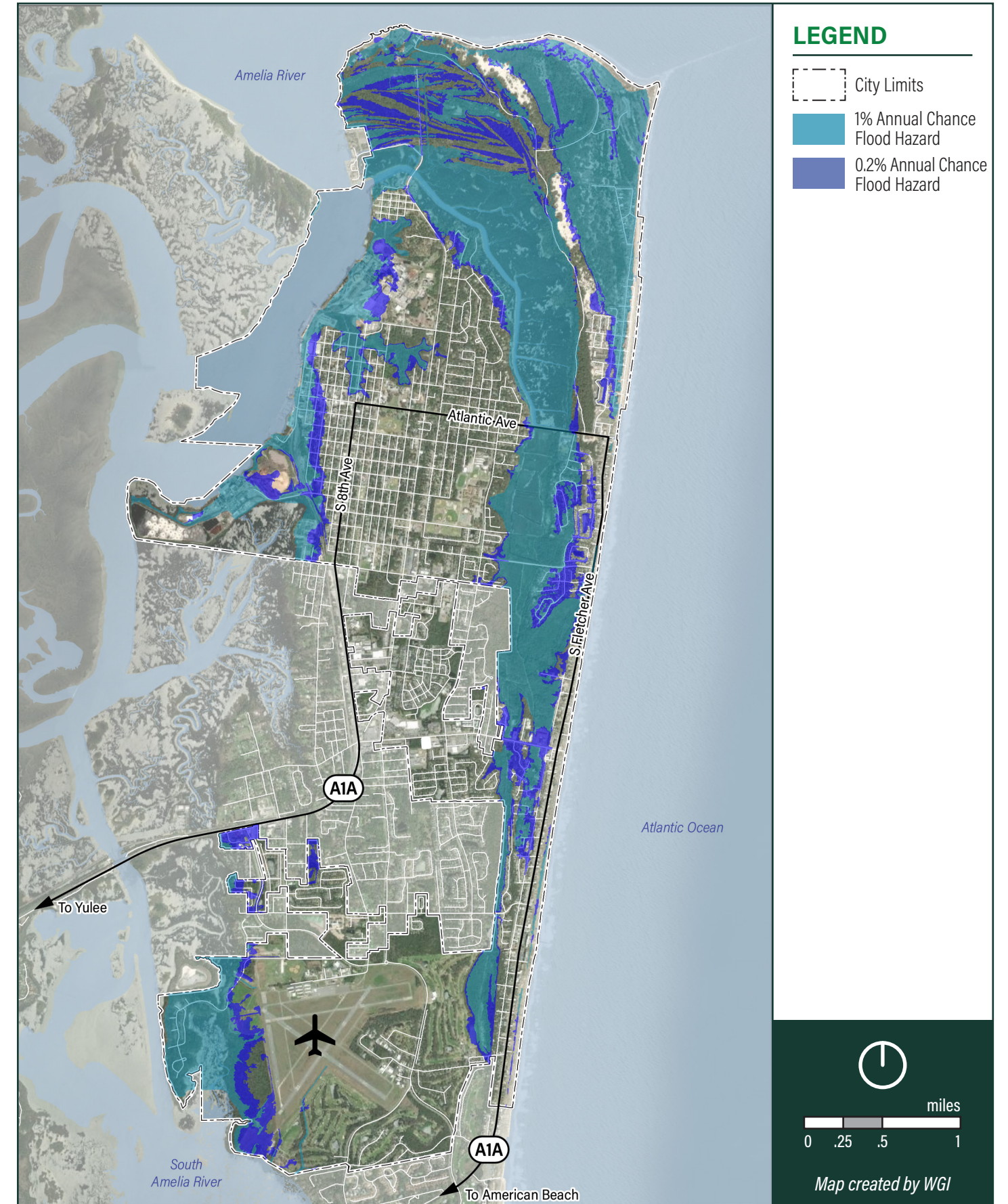
Map created by WGI

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

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

Source: Nassau County Vulnerability Assessment

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

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

Source: Nassau County Vulnerability Assessment

H. Hurricane Storm Surge

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

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

Photos: *Hurricane Mathew over Fernandina Beach in 2016 (Source: NOAA)*
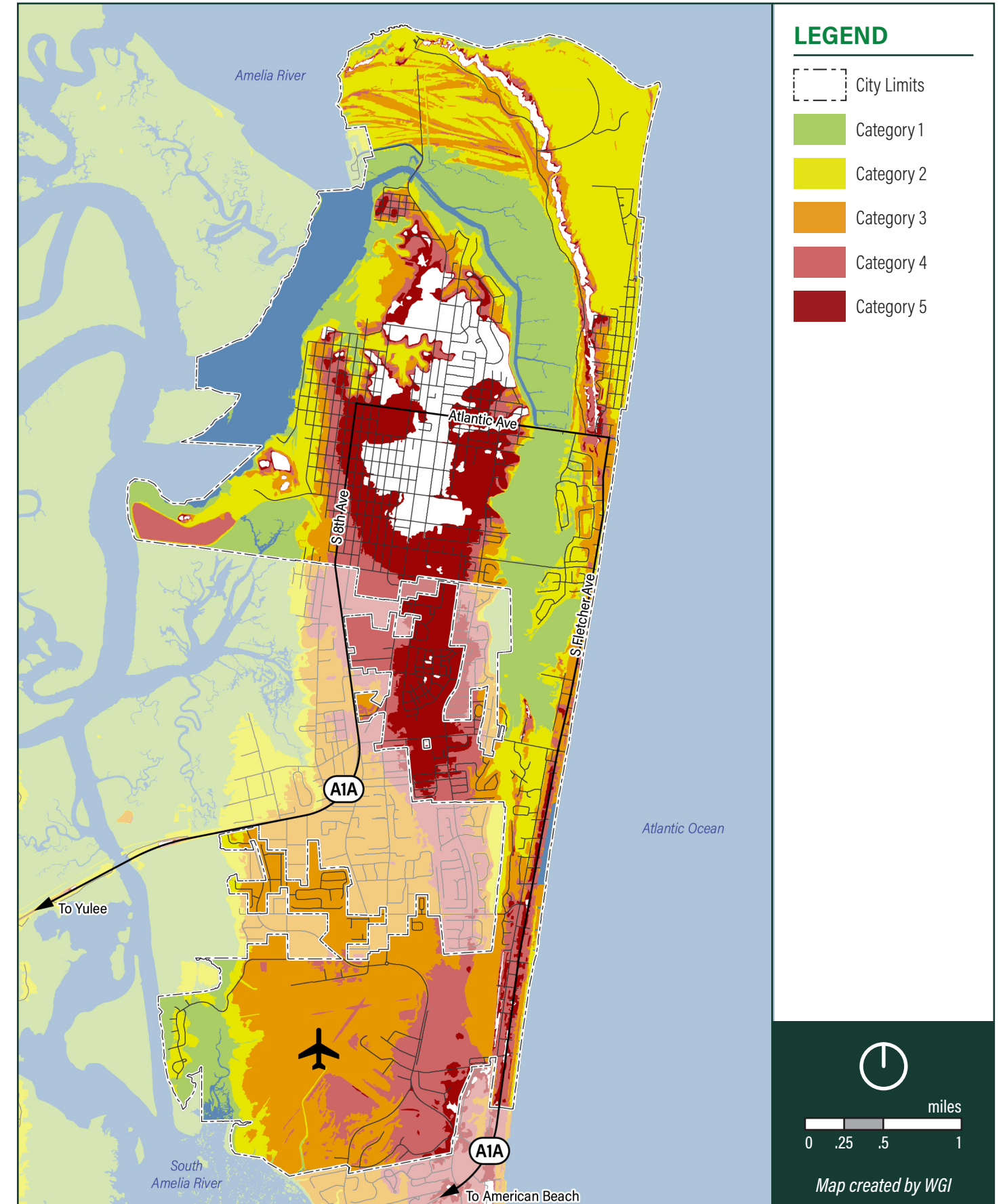

Figure A.11: *Hurricane Storm Surge Map*

LEGEND
- City Limits
- Category 1
- Category 2
- Category 3
- Category 4
- Category 5

Map created by WGI

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

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

Source: Nassau County Vulnerability Assessment

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

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

Source: Nassau County Vulnerability Assessment

I. Sea Level Rise & Climate Change

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

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

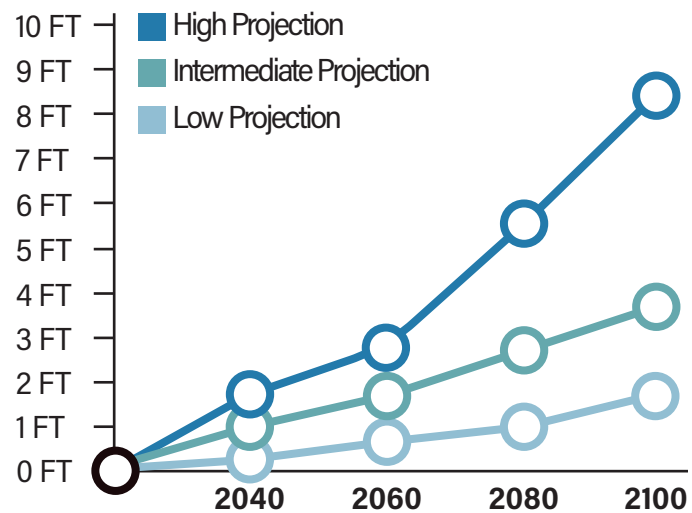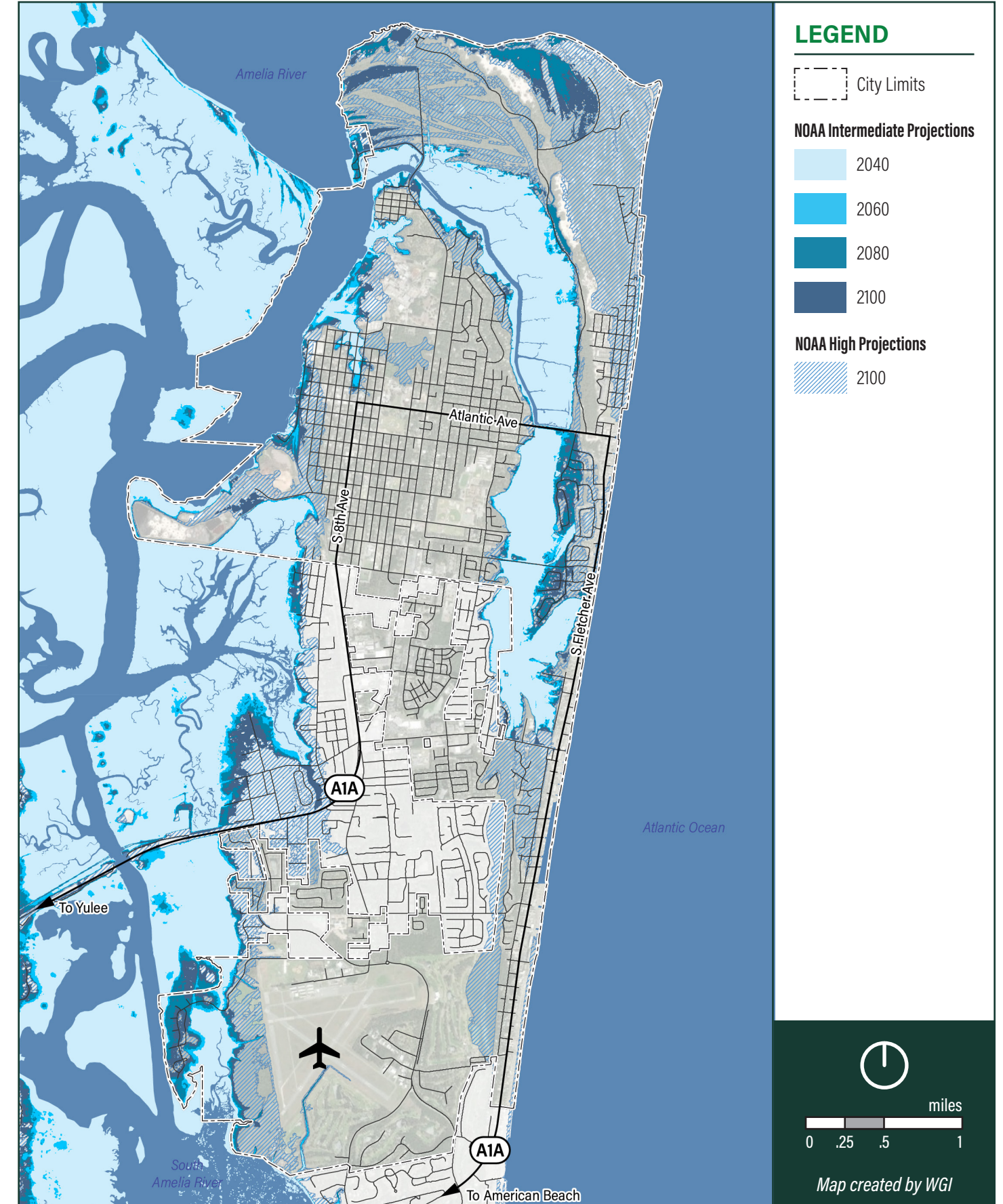**Figure A.12:** *NOAA Sea-level Rise Projections for the Island*

Figure A.13: *Sea Level Rise Projections Map*

IV. DEMOGRAPHICS

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

A. Population

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

B. Age Distribution

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

Photo: *Downtown Fernandina Beach (Source: Deremer Studios)*
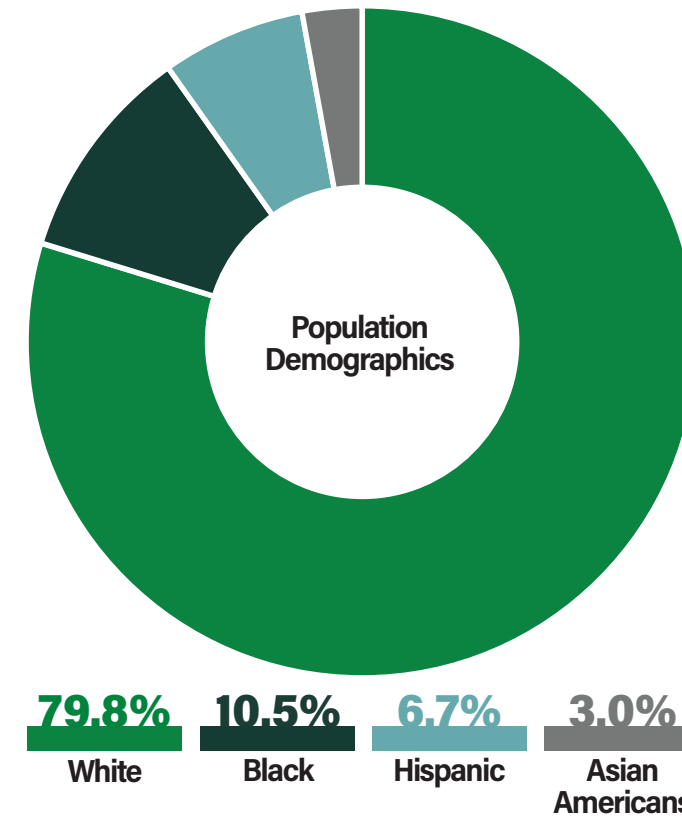
C. Income & Property Values

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

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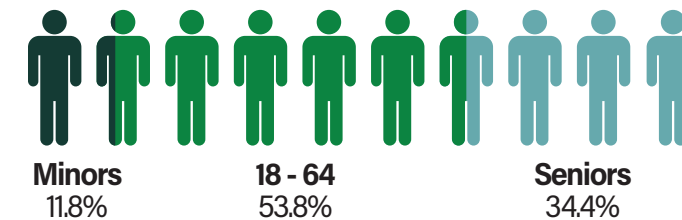
D. Employment

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

Figure A.14: *Population Demographics*

Population Demographics

79.8%	10.5%	6.7%	3.0%
White	Black	Hispanic	Asian Americans

* 0% Indigenous, Mixed-Race, or Other

Age Distribution

Minors 11.8%   18 - 64 53.8%   Seniors 34.4%

Projected Population Growth

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

Source: Small-Area Population Estimates & Projections

13,169 Population

5,631 Households (HH)

