



AGENDA
Regular City Council Meeting
Monday, June 7, 2021, 6:00 PM
Council Chambers, 116 First Street, Neptune Beach, Florida

1. CALL TO ORDER / ROLL CALL / PLEDGE OF ALLEGIANCE
2. AWARDS / PRESENTATIONS / RECOGNITION OF GUESTS / NONE
3. APPROVAL OF MINUTES
 - A. **May 3, 2021, Regular City Council Meeting**
May 17, 2021, Special City Council Meeting
May 17, 2021, Workshop City Council Meeting p.3
May 25, 2021, Roundtable Council Meeting
4. COMMENTS FROM THE PUBLIC
5. COMMUNICATION / CORRESPONDENCE / REPORTS
 - Mayor
 - City Council
 - City Manager
 - City Attorney
 - City Clerk
 - Departmental Reports
6. CONSENT AGENDA / NONE
7. VARIANCES / SPECIAL EXCEPTIONS / DEVELOPMENT ORDERS / NONE
8. ORDINANCES
 - A. ORDINANCE NO. 2021-04, SECOND READ AND PUBLIC HEARING, An Ordinance of the City of Neptune Beach, Florida, Amending Division 2, Purchasing and Contracts, of Article VI, Finance, of Chapter 2 of the Code Of Ordinances, Administration, by Creating Section 2-388, Professional Services Requirements; Providing for Conflicts; Providing for Severability; and Providing an Effective Date p. 23
 - B. ORDINANCE NO. 2021-03, FIRST READ AND TRANSMITTAL PUBLIC HEARING -An Ordinance Of The City Of Neptune Beach, Florida Adopting The 2021-2046 Comprehensive Land Use Plan; Goals, Objectives And Policies; The Future Land Use Element; Transportation Element; Housing Element; Infrastructure Element; Coastal Management And Conservation Element; Recreation And Open Space Element; Intergovernmental Coordination Element; Capital Improvements Element; Public School Facilities Element; Establishing The Future Land Use Map Providing For Intent; Authority; Findings Of Consistency; Findings Of Fact; Severability; Recordation And An Effective Date-- **DEFERRED** p. 27
9. OLD BUSINESS / NONE
10. NEW BUSINESS

A. RESOLUTION NO. 2021-11, A Resolution of the City of Neptune Beach Appointing Members to the Police Officers' Retirement Board p. 245

B. Approval of Court Surfaces, Change Order #1 - Jarboe Park Improvements Phase I p. 247

11. COUNCIL COMMENTS

12. ADJOURN

Please register for Regular City Council Meeting on Jun 7, 2021 6:00 PM EDT at:

<https://attendee.gotowebinar.com/register/159797937845489419>



Residents attending public meeting can use code XD30 to validate their parking session at no costs after 5:30 on the day of the meeting. Please follow these steps:

- **Make sure you are parked in a North Beaches public parking space – we can't validate valet parking or parking in private lots.**
- **To use a kiosk: Using a nearby kiosk, press the Start button and then select 2 to enter your plate and the validation code.**
- **To use the Flowbird app: Tap the nearest yellow balloon and tap "Park here." From the payment screen, select "Redeem a code" at the top. Confirm your information and tap "Purchase" – the price will show "Free."**



MINUTES
REGULAR CITY COUNCIL MEETING
MONDAY, MAY 3, 2021, 6:00 P.M.
NEPTUNE BEACH CITY HALL
116 FIRST STREET
NEPTUNE BEACH, FLORIDA 32266

Pursuant to proper notice, a Regular City Council Meeting of the City Council of the City of Neptune Beach was held on Monday, May 3, 2021, at 6:00 p.m., at Neptune Beach City Hall, 116 First Street, Neptune Beach, Florida 32266.

Attendance:

IN ATTENDANCE:

Mayor Elaine Brown
 Vice Mayor Fred Jones
 Councilor Kerry Chin
 Councilor Lauren Key (*absent*)
 Councilor Josh Messinger

STAFF:

City Manager Stefen Wynn
 City Attorney Zachary Roth
 Chief of Police Richard Pike
 Chief Financial Officer Carl LaFleur
 Mobility Management Director Megan Steward
 Senior Center Director Leslie Lyne
 Grant and Resiliency Coordinator Colin Moore
 Community Development Director Kristina Wright
 City Clerk Catherine Ponson

Call to
Order/Roll
Call/Pledge

Mayor Brown called the meeting to order at 6:00 p.m. and Councilor Chin led the Pledge of Allegiance.

AWARDS / PRESENTATIONS/ RECOGNITION OF GUESTS

Inaugural
Neptune Trident
Award

Presentation of the Neptune Beach Trident Award. Mayor Brown and City Manager Stefen Wynn presented the Inaugural Neptune Beach Trident Award to Richard C. Keene. The Trident Award was created to honor residents for their service to the community. Residents can be nominated based on their selflessness, integrity and leadership. Mr. Keene has lived in Neptune Beach for over 35 years and constantly works to keep his City safe and clean. He was nominated for the Trident Award by former Neptune Beach Mayor Harriet Pruette.

North Florida
TPO
Presentation

North Florida TPO Presentation. Denise Bunnewith, Planning Director, North Florida Transportation Organization, presented the Transportation Improvement Program (TIP) FY2021-22—2025/26. The TIP identifies all publicly funded highway, transit and aviation projects within the North Florida TPO area which includes Clay, Duval, Nassau, and St. Johns Counties.

APPROVAL OF MINUTES

Minutes Made by Messinger, seconded by Jones.

MOTION: **TO APPROVE THE FOLLOWING MINUTES:**
April 5, 2021, Regular City Council Meeting
April 19, 2021, Workshop City Council Meeting

Roll Call Vote:

Ayes: 4- Chin, Messinger, Jones, and Brown.

Noes: 0

MOTION CARRIED

COMMUNICATIONS / CORRESPONDENCE / REPORTS

City Manager
Report

City Manager Stefen Wynn reported the following:

- A cautionary boil water notice in the Indian Woods subdivision was sent out as well as door hangars on April 29, 2021.
- A Council Roundtable for Budget Priorities and Goal Setting is scheduled for May 11, 2021, at 2:00 p.m.
- The Comprehensive Plan dates were reviewed with the Transmittal Hearing on Monday, June 7, 2021, at 6:00 p.m.
- City Hall would be closed for training on Monday, May 24, 2021. Online bill pay and drop box payments are still available.
- He presented a revised construction timeline for Jarboe Park. He also reviewed the cost tracking.
- He gave an update on the Senior Center.
- He presented the City Manager schedule of upcoming meetings.
- Departmental updates are included in the City Manager reports.

All monthly City Manager reports can be found, in their entirety, at: <https://www.ci.neptune-beach.fl.us/city-manager/pages/city-manager-reports>

PUBLIC COMMENTS

Public Comment

Kevin Brown, 1833 Kings Court, Neptune Beach, is a 36-year high school marine science and environmental management teacher. He reported that they take on many environmental community service projects. He stated they have planted over 8,000 sea oats. He thanked Council and City staff for their efforts in dune protection.

John Holmes, 914 4th Street, Neptune Beach, questioned the surplus fund and where that money is and the rate of return available. He spoke regarding the \$200,000 Recreational Trails program grant for workout stations in Jarboe Park.

Pat Hazouri, 207 Florida Boulevard, Neptune Beach, spoke regarding committee meetings, the Girl Scout building, the Dover, Kohl and Partners process, and Jarboe Park. She requested the City stop other phases of Jarboe Park upon completion of Phase 1.

Lynda Padrta, 1113 1st Street, Neptune Beach, spoke regarding garbage pickup, Neptune House, and she advised there were listings in Neptune Beach for VRBOs. She commended Council on tackling tough projects.

Mr. Wynn reported that the \$200,000 grant is from FDEP specifically for the trails. The City is preparing to submit the reimbursement information to get the \$200,000 back. He also advised that the City of Jacksonville has started the procurement process for the workout stations for a little over \$40,000. The City is working on the VRBO issue.

VARIANCES / SPECIAL EXCEPTIONS / DEVELOPMENT ORDERS

SE 21-01,
Outdoor
Seating, 580
Atlantic Blvd

SE21-01 Application for a special exception as outlined in Chapter 27, Article 3 Division 9 and Section 27-226(j)(3)b of the Unified Land Development Code. Allowable uses by special exception in the C-3 zoning district. The application is made by Neptune Beach FL Realty, LLC for the property known as 580 Atlantic Blvd. (RE# 172395-0130). The applicant seeks approval for a special exception permit for outdoor seating/dining for an accessory restaurant use to the retail of a future Publix at 580 Atlantic Blvd

Councilor Chin questioned if the seats and tables would be bolted down so they are not taking them in after hours.

Community Development Director Kristina Wright stated that during the April 14, 2021, Community Development Board meeting this came up and the tables and chairs would be bolted down for security.

Councilor Chin stated that a concerned citizen had seen a stone path on the southside of the property and reported homeless persons camping in the location. Mr. Wynn stated this is an additional buffer to help with the ditch bank.

Councilor Messinger remarked this is the same designer as Whole Foods in Jacksonville Beach and is a great asset. He also spoke regarding the buffer. He stated that the developers are planting large trees and things of that nature to create a permanent, large tree screen.

Made by Messinger, seconded by Jones.

MOTION: **TO APPROVE SE 21-01, 580 ATLANTIC BOULEVARD FOR OUTDOOR SEATING**

Roll Call Vote:

Ayes: 4-Messinger, Chin, Jones, and Brown.

Noes: 0

Ord. No. 2021-02,
Stormwater
Reconnection
Fees

Ordinance No. 2021-02, Second Read and Public Hearing, An Ordinance Of The City Of Neptune Beach, Florida Amending Article Article V, Stormwater Utility System, of Chapter 23 of the Code of Ordinances, Utilities, By Amending Section 23-105, Billing And Payment, Providing for Conflicts; Providing for Severability; and Providing an Effective Date.

Public Hearing

Mayor Brown opened the public hearing. There being no comments from the public, the public hearing was closed.

Made by Messinger, seconded by Chin.

MOTION: **TO ADOPT ORDINANCE NO. 2021-02 ON SECOND READ**

Roll Call Vote:

Ayes: 4-Chin, Messinger, Jones, and Brown.

Noes: 0

MOTION CARRIED

Ord. No. 2021-04,
Professional
Services

Ordinance No. 2021-04, First Read And Public Hearing, An Ordinance of the City of Neptune Beach, Florida, Amending Division 2, Purchasing and Contracts, of Article VI, Finance, of Chapter 2 of the Code Of Ordinances, Administration, by Creating Section 2-388, Professional Services Requirements; Providing for Conflicts; Providing for Severability; and Providing an Effective Date

Public Hearing Mayor Brown opened the public hearing. There being no comments from the public, the public hearing was closed.

Made by Messinger, seconded by Jones.

MOTION: TO APPROVE ORDINANCE NO. 2021-04 ON FIRST READ

Roll Call Vote:

Ayes: 4-Messinger, Chin, Jones, and Brown.

Noes: 0

MOTION CARRIED

OLD BUSINESS / NONE

NEW BUSINESS

Res. No. 2021-08, Order of Business Resolution No. 2021-08, A Resolution Establishing the Order of Business for the City Council Regular and Workshop Meetings.

Made by Chin, seconded by Messinger.

MOTION: TO ADOPT RESOLUTION NO. 2021-08, ESTABLISHING THE ORDER OF BUSINESS FOR COUNCIL MEETINGS

Roll Call Vote:

Ayes: 4-Chin, Messinger, Jones, and Brown.

Noes: 0

MOTION CARRIED

Res. No. 2021-09, Budget Amendment Resolution No. 2021-09, A Resolution Amending the Operating Budget for the City of Neptune Beach, Florida, for Fiscal Year 2020, beginning October 1, 2019 and ending September 30, 2020.

Mr. Wynn requested making a motion with amendments as there were errors, one being Note 16. Note 16 ties to the wrong journal entry.

Chief Financial Officer Carl LaFleur informed Council that there are not 24 journal entries, but there are actually 25. Entry No. 25 would need to be disclosed. Number 25 involves the reclassification of the mobility program.

Mr. Wynn requested rescinding this resolution to the next meeting.

Councilor Messinger asked if it would be more efficient to pass this at it appears tonight and then have one final amendment at the next meeting.

Mr. Wynn advised there were other issues that were presented earlier and this needs to be reviewed.

Mayor Brown announces that the resolution would be deferred to the next meeting.

Resiliency Study Grant Approval of Community Resilience Planning Grant Reimbursable Contract.

Made by Messinger, seconded by Jones.

MOTION: TO APPROVE TASK ORDER #1 OF THE MASTER RESEARCH AGREEMENT WITH UF FOR \$66,000

Roll Call Vote:

Ayes: 4- Messinger, Chin, Jones, and Brown.

Noes: 0

MOTION CARRIED

Florida Blvd
Culvert
Replacement

Approval of City of Neptune Beach Bid No. 2021-03, Florida Boulevard Culvert Replacement

Mr. Wynn explained that this is a request to put the RFP out to obtain bids. He added that the City has received \$375,000 from the state legislature towards this project.

Made by Jones, seconded by Messinger.

MOTION: TO APPROVE CONB BID 2021-03, FLORIDA BOULEVARD CULVERT REPLACEMENT

Roll Call Vote:

Ayes: 4- Chin, Messinger, Jones, and Brown.

Noes: 0

MOTION CARRIED

Temporary
Interim Lead
WWTF
Operator

Approval of Temporary Interim Lead WWTF Operator. Mr. Wynn explained this for approval of a temporary interim lead WWTF operator with a Class B or higher operator license. This allows the City to hire a temporary operator while in our hiring process for a new division chief at the wastewater treatment plant.

City Attorney Zachary Roth advised that in order to do this, the agency head must declare an emergency due to City not having the required licensed operator.

Mayor Brown stated that due to this being a public emergency, we need to hire the temporary interim lead WWTF operator.

Made by Messinger, seconded by Chin.

MOTION: DUE TO THIS BEING A PUBLIC EMERGENCY, AWARD CDM SMITH THE CONTRACT TO PROVIDE TEMPORARY INTERIM LEAD WWTF OPERATOR SERVICES WITH A CLASS B OR HIGHER OPERATOR LICENSE

Roll Call Vote:

Ayes: 4- Messinger, Chin, Jones, and Brown.

Noes: 0

MOTION CARRIED

County-Wide
CAD Project

County-Wide CAD (Computer Aided Dispatch) Project for FY 2021 and FY 2022. Police Chief Richard Pike reported that when this project was announced about three and one-half years ago, the cost upfront was substantial. Due to waiting, the City will now only need two installments. The system will allow all jurisdictions to immediately share call information with other responding agencies.

Made by Messinger, seconded by Jones.

MOTION: **TO APPROVE THE PURCHASE PURCHASE OF COUNTY-WIDE CAD PROJECT FOR \$20,000 ON SIGNING AND \$35,705 IN FY22**

Roll Call Vote:

Ayes: 4- Chin, Messinger, Jones, and Brown.

Noes: 0

MOTION CARRIED

COUNCIL COMMENTS

Mr. Wynn announced that May 2-8, 2021, is Municipal Clerks Week.

Adjournment

There being no further business, the meeting adjourned at 7:06 p.m.

Elaine Brown, Mayor

ATTEST:

Catherine Ponson, CMC
City Clerk

Approved: _____



MINUTES
SPECIAL CITY COUNCIL MEETING
MONDAY, MAY 17, 2021, 6:00 P.M.
NEPTUNE BEACH CITY HALL
116 FIRST STREET
NEPTUNE BEACH, FLORIDA 32266

Pursuant to proper notice, a Special City Council Meeting of the City Council of the City of Neptune Beach was held on Monday, May 17, 2021, at 6:00 p.m., at Neptune Beach City Hall, 116 First Street, Neptune Beach, Florida 32266.

Attendance:**IN ATTENDANCE:**

Mayor Elaine Brown (*absent*)
 Vice Mayor Fred Jones (via CMT)
 Councilor Kerry Chin
 Councilor Lauren Key
 Councilor Josh Messinger

STAFF:

City Manager Stefen Wynn
 City Attorney Zachary Roth
 Chief of Police Richard Pike
 Chief Financial Officer Carl LaFleur
 Public Works Director Jim French
 Mobility Management Director Megan Steward
 Senior Center Director Leslie Lyne
 Grant and Resiliency Coordinator Colin Moor
 Code Enforcement Officer Denzel Dehm
 Community Development Director Kristina Wright
 City Clerk Catherine Ponson

Mayor Brown was not present for the Special Meeting and Vice Mayor Jones attended via Communications Technology. Councilor Messinger presided over the Special Meeting.

**Call to
 Order/Roll
 Call/Pledge**

Councilor Josh Messinger called the Special Meeting to order at 6:00 p.m. and Councilor Key led the Pledge of Allegiance.

Public Comment

Lenny Jevic, 239 Seminole Road, Atlantic Beach, Beaches Veterans Memorial Park Historian, thanked Council for allowing him to come and speak. He is trying to have Neptune Beach join Atlantic Beach and Jacksonville Beach in honoring their fallen veterans, Corporal Dennis Lamar Bunting, Commander Thomas Earl Dunlop, Sergeant Joseph Howard Pierce, Jr., and Captain John Frederick Lorraine, Jr., by placing street signs where they lived in their honor. This is not renaming the streets but dedicating the streets where they lived. He requested Neptune Beach embrace this program.

**Res. No. 2021-
 09, Budget
 Amendments**

Resolution No. 2021-09, A Resolution Amending the Operating Budget for the City of Neptune Beach, Florida, for Fiscal Year 2020, beginning October 1, 2019 and ending September 30, 2020.

City Manager Stefen Wynn explained this is money that was appropriated into one fund that was not used that went into reserves. That money is being pulled out for appropriations that went over budget. The three-page resolution has two exhibits with notes with general ledger entries.

The expenditures were vacation payouts which is allowed once a quarter as well as upon retirement, COVID-19 expenditures, and recordings in the general ledger as capital improvements and not capital outlay or assets.

Made by Key, seconded by Chin.

MOTION: **TO ADOPT RESOLUTION NO. 2021-09, A RESOLUTION AMENDING THE OPERATING BUDGET FOR THE CITY OF NEPTUNE BEACH, FLORIDA, FOR FISCAL YEAR 2020, BEGINNING OCTOBER 1, 2019 AND ENDING SEPTEMBER 30, 2020.**

Roll Call Vote:

Ayes: 4- Chin, Key, Messinger, and Jones.

Noes: 0

MOTION CARRIED

Res. No. 2021-10, Honoring Fallen Heroes

Resolution No. 2021-10, A Resolution Authorizing the Placement of Signage at Various Locations in the Community Honoring Neptune Beach Residents: Corporal Dennis Lamar Bunting, Commander Thomas Earl Dunlop, Captain John Frederick Lorraine, Jr., And Sergeant Joseph Howard Pierce, Jr. Who Paid the Ultimate Sacrifice During Wartime; Authorizing the City Manager to Execute Any Contracts and Purchase Orders as Necessary to Effectuate the Provisions of this Resolution; and Providing an Effective Date.

This resolution, sponsored by Councilor Key, honors Neptune Beach's fallen heroes by placing signs in their honor on the streets where they lived.

- Corporal Dennis Lamar Bunting -Sponsored by American Legion Auxiliary Unit 316- Margaret Street and 3rd Street
- Commander Thomas Earl Dunlop – Sponsored by Dunlop Photography with the Dunlop Family -1st Street and Lemon Street
- Sergeant Joseph Howard Pierce, Jr. – Sponsored by Janet Foster Pierce Latimer and Joseph H. Pierce, Jr. along with Pete's Bar -3rd Street and Hopkins Street
- Captain John Frederick Lorraine, Jr. – Sponsored by Proctor Ace Hardware -Myrtle Street and 3rd Street

Councilor Key commented that this is great and she is happy that all three beach cities have come together to honor the fallen heroes. Their sacrifice endures our freedom every day and we appreciate it. This is a great way to honor them.

Councilor Chin supports this wholeheartedly. This is close to his heart as he has Marines and Navy personnel on both sides of his family.

Vice Mayor Jones stated this is a great program and looks forward to seeing the signs placed in the community.

Councilor Messinger remarked that this is an excellent program and commended Mr. Jevic on his persistence and tenacity that has allowed this community to do such a great thing for our military veterans and families who have given the sacrifice.

Mr. Jevic reminded everyone this is not going to cost the City anything as the signs were made by Florida TransCor at cost and he has received sponsorship throughout the community.

Made by Key, seconded by Chin.

MOTION: **TO ADOPT RESOLUTION NO. 2021-10, A RESOLUTION AUTHORIZING THE PLACEMENT OF SIGNAGE AT VARIOUS LOCATIONS IN THE COMMUNITY HONORING NEPTUNE BEACH RESIDENTS**

Roll Call Vote:

Ayes: 4-Key, Messinger, Chin, and Jones.

Noes: 0

MOTION CARRIED

CONB RFQ
2021-04,
Engineering
Contract

Approval to Advertise City of Neptune Beach RFQ 2021-04, General Engineering Continuing Contract. Public Works Director Jim French explained continuing contracts are typical to help the City better progress on capital projects and improvements. The Competitive Negotiation Act allows for public agencies to have continuing contracts for professional services. This is on an as-needed basis and does not guarantee any work to selected consultants.

Councilor Key asked where this would be advertised.

Mr. French explained that it would be in the Beaches Leader and on the City website.

Mr. Wynn stated that the Beaches Leader also includes the ad being published in the Florida Public Notice website and the Times-Union was a substantially higher cost. Mr. French also stated he would be sending to firms.

Made by Chin, seconded by Key.

MOTION: **TO APPROVE ISSUANCE OF CONB RFQ 2021-04, GENERAL ENGINEERING CONTRACT**

Roll Call Vote:

Ayes: 4- Messinger, Chin, Key, and Jones.

Noes: 0

MOTION CARRIED

Neopost Folder
Inserter

Approval of Lease of Neopost Folder Inserter. Mr. Wynn explained with the City making the transition to Tyler Technologies, included in this ERP System is the utility billing system. City Hall would be closed Monday, May 24, 2021, for training on this new system. The utility billing portion is nearing its final phase of implementation. We currently pay a third party to prepare the utility bills. We are asking to bring that process back in-house. To do that, the City needs a folder inserter that can handle a larger volume. He is asking for a 36-month lease from American Business Systems for \$16,743.60 for a Neopost Folder Inserter. There were three quotes received.

Mr. Wynn stated he had been asked to do a cost benefit analysis comparing it to our costs now. He added that this would also give the City the ability to send letters and to communicate to residents for things like garbage pickup.

Made by Chin, seconded by Key.

MOTION: **TO APPROVE THE 36-MONTH LEASE OF THE NEOPOST FOLDER INSERTER FOR \$16,743.60**

Roll Call Vote:

Ayes: 4-Chin, Key, Messinger, and Jones.

Noes: 0

MOTION CARRIED

Adjournment There being no further business, the Special Meeting adjourned at 6:32 p.m.

Elaine Brown, Mayor

Attest:

Catherine Ponson, CMC
City Clerk

Approved: _____



MINUTES
WORKSHOP CITY COUNCIL MEETING
IMMEDIATELY FOLLOWING SPECIAL MEETING
NEPTUNE BEACH CITY HALL
116 FIRST STREET
NEPTUNE BEACH, FLORIDA 32266
MONDAY, MAY 17, 2021, 6:31 P.M.

Pursuant to proper notice, a Workshop City Council Meeting of the City Council of the City of Neptune Beach was held on Monday, May 17, 2021, at 6:31 p.m., in Council Chambers, City Hall, 116 First Street, Neptune Beach, Florida, 32266

Attendance

IN ATTENDANCE:

Mayor Elaine Brown
 Vice Mayor Fred Jones (*via CMT*)
 Councilor Kerry Chin
 Councilor Lauren Key
 Councilor Josh Messinger

STAFF:

City Manager Stefen Wynn
 City Attorney Zachary Roth
 Commander Michael Key
 Commander Gary Snyder
 Chief Financial Officer Carl LaFleur
 Public Works Director Jim French
 Mobility Management Director Megan Steward
 Senior Center Director Leslie Lyne
 Community Development Director Kristina Wright
 City Clerk Catherine Ponson

Call to
 Order/Roll Call

Mayor Brown called the workshop meeting to order at 6:31 p.m.

AWARDS / PRESENTATIONS / GUESTS

Swearing In-
 Officer Philip
 Mazzo

Swearing In Ceremony- Officer Philip Mazzo. Mayor Brown administered the Oath of Office to Police Officer Philip Mazzo.

National Gun
 Violence
 Awareness
 Proclamation

National Gun Violence Awareness Proclamation Declaring June 4, 2021 as National Gun Violence Awareness Day and June 4-6, 2021 as Wear Orange Weekend. Mayor Brown read and presented the proclamation to Katie Hathaway of Moms Demand Action.

Safe Boating
 Week
 Proclamation

National Safe Boating Week Proclamation Declaring May 22-28, 2021 as National Safe Boating Week. Mayor Brown read and presented the proclamation to Andrew Koenig, Flotilla Commander, U.S. Coast Guard Auxiliary Flotilla 070-14-04.

DEPARTMENTAL SCORE CARD

Departmental Score Card Departmental Score Card. City Manager Stefen Wynn reviewed the Departmental Score Card. The Departmental Score Cards are posted on the City website at: <https://www.ci.neptune-beach.fl.us/city-manager/pages/city-manager-reportsdepartmental-score-cards>

COMMITTEE REPORTS

Finance Committee Councilor Key reported that the Finance Committee met on March 24, 2021, and discussed the 2020 budget amendments. Mr. Wynn reminded everyone of the Council Roundtable scheduled for Tuesday, May 25, 2021, at 6:00 p.m.

Land Use & Parks Councilor Messinger reported his next meeting will be the week of June 7th, 2021. The Committee will discuss stormwater, our tree policy, the beautification committee and the Duval Mitigation Fund. It is important to note that the hardwood plantings are 100% paid through the Duval Tree Mitigation Fund. He added that the Beautification Committee is working with homeowners' associations. He also reported to be on the lookout for information on having tree in your yard.

Strategic Planning/ Transportation and Public Safety Vice Mayor Jones reported his Committee met regarding the Comprehensive Plan Update and LDC update. Staff met with FDOT and are working to prioritize our projects. Mr. Wynn commented the meeting went well and a number of our projects are in the list of priority projects. He also added that we have submitted three of three deliverables and are being resubmitted for the Resiliency Study grant.

PUBLIC COMMENT

Public Comment Sharon Jachim, 1716 Strand Street, Neptune Beach, commended Code Enforcement Officer Denzel Dehm on his assistance in remedying a code violation of new construction traffic. She spoke regarding the City of Neptune Beach requesting natural gas, the City procurement process and Jarboe Park.

John Holmes, 914 4th Street, Neptune Beach, spoke regarding the tribute to the fallen heroes, the City's surplus account, the lighting in Jarboe Park and garbage pickup days.

John Raiti, 224 Bowles Street, Neptune Beach, commented on the Comprehensive Plan. He knows a lot of work went into the Plan. He mentioned that the top of the goals of the Plan are responding to the risks and threats posed by sea level rise and storm events. He stated that there was a lack of policy details and objectives. He requested in the next step we need to keep in mind what risks we all face.

David Blais, 801 1st Street, Neptune Beach, spoke regarding the Comprehensive Plan and keeping our commercial intact and not allowing residential component in that. He added that just using the term commercial may not be enough. He requested that the City do something that allows residential properties to have full rights and be able to rebuild or whatever they need to do, but at the same time, make it to where we cannot add any new residential to commercial districts. He also questioned why certain districts have changed.

PROPOSED ORDINANCES / NONE

CONTRACTS / AGREEMENTS / NONE

ISSUE DEVELOPMENT

2021-2046
Comprehensive
Plan Review

Review of the First Draft of the 2021-2046 Comprehensive Plan. Community Development Director Kristina Wright thanked everyone for their time and effort in working on this project and looking at all of our policies and advancing the level of quality in our regulations. She explained that this is a macro level document. Our overarching concern is to ensure that we are incentivizing redevelopment and making sure our policies are not a barrier to doing great things. She added that the City wanted to take a good look at resiliency and our vulnerability so that we can maximize our public utilities and infrastructure.

Ms. Wright stated that this is the first draft and would be known as Ord. No. 2021-03. We really want to look at each Conservation Management Element, as well as the Future Land Use Element. Within those, we are looking at the implementation of the critical High Hazard Area Map into policies to advance appropriate, resilient development. We want to advance the City's ability to implement floodplain management efforts through the incorporation of policies that set the stage for the implementation of the Community Rating System (CRS) for advanced community benefit through the National Flood Insurance Program (NFIP). Also, we want to include advancements to the conservation and protection of natural coastal resources.

She advised that some of the key areas to the Future Land Use Element are update to the Future Land Use Map to accurately reflect plan objectives and policies. She stated that the team was sensitive to change and wanted to ensure that the changes more accurately reflect what we have and what we are working for.

We wanted to create consistency, while avoiding the creation of nonconformity to satisfy State of Florida requirements and to set the stage for a responsive and efficient LDC. Also, inclusion of objectives and policies as a foundation for LDC regulations that will incentivize the improvement of older nonconforming development through the requirement of recapturing pervious surface area to advance the sustainability and resiliency of the City. Some of the changes were some reclassification mentioned in the old draft but not put on the map.

Some of the changes include the reclassification of the Beaches Town Center. The Bank of America was brought into Town Center. Density has not changed.

Mayor Brown asked who would go over the upcoming meetings and where we are and where we are going. We are going to collect feedback and there is going to be a revised draft for a transmittal hearing on June 7. Mr. Wynn reminded everyone that the June 7th hearing is not the last time this will be heard. There would be another workshop where we can continue to collect feedback. We are still taking written public comments.

Ms. Wright stated we are going to collect feedback and there is going to be a revised draft for a transmittal hearing on June 7. Mr. Wynn reminded everyone that the June 7th hearing is not the last time this will be heard. There would be another workshop where we can continue to collect feedback. We are still taking written public comments.

Councilor Chin thanked Ms. Wright for all the work she has done. He stated he had concerns about the extension of the Town Center. He also remarked that he would be interested in seeing if there were more ways to have a policy that can control parking with the encroachment into the areas south of the Town Center.

Councilor Messinger commented that he liked the direction we are going in with reducing the level of nonconformities and requiring a greater level of control over redevelopment.

He commented on protecting the tree canopy and increasing permeability. He added it is a balancing act of not reducing property rights and controlling what that looks like and making sure we are keeping with our community character.

Vice Mayor Jones commented on the Public Schools Element and if it is required. He stated that we do talk a lot about school concurrency and he wants to be sure we are doing our due diligence with respect to that. He asked the City Attorney for clarification on Senate Bill 496, Private Property Rights and its status.

Vice Mayor Jones also stated that a legitimate concern with the State would be treating private property rights . We do not want to risk inverse condemnation which is what would happen if you started to take away development right.

Councilor Key state she had received multiple phone calls regarding the extension of the Beaches Town Center and what properties that includes.

Ms. Wright pointed out that it is the Bank of America property and west of Third Street, that block has changed, which includes the Winter Law Firm. She explained that we are doing a complete street package in terms of walkability and safety. There was a lot of community conversation about creating a grid. There is a lot of visioning that this would create a network grid system. If Lemon Street is extended, then you begin to create that grid.

Councilor Key asked is that going to impact the zoning in that area right now. Does the changing of that designation open it up for something greater that would be more of a disturbance to the people in that area? Something could open with more extensive hours.

Ms. Wright stated it is a very general classification. She added that as a light commercial versus town center, the function is not that different. The difference would be instead of having a bank or an office if that were to be redeveloped into a restaurant or café.

Councilor Key inquired if would that open the people that live there to traffic and things like that. We need to think about the impact to those neighbors more than we think about anything else. She added that by allowing this change, you are opening it up for the potential for more zoning opportunities.

Ms. Wright stated there is no residential immediately around the area. Councilor Key pointed out on the FLUM that there are residential properties next to the Bank of America property.

Mayor Brown stated that there has been a lot of great work done and there is more work to do. There is more input to be received. She thanked Ms. Wright and the consultants.

City Attorney Zachary Roth reported that Senate Bill 496 is still with the Governor waiting to be signed.

PUBLIC COMMENT

Jason Raiti, 224 Bowles Street, Neptune Beach, stated this was his first Council meeting and commended for implementing new ideas.

David Blais, 800 1st Street, Neptune Beach, asked about the 25-year period for the Comprehensive Plan. He also asked about the different names for the commercial areas and he stated that the lower three blocks in the northwest corner near the Intercoastal Waterway are now ten units per acre.

Adjournment There being no further business, the Workshop meeting adjourned at 7:38 p.m.

Elaine Brown, Mayor

ATTEST:

Catherine Ponson, CMC
City Clerk

Approved: _____



**MINUTES
ROUNDTABLE CITY COUNCIL MEETING
BUDGET PRIORITIES AND GOAL SETTING
TUESDAY, MAY 25, 2021, AT 6:00 P.M.
NEPTUNE BEACH, FLORIDA 32266**

Pursuant to proper notice, a Roundtable City Council Meeting of the City Council of the City of Neptune Beach was held on Tuesday, May 25, 2021, at 6:00 p.m., in the Council Chambers, City Hall, 116 First Street, Neptune Beach, Florida, 32266.

Attendance

IN ATTENDANCE:

Mayor Elaine Brown
Vice Mayor Fred Jones
Councilor Kerry Chin
Councilor Lauren Key
Councilor Josh Messinger

STAFF:

City Manager Stefen Wynn
Community Development Director Kristina Wright
Chief of Police Richard Pike
Chief Financial Officer Carl LaFleur
Grants and Resiliency Coordinator Colin Moore
Public Works Director Jim French
Code Enforcement Officer Denzel Dehm
Mobility Management Director Megan Steward
Senior Center Director Leslie Lyne
City Clerk Catherine Ponson

Order Call/Pledge of Allegiance

Mayor Brown called the roundtable meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

City Manager Stefen Wynn explained this is meant to be a dialogue between Council and City staff. There would be visual aids and posters for taking notes. We are facilitating our budget priorities and goal setting going into FY 2022. This is our high-level budget kickoff. This is giving us, as staff, what we need move forward with the budget process. There would be 25 minutes for each agenda item.

Mission Statement

Mission Statement. Mr. Wynn presented a “word cloud” from the recently adopted Vision Plan that shows one word from residents that describe their neighborhood today and in the future. This will help start thinking about what we want our mission statement to be.

Mayor Brown stated she had written words that she liked. “Neptune Beach is a vibrant, residential community, dedicated to protecting and enhancing our quality of life. As a City government we remain totally committed to preserving our residential atmosphere while providing quality services to our citizens and visitors.” She added that she liked including celebrating our beautiful beach and marsh.

Council discussed including different words including vibrant, marsh, access, active, natural resources, family-friendly, charming, resilient, walkable, unique character and bike-friendly community.

Councilor Key remarked that family came up a lot and she added we are a family-friendly community. She added that vibrant is a positive word and accurately describes Neptune Beach. She also like the words beach and marsh.

Councilor Chin asked if we should use natural resource as a catch all term for beach and marsh. Mr. Wynn stated that he gets many requests for tree protection. Natural resource could be all encompassing.

Councilor Messinger suggested protecting and celebrating our beaches could be the sentence that leads to marsh and natural resources as they are all tied together. He added that a mission statement is directional so we need to talk about how we want to expand our access to these natural resources, pedestrian-friendly, and active community.

Councilor Key pointed out getting citizens' input for positive words. Mr. Wynn stated this is a good process moving forward. He suggested coming up with a couple of different mission statements and sent them through the community.

The discussion concluded with the process moving forward by using Survey Monkey to include options for mission statements, open-ended questions and asking for five adjectives to describe Neptune Beach.

SWOT Analysis

Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis. Mr. Wynn explained the SWOT analysis. This stands for strengths, weaknesses, opportunities and threats. The discussion would be about how this pertains to our upcoming FY22 budget.

Overall Big Picture

Strengths discussed were staff in right places, the Interlocal Agreement, property values, parking program, Beaches Town Center, nonprofit partners, the implementation of Tyler Technologies, residents, local artists, and the school system.

Weaknesses include not being fully-staffed, staff turnover, financial constraints, resiliency related to storm activity, helping nonprofits with funding, and oversight with building inspector.

Opportunities include grants from DEO and DEP, collaborating with COJ, Tyler Technology software, CRA, relationship with state agencies, parking program, Duval Tree Mitigation Fund, TPO Board, impact or mobility fees, and the building inspector.

Threats include state legislation, regulation changes, infrastructure, increased storm activity, financial constraints, and the consent order at the wastewater treatment plant.

CRA Implementation

Community Development Director Kristina Wright reviewed the CRA process and structure. Ms. Wright explained that it is the timing that is critical. It is subject to the economy and if revenues are down, there is no positive increment. For the structure, most places have the Council as their CRA board.

Strength for the CRA include revenue for projects that advance the public health, safety, and welfare. Weaknesses include additional approval from COJ. Opportunities include increased revenues and increased property values via reinvestment. She added that 50% of projects from the Vision Plan fall within the proposed CRA boundary. Threats include annual anti-CRA legislation attempts.

Ms. Wright further continued that there is a preliminary report to COJ staff and elected officials. It is good to have a preliminary set of data to show our significant infrastructure needs. We want to compile all of that to show we want to be collaborators, and we are looking for the resources that are going to take us to the next level.

Quicker, Lighter,
Cheaper Projects

Quicker, Lighter, Cheaper. Grants and Resiliency Coordinator Colin Moore reviewed projects that could be done this way. He pointed out that six-tenths of a miles of the East Coast Greenway was completed in 2019 for \$75,000. The typical urban section would cost \$2,000,000 to make a mile trail.

Mr. Wynn asked what projects could we do quickly that is going to have an impact on the quality of life for our residents.

Projects included pavilion mats, sunshades, shared-use paths, public art opportunities, traffic calming, speed limit changes, swale/ditch improvements, and wayfinding.

Councilor Messinger commented that he likes the lighter, quicker, cheaper projects but projects have been executed very poorly. He added we should have proper planning through that process.

Major Purchases

Major Purchases/Capital Assets. Public Works Director Jim French presented a spreadsheet using the projects from the Vision Plan. He ranked them using a high, medium, and low priority scale and basing it on 10 criteria, including health and public safety, critical and aging infrastructure, revenue fund, external funding, and regulatory requirements.

Mr. Wynn stated he is looking for major purchases or capital assets that might not be infrastructure-related. Projects included improvements to City facilities, including roof and façade of City Hall and the wall at Public Works

Utility projects included stormwater improvements and water and sewer mains.

Councilor Messinger asked what could the City do when it comes to complete streets and the flooding that is happening. What can we do to be proactive about having continual skin in the game versus waiting for FDOT?

Mr. Wynn commented that we know we are on the list of priority projects for 3rd Street and we can leverage this if we have designed these improvements for the laterals and the collection system. He added that the City could focus the budget in the next year or two on designing these improvements so that we are ready to go and have something to deliberate with.

Mayor Brown remarked that Council themselves can lobby for a tough agenda of what we want. Councilor Key advised to use her tenacity to try and accomplish certain goals.

Councilor Messinger added the City should have a plan in place so we can lobby the plans. It is a completely different discussion when you have shovel-ready projects.

Mr. Wynn summarized that Staff would focus on design in this FY22 budget so Council can be given the tools they need to flex their political might.

Vice Mayor Jones questioned if there was some way to address the ditch conditions.

Councilor Messinger commented that for infrastructure, under critical areas, what does the City need to do to make sure we have redone the water lines in areas, such as Indian Woods.

Mr. French explained that next year, he is going to focus on one of the closest areas to the wastewater plant and getting that sewer replaced while working on the water lines.

Staffing Needs

Staffing Levels. Mr. Wynn explained that each department was provided worksheets to show what current staffing levels are and what is needed. He added he would like to start talking about an IT Department. We are also considering an intern program.

The City is not fully-staffed with preferred staffing levels. There are current openings, including Finance, which has a Cashier position available. There are usually 25 lifeguards but there are now 23.

Police Chief Richard Pike reported he is only requesting one additional dispatcher. This would give more flexibility to cover vacation days and sick leave.

The Finance Department is requesting an Accounts Payable Technician

Councilor Messinger stated that he fundamentally believes the City needs to bring a building inspector back in-house. He added that we are paying an outside vendor a substantial amount of money, and things are falling by the wayside as they just look at the Florida Building Code.

Vice Mayor Jones asked about a parks and recreation department with the addition of more activities and facilities.

Mr. Wynn added that these issues could be discussed and considered at the budget workshops.

Mr. French reported in thinking in terms of people approaching retirement and transition planning, he is requesting six positions. One is a janitor, and another is a master electrician. He added that we are outsourcing electricians, He confirmed Councilor Key's inquiry that the cleaning is being conducted on overtime.

Councilor Messinger requested during the budget workshops that a cost-benefit analysis be presented to show the cost comparison to a large-scale commercial janitorial service company.

Mr. Wynn concluded with reporting he would be presenting at the budget workshop a paid internship program that could benefit different departments.