54.8 Median Age

$63,942 Median HH Income

2.8% Unemployment

12.5% Poverty Rate
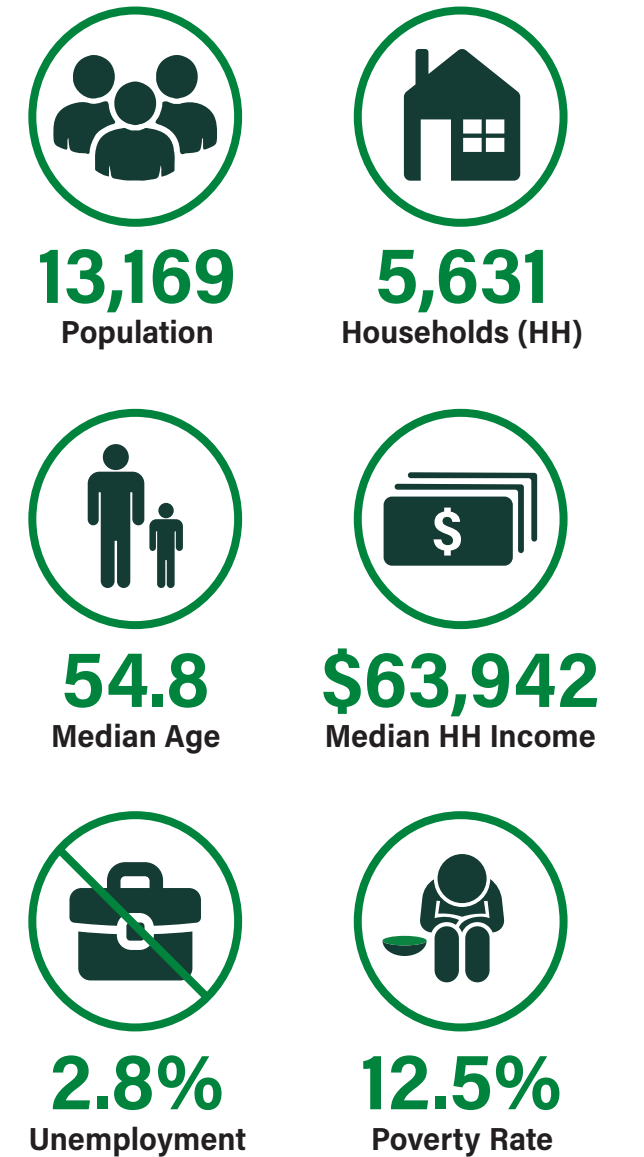
Population Growth Comparison

Fernandina Beach
Nassau County
Florida

1990-2000   2000-2010   2010-2020
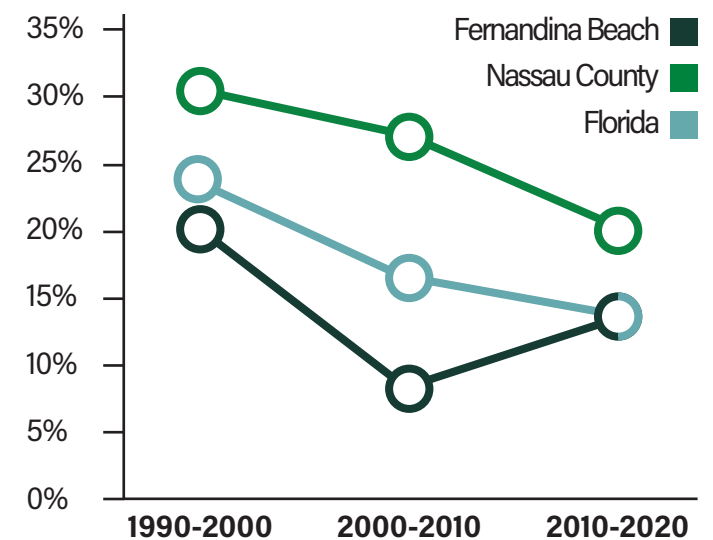
Table A.7: *Housing Types*

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

Figure A.15: *Age of Housing Stock*
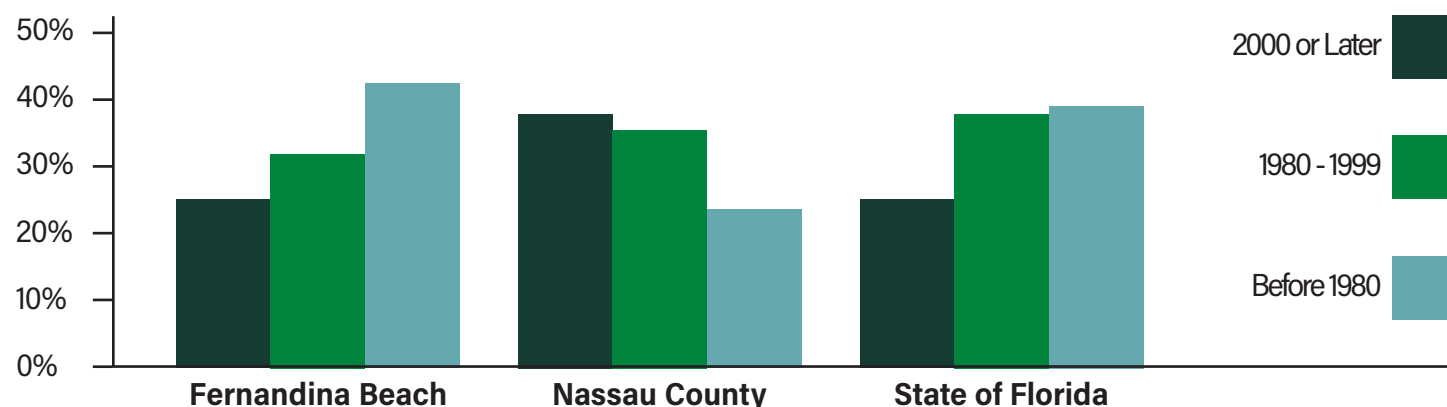
Table A.8: *Household Data*

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

V. HOUSING SNAPSHOT

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

A. Housing Unit Type

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

B. Age of Housing Stock

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

C. Household Data

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

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

Table A.9: *Rent Prices Since 2000*

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

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

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

D. Missing Middle Housing

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

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

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

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

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

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

Downtown

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

Photo: *Centre St. (WGI)*

VI. COMMERCIAL SNAPSHOT

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

A. Downtown and Centre Street

Downtown Fernandina Beach is the commercial, civic, and social heart of the City. The area is populated with local restaurants, cafes, boutiques, and mom-and-pop stores. The area is characterized by its small, customized storefronts, walkable streetscape, historical architecture, and street grid. Centre Street acts as the commercial spine of the neighborhood while side streets host a mix of commercial and residential properties. Pedestrian amenities such as benches, wide sidewalks, street trees, and street-lighting are abundant along Centre Street. The pedestrian environment, historical character, and inventory of unique and local shops draws both locals and tourists to downtown, creating a dynamic economic hub.

Opportunities

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

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

B. South 8th Street Corridor

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

Opportunities

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

The area has a diverse building stock. Recent developments have re-imagined these structures to create authentic and one-of-a-kind establishments. The projects that have creatively retrofitted existing buildings instead of new construction have become popular and well loved establishments. Mocomma Beer Company and T-Rays Burger Station are some examples of these types of development.
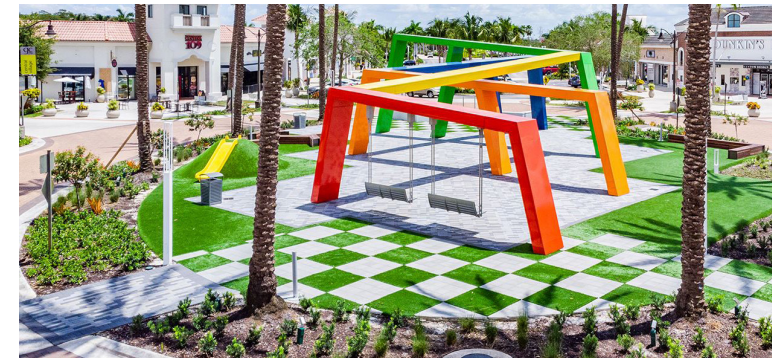
Photo: *Types of developments along the South 8th St. Corridor (Source: Google Maps)*

C. 5 Points

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

Opportunities

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

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

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

D. Beach Village Centers

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

Simmons Road

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

Seaside Park

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

Main Beach Park

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

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

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

Opportunities

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

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

Figure A.18: *Commercial Areas Analyzed by the Vision 2045 Plan*
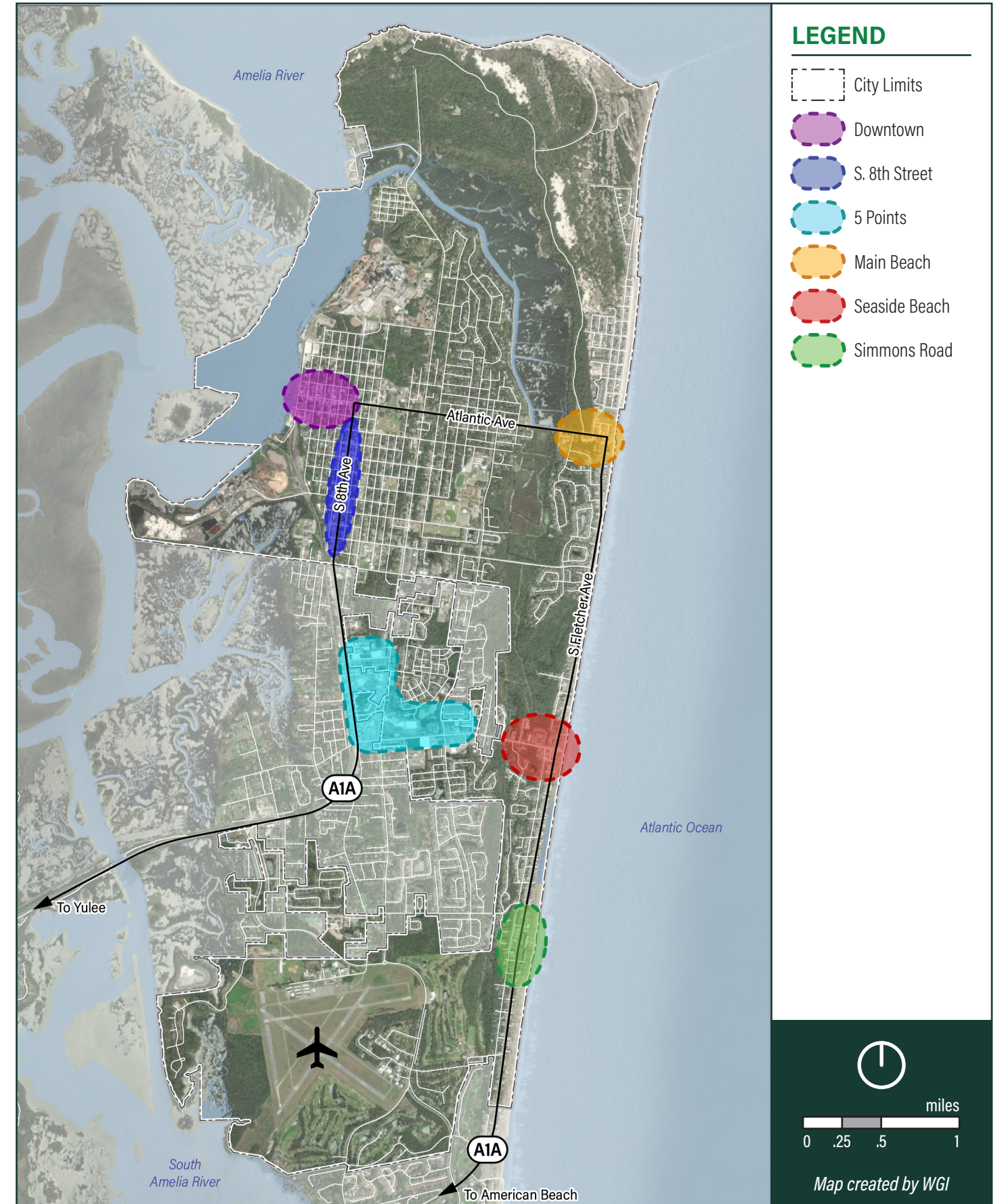
VII. TRANSPORTATION SNAPSHOT

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

A. Regional Connectivity

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

Bus Service

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

Railroad

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

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

Airport

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

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

Figure A.19: *Regional Connectivity Map*
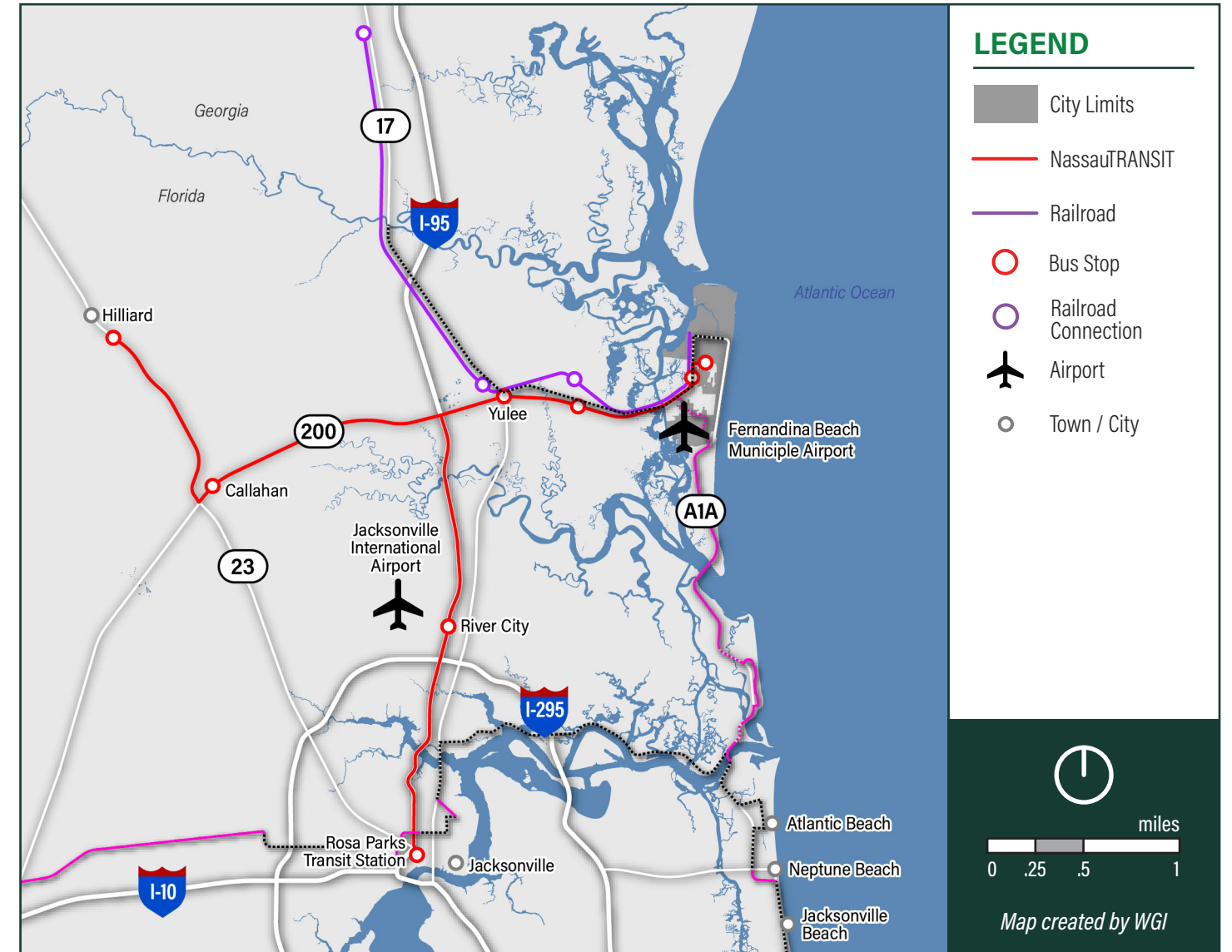
Boat/Marine

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

B. Local Connectivity

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

Island Hopper

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

Paratransit Program

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

Photo: *NassauTRANSIT (source: Council on Aging)*

Bicycle Network

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

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

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

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

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

Figure A.20: *Existing Transportation Conditions*

How do you usually get around town?
- 92% Car
- <1% Island Hopper
- 4% Bike or Scooter
- 4% Walk
- 0% Uber or Lyft

Would you prefer to replace some car trips with another mode of transportation?
- 20% Yes, many!
- 39% Yes, some
- 31% No
- 10% Not Sure