FY 2022 Budget Process

Budget Process For FY 2022. CFO Carl LaFleur presented the schedule for the upcoming FY22 budget process, which started with this roundtable meeting.

Councilor Key stated that the schedule indicates on June 10th, 2021, that department heads would submit budget worksheets to the CFO. She asked if department heads had been made aware that the information is due to the CFO on June 10th. She also asked if conversations had been conducted with department heads in terms of explaining the difference between capital assets and capital improvement projects so they can be prepared.

Mr. LaFleur he will be creating the package and everything will be explained. This is just a preliminary item. He stated there had been a Staff meeting that day. He is expecting to have reports by June 10th, 2021.

Councilor Key remarked that for the June 10th deadline, she just wants to make sure that everyone has been made aware of the differences so that what happened last year does not happen again. There are different definitions for capital assets and capital improvements. They are labeled differently. This information needs to be trickled down to department heads to properly provide their budgets.

Mr. LaFleur reported that a memo would be going out to department heads giving them guidelines on how to read the budgets and explaining line items.

Mr. Wynn advised that a draft worksheet will go out to department heads prepopulated with anticipated revenues so they can get ready for the June 10th deadline. The June 10th deadline is not hard and fast. It is something we are striving to have done. This is only the beginning of the process. This roundtable has helped him set the first part of the budget.

Mr. LaFleur reminded everyone of the advertisement dates for the budget hearings and public meetings.

Public
Comment

Chuck McCue, 1908 3rd Street, Neptune Beach, spoke regarding communications, no trespassing signs in the Lighty Lane/Penman Road area, safety of sidewalks, and snipe signs.

The roundtable meeting adjourned at 8:30 p.m.

Elaine Brown, Mayor

Catherine Ponson, CMC
City Clerk

Approved: _____



**Agenda Item # 8A-Ord. No.
2021-04, Professional Services**

**CITY OF NEPTUNE BEACH
CITY COUNCIL MEETING
STAFF REPORT**

AGENDA ITEM: ORDINANCE NO. 2021-04, SECOND READ AND **PUBLIC HEARING**, An Ordinance of the City of Neptune Beach, Florida, Amending Division 2, Purchasing and Contracts, of Article VI, Finance, of Chapter 2 of the Code Of Ordinances, Administration, by Creating Section 2-388, Professional Services Requirements; Providing for Conflicts; Providing for Severability; and Providing an Effective Date

SUBMITTED BY: Councilor Josh Messinger

DATE: June 2, 2021

BACKGROUND: The City from time to time undertakes various Capital Improvement Projects The Code of Ordinances provides no procedure for evaluation of projects to determine the professional services required to ensure efficient and proper completion of the project.

The proposed ordinance would establish such a procedure and ensure proper completion of capital improvement projects.

The proposed ordinance was discussed at the Joint Land Use and Parks and Strategic Planning Committee meeting on March 24, 2021 and the April 19, 2021 Council Workshop. It passed on first read on May 3, 2021.

BUDGET: N/A

RECOMMENDATION: Consider adoption of Ord. No. 2021-04

ATTACHMENT: 1. Ord. No. 2021-04, Prof. Services

**SPONSORED BY:
COUNCILOR MESSINGER**



ORDINANCE NO. 2021-04

A BILL TO BE ENTITLED

AN ORDINANCE OF THE CITY OF NEPTUNE BEACH, FLORIDA, AMENDING DIVISION 2, PURCHASING AND CONTRACTS, OF ARTICLE VI, FINANCE, OF CHAPTER 2 OF THE CODE OF ORDINANCES, ADMINISTRATION, BY CREATING SECTION 2-388, PROFESSIONAL SERVICES REQUIREMENTS; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Neptune Beach from time to time undertakes various capital improvement projects of differing natures; and

WHEREAS, the differing nature of such capital improvement projects necessitates a case by case analysis of the professional services required to ensure efficient and proper completion of the project; and

WHEREAS, the Code of Ordinance of the City of Neptune Beach currently provides no procedure for evaluation of projects on a case by case basis to determine the professional services that should be obtained; and

WHEREAS, the City Council desires to establish such a procedure; and

WHEREAS, the City Council has determined that its involvement in the process will advance the City's interest in ensuring efficient and proper completion of capital improvement projects; and

WHEREAS, the City Council of the City of Neptune Beach finds that these revisions to the City of Neptune Beach's Code will preserve, promote, and protect the health, safety, and welfare of its citizens.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL ON BEHALF OF THE PEOPLE OF THE CITY OF NEPTUNE BEACH, FLORIDA that:

SECTION 1. Section 2-388, of the Code of Ordinances of the City of Neptune Beach, Florida is hereby created as follows:

Sec. 2-388. – Professional Services Requirements.

- (a) Notwithstanding anything to the contrary in this code, prior to solicitation of any bid or contract or otherwise undertaking any proposed capital

improvement project by the city, the city manager and director of public services shall jointly prepare a recommendation for professional services to be acquired for such capital improvement project for presentation to the city council and any committee responsible for planning of such capital improvement project. Such recommendation shall be based upon an analysis of those professional services acquired by similarly situated local governments engaging in best practices for similar capital improvement projects. The department head of the department for which the proposed capital improvement project is being undertaken may review such recommendation and provide independent input for consideration of the council. Such recommendation shall be provided to the director of finance in advance of presentation to the council and the director of finance shall prepare a separate financial analysis of the services proposed for independent presentation to the council.

- (b) The city council shall review the proposed capital improvement project and recommendation of the city manager and director of public services, and shall instruct city staff on the professional services that shall be obtained in the course of such capital improvement project.
- (c) In accordance with the terms of this code and Florida Statutes, the city shall procure the services of a firm or firms for each of the professional services required by the city council for each capital improvement project, as well as any others that may otherwise be required by law.
- (d) Definitions

Capital improvement project shall mean any major construction, expansion, purchase, or major repair or replacement of buildings, utility systems, streets, or other physical structures or property, for which the estimated cost exceeds the monetary threshold established in section 2-377(a) and has an expected life or useful life of at least five years.

Firm shall mean any individual, firm, partnership, corporation, association, or other legal entity permitted by law to practice their respective professional service.

Professional services shall mean those services within the scope of the practice of architecture, professional engineering, landscape architecture, or registered surveying and mapping, as defined by the laws of the state, or those performed by any architect, professional engineer, landscape architect, or registered surveyor and mapper in connection with his or her professional employment or practice.

SECTION 2. Conflict. All ordinances, resolutions, official determinations or parts thereof previously adopted or entered by the City or any of its officials and in conflict with this ordinance are repealed to the extent inconsistent herewith.

SECTION 3. Severability. If a Court of competent jurisdiction at any time finds any provision of this Ordinance to be unlawful, illegal, or unenforceable, the offending provision shall be deemed severable and removed from the remaining provisions of this Ordinance which shall remain in full force and intact.

SECTION 4. Effective Date. This ordinance shall take effect upon final reading and approval.

VOTE RESULTS OF FIRST READING:

Mayor Elaine Brown	YES
Vice Mayor Fred Jones	YES
Councilor Kerry Chin	YES
Councilor Lauren Key	ABSENT
Councilor Josh Messinger	YES

Passed on First Reading this 3rd day of May, 2021.

VOTE RESULTS OF SECOND AND FINAL READING:

Mayor Elaine Brown
Vice Mayor Fred Jones
Councilor Kerry Chin
Councilor Lauren Key
Councilor Josh Messinger

Passed on Second and Final Reading this ____ day of ____, 2021

Elaine Brown, Mayor

ATTEST:

Catherine Ponson, City Clerk

Approved as to form and content:

Zachary Roth, City Attorney



INTRODUCED BY:

ORDINANCE NO. 2021-03

A BILL TO BE ENTITLED

AN ORDINANCE OF THE CITY OF NEPTUNE BEACH, FLORIDA ADOPTING THE 2021-2046 COMPREHENSIVE LAND USE PLAN; GOALS, OBJECTIVES AND POLICIES; THE FUTURE LAND USE ELEMENT; TRANSPORTATION ELEMENT; HOUSING ELEMENT; INFRASTRUCTURE ELEMENT; COASTAL MANAGEMENT AND CONSERVATION ELEMENT; RECREATION AND OPEN SPACE ELEMENT; INTERGOVERNMENTAL COORDINATION ELEMENT; CAPITAL IMPROVEMENTS ELEMENT; PUBLIC SCHOOL FACILITIES ELEMENT; ESTABLISHING THE FUTURE LAND USE MAP PROVIDING FOR INTENT; AUTHORITY; FINDINGS OF CONSISTENCY; FINDINGS OF FACT; SEVERABILITY; RECORDATION AND AN EFFECTIVE DATE.

WHEREAS, Chapter 125 and Section 163.3161- 163.3215, Florida Statutes, empowers and requires the City Council for the City of Neptune Beach, Florida, prepare, implement, and enforce Comprehensive Plans and Land Development Regulations for the regulation of development within the City; and

WHEREAS, Section 163.3184 Florida Statutes, establishes the process for the adoption for the Comprehensive Plan or Amendment; and

WHEREAS, after required notice was published, public workshops and public hearings of the proposed ordinance were held, in accordance with Section 163.3184(11) Florida Statutes;

NOW THEREFORE, BE IT ENACTED BY THE CITY COUNCIL ON BEHALF OF THE PEOPLE OF THE CITY OF NEPTUNE BEACH, FLORIDA:

SECTION 1. INTENT. The purpose of this ordinance is to adopt the 2021-2046 Comprehensive Plan and to provide for the orderly growth of the City and to exercise the authority and perform the duties as required and set forth with Sections 163.3161- 163.3215, Florida Statutes. The first reading being for transmittal and the second reading to adopt Ordinance 2021-03 following all required approvals, then Ordinance 2021-03 shall be deemed adopted.

SECTION 2. AUTHORITY. This ordinance is adopted pursuant to Chapter 163, Florida Statutes, and the Constitution of the State of Florida, as may be amended from time to time.

SECTION 3. ADOPTION OF MAPS. The Future Land Use Map and all Maps included within the 2021 Comprehensive Plan Map Series are adopted as part of the Comprehensive Plan Amendment. In the event of any conflict between any maps and the text of the Plan, the text of the Plan shall control.

SECTION 4. FINDINGS OF CONSISTENCY. The City Council for the City of Neptune Beach hereby finds that this adoption of 2021-2046 Comprehensive Plan and off the associated elements, goals, objectives, policies and maps are, (i) as a whole consistent with State Comprehensive plan Section 187.201, Florida Statutes, (ii) as a whole consistent with the Northeast Florida Strategic Regional Policy Plan, and (iii) as a whole consistent with Section 163.3161-163.3215 Florida Statutes.

SECTION 5. FINDINGS OF FACTS. These amendments are based upon the review, process and coordination efforts between the City of Neptune Beach and other State of Florida agencies including, but not limited to the Northeast Florida Regional Council, St. Johns River Water Management District, Duval County Public Schools, Florida Department of Transportation, North Florida Transportation Planning Organization, Florida Department of Environmental Protection, and the City of Jacksonville.

SECTION 6. SEVERABILITY. It is declared to be the intent of the City Council for the City of Neptune Beach, that if any provision, paragraph, or section of this Ordinance, and this Plan amendment, is for any reason finally held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed separate, distinct and independent and such holdings shall not effect or alter the remaining provisions of this ordinance or the adopted Comprehensive Plan.

SECTION 7. EFFECTIVE DATE. This Comprehensive Plan Amendment shall become effective on the date the State Land Planning Agency issues a final order determining the adopted amendment to be in compliance or on the date of the Florida Administration Commission issues a final order determining the adopted amendment to be in compliance in accordance with Section 163.3189, Florida Statutes and upon filing of certified copy of this Ordinance with the Secretary of State.

VOTE RESULTS OF FIRST READING:

Mayor Elaine Brown
Vice Mayor Fred Jones
Councilor Kerry Chin
Councilor Lauren Key
Councilor Josh Messinger

Passed on First Reading for Transmittal on this ___ day of ____, 2021

VOTE RESULTS OF SECOND READING:

Mayor Elaine Brown
Vice Mayor Fred Jones
Councilor Kerry Chin
Councilor Lauren Key
Councilor Josh
Messinger

Passed on Second Reading this ___ day of ____, 2021.

Elaine Brown
Mayor

ATTEST:

Catherine Ponson, CMC
City Clerk

Approved as to form and correctness:

Zachary Roth
City Attorney

City of Neptune Beach, Florida



2021-2046 Comprehensive Plan

Transmittal Draft – June 2021

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2021 – 2046 Comprehensive Plan

INTRODUCTION

The City of Neptune Beach encompasses an area of about 2.5 square miles and is a coastal community. The City is bounded by the Atlantic Ocean to the east and the Intracoastal Waterway to the west, with approximately 1.2 miles of beach front and 275± acres of salt marsh in Pablo Creek. The City of Neptune Beach is almost fully developed with little remaining land left for development; it was primarily built out prior to the establishment of Growth Management. The City does not anticipate significant revisions to the Future Land Use Map.

It is the stated goal of this Comprehensive Plan to maintain and enhance the residential character of Neptune Beach. The residential development is predominately low density, single family dwelling units. The area east of Third Street is characterized by a mixture of single family, duplexes, and medium density multi-family dwellings. The area west of Third Street is characterized by mostly single family dwellings.

Two commercial corridors exist in the City. The largest is located along the south side of Atlantic Boulevard (SR 10) extending from the western city limits to the eastern city limits (including Town Center). The second commercial corridor extends south from Atlantic Boulevard on Third Street on both sides until Orange Street and then continues on the west side of Third Street to Jarboe Park just north of Florida Boulevard.) Atlantic Boulevard.

The major transportation routes in Neptune Beach include Atlantic Boulevard (SR 10), Third Street (A1A), Penman Road, Florida Boulevard and Seagate Avenue. Atlantic Boulevard is a major east-west access route for those coming into Neptune Beach. Third Street is a major north-south route with heavy use from Atlantic Beach and Jacksonville Beach. Florida Boulevard is another major east-west route that runs through the center of the City.

Jarboe Park is the largest of the four parks owned by the City and is centrally located within Neptune Beach. It is an active park with approximately 12 acres and is located at the northwest corner of Florida Boulevard and Third Street. The remaining parks in Neptune Beach are small community parks and service the needs of the surrounding communities. The City also provides over 20 beach accesses.

A. Future Land Use Element



Future Land Use Element

INVENTORY & ANALYSIS

**Note: The Inventory & Analysis section within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan, but serve as a guide to inform the origins of thoughts prior to addressing Goals, Objectives, and Policies.*

The following Existing Generalized Land Use Map (Map A-1) and Inventory of Existing Land Uses (Table A-1) identifies land use acreages as they existed in March of 2021 according to Duval County Property Appraiser GIS parcel data and real-estate tax roll data. More than half of Neptune Beach’s land area (56%), excluding streets and public rights-of-way, is currently used for residential purposes, and about a third (29%) of the City is dedicated to conservation, parks, and open spaces.

According to the University of Florida’s Bureau of Economic & Business Research (BEBR) and US Census data, Neptune Beach’s population increased by only 2.2% between 2010 and 2020, compared to 95% in Jacksonville Beach, 9.2% in Atlantic Beach, and 13.9% in the City of Jacksonville. Given the limited amount of land available for residential development, a nominal net increase in population of 0.5% every ten years is anticipated over the coming decades, as shown below in Table A-2.

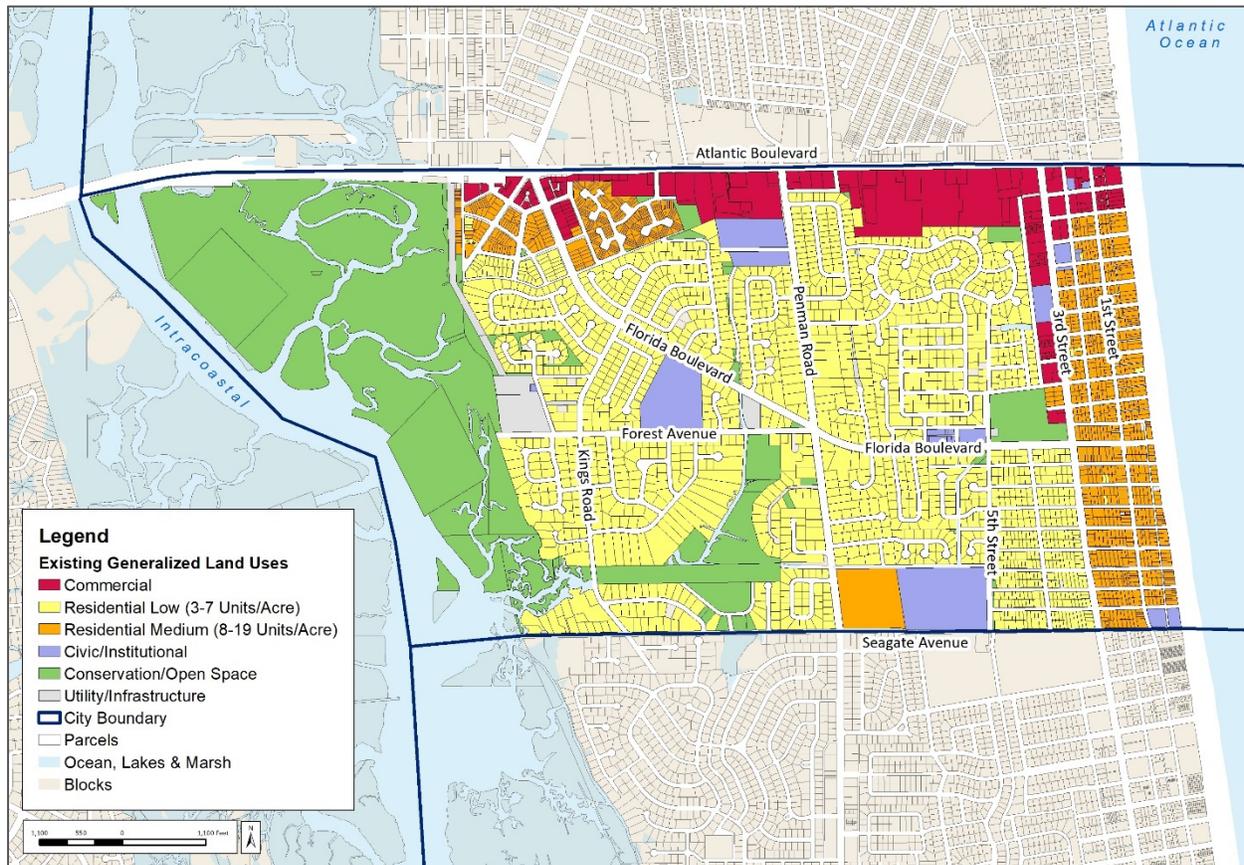
Table A-1: Inventory of Existing Generalized Land Uses

Land Use*	Acreage	Percentage of Total Acreage
Commercial Total	103.5	9%
Residential Total	684.0	56%
<i>Residential Low (3-7 Units/Acre)**</i>	<i>548.6</i>	<i>45%</i>
<i>Residential Medium (8-19 Units/Acre)**</i>	<i>135.4</i>	<i>11%</i>
Civic & Institutional	58.0	5%
Conservation, Parks & Open Space	353.8	29%
Utilities & Infrastructure	13.1	1%
Source: Duval County Property Appraiser Parcel Data and Real-Estate Tax Roll Data (March 2021) * Duval County real-estate tax roll data land use categories do not necessarily match Neptune Beach zoning districts or future land use categories ** Duval County parcel data splits residential land use categories into two density categories, 3-7 units per acre and 8-19 units per acre. These ranges do not necessarily reflect actual densities on individual lots or permitted density according to this FLU element or the City’s zoning.		

Table A-2: Population Growth Estimates & Projections

Year	Population	Growth Rate
2010	7,037 (actual)	NA
2020	7,193 (estimated)	2.2% increase between 2010 and 2020
2030	7,229 (projected)*	0.5% projected between 2020 and 2030
2040	7,265 (projected)*	0.5% projected between 2030 and 2040
2050	7,301 (projected)*	0.5% projected between 2040 and 2050
Source: 2010 statistics and 2020 estimates come from the University of Florida’s Bureau of Economic and Business Research (BEBR) Report: <i>Florida Estimates of Population 2020</i> * Given the limited amount of land available for residential development in Neptune Beach a 10-year population growth rate of 0.5% has been applied to project population for 2030, 2040, and 2050. This represents about a quarter of the population growth estimated from 2010 to 2020. Should land use and zoning be updated in the future to allow for more mixed-use development in existing commercial areas, this population growth rate could increase.		

Map A-1: Generalized Existing Land Uses (March 2021)



GOALS, OBJECTIVES, AND POLICIES

Future land use, new development, and redevelopment within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies, and as further controlled by the Land Development Regulations, which may be amended to implement the Goals, Objectives, and Policies of this Comprehensive Plan. Development areas shall be defined by the land use categories described within the Future Land Use Element and as depicted on the Future Land Use Map (FLUM), included in the Plan amendment as Map A-2 on the Future Land Use Map Series.

Pursuant to Chapter 163.3194(1), Florida Statutes, as may be amended, all development undertaken and all actions taken regarding development shall be consistent with this Comprehensive Plan. Further, all Land Development Regulations enacted or amended shall be consistent with the adopted Comprehensive Plan. Zoning requirements and Land Development Regulations which are stricter than what is outlined in this Comprehensive Plan are permitted without compromising consistency; however, should there be a conflict whereby the Land Development Regulations allow for greater development potential than what is permitted under this Comprehensive Plan, then the provisions of this Comprehensive Plan shall prevail.

Goal A.1

Preserve the pleasant character of the City and ensure that the scarce developable land remaining will:

- 1) Develop sensitive to and compatible with existing development;
- 2) Accommodate walkable redevelopment patterns that enhance quality of life and support desired street improvements;
- 3) Pro-actively respond to risks and threats posed by sea level rise and storm events;

- 4) Minimize the threat to health, safety, and welfare posed by traffic congestion, commercial and industrial intrusions, and environmental degradation;
- 5) Maintain the pleasant residential character of the community;
- 6) Avoid blighting influences;
- 7) Provide safe and secure access to natural and recreational amenities;
- 8) Preserve and enhance environmental, coastal, historic and cultural resources;
- 9) Provide coastal locations with reasonable public safety and security from hazardous conditions;
- 10) Encourage the use of renewable resources and promote energy efficiency; and
- 11) Provide adequate parking supply that considers changing transportation habits and technology.

Objective A.1.1

Maintaining Residential Character

Future development and redevelopment shall preserve the residential character of the City by 1) retaining the primarily residential character of Neptune Beach, 2) coordinating densities on the Future Land Use Map (FLUM) and the Zoning Map with desirable existing conditions, and 3) protecting and preserving the dense tree canopy and coastal waterway access.

Policies

- A.1.1.1** Continue to identify and update desirable densities for each land use classification by calibrating densities to match the existing and historic buildings in the city, and revise plans and regulations to ensure their achievement within all City Regulatory Documents.
- A.1.1.2** All residential land development regulations enacted or amended must be consistent with the Comprehensive Plan.
- A.1.1.3** The City shall continue to enforce its tree protection, landscaping, and buffering regulations as well as the protection of the right-of-way.
- A.1.1.4** The City shall update its Land Development Regulations to include building form standards which help preserve the unique character of the community at a residential and pedestrian scale.
- A.1.1.5** The City shall continue to manage, preserve, and construct facilities that provide diverse opportunities to all residents for both passive and active recreation, including parks, nature preserves, trails and bikeways, dune cross-overs, waterway accesses, and associated amenities.
- A.1.1.6** The City shall expand opportunities for public access to the beach, the Intracoastal Waterway, and associated creeks and marshes for passive and natural resource based recreational activities.

Objective A.1.2

Public Services and Utilities

Adequate public services and facilities for future development and redevelopment will be ensured through level of service standards and related provisions detailed in the Capital Improvements Element of this Comprehensive Plan.

Policies

- A.1.2.1** The City shall only issue development permits based on the availability of facilities and services necessary to serve the proposed development or redevelopment. The facilities and services shall meet the established levels of service in this Plan and shall be concurrent with the impacts of development, or an alternative means of meeting concurrency requirements shall be provided in accordance with Florida law.
- A.1.2.2** New public utilities and electric substations shall be permitted uses in all land use categories within a utility's service territory except those designated as conservation on the Future Land Use Map or by duly adopted ordinance. The standards as set forth in Section 163.3208, Florida Statutes shall apply.
- A.1.2.3** Public facilities and utilities shall be located and designed to provide the most cost-effective service, to reduce public inconvenience, and to minimize the impacts of storm events and sea level rise on the safe and effective distribution of public services and utilities.

Objective A.1.3

Redevelopment and Infill Development

Encourage redevelopment and development of blighted areas without 1) increasing density beyond the land use densities indicated on the FLUM, 2) expanding non-conforming uses, 3) increasing traffic congestion beyond the Level of Service outlined in the Land Development Regulations.

Redevelopment and Development shall integrate and advance: 1) Beautiful Streets and Trails through increased modal choice, 2) increased land use and transportation coordination, 3) increased safety measures and collaboration to adopt new Context Classifications, increased street networking, and a reduction in lane widths, 4) increasing the quality and opportunity for open spaces and active recreation through woonerfs, shared streets, marsh walks, neighborhood level squares and pocket parks, and kayak launches, 5) Promote art and culture in public places, including gateways for redevelopment catalysts, 6) optimize mobility options through shuttles, bike shares, and ride hailing services, 7) increase sustainability and resiliency through advanced stormwater improvement and the reclamation of pervious surface area, tree preservation, and low impact design principles.

Policies

- A.1.3.1** Mixed use, consisting of office and commercial uses but not residential uses, should be considered in the areas designated as commercial on the FLUM.;
- A.1.3.2** All redevelopment activities shall be based on sound planning principles that will conserve the natural environment and achieve the desired community characteristics without increasing traffic congestion.
- A.1.3.3** The City shall not permit expansion or replacement of land uses in a manner that is inconsistent with this Comprehensive Plan.
- A.1.3.4** The City shall enforce City codes that identify and eliminate blighted areas.

Objective A.1.4

Appropriate Land Use and Development Patterns

Future development and redevelopment shall be in an efficient manner that supports the use designation as set forth on the Future Land Use Map in this Plan. The development, redevelopment, and land use patterns shall 1) enforce the residential densities and limitations upon the type and intensity of uses; 2) respect the predominantly residential character and small-town scale of the City; 3.) address non-conforming uses; 4) protect coastal and environmental resources; and 5) encourage healthy and aesthetically pleasing living conditions.

Policies

A.1.4.1 The City shall review all applications for development permits to determine compliance with the Land Development Regulations, particularly regarding any provisions of required parking, open space, impervious surface area limits, onsite traffic flow, appropriate signage, landscaping, and tree protection so as to avoid traffic congestions, hazardous public safety conditions, and inefficient land use that may also result in harmful environmental or aesthetic effects.

A.1.4.2 The land use categories depicted in the 2021-2046 Future Land Use Map (FLUM), Map A-2, shall permit the following uses and activities:

(A) **Conservation:** Conservation lands shall include those lands so designated on the FLUM. These areas are generally composed of open land, water, marsh, wetlands, and environmentally sensitive areas. They may be either publicly or privately owned. The intent is for the natural and open character of these areas to be retained so that adverse impacts are prohibited or minimized.

Permitted uses within the Conservation category shall be limited to the uses allowed by the Land Development Regulations.

(B) **Residential:** Residential uses shall be permitted in the following six areas designated on the FLUM in accordance with the applicable permitted density and as further controlled by the Land Development Regulations (LDRs) and the Florida Building Code. Residential areas are classified as either “Traditional Residential” or “Suburban Residential”, both of which are split into three intensity categories:

(1) **Traditional Residential I:** Characterized by historical development patterns that are south of Florida Boulevard to Seagate Avenue and are bordered by Fifth Street to the west and Third Street to the east. Densities are limited to 5 residential units per gross acre.

(2) **Traditional Residential II:** Characterized by historical development patterns that exist east of Third Street and in the northwestern corner of the City along Florida Boulevard between Atlantic Boulevard and Oakhurst Drive. Densities are limited to 10 residential units per gross acre, though exceptions are permitted for existing duplexes east of Third Street on lots of at least 5,000 square feet, which shall be deemed conforming provided they comply with impervious surface reductions and any other retrofit requirements set forth in the LDRs or they are replaced with a new duplex that meets all building requirements other than minimum lot size and density.

(3) **Traditional Residential III:** Characterized by historical development patterns in the northwest corner of Neptune Beach that are along the marsh and between Pine

Place and Marsh Point Road. Densities are limited to 17 residential units per gross acre. Intensity category III is meant to accommodate the densest and most compact residential types in the city.

- (4) **Suburban Residential I:** Characterized by single-family homes on larger lot sizes with greater yard setbacks, this designation comprises the largest percentage of land area dedicated to residential development. Densities are limited to 5 residential units per gross acre.
- (5) **Suburban Residential II:** Characterized by middle to low-density residential types, including townhouses and duplexes, which are arranged according to conventional suburban development patterns, including large building setbacks and limited street connectivity. Densities are limited to 10 residential units per gross acre.
- (6) **Suburban Residential III:** Characterized by multifamily condominiums or apartment complexes, which are arranged according to conventional suburban development patterns. Currently this Future Land Use designation applies exclusively to the Ocean Oaks Apartments complex. Densities are limited to 17 residential units per gross acre.

Density caps are expressed as the number of residential units per gross acre. For new development and significant redevelopment, gross acre means the entire site area, including land that will become streets and open spaces. For buildings on lots that have already been subdivided and for streets that have already been created, gross acre means the entire lot area plus one-half the width of the adjoining street/right-of-way.

- (C) **Commercial:** Commercial uses shall be permitted in the following five areas designated on the FLUM in order to allow appropriate locations for neighborhood and community businesses that in turn provide services and retail sales for the City and surrounding communities. Government, civic, religious, cultural, and institutional uses may also be located within these areas. Based on community feedback, residential development is prohibited within commercial areas, except for properties located within the Town Center designation. Permitted uses within these areas, along with uses that may be allowed by special exception, are described generally here and will be regulated more specifically within the Land Development Regulations, which will also address intensities when in proximity to residential uses.

- (1) **Walkable Commercial Corridor:** These areas shall include offices, professional services, and retail sales which promote and advance walkability, service the routine and daily needs of residents, and are compatible with and have no measurable or noticeable adverse impacts upon surrounding residential uses.
- (2) **Commercial I:** These areas shall include offices, professional services, retail sales, and light industrial/artisan uses that serve one or more local neighborhoods.
- (3) **Commercial II:** These areas shall include offices, professional services, and retail sales that serve the City and surrounding communities.
- (4) **Neighborhood Center:** This area shall include an eclectic mix of commercial, office, artisan, and production, distribution, and repair (PDR) uses, all of which are designed to promote walkability. This land use category is intended to provide residents west of Penman Road with a place to shop, eat, and seek professional

services within walking or bicycling distance. The broader range of permitted light manufacturing and artisan uses is also meant to attract new businesses and creative entrepreneurs to the area.

- (5) **Town Center:** This area contains a well-established pattern and character of development with a mix of commercial uses and compatible residential uses that encourage an urban-intensive, pedestrian oriented neighborhood ambiance.
- (D) **Education:** These areas shall include public schools and facilities related to public schools.
- (E) **Government and Public Utilities:** These areas shall include uses such as government uses, which include buildings, structures, utilities and public services, and infrastructure, including police, fire, and emergency services.
- (F) **Recreation and Open Space:** These areas shall include public and private parks, open space, passive, and active recreation areas. Some park and open space land may be designated as Conservation on the FLUM or on the official zoning map. All beach areas that are seaward of private property lines shall be considered Recreation. Permitted uses shall include public passive and active recreation activities. Government and public safety uses including lifeguard, fire, and police services may be located in Recreation areas.

A.1.4.3 The City's Land Development Regulations, zoning or other maps, and any regulations within the City's Code of Ordinances related to the use and development of land shall be consistent with the Comprehensive Plan and the Future Land Use Map.

A.1.4.4 Where interpretation is required to determine exact boundaries as depicted upon the Future Land Use Map, boundaries shall be determined by the nearest property line, the right-of-way line of streets, municipal boundaries, section, township, and range lines, or environmental or geographic features which serve as natural boundaries, as may be appropriate.

Objective A.1.5

Historic & Archaeological Resources

In collaboration with the Florida Division of Historical Resources the City shall identify, protect, and preserve sites and development that are of historic, architectural, archeological, civic, or cultural importance.

Policies

A.1.5.1 The City shall conduct a historic resources survey to consider the possibility of designating local historic landmarks and establishing a local register of historic properties and/or local historic districts.

A.1.5.2 The Land Development Regulations shall be revised for the protection and conservation of historic resources, for the protection of historically significant properties as identified through the historical survey, and for the protection of properties placed within the local register of historic properties and/or local historic districts.

A.1.5.3 Site and structures which are determined to have historic or archeological significance, and which are found to be worthy of preservation in accordance with standards established by the Florida Division of Historical Resources, shall be protected to the greatest extent possible.

Objective A.1.6

Environmental Resources

The City shall protect, conserve, and enhance natural features and any other environmental resources including wetlands, wildlife habitats, estuarine systems, and surface groundwater resources.

Policies

- A.1.6.1** Land development within the City shall be permitted only where such development is compatible with environmental limitations of the site and only when submitted plans demonstrate appropriate recognition of the site characteristics.
- A.1.6.2** The City shall maintain an inventory of lands which possess significant environmental features, habitats, and areas of unique interest or beauty. The potential for development proposals to adversely impact such areas shall be considered prior to the issuance of development permits.
- A.1.6.3** The City shall protect potable water well fields and surface waters from the adverse impacts of development and shall prohibit the establishment of incompatible land uses adjacent to potable water wells as indicated within Map A-5.
- A.1.6.4** The City shall protect natural environment features by maintaining the buffers implemented through the Land Development Regulations.
- A.1.6.5** The City shall not issue development permits that would significantly alter wetland communities and functions.
- A.1.6.6** New development and redevelopment shall be subject to the stormwater regulations set forth within the Land Development Regulations, and post development conditions shall not discharge any increased level of stormwater run-off in the City's stormwater system.
- A.1.6.7** The City shall not permit public access ways to the beach, the Intracoastal Waterway, or other waterways which are open to the public as of the adoption of this Plan to be closed, vacated, or restricted from public use in any manner.
- A.1.6.8** The City shall require that, as a condition of development approval, new construction projects provide effective stormwater management in order to avoid the contamination of Environmentally Sensitive Areas, wetlands, marsh and estuarine environments in accordance with applicable water quality standards of the St. Johns River Water Management District, the City's National Pollutant Discharge Elimination Systems (NPDES) permit and Stormwater Management Plan and the Land Development Regulations, as may be amended.
- A.1.6.9** The City shall expand opportunities for public access to the beach, the Intracoastal Waterway, and associated creeks and marshes for passive and natural resource based recreational activities.
- A.1.6.10** Continually review and update the City's requirements for permeable surface areas in new projects or renovations to reduce heat island effect and stormwater runoff and incentivize maximum pervious surface area recapture or preservation.
- A.1.6.11** Revise residential site design standards and improve enforcement to ensure that new construction properly manages stormwater on-site and reduces runoff into neighboring properties.

- A.1.6.12 Protect the City’s existing tree canopy and implement a street tree program that encourages homeowners and businesses to plant more shade trees by committing to maintaining the trees once they are planted.
- A.1.6.13 Work with local nonprofit groups to implement sustainability initiatives, including composting programs, water testing, rain barrel programs, single-use plastic bans for City buildings, and beach cleanups, low impact design, and the use of native plantings.

Objective A.1.7

Post Disaster Redevelopment

In the event of post disaster redevelopment, the City shall encourage innovative concepts for land development that will conserve natural resources, protect environmental sensitive areas, reduce the dependence upon automobile travel, prevent property damage, and threaten human safety and security. The Neptune Beach Community Vision Plan (2021) outlined recommendations for addressing vulnerability and resilience, which include conducting assessments and creating an adaptation plan, supporting COJ/Duval County’s stormwater project investments within the City of Neptune Beach, continuing to coordinate resilience efforts with the City of Jacksonville and the Beaches, and conducting community outreach and education to better inform citizens of the risks of climate change and what they can do to better protect and prepare their own properties.

Policies

- A.1.7.1 The reassessment, protection and preservation of vulnerable lands shall coincide with the recapture and preservation of pervious surface area to reduce the impact and potential for events to occur. The delineation of vulnerable lands shall continue to be monitored and may be reflected as part of the FLUM series as expanded conservation areas. Land development standards shall continue to be re-evaluated to ensure that the maximum amount of pervious surface area is being recaptured and preserved to lessen the impact of events and for maximum stormwater management.
- A.1.7.2 The City shall continue to participate in the Duval County Local Mitigation Strategy (LMS) and shall continue to implement the goals and objectives of the LMS.
- A.1.7.3 The City shall identify the Coastal High Hazard Area (Map A-3) as the area below the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricane (SLOSH) computerized storm surge model as mapped in the Storm Tide Atlas prepared by the Northeast Florida Regional Council as part of the latest Regional Hurricane Evacuation Study pursuant to Chapter 163, Florida Statutes. Additionally, the Sea Level Rise (SLR) Map that was created as part of the Vision Plan is included within the Coastal Management Element for further reference.
- A.1.7.4. The City shall continue to monitor the ability to safely evacuate as related to density that was factored into future land use plan element to strategically plan for the event of an impending natural disaster.
- A.1.7.5. The Division of Emergency Management shall manage the update of the regional hurricane evacuation studies, ensure such studies are done in a consistent manner, and ensure that the methodology used for modeling storm surge is that which is used by the National Hurricane Center.

Objective A.1.8

Energy Efficiency and Energy Conservation

To conserve and protect buildings, land, resources and to promote a healthier environment for the City's residents, the City shall encourage the development and use of renewable energy resources.

Policies

- A.1.9.1** The City shall encourage the use of transit and alternative methods of transportation through efficient land use patterns so that there is a decrease for the reliance on the automobile.
- A.1.9.2** The City will encourage walkability and bike-ability to reduce greenhouse gas emissions, promote a healthy community, and provide access to public, and natural resources.
- A.1.9.3** The City shall develop and implement an energy management plan to minimize fuel, electric and water resources in City buildings, fleet vehicles, and public properties.
- A.1.9.4** Public buildings and facilities shall be constructed and adapted where reasonably feasible to incorporate energy efficient designs and appropriate "green" building standards. The green building standards are set forth by the Florida Green Building Coalition, Inc.
- A.1.9.5** The City shall continue to promote and enforce energy efficient design and construction standards as these become adopted as part of the State Building Codes.

Objective A.1.10

Coordination with Other Agencies and Adjacent Cities

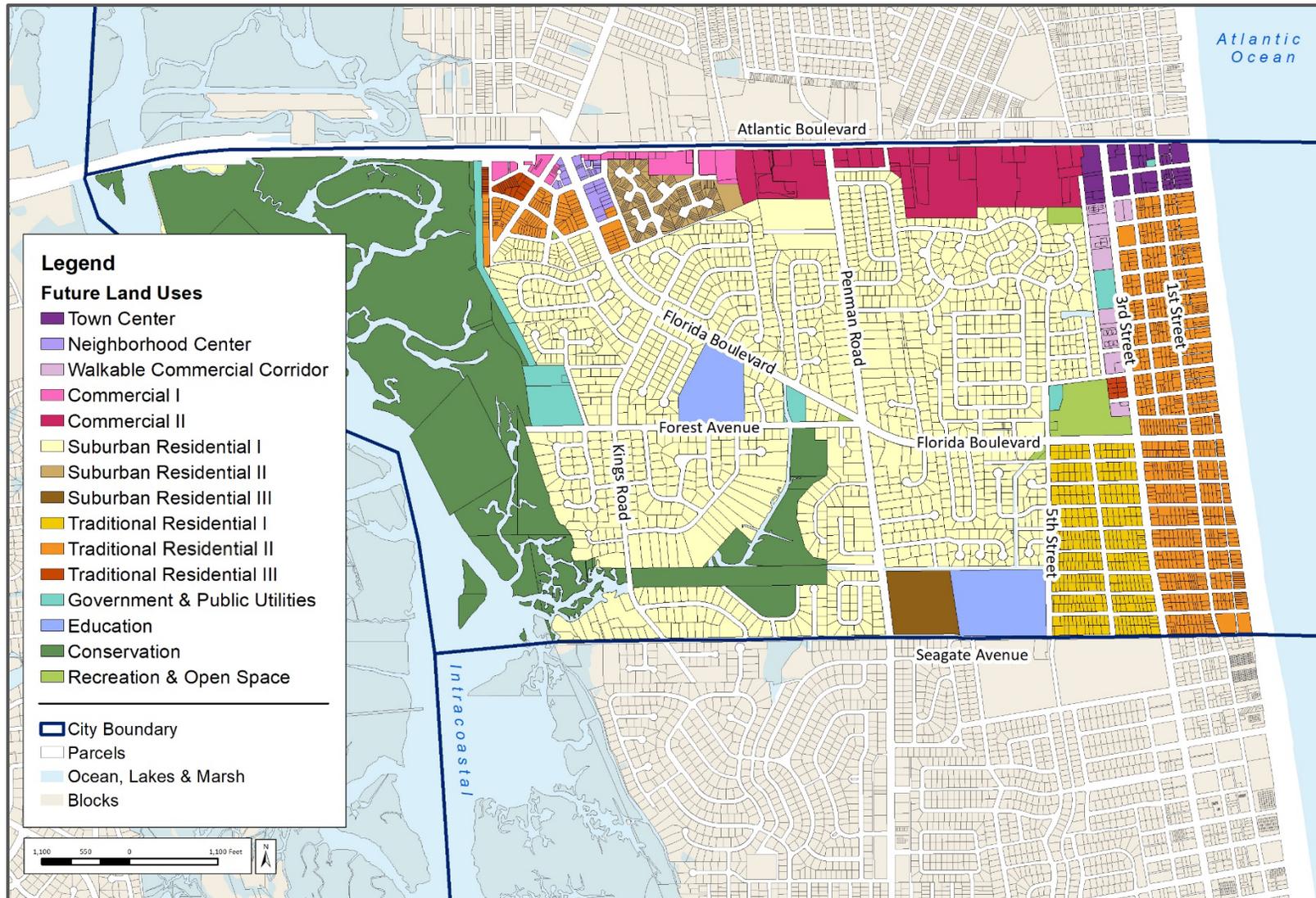
The City shall coordinate its planning and development activities with the resource management plans of the St. Johns River Water Management District, the Florida Department of Environmental Protection, the City of Jacksonville, the City of Atlantic Beach, the City of Jacksonville Beach, and other private entities and public agencies as may be appropriate.