Did you use the Island Hopper to get around town?
- <1% Yes, all the time
- 3% Yes, less than once a week
- 17% No, wasn't convenient
- 35% No, didn't know how to use it
- 45% No, knew about it but didn't try it
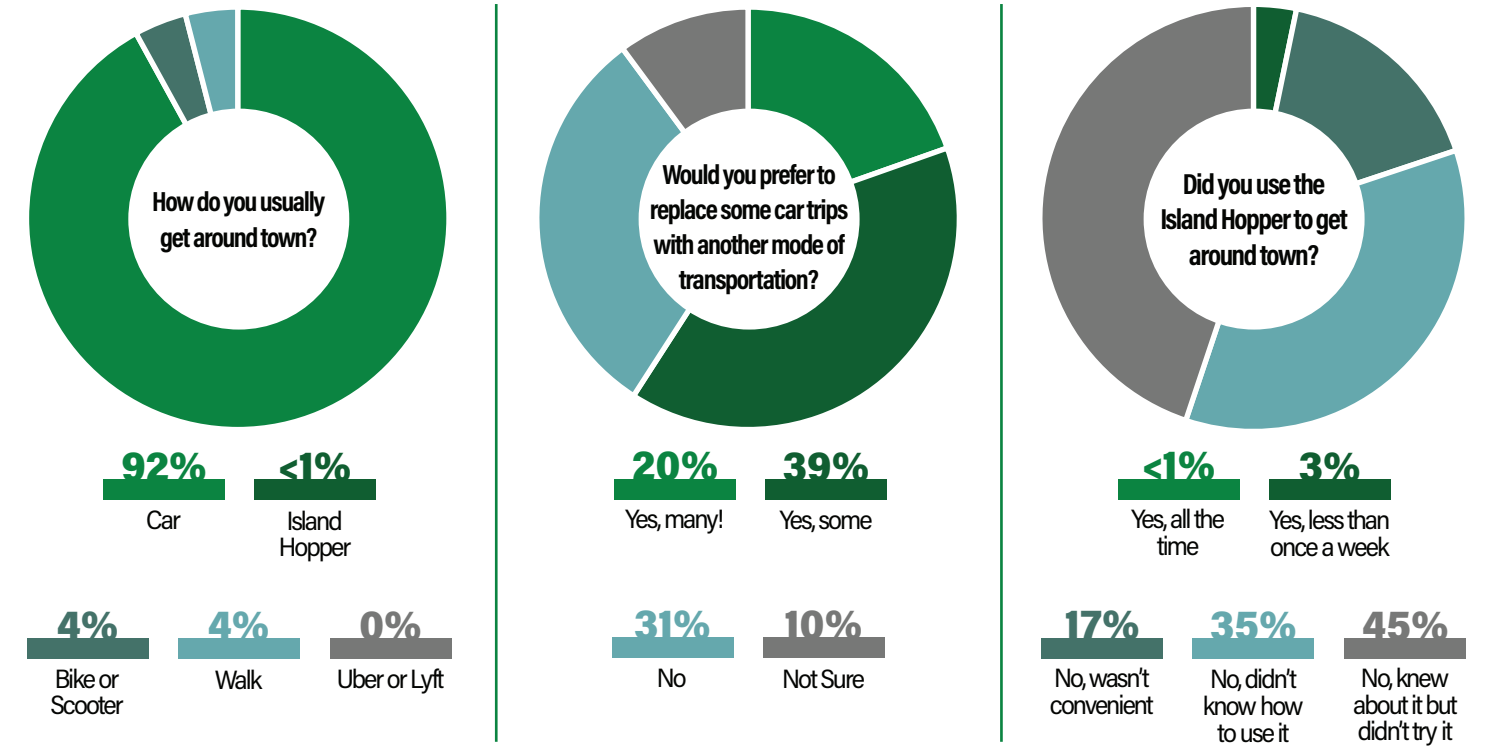
Source: WGI General Survey

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

Source: National Community Survey

Pedestrian Connections

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

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

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

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

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

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

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

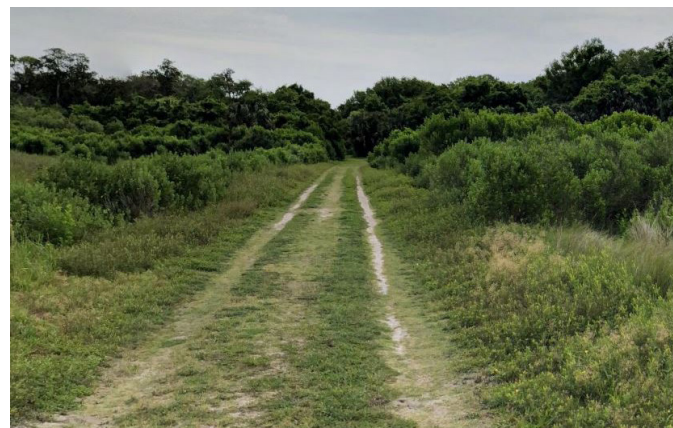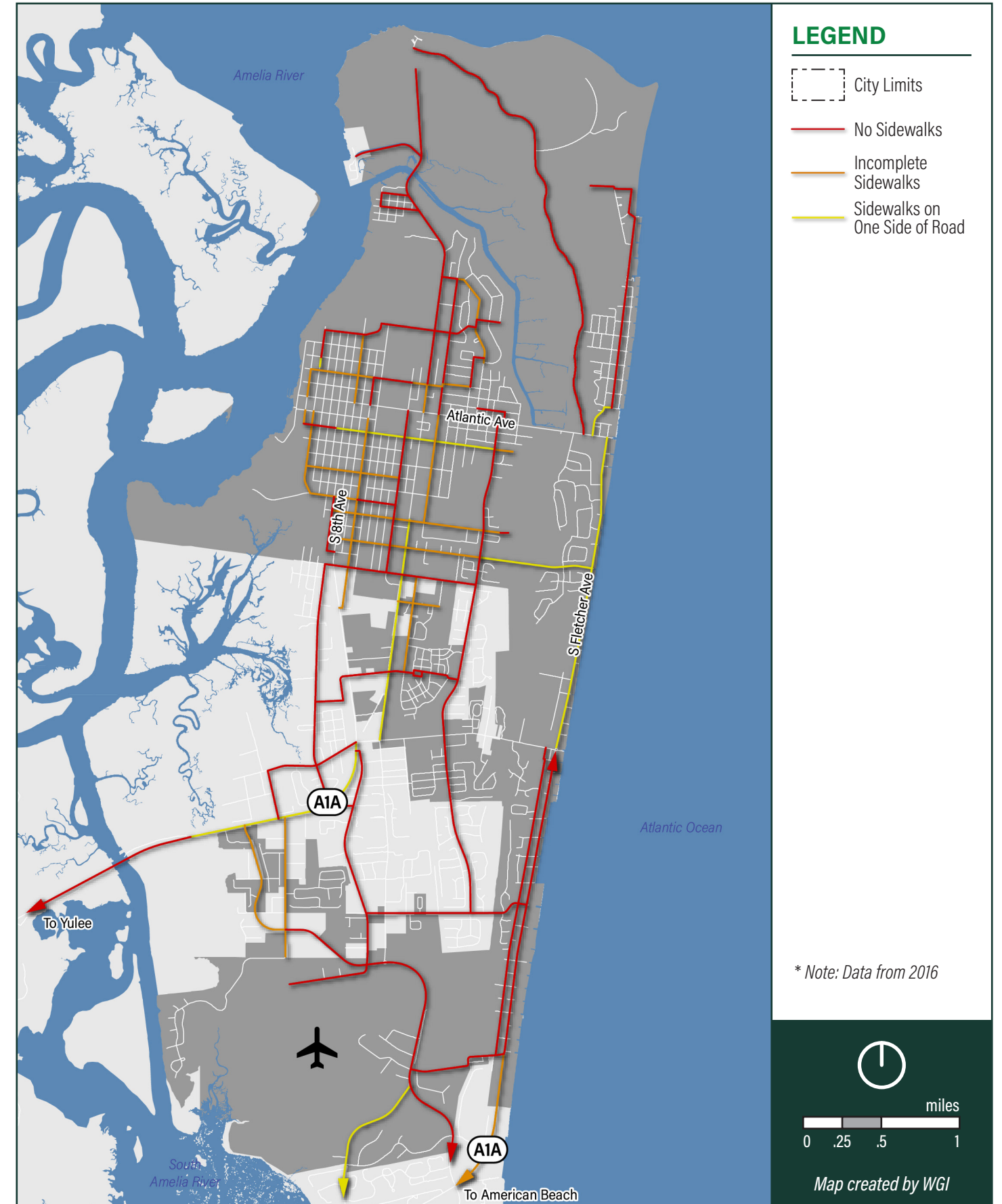**Figure A.21:** *Sidewalk Conditions (2016 Amelia Island Bicycle & Pedestrian Focus Area Study)*

LEGEND

- ⬛ City Limits
- — No Sidewalks
- — Incomplete Sidewalks
- — Sidewalks on One Side of Road

* Note: Data from 2016

Map created by WGI

C. Streets & Vehicular Connectivity

Overview

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

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

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

Major Thoroughfares

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

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

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

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

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

Figure A.22: *FDOT Functional Road Classifications*
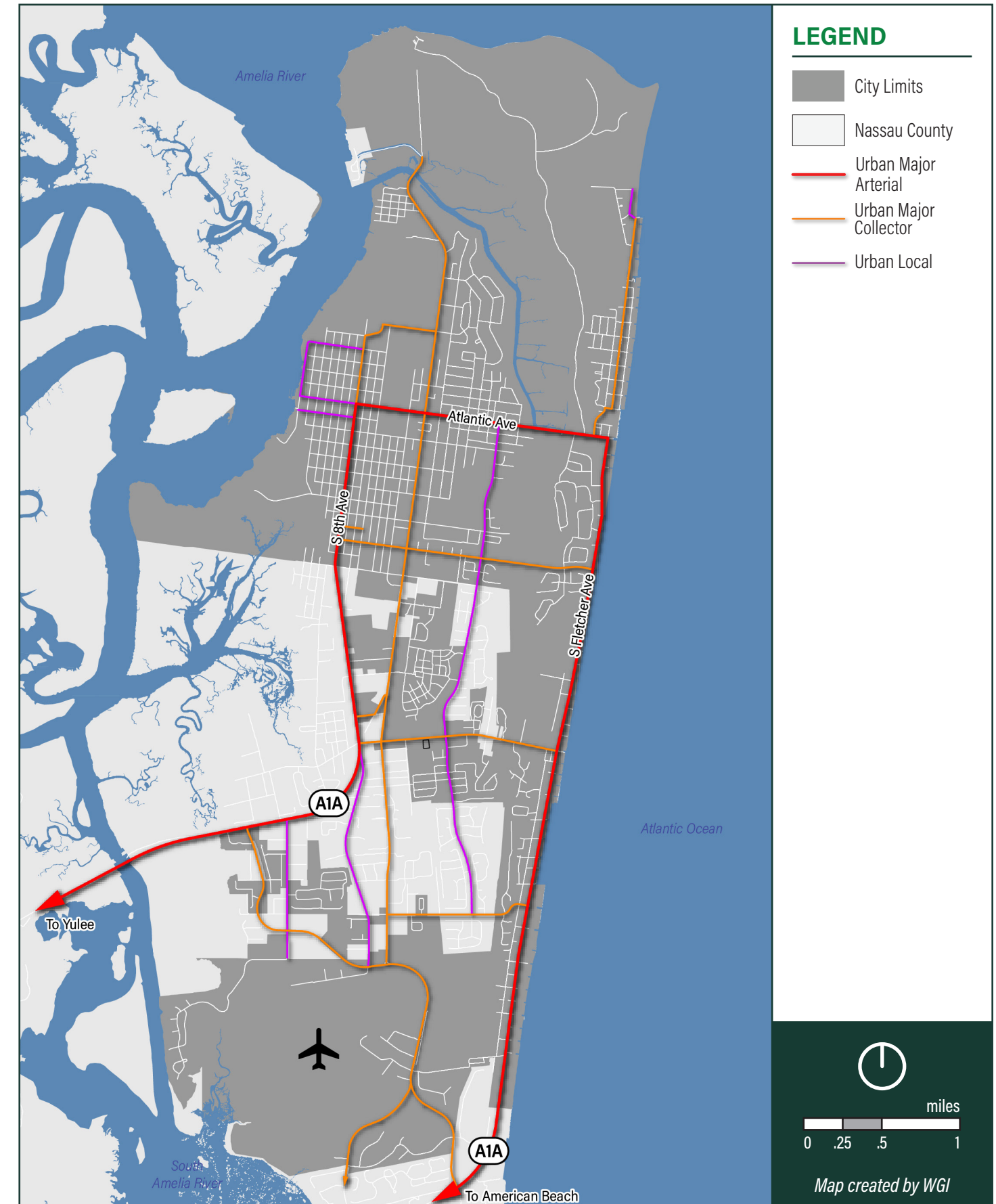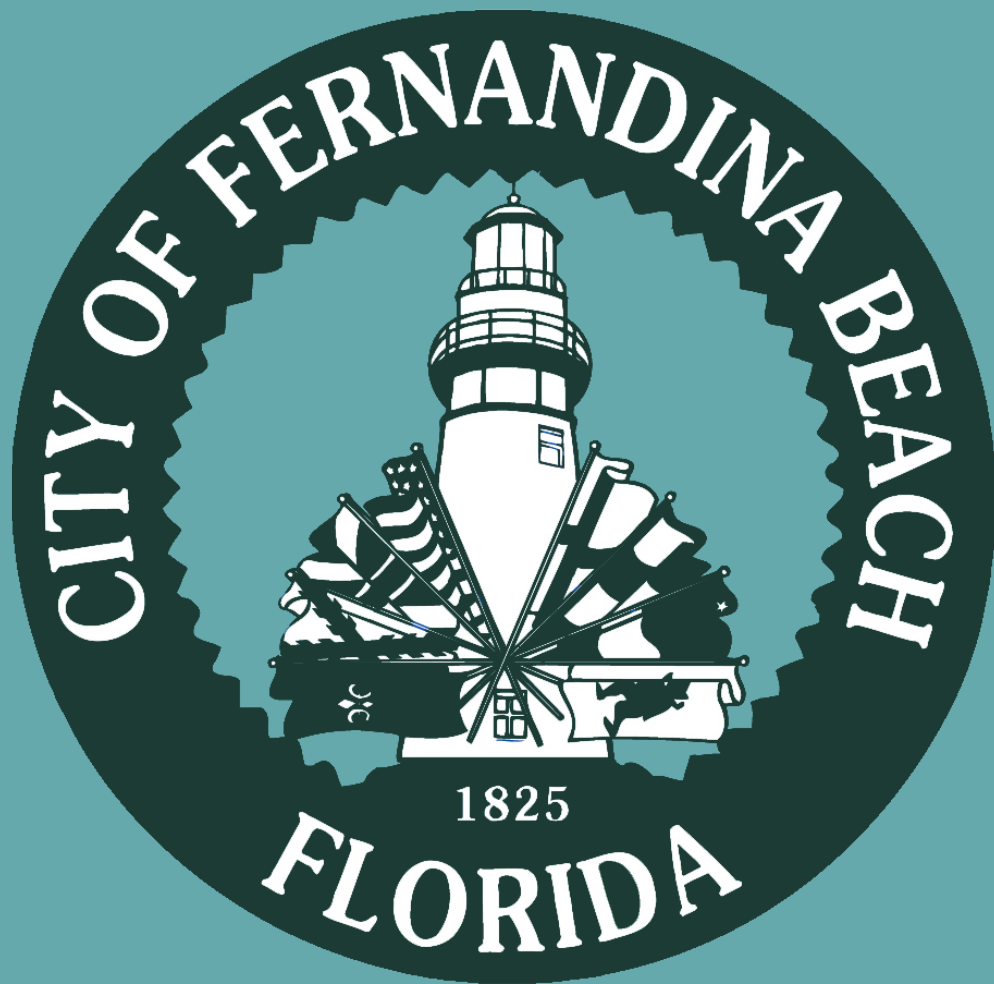
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APPENDIX B
COMMUNITY ENGAGEMENT SUMMARY

COMMUNITY VISION

2045

FERNANDINA BEACH

Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by

WGI

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B : COMMUNITY ENGAGEMENT

I. INTRODUCTION

Why Now?

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

Purpose of the Vision 2045 Plan

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

The Project Team

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

II. PUBLIC ENGAGEMENT PLAN

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

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

A. Engagement Schedule

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

Figure B.1: *Public Outreach Schedule*

KICK-OFF
26 MAY

WGI introduced the project to the public at the May 26th Planning Advisory Board meeting. The team presented a PowerPoint presentation and facilitated a SWOT exercise with the Board members.

DIGITAL OUTREACH
MAY - JULY

The City of Fernandina Beach created a web-page on the City's website. This webpage was used as a repository for all project information. Surveys were distributed through the website. The City's social media accounts were also used to market the project.

KEY STAKEHOLDER INTERVIEWS
JUNE

The team undertook Key Stakeholder Interviews (KSIs) with several stakeholders, civic groups, organizations, and City/County Commissioners. Most of these interviews took place in person between June 20th - June 24th. A few more interviews were conducted remotely.

JUNETEENTH
19 JUNE

The team attended the Fernandina Beach Juneteenth event to promote the Planning Workshop, distribute surveys, and to discuss the Vision 2045 Plan. The event was chosen to provide additional outreach opportunities to under-represented and minority populations.

WORKSHOP
23 JUNE

An interactive planning workshop was held in Central Park on June 23rd. This workshop featured visioning exercises, dot voting, and funding prioritization. Over 80 Fernandina Beach residents participated in the "*Planning In The Park*" Workshop.