Policies

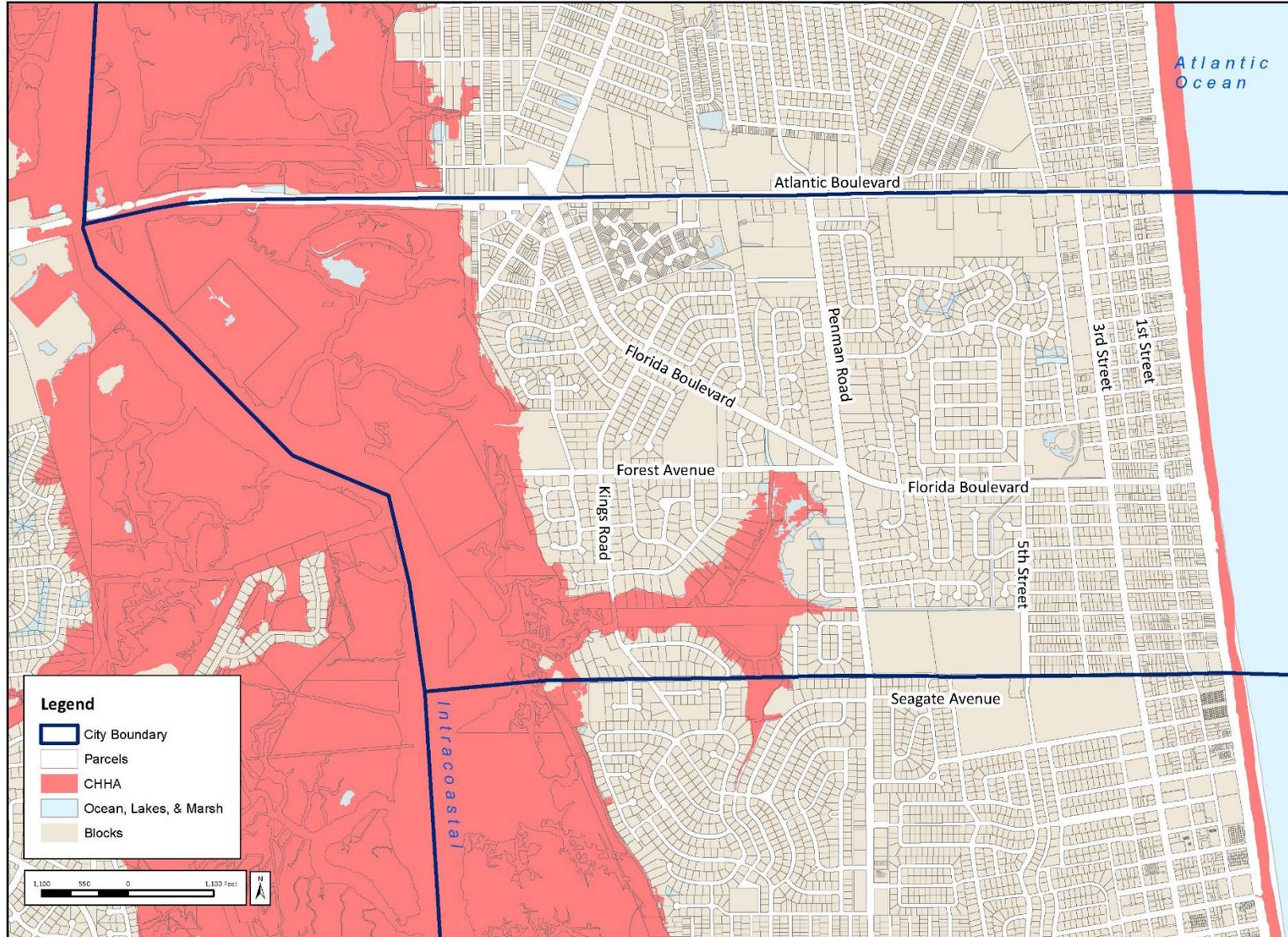
- A.1.10.1** The City shall develop and adopt regulations and policies which are consistent with resource management plans of other government agencies and any special districts within which the City is located.
- A.1.10.2** The City shall not issue local development permits prior to the issuance of any other required permit from County, State or Federal agencies having jurisdiction and permitting authority over the proposed development. Issuance of a required permit from County, State or Federal agencies shall not be presumed to be an entitlement to a local Development Permit.

The Future Land Use Map and all Maps included within the 2021-2046 Comprehensive Plan Map Series are adopted herewith as part of this Plan amendment. In the event of any conflict between any Maps and the text of the Plan, the text of the Plan shall control.

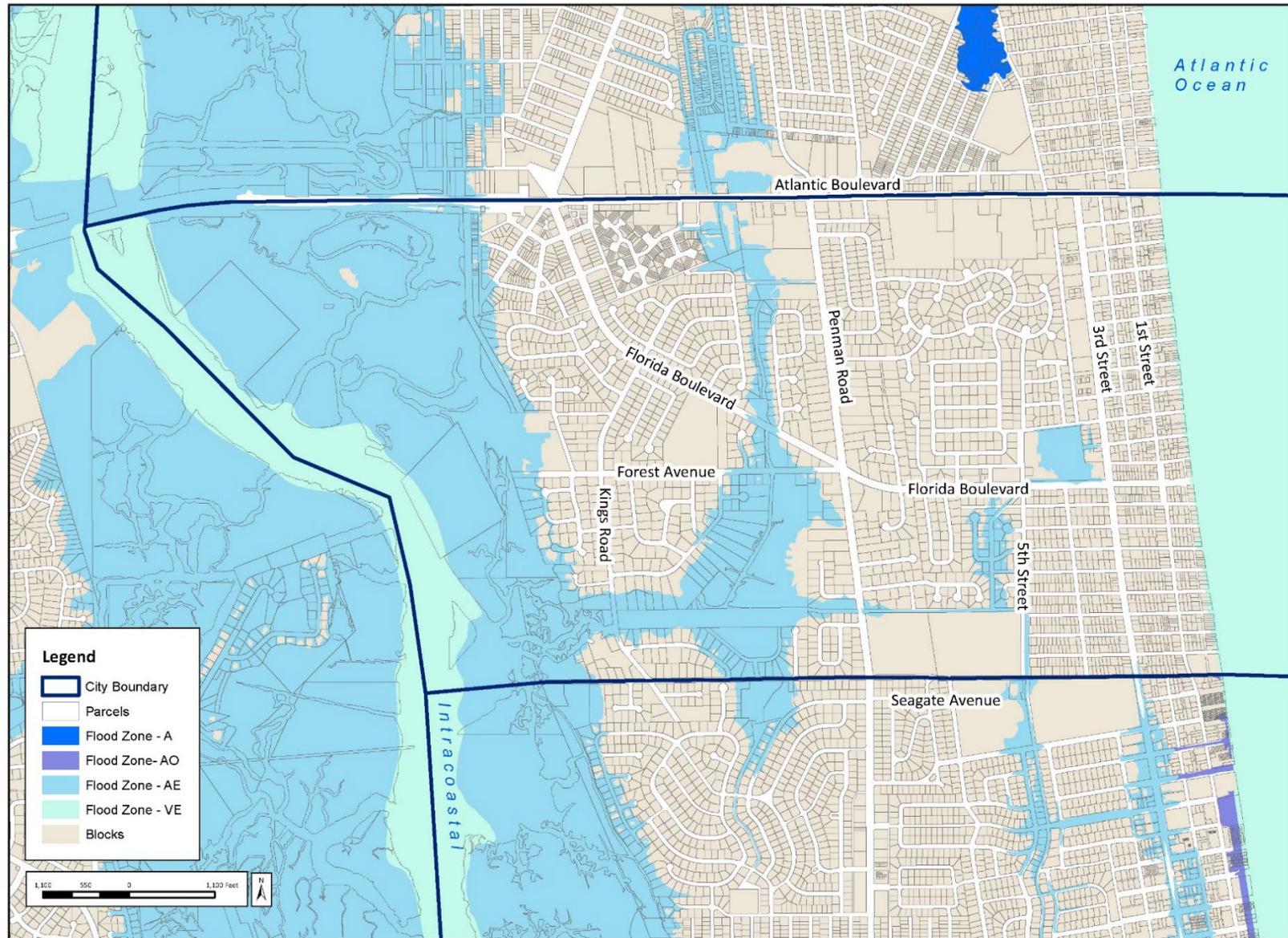
Map A-2: 2021 – 2046 Future Land Use Map (FLUM)



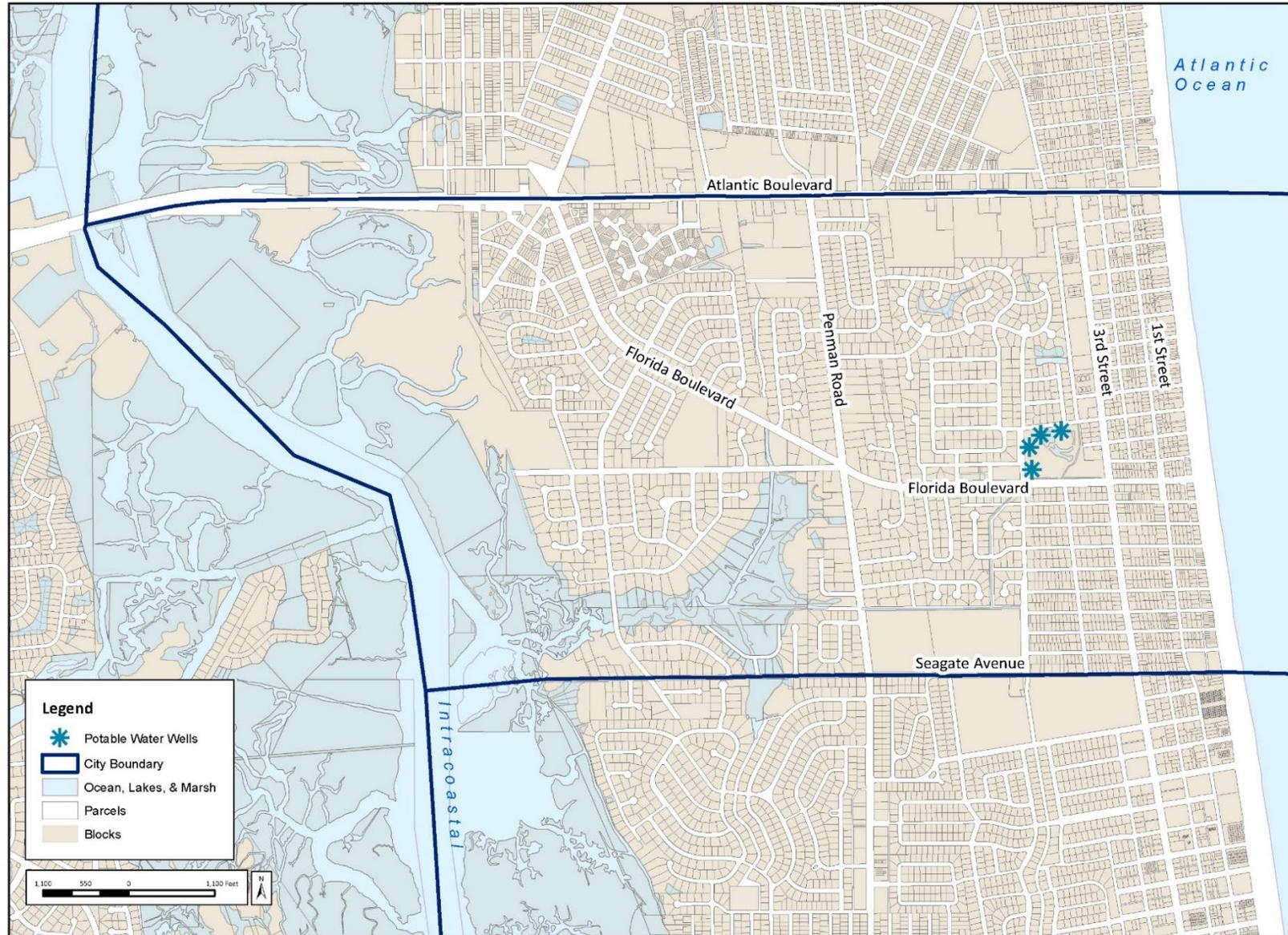
Map A-3: Coastal High Hazard Area (CHHA)



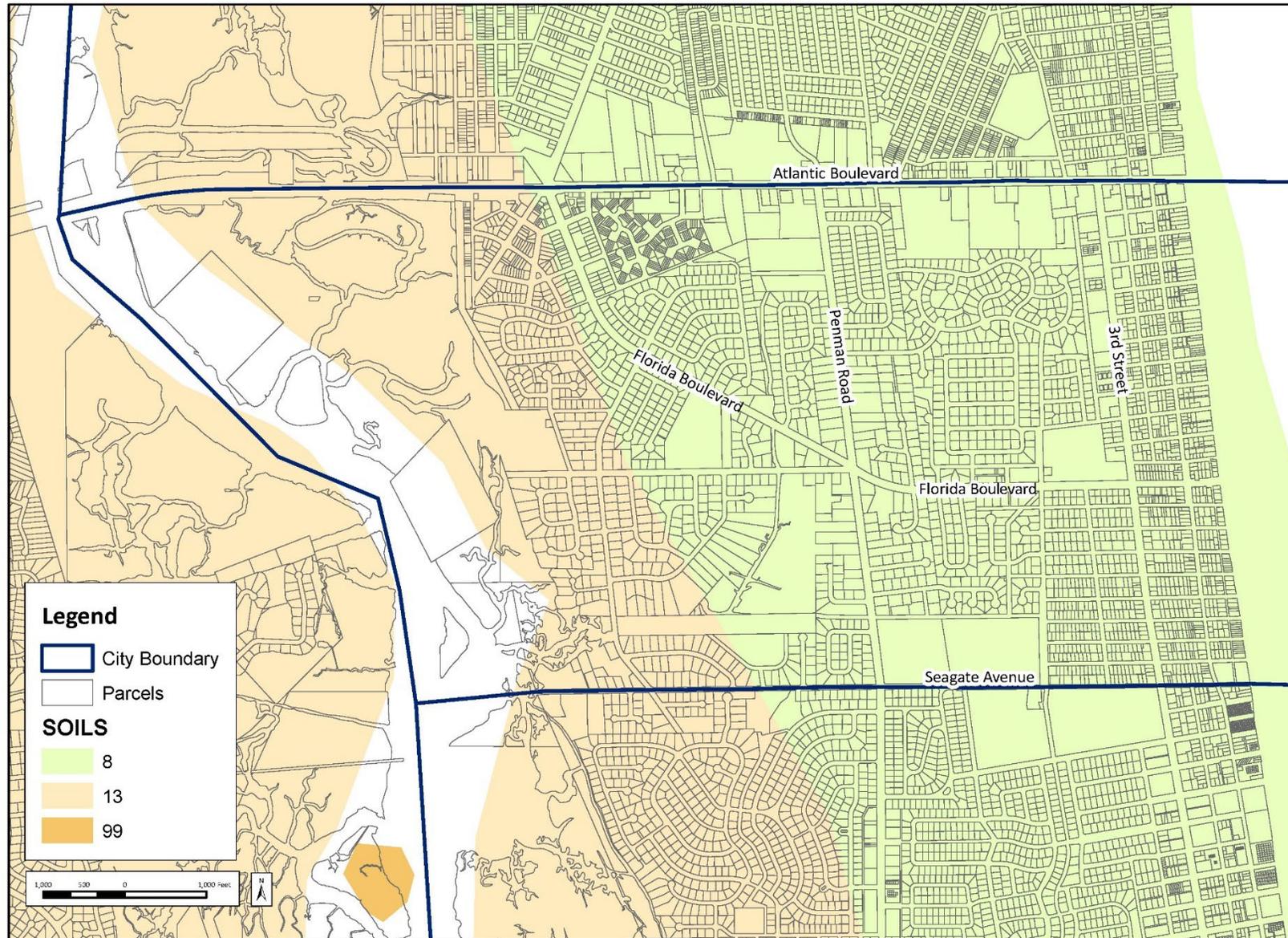
Map A-4: Flood Zones



Map A-5: Potable Water Wells



Map A-6: Mineral & Soils



B. Transportation Element



Transportation Element

INVENTORY & ANALYSIS

**Note: The Inventory and Analysis sections within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan, but serve as a guide to inform the origins of thought while preparing the adopted Goals, Objectives, and Policies.*

INTRODUCTION

This Transportation Element provides an analysis of transportation, mobility, safety, traffic circulation, parking, and land use coordination to support multimodal public and private transportation innovations. Particular emphasis has been placed on pedestrian safety in order to increase the walkability of our community while reducing an overreliance on the automobile. Traffic congestion at major intersections, such as Atlantic Boulevard with Third Street, and the Five-Way Intersection, have been explored through community visioning and intergovernmental coordination to effectively plan for the future. Along Atlantic Boulevard and Third Street A1A, the automobile continues to dominate, and roadway classifications continue to reinforce speeds that make pedestrian crossings precarious.

This element and this plan encompass a timeframe of twenty-five years, resulting in the planning horizon year of 2046, which has been incorporated into the analysis of future conditions. Existing and planned Transportation Facilities are identified within map B-1 of the map series. Traffic data from the Florida Department of Transportation (FDOT), North Florida Transportation Planning Organization, Jacksonville Transportation Authority (JTA), and the City's Department of Public Works has been considered when preparing this element.

Community collaboration accentuated the need for greater safety, walkability, and interconnectivity through multiple modes of transportation that coordinate not only with land use but that will also advance the quality of life. From reducing roadway classifications and lane widths, to adding street trees, bollards, hardscaping, and advanced signalization, we have begun the process to realize the community vision to advance safety and walkability to promote a true pedestrian scale and orientation.

This Comprehensive Plan update is taking place just as several trends and technologies are reshaping transportation and infrastructure design at the national, state, regional, and local levels. National standard setting organizations are reviewing methods for forecasting, analyzing, planning, operating, and managing transportation systems. This is reflected in FDOT's update to the State Transportation Plan, which includes new concepts such as Vision Zero, use of technology, reduced greenhouse gas emissions, and alternatives to single occupancy vehicles. Moreover, the Department is expanding the destination of performance to include traveler access to important destinations, a departure from previous definitions focused solely on auto travel metrics.

Because many of these technologies and innovations are in testing and pilot phases, it can be difficult to create detailed objectives and policies within a Comprehensive Plan's Transportation Element. However, ideas generated during the visioning process can create a foundation for futureproofing Neptune Beach's transportation system. In the Comprehensive Plan, we can build objectives and policies to help position Neptune Beach for grants, technical assistance, and partnerships that are critical for testing, launching and scaling new mobility services. In the event an impactful technology gains rapid market adoption, the town can mobilize quickly to manage new services, hardware, software, and infrastructure without a lengthy plan modification. In addition, the expected surge in connected devices will likely result in the need for additional communications infrastructure. While federal and state entities have issued pre-emptive rules that limit a locality's ability to fully regulate the look and placement of communications infrastructure, language within a Comprehensive Plan can lay the groundwork for negotiations that meet all stakeholder needs. Citizens seeking to further engage the community planning process can use the data available within this element to continue to advance the design

and application of safety and quality for the community. This element provides a summary of transportation, mobility, parking and safety concerns, in addition to the goals, objectives, and policies that will formally be adopted as part of the new City of Neptune Beach Comprehensive Plan.