B. Kick-off Presentation

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

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

Photo: *Kick-off PowerPoint (Source: WGI)*

Figure B.2: *PAB SWOT Results*

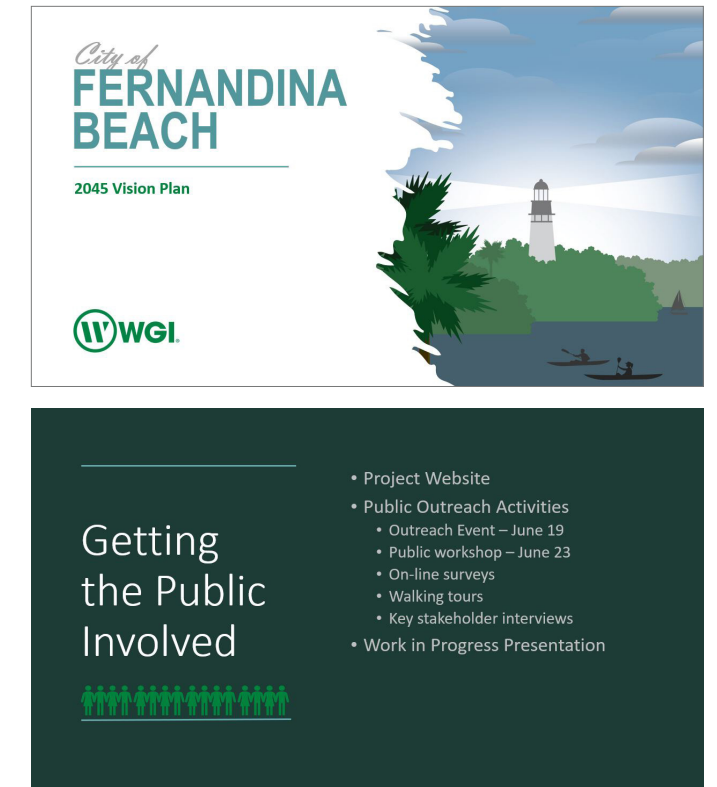| S	W	O	T
Location	City Slow Response to Problems	Involvement in Regional Groups	Transportation Network Gets Overwhelmed By Volume of Tourists
Sense of Community	City Project Management	County Economic Growth	Bridge Capacity
Unique Amenities	Identifying Project Costs/Funding	Tap into Off-island Economy	Can't Widen Roads, Must Find Another Way To Move People
Size of the City	Costs of City Services	Leverage Historic Character to Attract Tourists & Businesses	Resistance to Public Transportation
Historic Downtown	Long-range Transportation Plan	Preservation of Strengths That Give City a Competitive Advantage	Lack of Transportation Options
Local Businesses	Lack Affordable / Public Housing	Welcome New Residents	Lack of Affordable Housing Makes People Live Off-Island, Increasing Traffic
Working Waterfront	Complex Bureaucratic Processes	Keep Port Relevant & Attractive	Downtown Parking Capacity
Port & Mills	Lack of Parking Downtown	Promotion of Quality / Compatible Growth Instead of Growth at Any Cost	Prone to Natural Disasters
Grid City	Incomplete Sidewalk Network		Redeveloping into "Resort Area on the South-end of Island"
Citizens / Tourists Balance			Tourists Overwhelming Beaches
Small Town Feel			Light/Noise/Changing Environment
School System			
Infrastructure			
Historic Black Churches			
Socio-economic Diversity			
Racial Diversity			

C. Outreach

Digital Outreach Strategy

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

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

Photo: *Instagram Posts advertising the Project*

Photo: *Vision 2045 Project Webpage*

Juneteenth Event Outreach

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

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

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

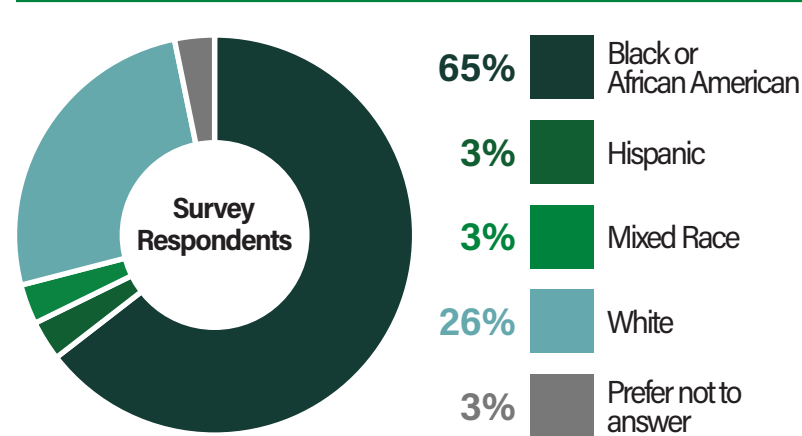Photo: *Juneteenth Outreach (source: WGI)*

OVER 50 PARTICIPANTS

Figure B.3: *Juneteenth Outreach Results*

Write one word that describes
Fernandina Beach today!

Write one word you hope describes
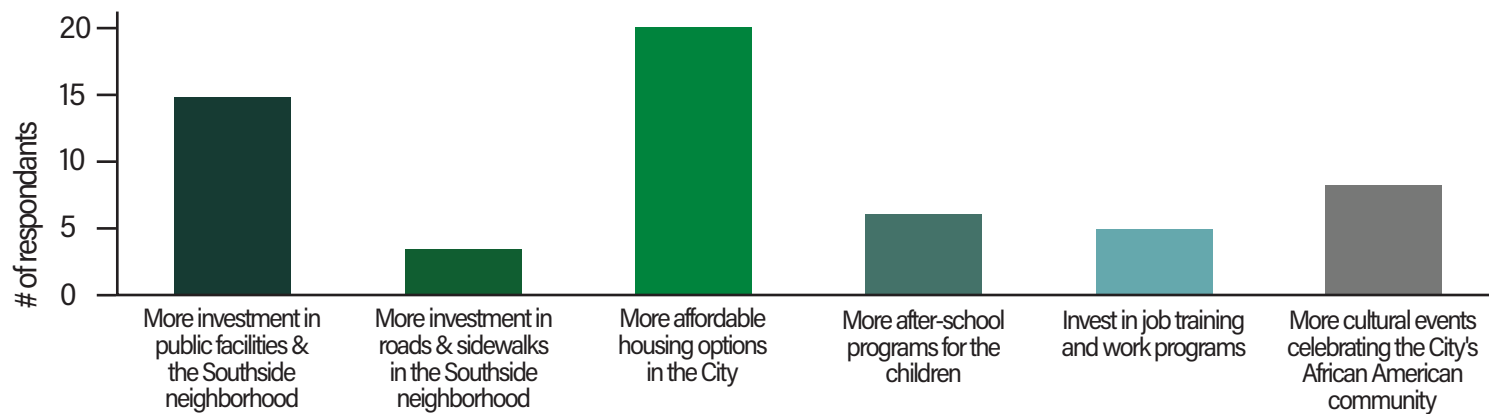Fernandina Beach in 25 years!
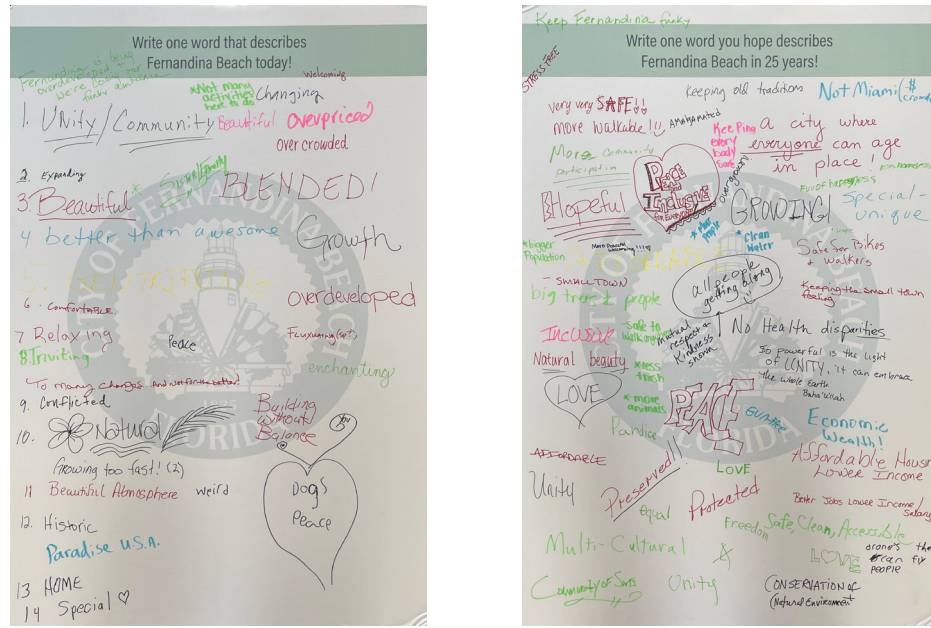
What we heard . . .

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

Survey Respondents

- **65%** Black or African American
- **3%** Hispanic
- **3%** Mixed Race
- **26%** White
- **3%** Prefer not to answer

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

What else can the City do to support the African American and minority communities?

- teach Peck's history
- Build affordable housing and family shelters
- African American history should be taught not just during Black History Month
- support Juneteenth

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

# of respondants

- More investment in public facilities & the Southside neighborhood
- More investment in roads & sidewalks in the Southside neighborhood
- More affordable housing options in the City
- More after-school programs for the children
- Invest in job training and work programs
- More cultural events celebrating the City's African American community

D. Key Stakeholder Interviews (KSIs)

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

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

E. City Department Outreach

The team sent surveys to each of the City's departmens to provide additional input and insite into thier goals.

F. Survey Overview

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

STAKEHOLDER OUTREACH

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

City Manager

Department Heads

County Manager

County Commissioners
Aaron Bell
John Martin

Amelia Tree Conservancy

NE Florida Builder's Association

Chamber of Commerce

Council on Aging

Fernandina Beach High School Foundation

Historically Black Church Pastor Outreach

Lignotech

Rayonier Advanced Materials

West Rock

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

G. General Survey

Purpose

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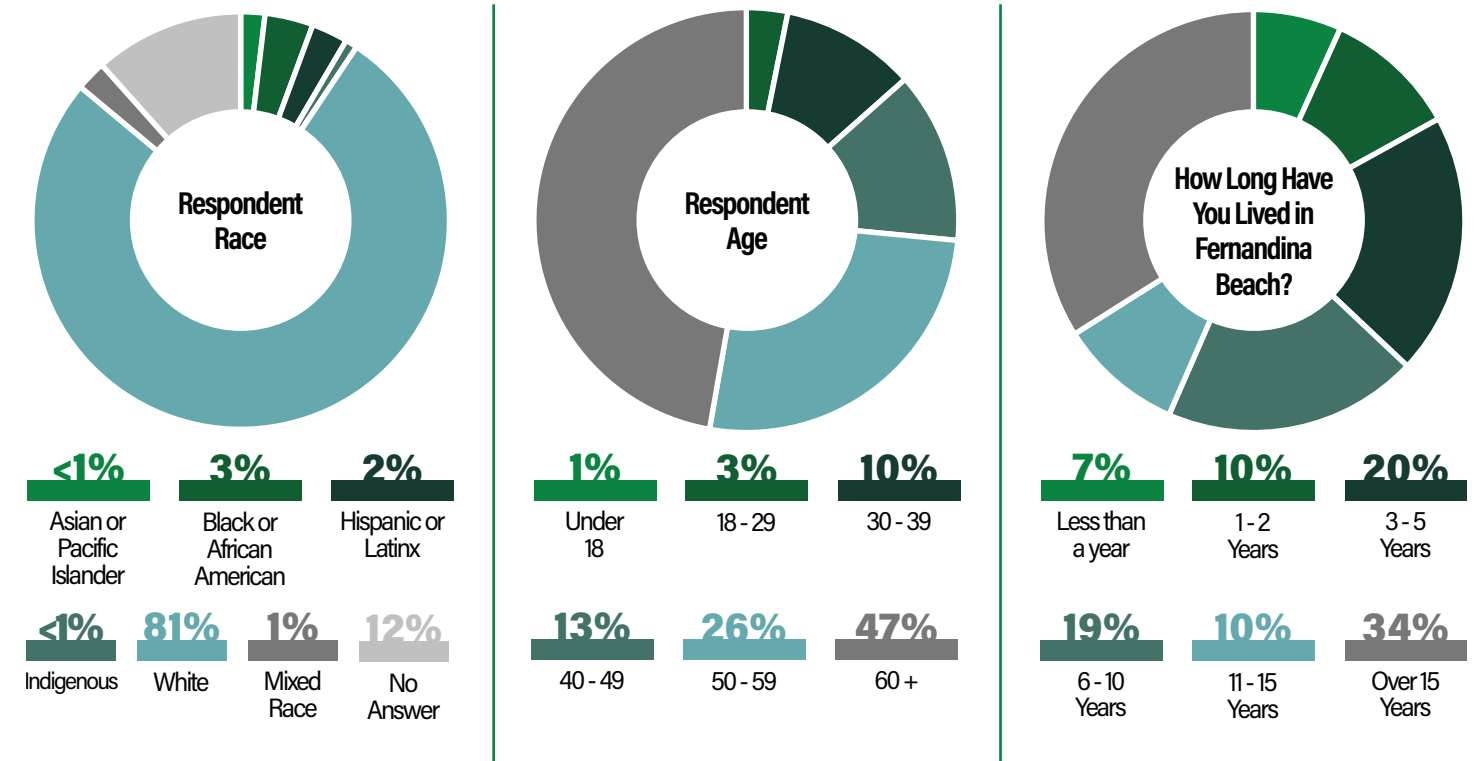
Results

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

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

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

Figure B.4: *General Survey Results - Part I*

Respondent Race

<1% Asian or Pacific Islander	3% Black or African American	2% Hispanic or Latinx
<1% Indigenous	81% White	1% Mixed Race	12% No Answer

Respondent Age

1% Under 18	3% 18-29	10% 30-39
13% 40-49	26% 50-59	47% 60+

How Long Have You Lived in Fernandina Beach?

7% Less than a year	10% 1-2 Years	20% 3-5 Years
19% 6-10 Years	10% 11-15 Years	34% Over 15 Years

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

87.46% own their own home in the City	23.48% work in the City	9.77% own a business in the City	8.33% rent their home in the City

81% want to eventually retire in Fernandina Beach

85% plan on staying in the City for the foreseeable future

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

# of respondents (y-axis: 100–700)

Categories: Small Town Feel, The Beach, The Natural Environment, The Sense of Community, Historic Character, Family or Friends, Grew Up Here, Job Opportunity, Good Schools, Affordability, Bike Friendliness, Other, Public Facilities, Ability to Start Your Own Business
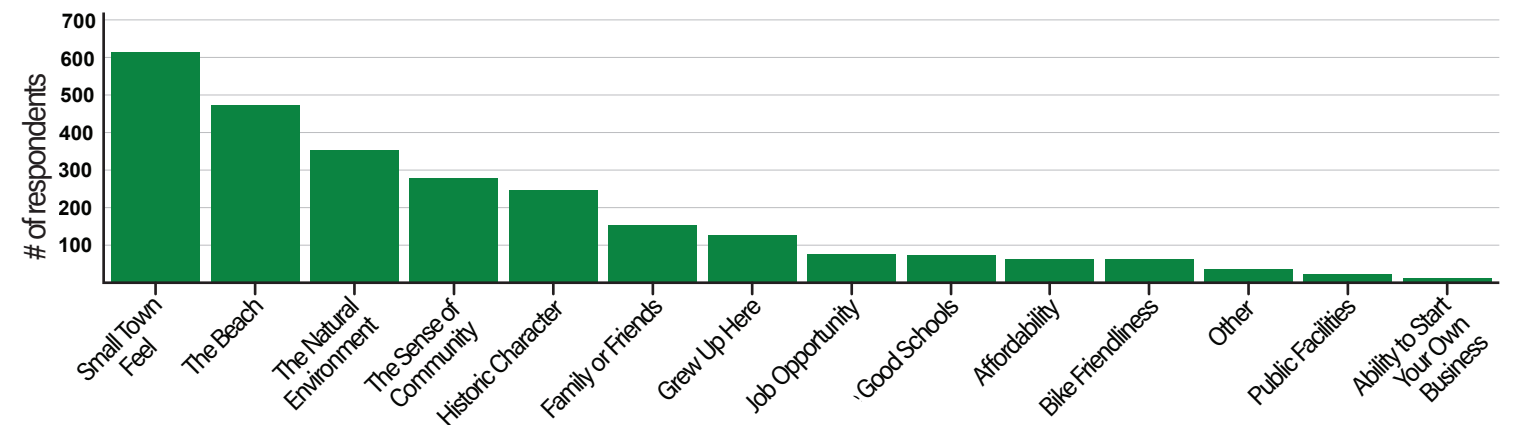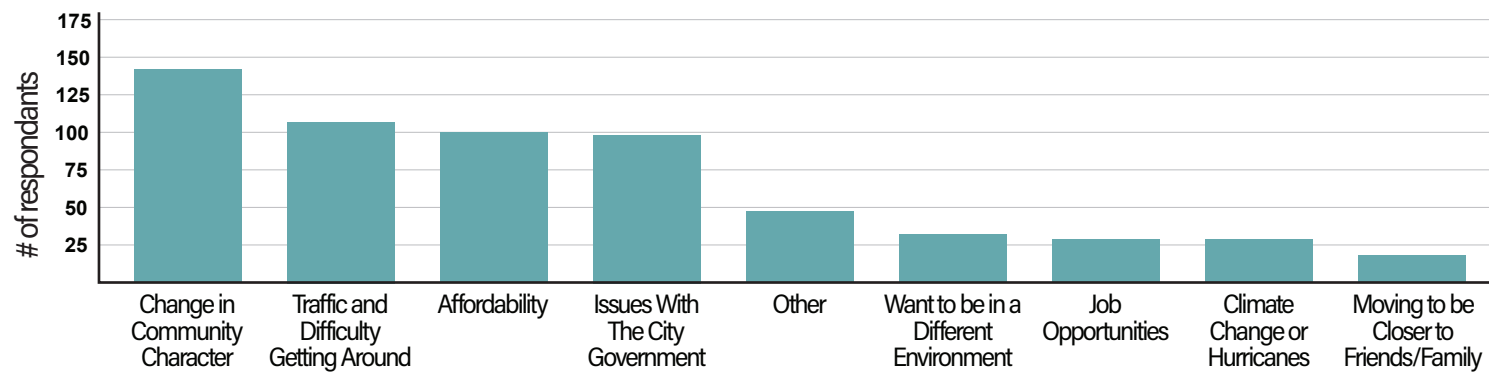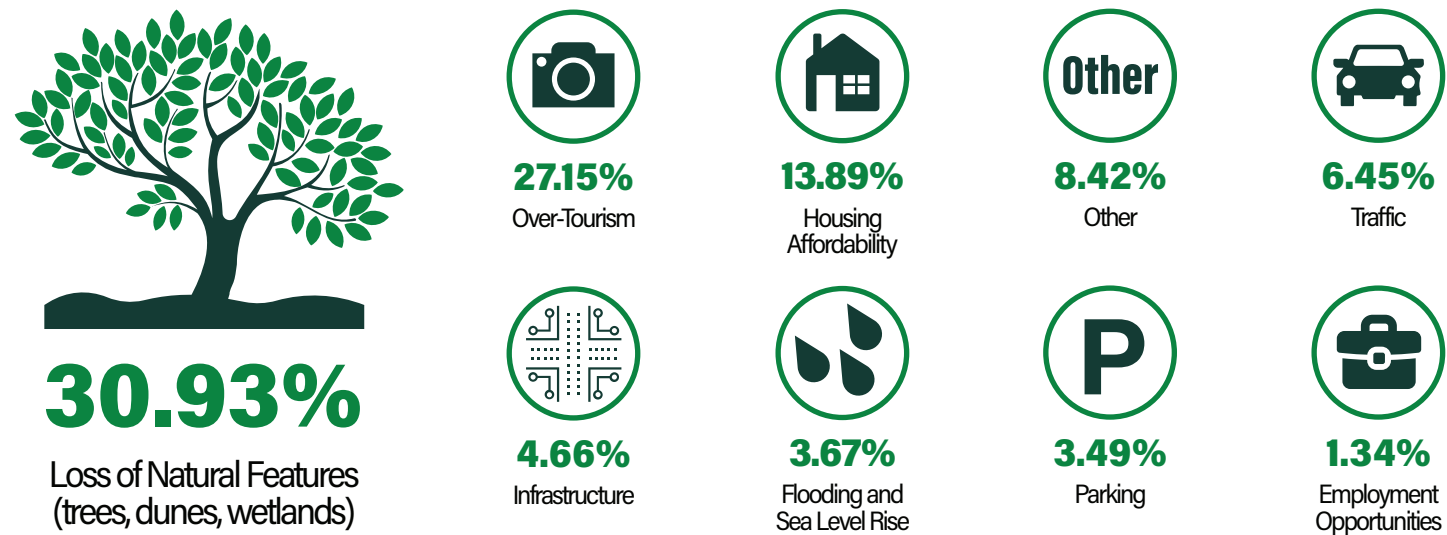
Figure B.5: *General Survey Results - Part II*

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

# of respondants

| Change in Community Character | Traffic and Difficulty Getting Around | Affordability | Issues With The City Government | Other | Want to be in a Different Environment | Job Opportunities | Climate Change or Hurricanes | Moving to be Closer to Friends/Family |

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

30.93%
Loss of Natural Features (trees, dunes, wetlands)

27.15%
Over-Tourism

13.89%
Housing Affordability

8.42%
Other

6.45%
Traffic

4.66%
Infrastructure

3.67%
Flooding and Sea Level Rise

3.49%
Parking

1.34%
Employment Opportunities

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

Infrastructure

Parks and Recreation Facilities

Public Services

Dealing With the City Government

City Hall Building

Library Building

Downtown Marina

Bosque Bello Cemetery

Tree Canopy

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

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

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

Respondents rated the City's public facilities, services, and recreation amenities highly with all ranking over 3 out of 5 stars. The only category that received a rating below 3 stars was *"Dealing with the City Government"*. This lower rating is consistent with feedback from stakeholders and the public regarding city regulations and the permitting process. It is also consistent with the 2019 National Community Survey.
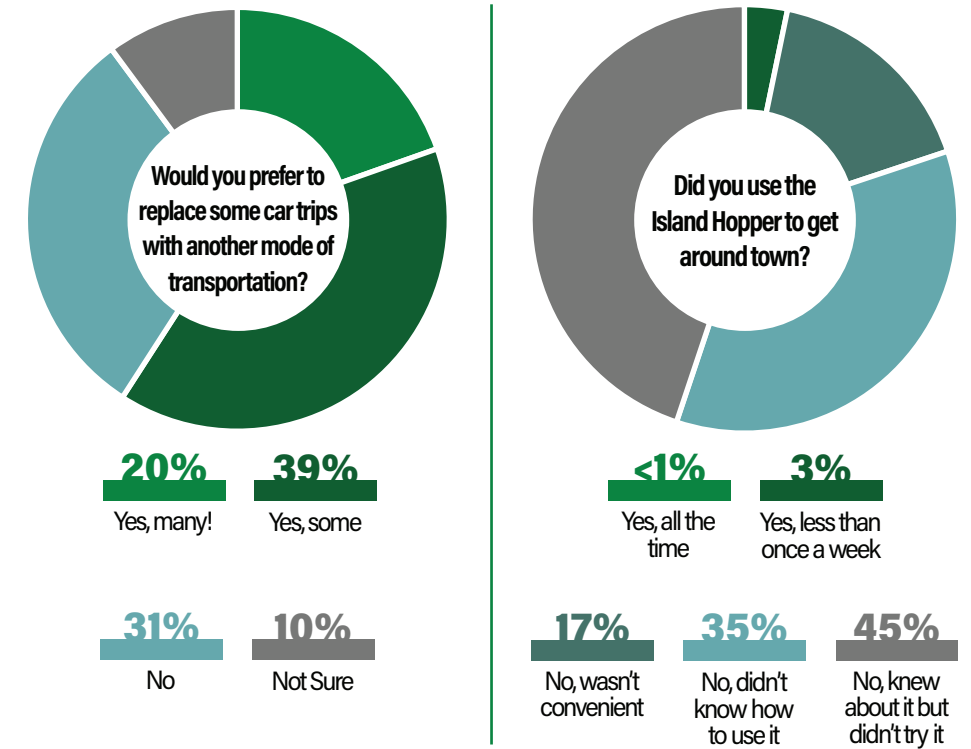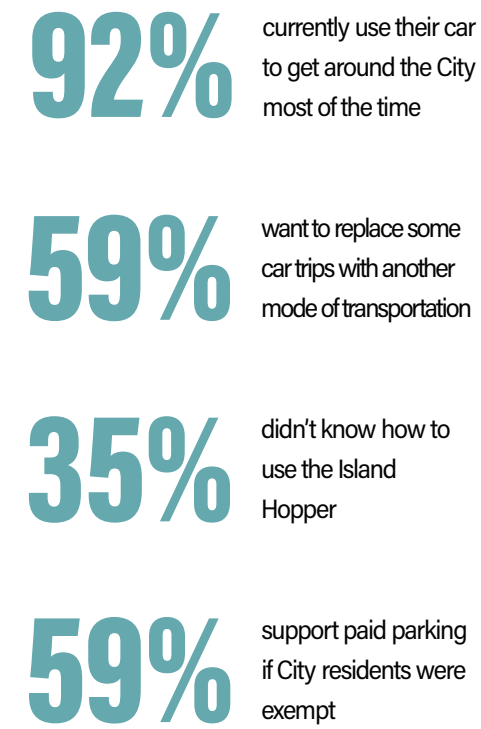
As shown in Figure B.6, Fernandina Beach has a car-centric culture with 92% of respondents using their personal vehicle as their main mode of transportation. However, there seems to be a demand for more mobility options. 59% of respondents want to replace some of their car trips with another mode of transportation. These results contradict the Island Hopper's low ridership numbers. When asked if they ever used the circulator, 35% of respondents replied that they were unaware how to use it. This along with the result that 18% of respondents want the City to prioritize bus or trolley services for the island, points to a lack of awareness with the Island Hopper, not the concept of bus or trolley service.

There is also a desire to make it easier to navigate the City by walking or biking. Over 36% of respondents want the City to prioritize additional multi-use paths, bike lanes, and sidewalks. 40% believe that the best way for Fernandina Beach to alleviate its future parking issues is to make it easier and safer to bike and walk in the City.
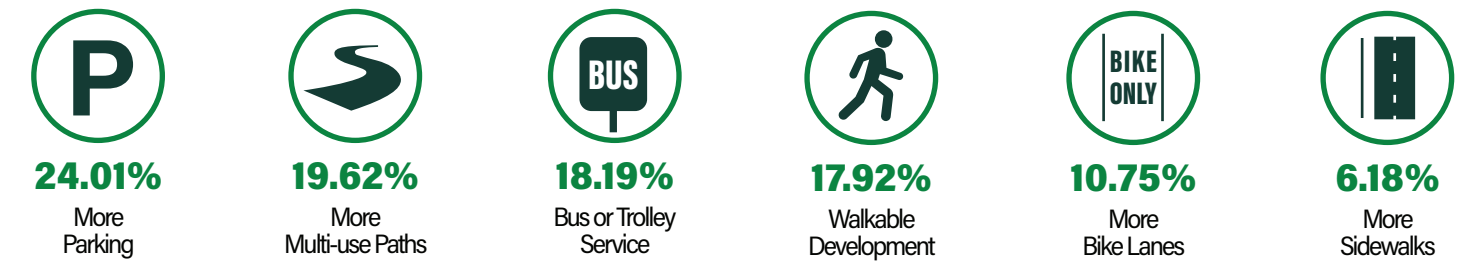
Lastly, the General Survey inquired about support for paid parking. A minority of respondents (40%) supported the concept, but that number jumped to 59% when the program exempts City residents. This statistic is consistent with the 2019 National Community Survey Report that indicated majority support (55%) for a paid parking program.

Figure B.6: *General Survey Results - Part III*

92% currently use their car to get around the City most of the time

59% want to replace some car trips with another mode of transportation

35% didn't know how to use the Island Hopper

59% support paid parking if City residents were exempt

Would you prefer to replace some car trips with another mode of transportation?

- **20%** Yes, many!
- **39%** Yes, some
- **31%** No
- **10%** Not Sure

Did you use the Island Hopper to get around town?

- **<1%** Yes, all the time
- **3%** Yes, less than once a week
- **17%** No, wasn't convenient
- **35%** No, didn't know how to use it
- **45%** No, knew about it but didn't try it

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

- **24.01%** More Parking
- **19.62%** More Multi-use Paths
- **18.19%** Bus or Trolley Service
- **17.92%** Walkable Development
- **10.75%** More Bike Lanes
- **6.18%** More Sidewalks

Would you support paid parking?

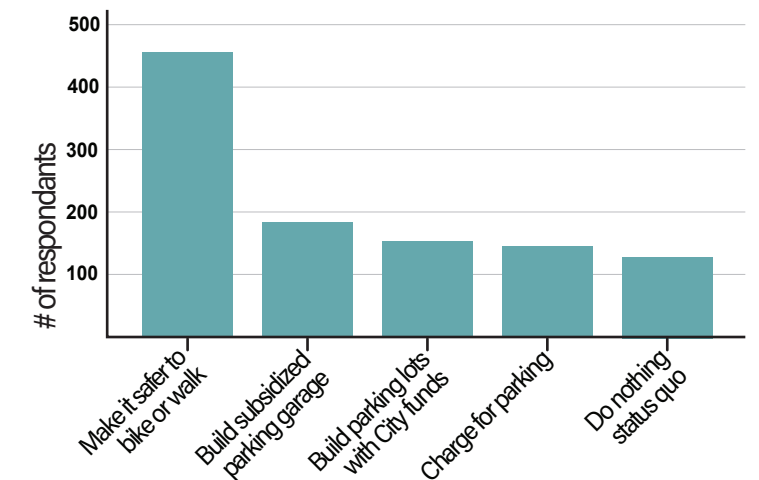| 40%	60%
Yes	No

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

Would you support paid parking if City residents were exempt?

59%	19%	22%
Yes	Not Sure	No

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

# of respondants

- Make it safer to bike or walk
- Build subsidized parking garage
- Build parking lots with City funds
- Charge for parking
- Do nothing status quo

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

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

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

Figure B.7: *General Survey Results - Part IV*

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

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

* Shaded cell indicates a top three priority

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

14.40%	52.73%	10.65%	22.22%
Atlantic Avenue	South 8th Street	Fletcher Avenue	Entry Features

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

29.60%	40.45%	28.88%
No	Yes	Not Sure
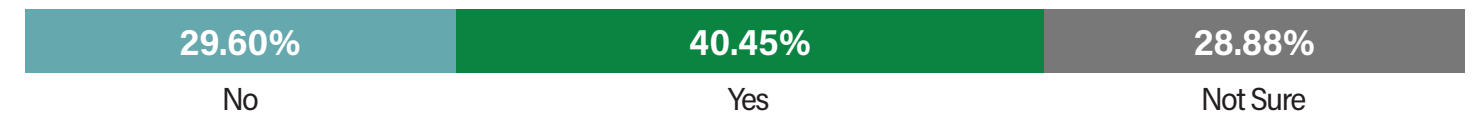
Does Fernandina Beach provide an environment that allows seniors or disabled citizens to live independently?
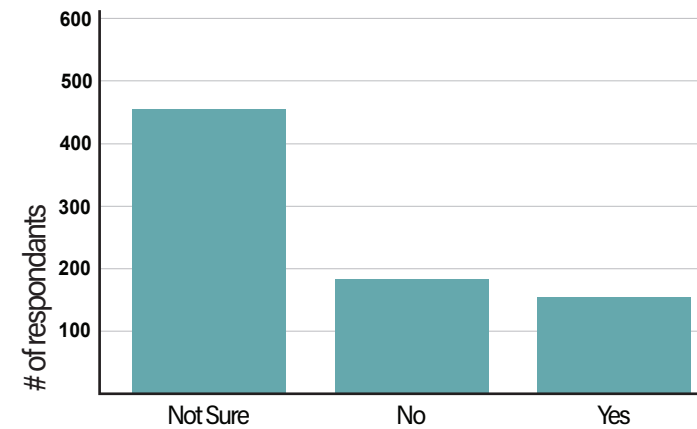
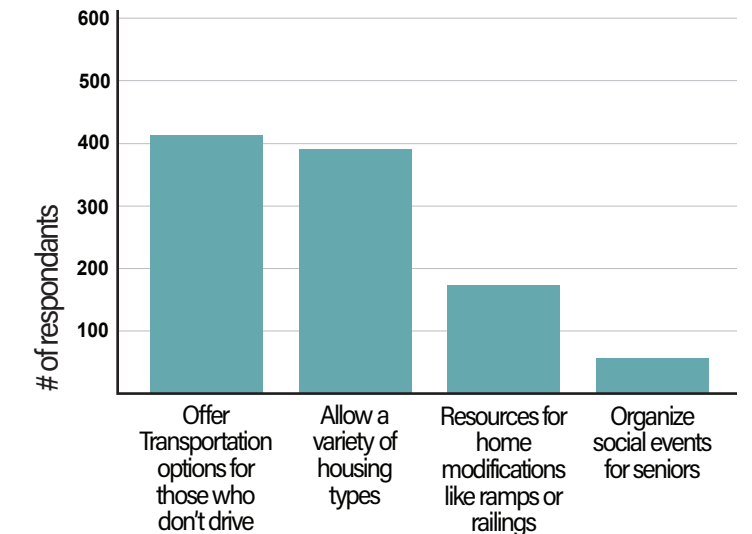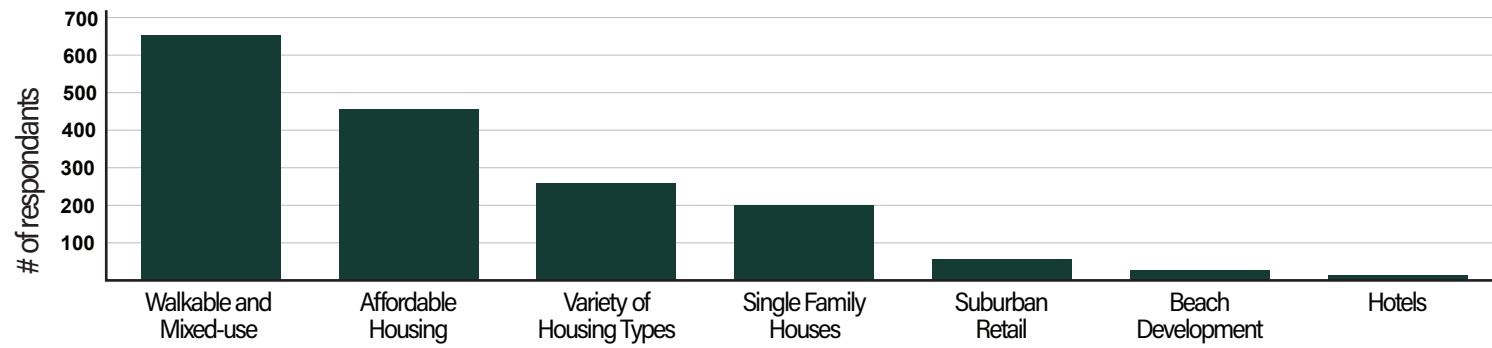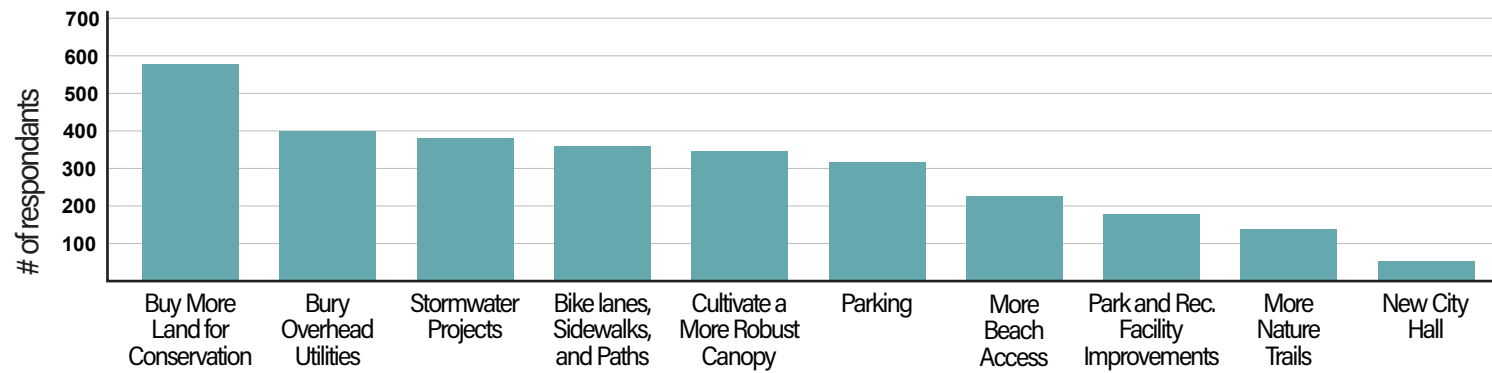**What is the best strategy to make living in Fernandina Beach easier for senior citizens?**