Reorienting the Focus to Vehicle Miles Traveled (VMT) instead of Level of Service (LOS) Standards

This element also sets the stage for a transition to Vehicle Miles Traveled (VMT) in lieu of Level of Service to reorient the focus to actual use instead of capacity and demand. This transition will identify approaches to best serve the community and will help identify advancements to situate the City in line with other leading cities throughout Florida to meet the current and future state requirements for the transportation element.

Vehicle Miles Traveled (VMT) focuses on actual usage or vehicular travel across the system rather than just at specific points. VMT is estimated per person or per household, as opposed to focusing on capacity of individual roadways. LOS is indicated by assigning Alphabetical letter, where “A” indicates the highest level of surplus capacity; “D” is often considered the lowest acceptable standard; and “F” being the worst, with travel demand exceeds road capacity. This focus takes into account several factors including a measure of traffic density (or congestion), speed and travel time, maneuverability, driving comfort, convenience, and operating cost. The advantage to using LOS in the past was due to its universal application that overcame difficulty in comparing average speeds for different road classifications. The lower limit (lowest speed, highest volume) of this LOS has been used in the design of highways.

The following are general descriptions of the six Levels of Service:

LOS A = Free- flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.

LOS B = Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.

LOS C = Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.

LOS D = High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.

LOS E = Unstable flow at or near capacity levels with poor levels of comfort and convenience.

LOS F = Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

The 2020 FDOT Quality/Level of Service Handbook was used to estimate the standard for determining acceptable and unacceptable standards for pedestrian, bicycle, and transit in addition to vehicular operating conditions. By starting with the pedestrian, we will more readily achieve the desired community outcome of a stronger and safer pedestrian orientation. These standards frame for review and consideration the individual delay and facility attributes for the pedestrian. The Bicycle LOS also considers intersectional delays and facility attributes, but includes volume and speed of adjacent vehicles, presence of on-street parking, and pavement conditions. With transit the focus is on service levels, while the shift for automobiles is from Level of Service (LOS) to Vehicle Miles Traveled (VMT).

Even still, the 2020 FDOT Handbook incorporates standardized service volumes and quality for each of the LOS designations listed above, providing an overview of the operating conditions for roadway segments. More refined methods can be used during concurrency review for those segments where a more detailed traffic engineering analysis is critical for determining whether there exists adequate roadway capacity. Within the 2020 FDOT

Handbook, more emphasis is placed on Q/LOS Principles including the dimensions of mobility, which include quality of travel, quantity of travel, accessibility, and capacity utilization.

The 2020 FDOT Handbook emphasizes Pedestrian LOS (PLOS) as based on the following four critical variables: sidewalk existence, lateral separation of pedestrians from vehicles, vehicle volumes, and vehicle speeds. For bicycles, BLOS is based on average width of the outside through lane, vehicle volumes, vehicle speeds, heavy truck volumes, and pavement condition. Transit LOS is based on averages, turning movements, queue spillback, capacity, and frequency. Furthermore, due to the multimodal nature of contemporary mobility and transit, Transit LOS also is based on a combination of Pedestrian and Bus Analyses that consider roadway crossing, passenger load factor, facilities, and amenities. For traditional vehicular LOS, the 2020 FDOT Handbook determines service volumes based on a number of standardized factors including 1) area type; 2) roadway functional classification; 3) number of lanes; 4) median type; and 5) number of signals per mile. These factors, and more, are integral within the Concurrency Determination process. What is new since the last Comprehensive Plan update, which subsequent FDOT Handbooks have advanced, is the reorientation to the pedestrian and a much more diverse concept of mobility where vehicular LOS is one minor portion of the overall picture and the 2020 iteration motions to innovations using VMT. Furthermore, the Handbook defines each roadway type, and sets minimum LOS standards for roadways based on State Highway System. Roadway types include freeways, highways, and arterials: class I and II. Area types are also factored into LOS, which include core urbanized, transitioning, urban, and rural areas.

More specifically, the LOS for urbanized areas of over 500,000 people apply to roadways within Neptune Beach, since our City is part of the Jacksonville Urbanized Area. The FDOT standard for all roadways in such urbanized area is LOS D. However, pursuant to S. 163.3180(10), Florida Statutes, a local government may adopt an alternative LOS standards for any State roadway that is not on the Florida Intrastate Highway System (FIHS). Since none of the roadways within Neptune Beach are on the FIHS, the LOS standards may be adopted that are lower than those adopted by FDOT.

EXISTING OPERATING CONDITIONS

An analysis of the existing transportation network was performed as part of the visioning process to determine if a reclassification of local roadways is necessary to best achieve the vision of the community. Further, an inventory of roads and information regarding trails and sidewalks, parking, and other forms of mobility were collected to construct maps and to create an analysis as comprehensive as possible that takes into consideration existing capacities and volumes, but that also considers vehicle miles traveled to discover the potential for opportunities to truly maximize the pedestrian orientation through advanced safety measures, and mobility and parking innovation.

Atlantic Boulevard (State Road 10) is one of two major roadway corridors to the Beaches. It is also the most heavily traveled of the two corridors, because it is the most direct route from the City of Jacksonville to the Mayport Naval Station. Atlantic Boulevard is a six-lane roadway with commercial establishments located on both sides of the roadway. East of the Intracoastal, the City of Neptune Beach is located on the south side of Atlantic Boulevard, and the City of Atlantic Beach on the north side. Both residential scale cities are populated with local restaurants, retail, and other commercial establishments. Third Street (State Road A1A) is the major north-south corridor of Neptune Beach. The major function of this road is to provide north-south access through the beach communities and linkages to the east-west arterials and collector roadways. Half of Third Street provides access to abutting commercial properties and the other half to local streets. Penman Road and Florida Boulevard are two-lane collectors that are controlled and maintained by the City of Jacksonville. Seagate Avenue is also a two-lane collector, and the north half of the right-of-way belongs to the City of Neptune Beach.

CONTEXT CLASSIFICATION SYSTEM AND NEW DESIGN STANDARDS

The Community Visioning process revealed key issue and proposed improvements and policies to achieve the goals identified by the community. First, collaboration with FDOT is needed to adopt a new Context Classification Map for state roads and to create a local classification of street types to guide improvements on city roads. This will help to increase walkability, safety, and quality through the potential reduction of automobile speeds, lane number, and lane widths. One of the community's greatest safety concerns surrounds the traffic collisions that have occurred at the intersection of Atlantic Boulevard and Third Street/A1A. Second, to further advance the community-identified priority for pedestrian safety, the need to implement intersection safety improvements, including high visibility crosswalks, signage, and pedestrian activated (HAWK) beacons was identified as a result of community collaboration throughout the visioning process. Third, the community emphasized the need to complete the East Coast Greenway multi-use path widening project along Florida Boulevard.

Next, the desire to transform Penman Rd into a complete street with dedicated paths for pedestrians and cyclists and more frequent crossing areas was identified. Additionally, the community identified the need to prioritize bicycle and pedestrian safety at the five-point intersection of Florida and Penman Road. Additionally, multi-use paths and/or separated bicycle and mobility lanes were identified for coordination as part of the upcoming stormwater construction projects on 1st and 3rd Street.

Further, the community identified the desire for improvements along Atlantic Boulevard. This will require collaboration with FDOT to implement improvements along Atlantic Boulevard to study the possibility of widening the sidewalks and/or incorporating a two-way cycle track on one side of the road. To advance multimodal options and bicycle facilities, the creation of additional trails to advance connectivity to other trails will lead to the advancement of planning trails to connect to the schools and bicycle and pedestrian marsh walks will serve to connect Seagate Avenue over Hopkins Creek. Finally, the prioritization of improvements along school routes was identified through the visioning process that will be advanced through the implementation of a safe routes to school program and through investments in neighborhood traffic calming programs.

TRANSPORTATION

A transportation system that provides mobility for Neptune Beach residents is critical to enhancing quality of life and improving access in and out of the City. Whether walking to the beach, biking to school, driving to work, or taking a shuttle to the airport, we must take a comprehensive look at how well this interconnectivity works to advance transportation policy. The City must focus on accessibility for multiple modes of transportation instead of just a single mode that is dependent upon single driver vehicular access. Through a comprehensive analysis, we can advance recommendations that improve existing mobility services while revealing where innovation can catalyze and optimize the local and regional transportation system. Pavement management is increasingly important as multi-modal needs and the number and type of vehicles continues to rise, which require advanced planning and collaboration to ensure safety as well as the provision and maintenance of quality infrastructure and amenities to prevent conflictual situations that can arise from the growing competition for travel within streets, sidewalks, and along curbsides.

REGIONAL CONNECTIVITY

Bus Service

Residents of the City of Neptune Beach have numerous options for regional connectivity made possible through the Jacksonville Transportation Authority (JTA), which provides access to downtown Jacksonville, the Airport (JAX), as well as the Port (JAXPORT).

Three routes provide access to and throughout the beaches: #205 Beaches Express, #10 Atlantic, and the First Coast Flyer Red. The #205 Beaches Express Route goes east along Beach Boulevard, south on Third Street/A1A,

west on J. Turner Butler Boulevard, I-95 North, to Bay crossing the Hart Bridge back to Beach Boulevard. The #10 Atlantic Route passes directly through the jurisdictional boundary, operating along Atlantic Boulevard, down Third Street/A1A, across J. Turner Butler Boulevard and I-95, returning to Atlantic Boulevard. The First Coast Flyer Red Route operates through Beach Boulevard to Jacksonville Beach, turns south on Third Street/A1A, down J. Turner Butler Boulevard, to I-95 North, to Atlantic Boulevard and down Southside Boulevard.

The Atlantic Route in its current form went into effect in May 2020 and includes a stop on Royal Palms Drive and Atlantic Boulevard at the Atlantic Village Shopping Center, which further connects residents of Neptune Beach to commercial centers along A1A and Downtown Jacksonville. The Atlantic Route assimilated the service area of the discontinued Beaches Trolley, which was supplanted in 2017 by an on-demand shuttle service called Beach Buggy.

For travel from south to north beyond Atlantic Boulevard, Neptune Beach residents may ride the Mayport Route (#24), which is also accessible via Atlantic Boulevard and Royal Palms Drive. This route travels north and terminates at a stop by the St. Johns River Ferry and the Wonderwood Park-n-Ride station. Residents can connect to the Mayport Express (#202) at this Park-n-Ride station allowing for faster east to west travel between transportation, an advantageous connection for commuters from the Neptune Beach and Jacksonville areas.

For travel from north to south, Neptune Beach residents may ride the Atlantic Route to 3rd Avenue South and A1A where they can transfer to the First Coast Flyer Red Line, a new service offering (effective May 2020) providing a second east to the west connection between the region's east coast and Downtown Jacksonville. The routes herein described allow residents of Neptune Beach access to critical connections and attractions, including the TIAA Stadium (via the Rosa Parks Station), Jacksonville Executive Airport (Atlantic Route), and Downtown Jacksonville (Atlantic, First Coast Flyer, and Mayport Express).

There are a variety of payment methods available, namely an e-commerce website, the STAR card website, and the MYJTA mobile application. Fares range from free (for riders age 65 and older) to \$2.75 for express route fares. As of May 2020, there was no indication that JTA intended to expand service offerings within the Neptune Beach area. Private bus companies also serve Neptune Beach, bringing tourists on day trips to the Beaches Town Center.

Boat/Marine

There are no boat routes within the City of Neptune Beach. The closest port is JaxPort located approximately 20 miles to the northwest of the City. Residents may traverse the St. Johns River by way of the St. Johns River Ferry proximal to the Mayport Route bus connection on Atlantic Boulevard and Royal Palms Drive. There also do not appear to be any publicly available docks or boat ramps within the City.

Airport

The closest airport to the City of Neptune Beach is the Jacksonville Executive at Craig Airport (CRG), located in the City of Jacksonville. The airport is accessible by way of the Atlantic bus route, which includes a stop at Atlantic Boulevard and St. Johns Bluff Road.

LOCAL CONNECTIVITY

There are a variety of local connections available to Neptune Beach residents, including paratransit service, local school bus stops, seasonal buses and trolleys, bike paths, and shared use trails. JTA Paratransit Service: The Jacksonville Transit Authority's Connexion and Connexion Plus services constitute paratransit options for Neptune Beach residents and provides service for "people with disabilities who are functionally unable to use fixed-route services for some or all of their transportation needs, and for people who are transportation disadvantaged (TD)." The cost of Connexion ranges from \$3.00 (American with Disabilities Act) or \$3.50 (Transportation Disadvantaged) or \$6.00 for out-of-county TD fare for authorized medical trips. In addition to offering an alternative to fixed-route transit, residents may also take advantage of travel training for individuals using fixed-route transit who are eligible for ADA transit. The Connexion Plus service provides an enhanced (private, same-day, door-to-door)

service option for a marginal increase in price (\$6.00 per passenger). Local School Bus: The walk/bikeshed of Neptune Beach, based on local schools, saturates the entirety of the City of Neptune Beach, necessitating extensive walking and biking connections throughout the city boundaries.

Microtransit: Seasonal Buses & Trolley

Following the discontinuation of the Beaches Trolley circulator, the Jacksonville Transit Authority (JTA) partnered with Beach Buggy to provide transportation to residents and visitors of Neptune Beach. Beach Buggy provides free rides and recommendations to residents and visitors of Neptune Beach and other contiguous east coast municipalities including Jax Beach, and Atlantic Beach. The vehicle offerings are environmentally friendly, zero-emission, long-range, and 8-10 seater electric carts and 14-passenger vans.

Microtransit: On-Demand Ride Service

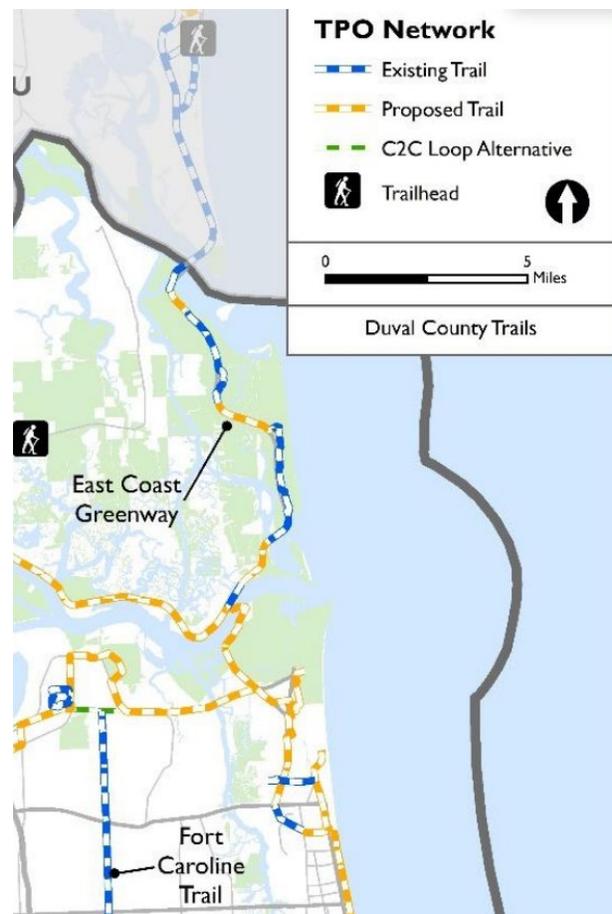
Jacksonville Transportation Authority offers “affordable, on-call transportation” to 11 communities in Jacksonville, including parts of Neptune Beach. Dubbed “ReadiRide,” this service facilitates pre-scheduled rides using the MyJTA app anywhere within a designated zone from Monday through Saturday (6 AM - 7 PM) at the rate of \$2.00 per passenger each way. On demand service must be in the same designated zone. For example, if you are picked up within the Beaches zone, you must be dropped off within the Beaches zone.

Bicycle Trails

Currently, the City of Neptune Beach’s trails include the East Coast Greenway along Florida Boulevard, with multiuse paths lining 1st Street. These paths serve as a nexus to regional cycling infrastructure. Future improvements are guided by several regional plans. In September of 2017, the City of Jacksonville published its Pedestrian and Bicycle Master Plan. This plan incorporated improvements identified in the 2016 report by the North Florida Transportation Planning Organization titled, “Downtown to Beaches Bike-Ped Connectivity Study” and accompanying “Duval County Beaches Bicycle and Pedestrian Focus Area Study. In 2018, the TPO published the Northeast Florida Regional Multi-Use Trail Master Plan.

The focal planning areas within the City of Neptune Beach’s regional bicycle network include:

- The TPO’s Downtown to Beaches regional plan.
- The TPO’s Atlantic/ Neptune Path. This 8.2 mile trail through City of Atlantic Beach and City of Neptune Beach connects the East Coast Greenway network along Mayport Road, Sherry Drive, Plaza, and Jarboe Park.
- Multi-Use Paths along Penman Road from the northern to the southern extent of the City, Indian Woods and forest Marsh Drive, Kings Road, Seagate Avenue, and 5th Street.



Pedestrian Trails

In addition to the multi-use paths, pedestrian connections are proposed along A1A to reduce long-standing traffic safety hazards along the corridor. Maps included in the “Duval County Beaches Bicycle and Pedestrian Focus Area Study” provide some insight into existing sidewalk infrastructure. Of note is the dearth of sidewalk connections to the west of the city, and the limitations of existing sidewalks. For example, sidewalks may only be available to pedestrians on one side of a street. Since the city is only a total of 2.5 square miles, pedestrian connectivity can and should be prioritized.

STREETS & VEHICULAR CONNECTIVITY

Like many American cities located outside a large urban center, Neptune Beach residents primarily commute to a regional employment center in single occupancy automobiles. According to the 2017 Census Data American Community Survey update, 84.8% of workers in Neptune Beach drove alone, followed by 7.41% who worked at home, and 2.73% who Carpooled. In accord with many residents having to drive, car ownership in Neptune Beach is very high; only 1% (44 people) reported not have access to a personal automobile. 40% of households reported having three or more cars.

Major Thoroughfares

State Road A1A is a major four-lane roadway that passes through the City. On the north side of the City, for approximately 1.3 miles, it is called Atlantic Boulevard. Then it makes a 90 degree turn to go south. It is then called 3rd Street paralleling the ocean shoreline for approximately 1.2 miles. Further west, Atlantic Boulevard continues west as State Road 10 over the Intracoastal Waterway towards Jacksonville. A1A branches off Atlantic Boulevard north as Mayport Road and continues south as Florida Boulevard.

According to FDOT District 2 2010 Census Functional Classification, the functional classifications of roadways in Neptune Beach, by the North Florida Transportation Planning Agency, are:

- Atlantic Boulevard (A1A): Principal Arterial
- 3rd Street (A1A): Principal Arterial
- Florida Boulevard: Major Collector
- Seagate Avenue (from Penman Road to 3rd Street): Major Collector
- Penman Road: Minor Arterial

More significant than FDOT’s functional classification of roadways, is its newer system of context classifications. This new system is used to plan and design state facilities in greater harmony with the surrounding land use characteristics. The context classification assigned to a roadway determines key design elements, including speed, lane width, street tree placement, and street parking, among other things. The classification system includes:

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

The FDOT’s current context classification map for Neptune Beach assigns Atlantic Boulevard west of Seminole Road as C3C and Atlantic Boulevard from Seminole Road to 3rd Street, as well as all of 3rd Street, as C4. The traffic counts and level of service for Neptune Beach’s primary roadways are included in the table below.

Road Link	Average Annual Daily Traffic (AADT)	Traffic Count	LOS AADT Capacity
Atlantic Boulevard/ICW to Mayport Road	51,500	33,800	LOS D
Mayport Road to Penman Road	38,500	33,800	LOS D
Penman Road to 3rd Street	25,000	33,800	LOS D
3rd Street/A1A Atlantic Boulevard to Florida Boulevard	25,000	33,800	LOS D
Florida Boulevard to 15th Avenue 29	29,000	33,800	LOS E
Florida Boulevard 3rd Street to Atlantic Boulevard	18,000	17,160	LOS E
Penman Road Seagate Avenue to Florida Boulevard	18,000	17,160	LOS E
Florida Boulevard to Atlantic Boulevard	5,900	17,160	LOS E
Seagate Avenue 3rd Street to Penman Road	4,700	17,160	LOS E

Bicycle and Pedestrian Facilities

Relevant findings within the North Florida TPO’s 2019 Regional Multi-Use Trail Plan include recommendations to alter traffic control on existing pavement such as delineating bike lanes, creating sharrows, and creating wayfinding links. Below is an illustration of the existing and proposed trail network through the City of Neptune Beach and its connectivity to the overall region.