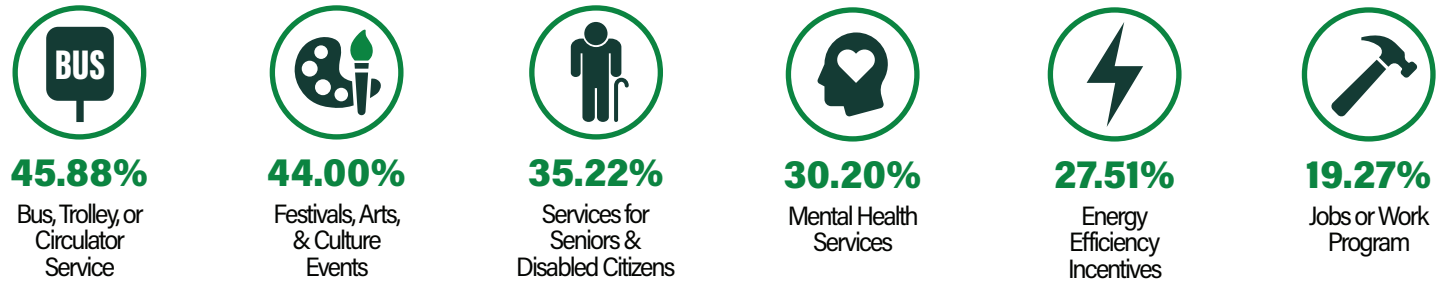**Figure B.8:** *General Survey Results - Part V*

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

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

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

45.88%	44.00%	35.22%	30.20%	27.51%	19.27%
Bus, Trolley, or Circulator Service	Festivals, Arts, & Culture Events	Services for Seniors & Disabled Citizens	Mental Health Services	Energy Efficiency Incentives	Jobs or Work Program

What are the most important characteristics for new residential development? Choose top three.
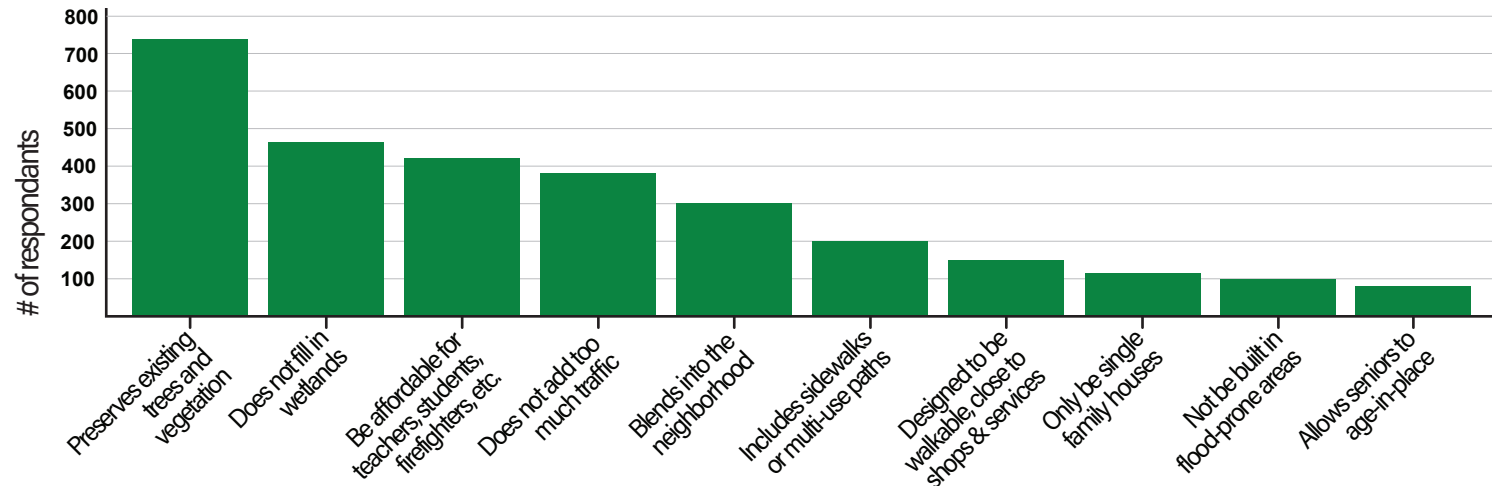
Figure B.9: *General Survey Results - Part VI*

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

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

H. Business Owner Survey

Purpose

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

Results

As shown in Figure B.10, the survey respondents represented businesses throughout Fernandina Beach, with a large portion in the historic downtown core. However, almost 40% of the respondents indicated that their businesses were outside of the main commercial areas identified.
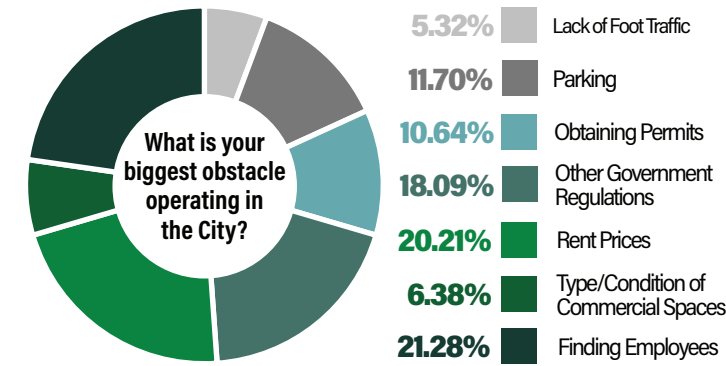
Most of the respondents indicated that they lived in the City before they opened their business, indicating a desire to live and work in the same place. The small-town character and tourism were also major reasons for opening businesses here. Few of the business owners identified the port, working waterfront, or airport as major reasons for establishing their business within City limits.

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

A quarter of respondents identified simplification of the permit process as the City action or policy that would have the biggest benefit to their business. Investment in affordable housing and additional parking ranked second and third. This could be due to the high number of workers who can not afford to live in Fernandina Beach and commute to the island.
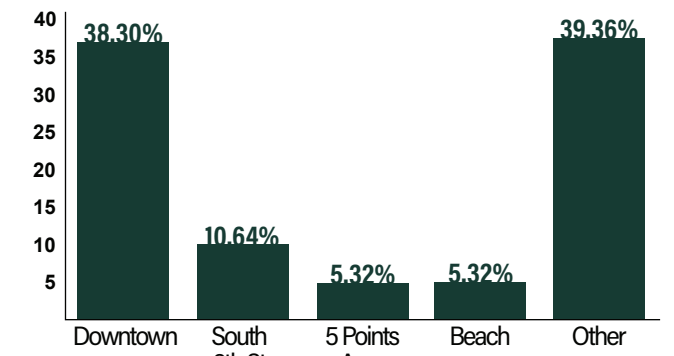
Finally, the survey asked what kinds of amenities, investments, and developments they wanted to see around their business. Pedestrian spaces, plazas, and public seating areas were the top choices. The number of businesses that wanted to see these improvements exceeded the number of businesses currently located downtown. This means there is a desire for more pedestrian-oriented infrastructure beyond the downtown city center.
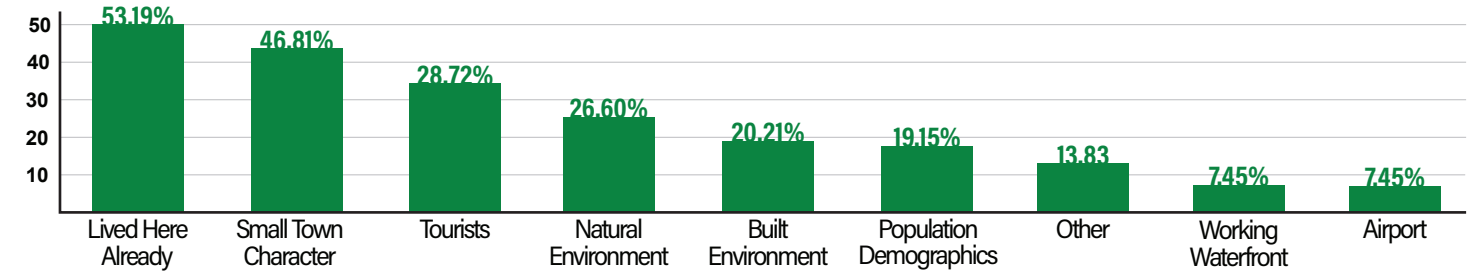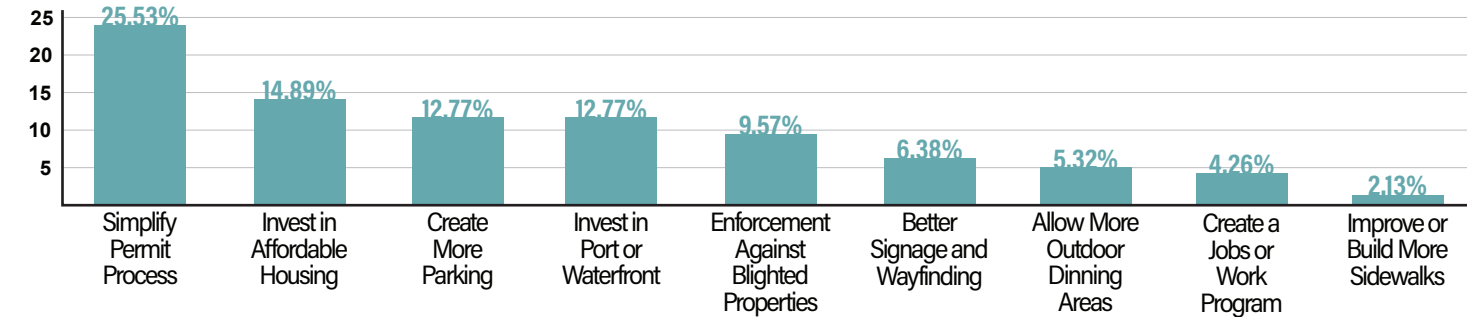
Figure B.10: *Business Survey Results*

What is your biggest obstacle operating in the City?

- 5.32% Lack of Foot Traffic
- 11.70% Parking
- 10.64% Obtaining Permits
- 18.09% Other Government Regulations
- 20.21% Rent Prices
- 6.38% Type/Condition of Commercial Spaces
- 21.28% Finding Employees

6 participants skipped this question

Where is your business located?

- Downtown: 38.30%
- South 8th St: 10.64%
- 5 Points Area: 5.32%
- Beach: 5.32%
- Other: 39.36%

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

- Lived Here Already: 53.19%
- Small Town Character: 46.81%
- Tourists: 28.72%
- Natural Environment: 26.60%
- Built Environment: 20.21%
- Population Demographics: 19.15%
- Other: 13.83%
- Working Waterfront: 7.45%
- Airport: 7.45%

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

- Simplify Permit Process: 25.53%
- Invest in Affordable Housing: 14.89%
- Create More Parking: 12.77%
- Invest in Port or Waterfront: 12.77%
- Enforcement Against Blighted Properties: 9.57%
- Better Signage and Wayfinding: 6.38%
- Allow More Outdoor Dinning Areas: 5.32%
- Create a Jobs or Work Program: 4.26%
- Improve or Build More Sidewalks: 2.13%

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

- 44.68% Pedestrian Spaces, Seating Areas, Plazas, and Benches
- 37.23% Parking
- 29.79% Street Trees and Landscaping
- 26.60% More or Better Sidewalks
- 23.40% Public Art
- 14.89% Better Street Lighting
- 9.75% Residential Development
- 7.45% Commercial Development
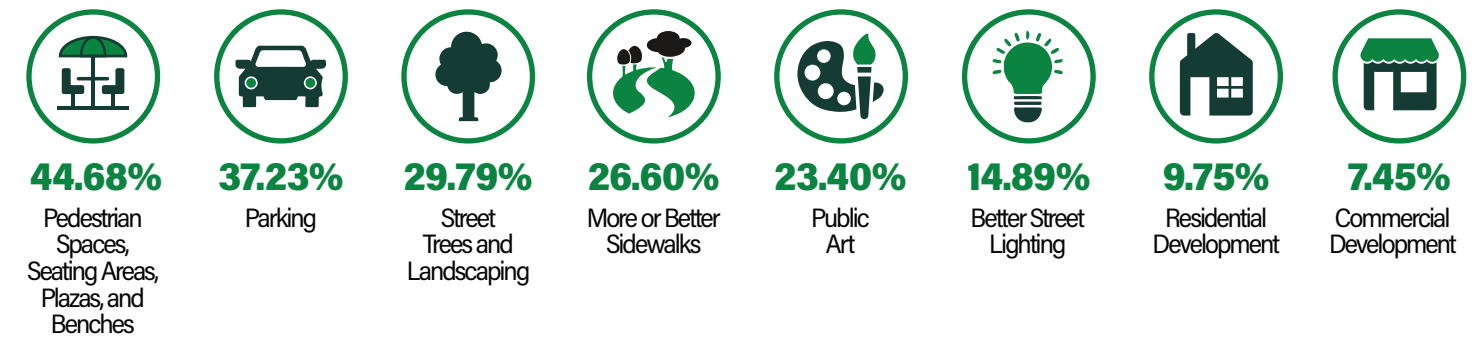
I. Employee Survey

Purpose

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

Results

Illustrated in Figure B.11, the majority of respondents do not live in Fernandina Beach and commute into the City for work. 38% of the respondents come from off-island. Almost half of the respondents did not feel like they could afford to live in the City with their current jobs and 40% did not see opportunities for upward mobility working in Fernandina Beach. Over a quarter (27%)of respondents were working multiple jobs or attending classes.
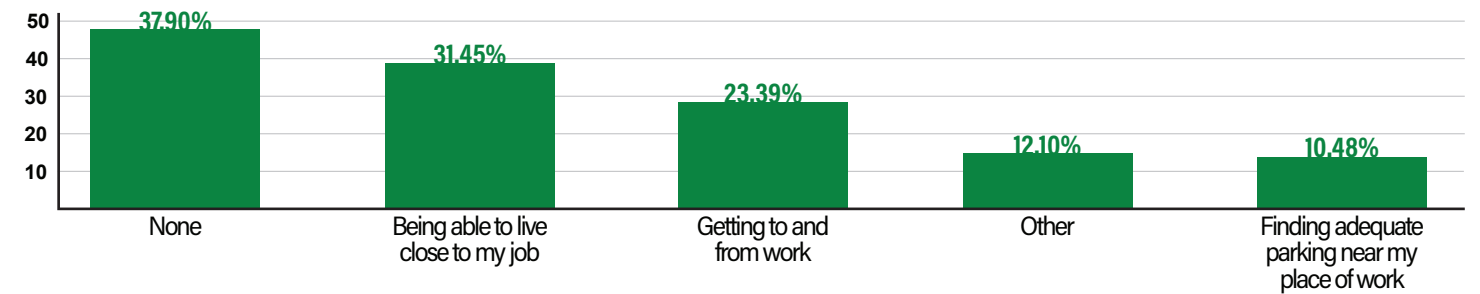
Access to childcare and healthcare were identified by 19% of the respondents as challenges they face working in the area. Access to affordable housing near their work and transportation to and from their place of employment were identified as challenges working in the City.

When asked what was the most impactful thing the City could do to make working in Fernandina Beach easier, 44% identified affordable housing as their top choice. This choice had more than double the support as the second top option "other" which is not a monolithic category but a conglomerate of different opinions.
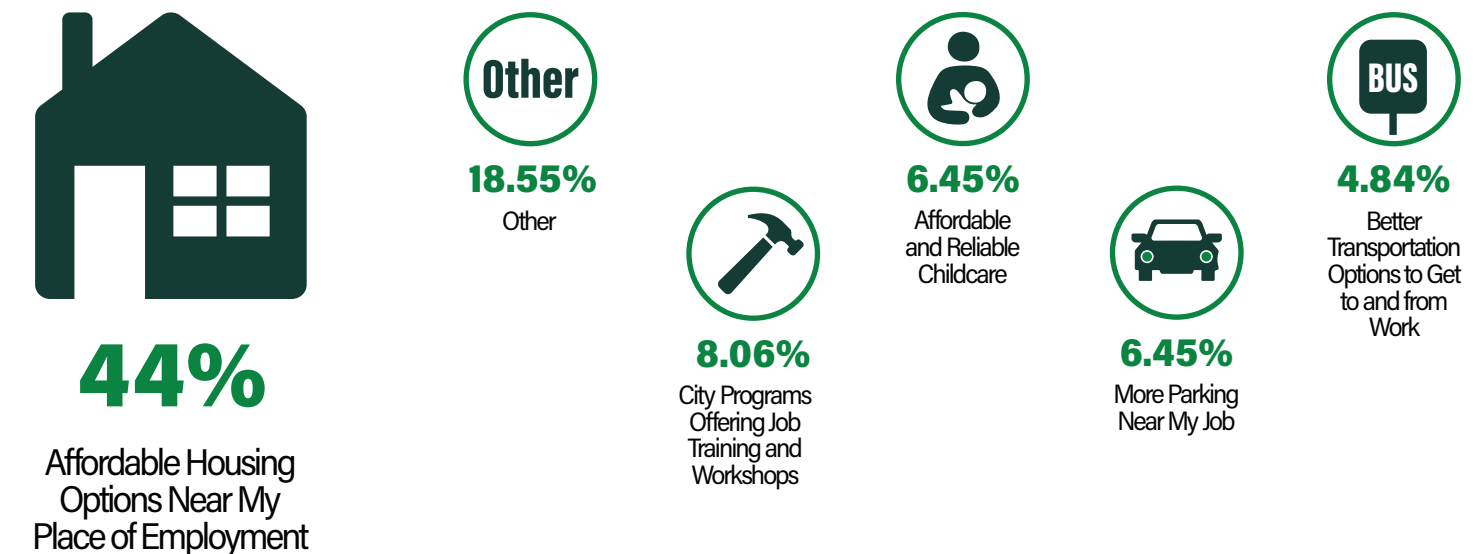
Figure B.11: *Employee Survey Results*

Do you live in Fernandina Beach?

45% Yes
17% No, but on the island
38% No, off-island

Are there options for upward mobility working here?

36% Yes
40% No
24% Not Sure

46% do not believe that they could afford to live in Fernandina Beach

19% were not able to consistently access reliable childcare

19% were not able to access healthcare covered by their insurance

27% work more than one job or are also taking classes while working

What challenges do you face working in Fernandina Beach? Choose all that apply.

- None — 37.90%
- Being able to live close to my job — 31.45%
- Getting to and from work — 23.39%
- Other — 12.10%
- Finding adequate parking near my place of work — 10.48%

What is the most impactful thing that would make working in Fernandina Beach easier? Choose one.

44% Affordable Housing Options Near My Place of Employment

Other 18.55% Other

8.06% City Programs Offering Job Training and Workshops

6.45% Affordable and Reliable Childcare

6.45% More Parking Near My Job

BUS **4.84%** Better Transportation Options to Get to and from Work

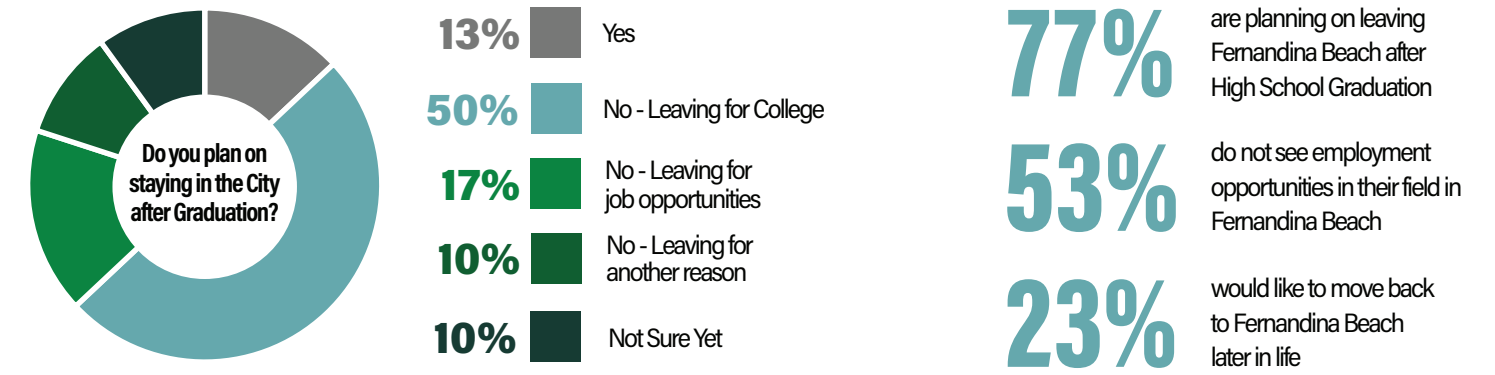## J. High School Students & Graduates

Purpose

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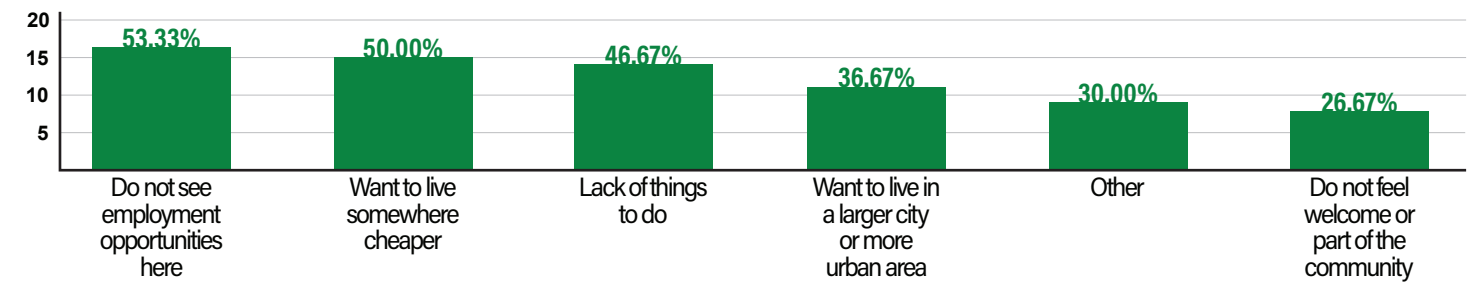
Results

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

A large majority of respondents would be more willing to stay in the City if there were more job opportunities in their fields and if they could afford a home.
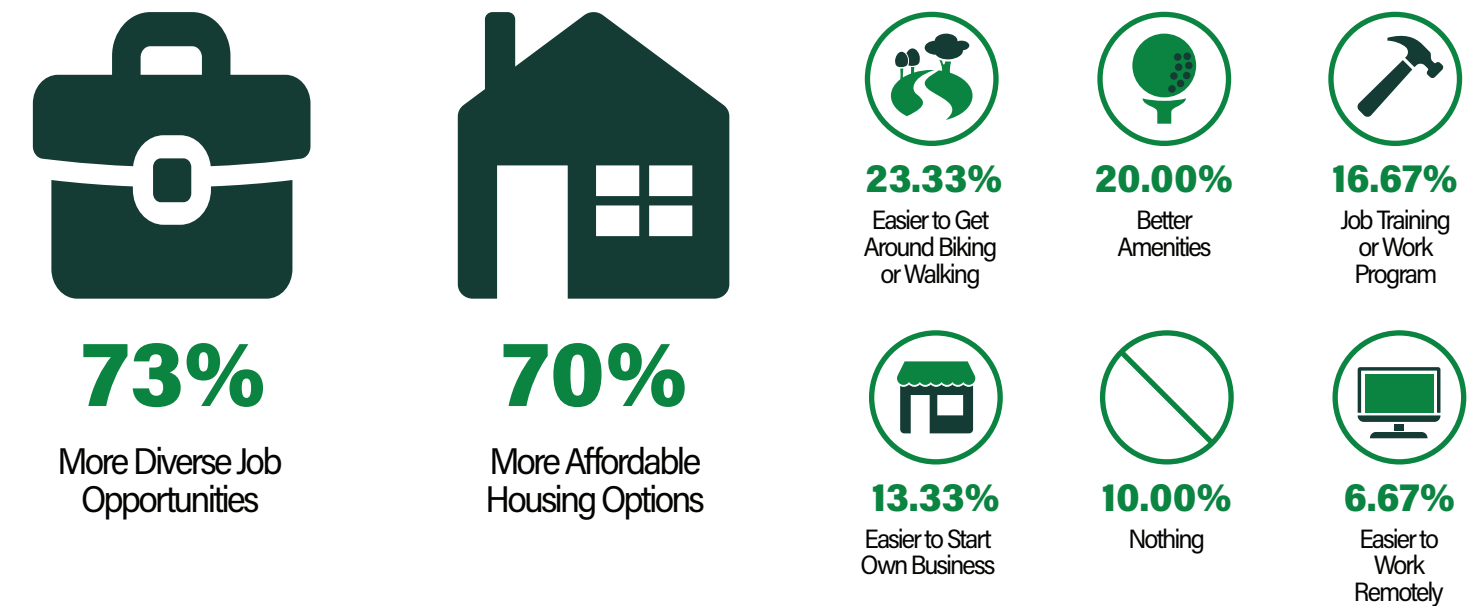
Figure B.12: *High School & Recent Graduates Survey Results*

Do you plan on staying in the City after Graduation?

- 13% Yes
- 50% No - Leaving for College
- 17% No - Leaving for job opportunities
- 10% No - Leaving for another reason
- 10% Not Sure Yet

77% are planning on leaving Fernandina Beach after High School Graduation

53% do not see employment opportunities in their field in Fernandina Beach

23% would like to move back to Fernandina Beach later in life

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

- 53.33% Do not see employment opportunities here
- 50.00% Want to live somewhere cheaper
- 46.67% Lack of things to do
- 36.67% Want to live in a larger city or more urban area
- 30.00% Other
- 26.67% Do not feel welcome or part of the community

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

- **73%** More Diverse Job Opportunities
- **70%** More Affordable Housing Options
- **23.33%** Easier to Get Around Biking or Walking
- **20.00%** Better Amenities
- **16.67%** Job Training or Work Program
- **13.33%** Easier to Start Own Business
- **10.00%** Nothing
- **6.67%** Easier to Work Remotely

WELCOME TO

PLANNING IN THE PARK

CREATING YOUR VISION OF FERNANDINA BEACH

LET'S SHAPE OUR FUTURE!

K. Planning Workshop

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

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

Figure B.13: *Workshop Stations*

1 **Welcome Station**

2 **Resiliency Station**

3 **Housing Station**

4 **Development Station**

5 **Transportation Station**

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

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

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

Welcome to Planning in the Park!

Participants were welcomed at the park's pavilion and asked to participate in several visioning exercises. People were asked to give a brief, one to two word description of Fernandina Beach as it is today. On the next board, participants were asked to write how they would hope to describe the City in the next 25 years. This allowed the team to get a good sense of the City's strengths, challenges, and potential.

One board asked the participants what they wanted to see more of in Fernandina Beach in the next 25 years. Each participant was allowed to choose up to three choices. Shown in Table B.1, resiliency was the top choice with over a quarter of the votes.

Another exercise included giving participants "$40" representing their tax money and asking them to spend it on projects they would like to see prioritized in the Capital Improvements Plan. As illustrated in Figure B.14, Conservation came out on top with 37% of the vote while infrastructure and resiliency projects came in second and third with 18% and 16% of the vote. Public facilities received the lowest support with

8% of the vote.

Lastly, two maps were provided for participants to identify their favorite parts of town and areas of town that needed improvements. People's favorite parts of town included the greenway, Historic District, beach, and tree canopy. Major themes for the improvements map exercise included banning beach vehicles, preservation of trees, improving the downtown waterfront, and planning for resiliency. Figure B.15 illustrates the results of this exercise with the size of the word indicating how often it was used.

Figure B.14: *CIP Exercise Results*

What do you want your tax dollars to fund in the CIP? Each person gets 4 votes, you may use all 4 votes on one option or spread them around.

121	Conservation
58	Infrastructure
51	Resilience
37	Recreation
34	City Services
26	Public Facilities

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

Development Type	Vote
Investments in resiliency	84
Multi-modal transportation options	50
Small-scale commercial development	43
Walkable, mixed-use development	34
Recreation & nature trails	33
Housing	20
Parking	19
Public art	19
Multi-use paths	18
Tourists	4
Large-scale commercial development	3
Industry	2

Participants asked to choose top 3 choices

Figure B.15: *Map Exercise Major Themes*

Identify your favorite places in Fernandina Beach

PARKS
TREE CANOPY BEACH
GREENWAY
TENNIS HISTORIC DISTRICT
DUNES

Identify places or things that need improved

RESILIENCY
DOWNTOWN WATERFRONT NO BEACH
VEHICLES AFFORDABLE HOUSING
WETLANDS TREES

Write one word that describes Fernandina Beach today

Write one word you hope describes Fernandina Beach in 25 years.
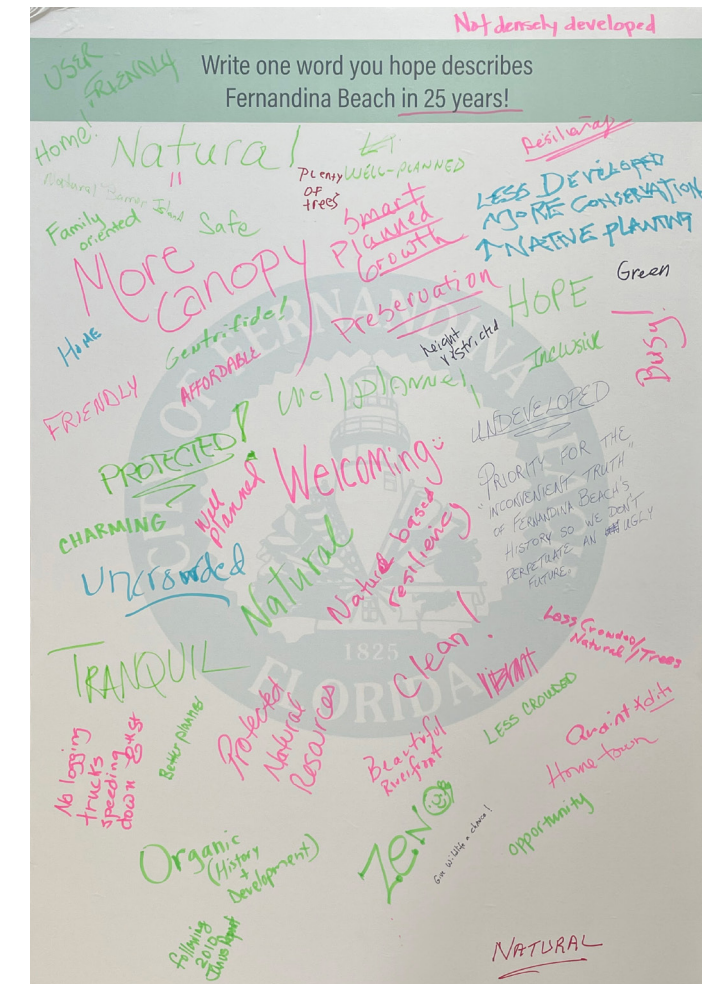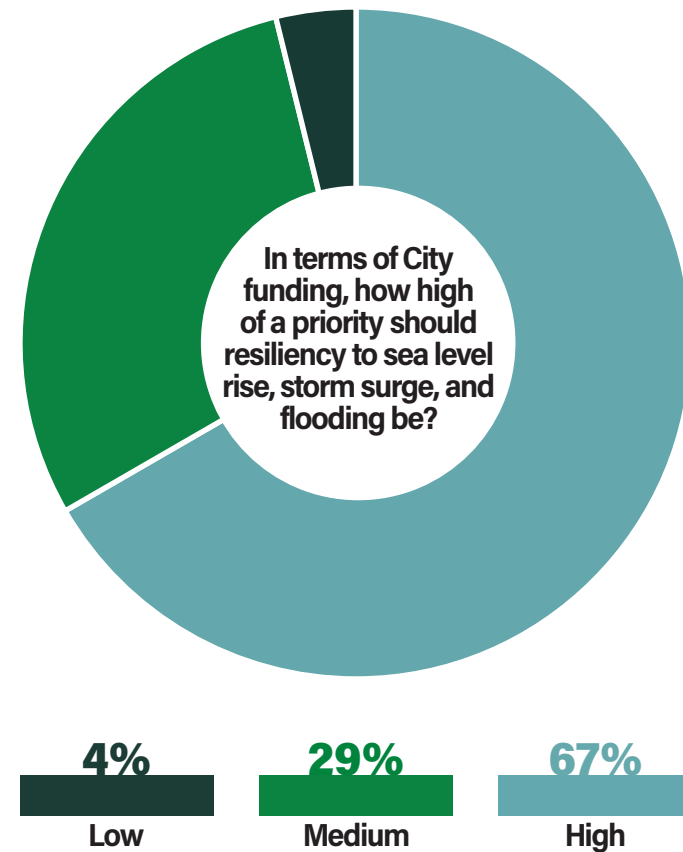
Sustainability & Resiliency Station