Recommendations from the City of Jacksonville’s *Pedestrian and Bicycle Master Plan* (2017) include:

Safety recommendations

1. Install sidewalks where missing and increase sidewalk widths. Six feet wide sidewalks are recommended to advance the pedestrian orientation and to provide space for increased social interaction.
2. Continue to provide ample sidewalk buffers. The sidewalk buffer represents the area between the sidewalk and the roadway. While many of these spaces are used for stormwater management, vegetative buffers advance safety by serving to remind drivers that they are within a neighborhood. Buffers increase the pedestrian’s feeling of safety, which promotes walking as a viable and desirable mode choice. Buffers also create space for street trees and street furniture. The recommendation is for a five-foot minimum buffer “to accommodate stormwater, street trees, and roadway signs and poles.”
3. Reduce curb radii at intersections. A lower curb radii lowers the speed of turning vehicles and therefore increases safety. A 15-foot curb radii is recommended at street intersections and tighter radii are recommended at driveways.
4. Mark crosswalks along routes which should expect high numbers of pedestrians. Marking crosswalks signals to drivers that pedestrians have the right-of-way and are likely to be within these spaces.
5. Install traffic calming devices.
6. Install chicanes. Chicanes are traffic calming measures that decrease speed through diversions that also increase driver attention. These can also serve as planters to increase landscaped areas.
7. Install mini traffic circles. Mini-traffic circles help to reduce speed, promote safety, and reduce collisions.
8. Install humps, bumps, and speed tables.

Enhancing access

1. Complete the sidewalk network by filling gaps and by installing sidewalks across driveways.
2. Include buffers from the roadway when installing new sidewalks and retrofitting existing sidewalks.
3. Prioritize lane reductions/road diets on four-lane or two-lane roadways with parking.
4. Install high visibility crosswalks with frequency.
5. Install center median islands with frequency.
6. Reduce curb radii.

7. Identify locations for, and install rectangular rapid flashing beacons (RRFBs).
8. Apply road diets, wider sidewalks, bicycle networks throughout downtown
9. Install outdoor seating, sidewalks across driveways
10. Narrow curb radii.
11. Mid-block crossings with median islands and high visibility pavement markings
12. Raise crosswalks.
13. Make room for parallel parking.
14. Realign diagonal parking from front-in to back-in and consider parallel parking as a substitute to provide more space for sidewalks, outdoor seating, and buffer areas.

Major arterials

1. Install RRFBs
2. Install high visibility crosswalks
3. Add road buffers
4. Apply road diets and lane reductions
5. Install “no right on red” automatic signals at signalized intersections
6. Reduce curb radii
7. Add more frequent opportunities to cross roadways
8. Install medians which reduce conflicts by creating right-in and right-outs
9. Reduce driveway widths and driveway curb radii
10. Plan safe connections to adjacent neighborhoods
11. Realign buildings to front the roadway
12. Sidewalks of sufficient width buffered from the roadway

Other Key Recommendations:

Biannual intergovernmental coordination meetings with partner agencies to “coordinate street resurfacing, major construction projects, planning studies,... and development projects implementing the Pedestrian and Bicycle Master Plan...(to) improve conditions for walking and bicycling.”

Buffered Bike/Mobility Lanes

Like conventional bike lanes, buffered bike lanes run along the curbs of the roadway or adjacent to on-street parking. However, they offer additional protection from moving traffic in the form of a buffer space between the edge of the bike lane and the edge of the vehicular travel lane. Adding a buffer encourages more cyclists to use the facility. Ideally the buffer should be at least 3 feet wide and marked with diagonal cross hatching or a chevron pattern. Buffered bike lanes are strongly preferred to conventional bike lanes in areas with greater traffic volume and higher travel speeds.

Separated or Raised Bike/Mobility Lanes

Separated or raised bicycle lanes are bike facilities that are physically separated from the roadway. Sometimes they are elevated to the plane of the sidewalk, often with a furnishing zone or planting strip between the bike lane and the roadway, and sometimes they are separated from moving or parked cars with a raised median that is at least wide enough to account for the opening and closing of parked car doors. Separated or raised bike lanes are more attractive to a wider variety of cyclists.

Two-Way Cycle/Mobility Track

Two-way cycle tracks are physically separated bicycle/mobility tracks that allow travel in both directions on one side of the road. They can be designed at the street level with a parking lane or other barriers between bikes and vehicles, or as a raised facility with the track separated vertically from the roadway. The benefits of two-way cycle

tracks are that they reduce the risk and fear of collisions, they allow for contra-flow bike travel on one-way streets, and they can have lower implementation costs. These facilities work best on streets with fewer driveways and cross-streets on one side.

Shared-Use Path

Shared-use paths are a type of trail designed to provide off-road routes for many different users including cyclists, runners, pedestrians, and manual or motorized wheelchair users. While similar to other recreational trails, these paths are part of a larger transportation system and serve as a supplement to on-street bike lanes, shared roads, and paved shoulders. In some cases, these paths are marked for different speeds of travel (walking speed vs. biking speed) and in other cases, they are just extra wide paths and shared equally by different users.

Nature Trail

A nature trail is a path designed for both outdoor recreational use and transportation. They are not usually adjacent to any roadway, though like shared-use paths and other bike lanes, they can still connect key destinations and points of interests throughout a city. Being located in more natural and vegetated areas, these trails offer pedestrians, runners, and bicyclists the opportunity to experience the great outdoors close to home and help foster a healthier lifestyle for the overall community.

Shared Street: “Sharrows”

Shared routes are typically located in compact or urban areas and on streets with low design speeds, where car traffic moves slowly and parallel parking lines each side of the street. They are often marked with a “sharrow”, a marking indicating that the travel lane is to be shared by cars and bikes. While sharrow markings can increase driver awareness of the potential presence of cyclists, a picture of a bike painted on the road is no substitute for the safety of a protected bike lane; the shared lane marking is only appropriate in locations where a protected all-ages-and-abilities facility is not possible.

Shared Street: Fietsstraat

A fietsstraat, or “bicycle street”, is the Dutch version of a bicycle boulevard. They are a type of shared street meant to provide a safe and slow environment for cyclists while still allowing access for local cars. This design, which includes elements like different colored asphalt, a central or pair of lateral bands of roadway pavers, and large clear markings identifying the street as a bicycle priority, is intended for use in very low traffic environments, such as quiet residential streets. Unlike a simple sharrow marking, a fietsstraat provides clearer visual and tactile cues to drivers that this is a different kind of street.

Shared Street: Woonerf

A woonerf, or “living street”, is a Dutch term for a street where bikes, pedestrians, and cars coexist. While cars can pass through, they do so with the feeling that they are entering a different kind of public space, one where they must slow down and be attentive to other users. This kind of street design could be applied on 1st Street between Atlantic Boulevard and Orange Street to provide Neptune Beach with a new pedestrian-dominated space for festivals and events, while still allowing car travel and on-street parking when needed.

As part of the Community Vision process in 2020, Neptune Beach has identified the necessary infrastructure as well as the opportunities to advance mobility that puts bicycle and pedestrian facilities at the forefront. Neptune Beach has added several segments within the Florida East Coast Greenway to further expand connectivity. Safety continues to be the priority and the community has collaborated in the design and consideration of advancements that create well lit, clearly demarcated, and appropriately buffered facilities and amenities through buffers, advanced signalization, additional street trees, street furniture, and advanced street network design.

Data Partnership with Regional Entities

New technologies provide a host of methods for monitoring and measuring travel variables in real time, as well as growing capabilities for predictive analytics. As such, transportation users and stakeholders increasingly expect transportation systems to be built on data-informed processes and want the ability to track transportation performance. The state of Florida, and the Jacksonville region in particular, are national leaders in smart city and transportation technology. With this comprehensive plan update, Neptune Beach can join forces to link the Key Performance Indicators developed in the vision plan (page 215) to a data strategy (data collection, use of data plan, analytics, and data management). Data partnerships will also be critical to monitor the degree and persistence of COVID-related changes such as work-from-anywhere patterns and the increase in cycling.

NEEDS ASSESSMENT

As part of the 2020 Community Vision Plan process, the City of Neptune Beach has performed an assessment that factors in future traffic projections that also considers the appropriateness of existing and potential roadway classifications. While Level of Service (LOS) and Capacity are still prevalent measures, we also seek to consider Vehicle Miles Traveled (VMT) to begin to more accurately assess our future mobility needs as a coastal beachfront town. Findings, obtained through this year of collaboration, revealed the dire need to right-size facilities to advance the pedestrian orientation in Neptune Beach that will improve the safety and walkability of our streets.

By advancing the connectivity and quality of our street networks, we can reduce lanes and lane widths to further achieve these ends. Through the extension of streets, such as Lemon Street, we can better accommodate increased volume. We can also potentially allow for future lane eliminations on Atlantic Boulevard and A1A. Through an advanced street network and through the elimination of extra lanes and by reducing lane widths we can reduce speed limits through Context Reclassifications from FDOT.

According to FDOT District Two's 2018 Bike Ped Gap Study, the existing and future bicycle and pedestrian demand and LOS for Neptune Beach reveals the existing bicycle facilities, primarily currently consist of paved shoulders. Also included is data on existing bicycle facilities, existing pedestrian facilities, bicycle level of service, pedestrian level of service, Year 2010 estimated demand, Year 2040 potential demand, 2013-2017 bicycle crashes, and 2013-2017 pedestrian crashes. Demand projections from 2010 as compared to 2040 appear to remain relatively unchanged; however, they are high for a thoroughfare through a walkable, primarily residential oceanfront community reflecting a demand score of 20-30, matching segments of Atlantic Boulevard in Jacksonville and just 2 classifications below U.S. Highway 1 with a demand score ranging between 40-100.

GOALS, OBJECTIVES, AND POLICIES

All transportation related activities within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal B.1

The City shall prioritize non-motorized forms of mobility for all residents and visitors to the city through the transformation of major streets into complete streets with dedicated paths for pedestrians and cyclists with crossing areas that promote accessibility and walkability.

Objective B.1.1

Safe Roadway Conditions

The City shall develop and maintain a roadway system that aims to provide the safest possible environment for pedestrian, bicyclists, and motorists.

Policies

- B.1.1.1** The City shall maintain a program to promote the safety of all activities occurring on streets and within rights-of-ways under the City's jurisdiction.
- B.1.1.2** The City's Department of Public Works shall be responsible for the planning, review, supervision, and coordination of all activities that impact the safety aspects of the roadway system. Public Works will also work with the Florida Department of Transportation (FDOT) and the City of Jacksonville for roads not owned by the City.
- B.1.1.3** The City shall develop and maintain its roadway system in accordance with the minimum criteria as set forth within the Florida DOT Design Manual and the Context Classification Guide, as well as the Future Context Classification Map (B-3).
- B.1.1.4** The City shall require warrants for installation of new traffic control devices and coordinate its efforts with FDOT.
- B.1.1.5** The City shall coordinate traffic signal systems with FDOT and the City of Jacksonville, and advance levels of intergovernmental coordination where feasible.
- B.1.1.6** Prioritize capital improvements along school routes and coordinate with JTA and FDOT to implement a Safe Routes to School program.
- B.1.1.7** Implement intersection safety improvements, including high visibility crosswalks, signage, and pedestrian activated signals.

Objective B.1.2

Construction and Maintenance Standards

The City shall maintain procedures for the maintenance, reconstruction, and construction of local roads, as well as for utility and emergency service functions, which aim to provide safe roadway operating conditions during these activities. The City will also develop and maintain a pavement schedule to ensure that roads remain in safe working conditions.

Policies

- B.1.2.1** The City shall develop and maintain a pavement schedule to ensure that roads remain in safe working condition.
- B.1.2.2** Proposed sidewalk, trail, and roadway improvement projects shall be evaluated and ranked according to the following guidelines:
1. The project is needed to protect public health and safety or to preserve or achieve full use of existing facilities.
 2. The project is needed to increase the efficient use of existing facilities or to prevent or reduce future improvement costs.
- B.1.2.3** The City shall address any existing roadway deficiencies prior to construction of new roadways.

B.1.2.4 The City shall continue to implement the Manual of Traffic Controls and Safe Practices for Streets and Highway Construction, Maintenance and Utility Operations prepared by the FDOT for minimum requirements of work site safety.

B.1.2.5 The City shall coordinate construction scheduling within the public rights-of-ways and shall minimize, whenever possible, any adverse impacts to normal traffic flow resulting from such construction.

Objective B.1.3

Operating Conditions

The City shall maintain and extend, where feasible, its existing street grid, which provides a network of connected neighborhoods for walking, biking, and traveling throughout the City and the adjacent cities with minimum vehicular travel miles and traffic congestion. With safety and quality at the forefront of the community vision, Neptune Beach seeks to improve context classifications to ensure maximum quality/level of service for pedestrian and bicyclists.

Policies

B.1.3.1 The City shall accept the 2016 Highway Capacity Manual Sixth Edition: A Guide for Multimodal Mobility Analysis definitions for Levels of Service (LOS) which utilize qualitative measures for establishing the operational characteristics of the various roadways.

B.1.3.2 The minimum LOS standards, as shown by the following table, shall be applicable to State highway system facilities within the City of Neptune Beach.

Table B-1 Minimum Level of Service Standards for State Roads

Street	Roadway Classification	LOS
Third Street (A1A)	Principal Arterial	Level of Service D
Atlantic Boulevard	Principal Arterial	Level of Service D

B.1.3.3 The City shall make LOS determinations on an as-needed basis by utilizing Average Daily Traffic (ADT) and peak hour data with the method established in the 2016 Highway Capacity Manual, sixth edition.

B.1.3.4 The City shall maintain provisions for landscaping and other buffering methods within the Land Development Regulations to prevent inappropriate land use relationships, to prevent noise transmission, to provide screening of unattractive view, and to enhance the aesthetic qualities of streets, neighborhoods, and public areas of the City.

B.1.3.5 The City shall maintain its existing street patterns, which have been developed to provide a network of connected neighborhoods for walking, biking and traveling throughout the City and the adjacent cities with minimum vehicular travel miles and minimal traffic congestion.

B.1.3.6 New retail and commercial development and redevelopment shall be designed to provide maximum accessibility for pedestrians and bicycles and, where possible, shall connect to adjacent commercial uses.

- B.1.3.7** The City shall pursue strategies to promote quality commercial development in close proximity to housing to promote multimodal mobility choices to further reduce vehicle miles traveled (VMT). In addition to the existing FDOT Context Classification Map (Map B-2), this element includes new proposed context classifications (Map B-3) to guide maintenance and street improvements and to regulate speed in such a way that prioritizes safety for all users and enhances neighborhood character.
- B.1.4.1** Commercial and subdivision development and redevelopment shall provide a block and street network, connecting with the City’s existing grid. The extension of streets such as Lemon Street are critical to increase the depth and quality of the vehicular transportation network.
- B.1.4.2** The City shall conduct curbside management studies to inform near-term management strategies and longer-term infrastructure design options.

Objective B.1.4

Provision of Bikeways and Multimodal Facilities

The City shall require that future developments provide and support a variety of safe transportation choices, including walking, biking, skateboarding, and shared mobility services.

Policies

- B.1.4.3** The City shall encourage new development and redevelopment to promote provisions for pedestrian and bicycle routes in the City. (Shown on the FLUM)
- B.1.4.4** The Land Development Regulations shall include provisions for bicycle and micromobility storage areas in multi-family developments, commercial developments, and recreational areas.
- B.1.4.5** All new streets, including unimproved existing rights-of-ways, shall be constructed to provide for safe use by bicycles and, where sufficient right-of-way exists, separated bicycle paths shall be provided.
- B.1.4.6** The City shall establish a high priority for improving infrastructure for Pedestrians and Bicyclists to achieve a LOS of B or better. Previous studies by FDOT indicated that the City’s main corridors, Atlantic Boulevard and Third Street/A1A, scored a LOS D on these state roads while the segment of Atlantic Boulevard between the bridge and Mayport Road scored a LOS F for pedestrians.
- B.1.4.7** The City shall construct a low-stress network of trails, shared streets, mobility lanes, and multi-use paths as shown in B-4, in order to connect residents in all parts of town to parks, the beach, the intracoastal, schools, and the Beaches Town Center.
- B.1.4.8** The City shall work with the City of Jacksonville to transform Penman Road into a complete street with dedicated path for pedestrians and bicyclists and more frequent crossing areas.

- B.1.4.9** The City shall study and adopt resolutions and regulations for autonomous vehicles and new mobility technologies, with emphasis on safety for pedestrians and bicyclists.
- B.1.4.10** The City shall determine steps to fund and attract an autonomous or driver-operated shuttle service including initiating conversations with the Jacksonville Transportation Authority (JTA) for automated shuttle feasibility studies.
- B.1.4.11** The City shall promote and provide infrastructure upgrades for microtransit and shared mobility services (e.g. Beach Buggy), including pick-up and drop-off zones in new development and redevelopment.
- B.1.4.12** The City’s Public Works, Planning and Community Development, and Police Departments shall engage with business and homeowner associations to promote community engagement and economic activity through temporary pop-ups and open streets programs.
- B.1.4.13** If future studies reveal the need for a public parking structure, the City shall design the structure as a mobility hub to supply multi-modal parking, recharging stations, pick-up and drop-off areas for transit and shared-use mobility, and flexible design features for adaptability.

Objective B.1.5

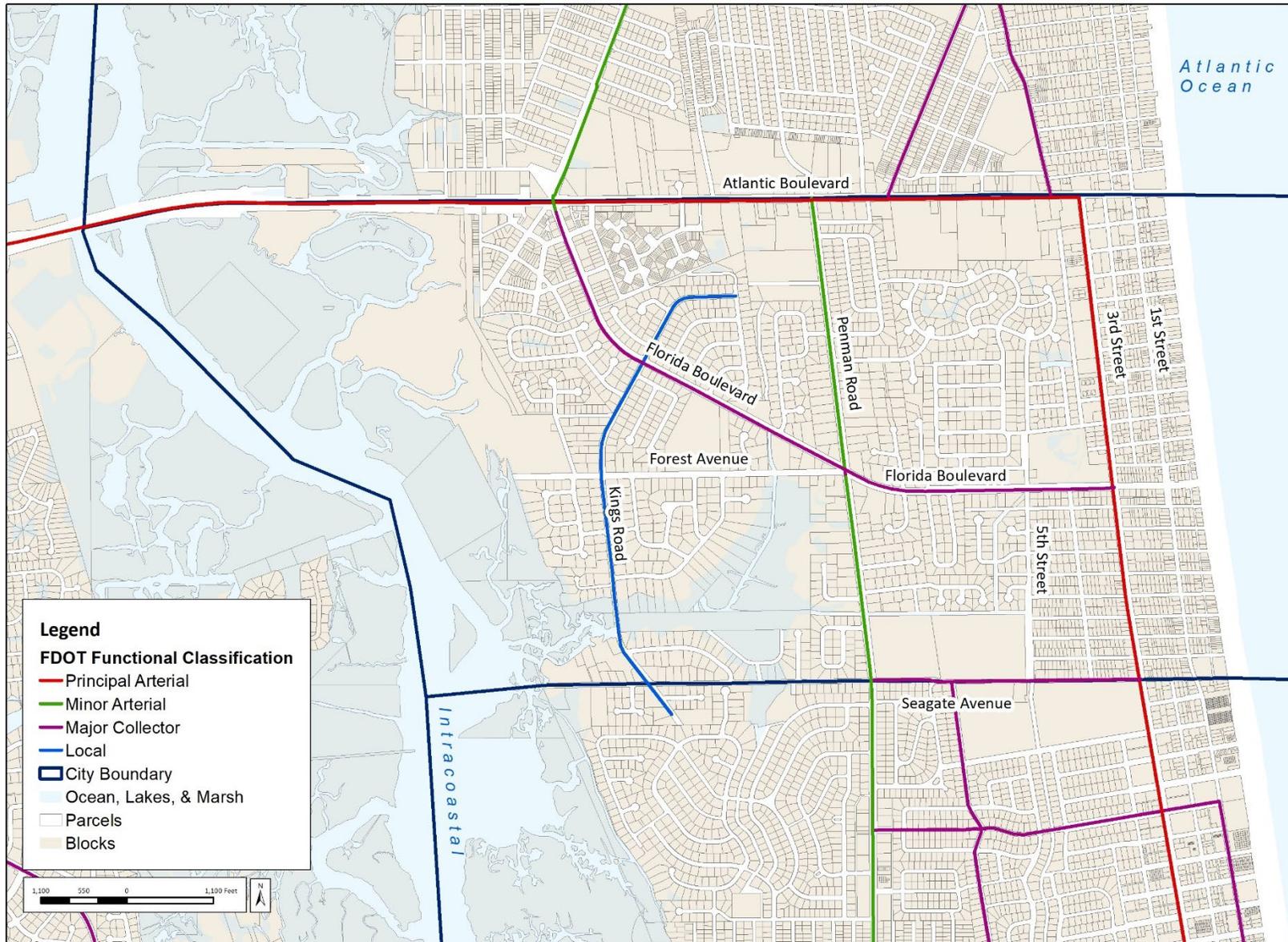
Coordination with Transportation Agencies and Partners

The City shall coordinate its transportation related activities with the plans and programs of all transportation facility providers including the North Florida Transportation Planning Organization (TPO), the Jacksonville Transportation Authority (JTA), the Florida Department of Transportation (FDOT), regional employers, and any other private transportation providers and shared mobility/on-demand services.