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

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

Figure B.16: *Resiliency Priority*

In terms of City funding, how high of a priority should resiliency to sea level rise, storm surge, and flooding be?

| **4%** | **29%** | **67%** |
| Low | Medium | High |

Table B.2: *Public Support for Resiliency Projects*

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

Development Station

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

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

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

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

Table B.3: *Future Development Types Results*

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

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

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

The current Comprehensive Plan and LDC encourages S. 8th Street to develop into a mixed-use corridor. To support that vision, participants showed support for mixed-use developments oriented towards the street, widening sidewalks, increasing landscaping, and establishing public plazas or gathering spaces. No participants preferred 8th Street to remain the same as it does now.
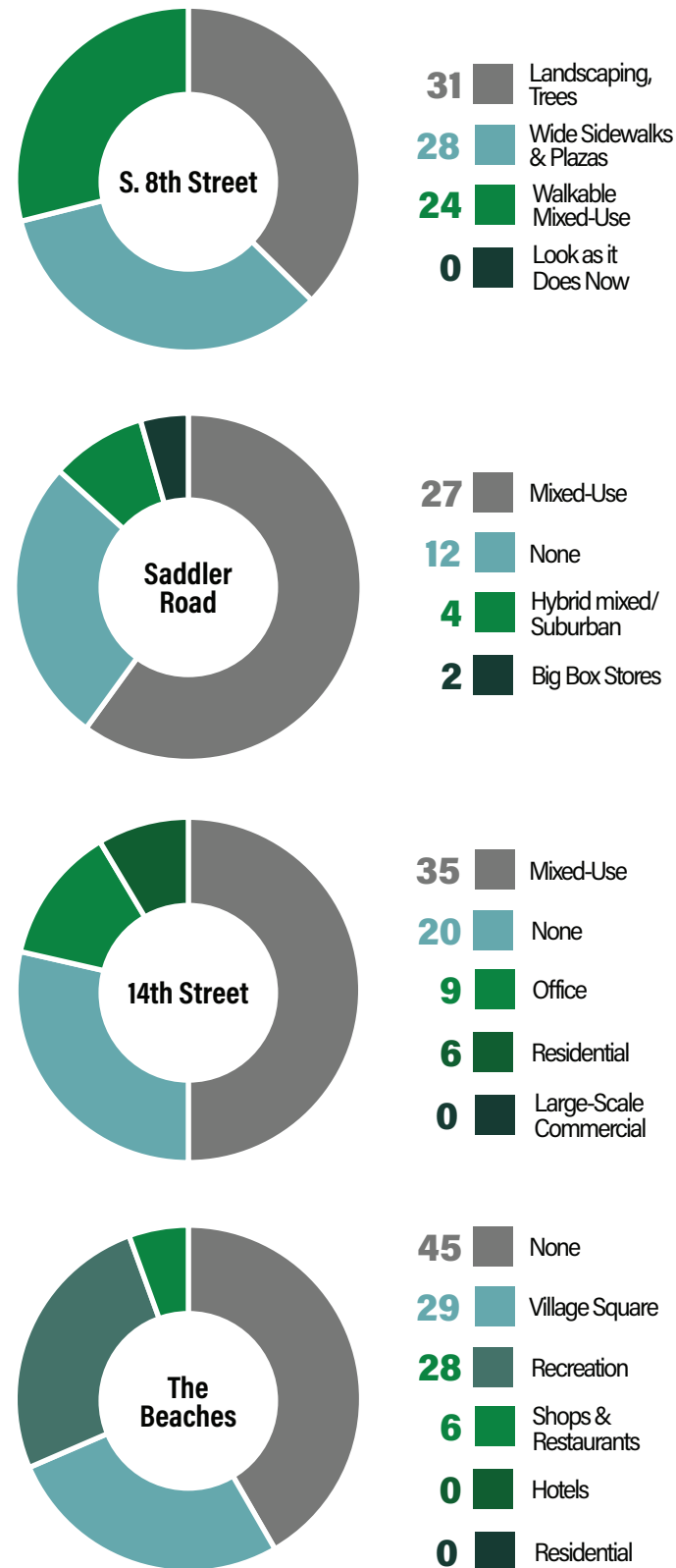
14th Street is currently a corridor comprised of a disjointed mix of uses and identities including single family houses, suburban commercial, multi-family residential, and small offices. When asked what type of uses and developments would be most appropriate for this area the most popular option was mixed-use. The second most popular option was no development with few people supporting stand-alone residential or office developments. No participants supported large-scale commercial development along 14th Street.

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

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

Figure B.17: *Streetscape Elements Results*

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

S. 8th Street
- 31 Landscaping, Trees
- 28 Wide Sidewalks & Plazas
- 24 Walkable Mixed-Use
- 0 Look as it Does Now

Saddler Road
- 27 Mixed-Use
- 12 None
- 4 Hybrid mixed/Suburban
- 2 Big Box Stores

14th Street
- 35 Mixed-Use
- 20 None
- 9 Office
- 6 Residential
- 0 Large-Scale Commercial

The Beaches
- 45 None
- 29 Village Square
- 28 Recreation
- 6 Shops & Restaurants
- 0 Hotels
- 0 Residential

Housing Station

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

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

Figure B.18: *Housing Station Results*

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

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

Would you support denser housing if the building visually blended into the existing community?
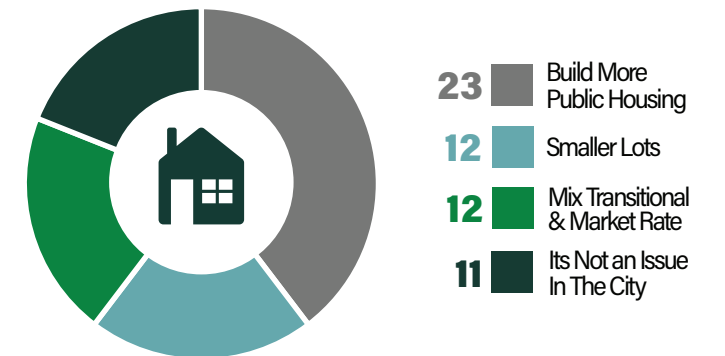
17	49
Yes	No

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

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

What is the most important factor in new residential development?

- 50 Designed with Nature
- 40 Affordable
- 16 Blends In
- 3 Single-Family Homes Only
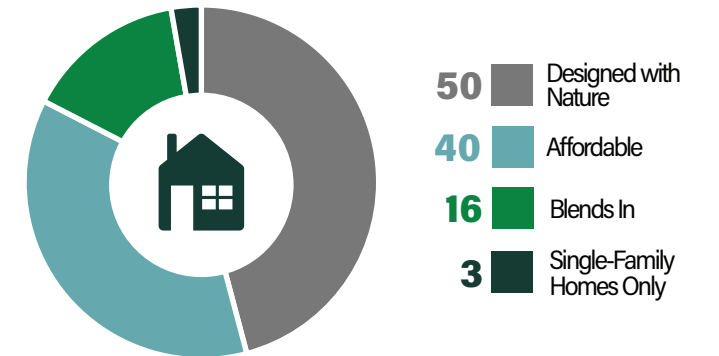
What is the best strategy to get more affordable housing options in the City?

- 23 Build More Public Housing
- 12 Smaller Lots
- 12 Mix Transitional & Market Rate
- 11 Its Not an Issue In The City

Transportation Station

The final station was dedicated to transportation and mobility. This station was used to gain insight on how the public thinks people should navigate Fernandina Beach in the future.
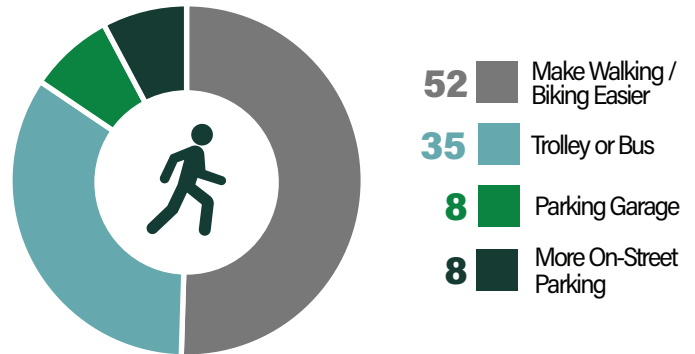
A major concern identified by stakeholders and the public was the lack of available parking, especially in the downtown area and near the beaches. Participants were asked to identify what they believed was the best way to reduce the demand for parking in these areas and across the City (see Figure B.19). More than half of the respondents supported the idea of making biking and walking safer. This would allow residents to feel more comfortable navigating their city without their personal vehicles.

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

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

Figure B.19: *Transportation Station Results*

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

52	Make Walking / Biking Easier
35	Trolley or Bus
8	Parking Garage
8	More On-Street Parking

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

40	Walkable Development
33	Trolley or Island Circulator
21	Complete Streets
11	Toll Bridge
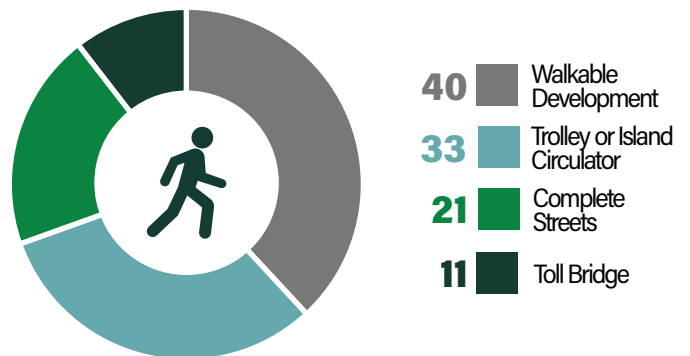
APPENDIX C
RESOURCES & CASE STUDIES

COMMUNITY VISION

2045

FERNANDINA BEACH

Prepared For

CITY OF FERNANDINA BEACH • FL

Prepared by

WGI

TABLE OF CONTENTS

I. ENVIRONMENTAL SUSTAINABILITY & RESILIENCY

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

A. Protect & Increase the Tree Canopy

Toronto Urban Forestry Master Plan

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

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

Shopping Center Redevelopment

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

https://www.gulfcoasttowncenter.com/

B. Increase Acreage of Land Dedicated to Recreation & Conservation

CLAM Program - Nassau County

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

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

C. Remove All Septic Tank

Septic Tank Removal Program - Jacksonville

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

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

D. Further Improve Protections of Wetlands & Coastal Areas

Green Infrastructure Adaptation Plan - Melbourne, FL

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

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

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

Adaptation Action Areas

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

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

Special Assessment Areas

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

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

II. PRESERVATION OF CHARACTER

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

A. Ensure Preservation & Upkeep of Historic Assets

Cemetery Upkeep - Savannah

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

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

B. Preserve the Existing Building Stock

Historic Preservation Standards - Cincinnati

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

- a Certificate of Appropriateness must be obtained before a demolition permit can be issued;

- minor repairs and maintenance that do not alter the appearance of the building do not need to be reviewed. This is to prevent the deterioration of existing structures; and

- owners must demonstrate that the existing structure cannot be renovated or reused for any use or reasonable economic return.

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

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

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

Hybrid Form Based Code

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

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

1. **Encourages Revitalization:** Form-based codes promote the reuse of existing structure in creative ways without having to worry about extensive use restrictions. They also are beneficial to local and small-scale developers by creating an approval process that is predictable and streamlined.

2. **Promotes Affordable Housing:** Form-based codes allow for new housing that matches the look and feel of a place, but creates flexibility for housing options like cottage courts, accessory dwelling units, pocket neighborhoods, and other various homes that meet the needs of lower-income and senior residents.

3. **Helps Small Businesses:** Form-based codes de-emphasize the use of a building and focus on how buildings fit into their surrounding context. This strategy allows for the establishment of corner stores, live-work spaces, and neighborhood coffee shops not usually allowed in traditional Euclidian zoning. Form-based codes also allow for commercial spaces with smaller footprints that are more attractive to local businesses, whereas Euclidian zoning encourages large, single-use structures favored by national chains.

4. **Promotes Walkability:** Good walkable neighborhoods apply the principle of the 15-minute city where a person can access all their basic services within a 15-minute commute from their home. Form-based codes make it easier to achieve these neighborhoods by allowing for a mix of businesses, services, restaurants, and cafes in the same area.

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

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

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

Reverse Engineering Architectural Standards - Coral Gables

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

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

Best Practice Manuals - Coral Gables

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

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

Neighborhood Conservation Districts

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

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

Neighborhood Conservation Districts

Pattern Book - Village of El Portal

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

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

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

Open Space Requirements - Dublin, OH

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

https://dublinohiousa.gov/dev/dev/wp-content/uploads/2019/05/BSD-Code-Amended-4-26-21.pdf (Page 80)

Village Commons Plaza - West Palm Beach

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

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

III. LIVABILITY

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

A. Better Balance Tourism With the Needs of Residents

High Tourism Impact Tax

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

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

Paid Parking Program - Cocoa Beach

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

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

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

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

Source: FY20-21 City Budgets

B. Improve Living Conditions of Seniors

CAPABLE Program

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

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

C. Expand Affordable Housing Opportunities

Affordable Housing Bonus - St. Johns County

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

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

D. Maintain Socio-Economic Diversity

N/A

IV. FUTURE READY INFRASTRUCTURE, UTILITIES, & PUBLIC FACILITIES

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

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

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

Dig Once Policy

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

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

Electric Vehicle Compatible Building Code

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

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

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

Electric Vehicle Task Force - San Jose

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

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

Electric Vehicle Charging Network Partnership

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

Climate Mayors Electric Vehicle Purchasing Collaborative

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

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

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

Principles of Future Proofing

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

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

V. MOBILITY & TRANSPORTATION

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

A. Complete Sidewalk & Bike Networks

Vision Zero

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

1. Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes.

2. Vision Zero is a multidisciplinary approach, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

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

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

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

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

Vision Zero Action Plan - Orlando

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

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

Vision Zero Toolkit - Boston

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

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

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

Safe Routes to School Imitative

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

http://floridasrts.com/

AARP Walk Audit Guide

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

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

Bike Friendly Community Standards

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

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

B. Improve Accessibility for Seniors & Disabled Residents

Disabled Citizen Working Group - Athens, OH

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

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

Universal Design

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

1. Equitable Use: the design is useful and marketable to people with diverse abilities.

2. Flexibility in Use: The design accommodates a wide range of individual preferences and abilities.

3. Simple & Intuitive Use: Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills or current concentration level.

4. Perception Information: The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

5. Tolerance for Error: The design minimizes hazards and the adverse consequences of accidental or unintended actions.

6. Low Physical Effort: The design can be used efficiently and comfortably and with a minimum of fatigue.

7. Size and Space for Approach and Use: Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

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

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

C. Establish Transit Options around the Island

Trolley Tracker App - West Palm Beach, FL

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

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

FreeBee Microtransit Service

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

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