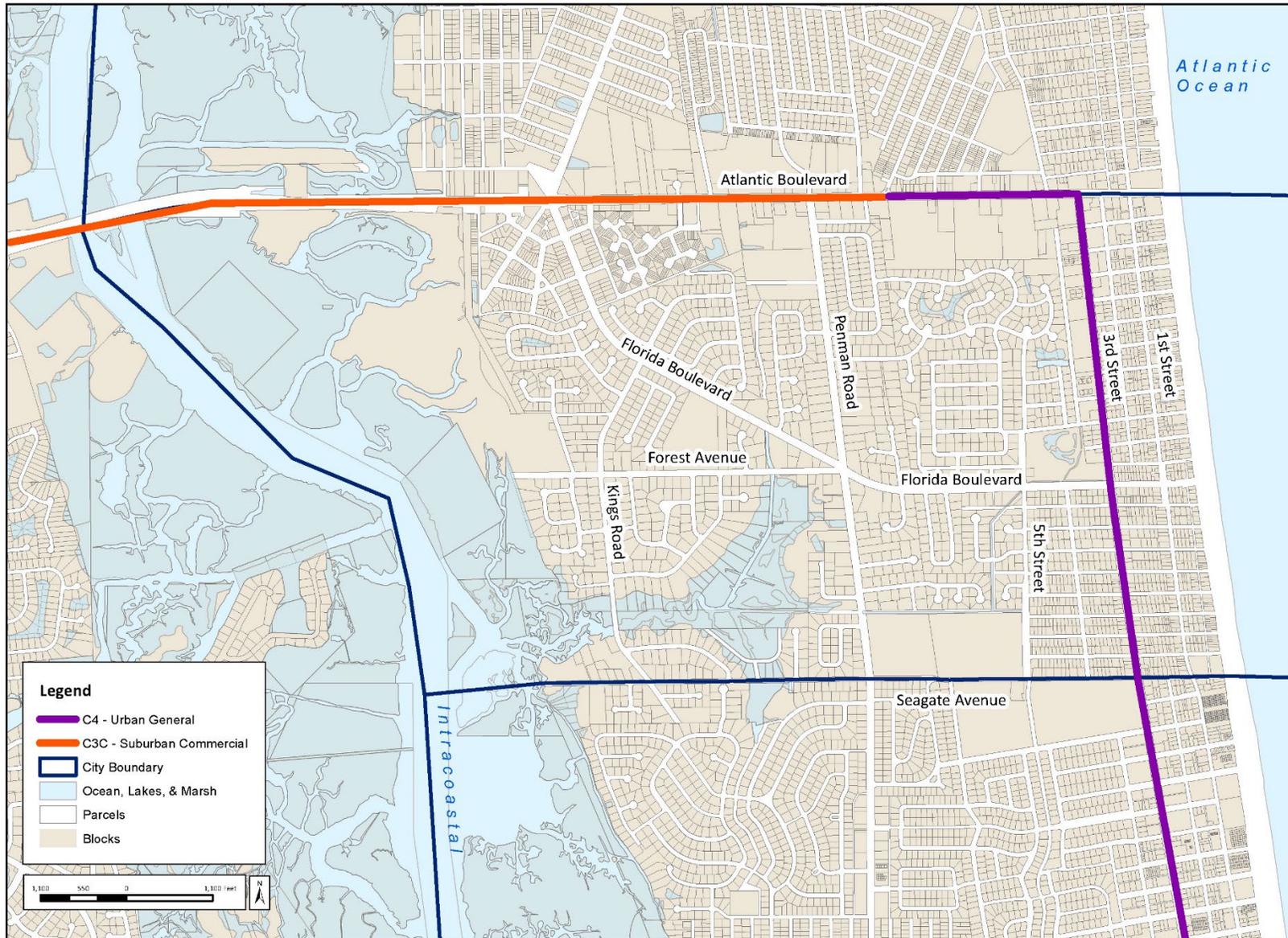
Policies

- B.1.5.1** The City shall coordinate transportation programs and roadway projects with regional agencies, including the North Florida TPO, FDOT’s District 2 office, and the JTA.
- B.1.5.2** The City shall develop and maintain Transportation Demand Management programs that include wayfinding, employer commuter programs, paid and shared parking programs for the Beaches Town Center, Safe Routes to School, and support for microtransit.
- B.1.5.3** The City shall work with regional agencies to proactively pilot and implement trip planning, ride hailing, and ticketing technologies as a Transportation Demand Management tool for local and regional travel planning.
- B.1.5.4** The City shall develop a Mobility Data Strategy in partnership with regional transportation agencies and providers, with attention to funding and grants for data collection.

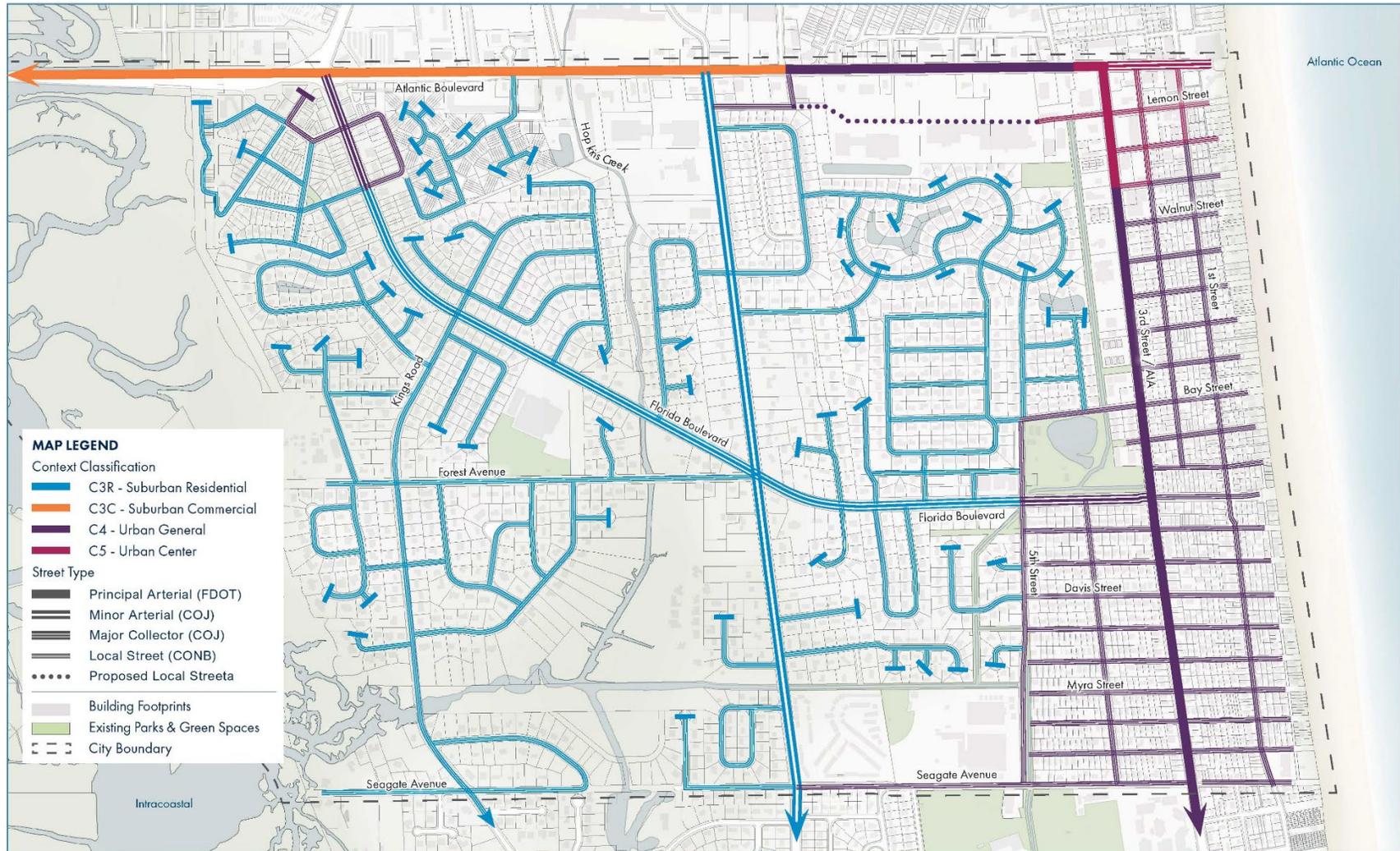
Map B-1 Existing Functional Classification Map



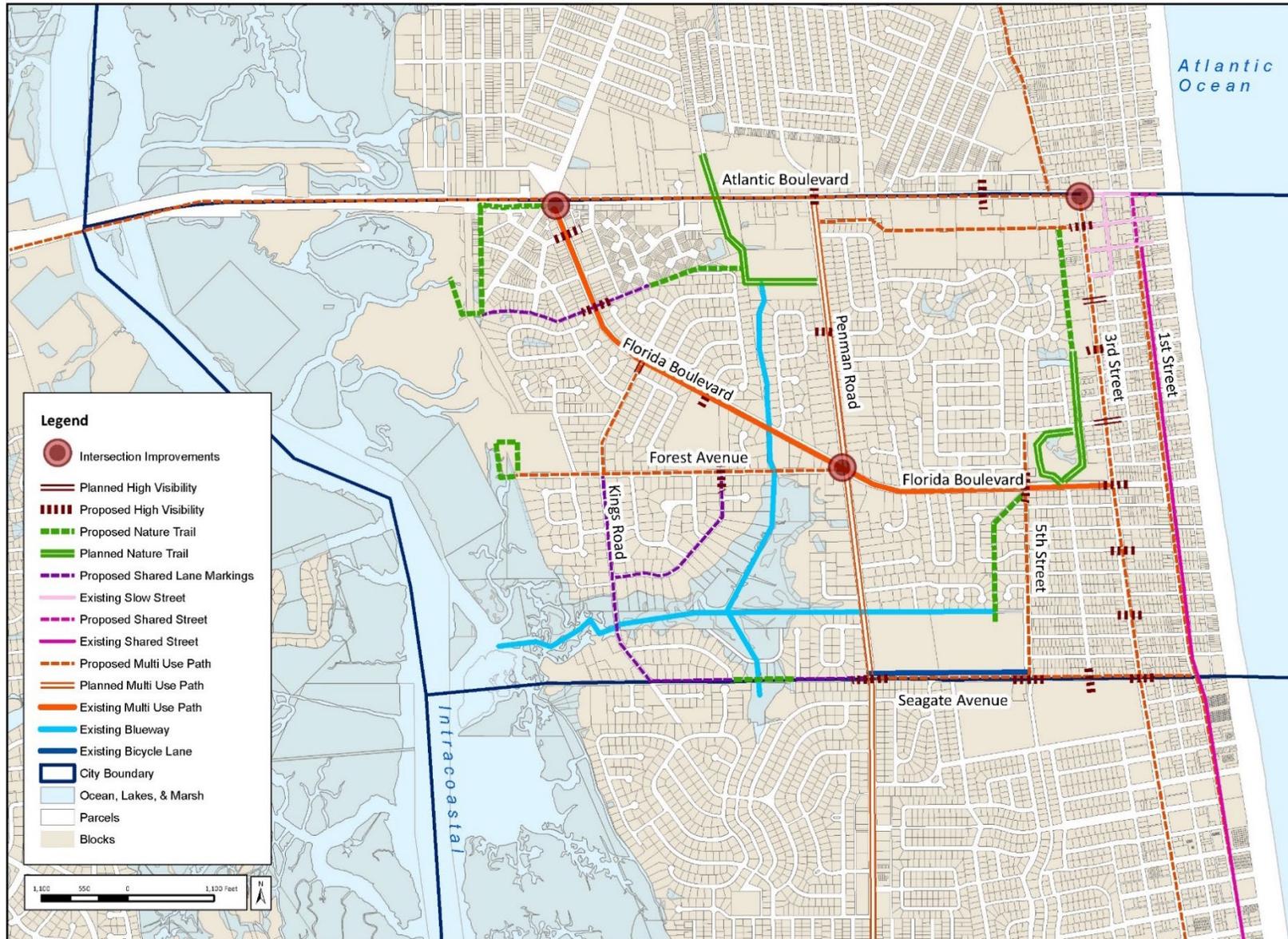
MAP B-2: Existing Context Classification Map



MAP B-3: Future Context Classification Map



MAP B-4: Existing and Future Bicycle Facilities



C. Housing Element



Housing Element

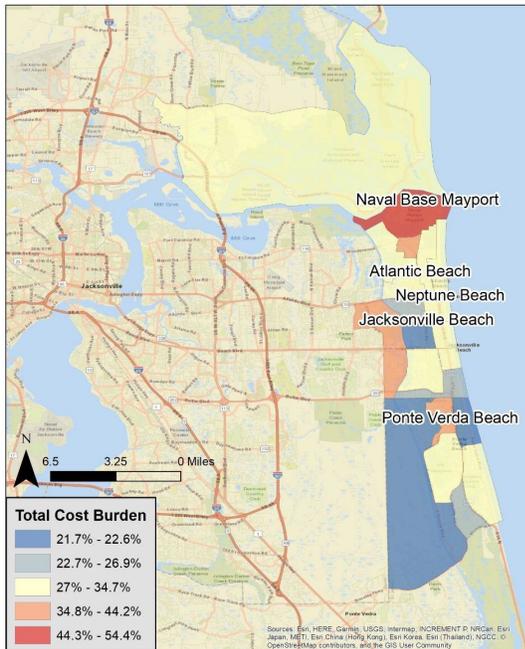
INVENTORY AND ANALYSIS

**Note: The Inventory & Analysis section within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan, but serve as a guide to inform the origins of thought while preparing the adopted Goals, Objectives, and Policies*

Most housing in Neptune Beach consists of two types. West of Third Street, most housing is in single-family homes on single or double lots. East of Third Street, a majority of housing is in two-family homes no taller than two stories on single lots. Other existing housing types include occasional townhomes, triplexes, quadruplexes, and other multiple tenant housing types. Throughout the Community Vision Plan process, the community expressed a desire to maintain the existing residential character, to emphasize single-family housing, and to add some other types such as bungalow courts or other housing of a similar scale that features a high quality, eclectic use of materials and design styles.

According to the Neptune Beach Community Vision Plan (2021), the majority of existing housing in Neptune beach is 40 years and older, which is much higher than the State and City of Jacksonville averages. While the historic character is important, concern exists when considering potential storm events and planning for coastal resiliency.

Total Cost Burden in the Beaches Communities of Jacksonville



According to the Housing Affordability and Beaches Report (2020), renter and housing cost burden refers to the percentage of household expenses spent on housing. If this amount exceeds 30% of a household budget, the household is considered “cost-burdened”. Cost-burdened households are more financially vulnerable and may be forced to forgo basic needs in order to pay for housing. Within Neptune Beach, the total of cost-burdened households measure about 23-35% of Neptune Beach residents according to the Florida Housing Coalition’s 2020 “Housing Affordability and the Beaches” study as shown in the following map from the 2020 study:

GOALS, OBJECTIVES, AND POLICIES

The City of Neptune Beach shall encourage and support the provision of housing for all residents of the City in accordance with the following Goals, Objectives, and Policies:

Goal C.1

Provide decent, safe, and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the City as well as ensure the stability and integrity of sound residential neighborhoods.

Objective C.1.1

Adequate and Affordable Housing

The City will provide opportunities for dwelling units of various types, sizes, and costs (including but not limited to housing for very low, low, and moderate- income families) to meet the housing needs of all existing and anticipated populations of the city, including housing for residents with special housing needs and missing middle housing. According to the Florida Housing Coalition's *Housing Affordability and the Beaches Report* (2020), missing middle housing, including Accessory Dwelling Units (ADUs), Bungalow Courts, Modern Modular, and Tiny homes are options to provide "missing middle" housing choices and promote a reduction in Vehicle Miles Traveled (VMTs) for all economic sectors.

Policies

- C.1.1.1** The City shall support the efforts of the City of Jacksonville Housing Commission and the Florida Housing Coalition, assisting with efforts to determine needs, and to develop sites and programs on a region-wide basis for housing very low, low, and moderate-income persons.
- C.1.1.2** The City shall promote the use of alternative zoning techniques and mechanisms to provide a mix of housing types within residential neighborhoods, which can include reducing minimum lot sizes, exploring a Transfer of Development Rights program (TDR) for properties located in Coastal High Hazard Areas (CHHA), and encouraging accessory dwelling units that may be restricted as long-term rentals with affordable leases.
- C.1.1.3** The City shall provide fast-track processing and other incentives for proposed housing developments intended for persons with special housing needs including the elderly (persons age 60 years or older), the handicapped, low-income residents, and large families.
- C.1.1.4** To provide affordable housing, the City of Neptune Beach may enter into an interlocal agreement with the City of Jacksonville (Duval County) pursuant to 9J-5.010(3)(c)10, FAC, to identify and establish affordable housing alternatives for very low, low, and moderate income residents and special needs households either within the City of Neptune Beach or within close proximity to prevent the need to increase residential densities within Coastal High Hazard Areas (CHHA) while also beginning to consider alternatives for current residents in potentially vulnerable and flood prone areas within the City.

Objective C.1.2

Group Homes and Foster Care Facilities

The City shall identify suitable locations for senior housing, which shall be inclusive of group homes and foster care facilities, either within the city or within close proximity.

Policies

C.1.2.1 The City may allow the location of group homes and foster care facilities in multi-family residential zoning districts in a manner which is consistent with the Residential High designation of the FLUM and the City's Land Development Regulations.

C.1.2.2 The City shall consider the placement of group homes that will encourage walkability and recreational opportunities to promote active living, interactivity, and alternative modes of mobility.

Objective C.1.3

Displacement

The City shall ensure that persons or businesses displaced by state and local government actions shall be treated in a fair and equitable manner and comparable relocation housing shall be provided as required with such laws in order to meet demonstrated needs.

Policies

C.1.3.1 The City shall discourage redevelopment and demolition practices that significantly reduce existing housing stock in older neighborhoods and that result in displacement of very low, low, and moderate-income residents or special needs households.

C.1.3.2 The City shall monitor all redevelopment and demolition activity to ensure that comparable relocation housing is available in accordance with federal regulations, regardless of whether federal monies are involved in the activity, and the City shall ensure that all adopted and proposed regulations shall maintain and encourage diversity in housing types that will support adequate relocation housing as required.

Goal C.2

Preserve and protect housing of historic significance as well as other components of the existing housing inventory.

Objective C.2.1

Historically Significant Housing

The City shall preserve and protect structures which have been identified within The Historic, Architectural Resources Survey of the Beaches Area as historically significant for residential use.

Policies

C.2.1.1 The City shall coordinate with the Department of State's Division of Historical Resources to further the identification and preservation of historically significant housing and sites, and, if appropriate, nominate such sites or structures to the National Register of Historic Places.

- C.2.1.2 The City shall discourage development actions that have the potential to destroy or irretrievably damage the City's identified historic and architectural resources.
- C.2.1.3 The City shall encourage the rehabilitation and adaptive reuse of historically significant housing and will ensure that in the event that any new density limits are created, these shall not create nonconformities for properties in existence prior to the establishment of these density limits.

Objective C.2.2

Neighborhood Stabilization

The City shall preserve, protect, and stabilize the character and viability of residential neighborhoods, particularly in areas that are vulnerable to sea level rise and storm events. It shall also require demolition when rehabilitation is not possible nor economically feasible, such as in areas of the City where a significant concentration of substandard housing that contributes to negative neighborhood or environmental conditions exists.

Policies

- C.2.2.1 Commercial uses that are adjacent to residential districts will not be allowed to expand if the expansion will have an adverse impact on the character or viability of the surrounding neighborhood, or if the expansion will substantially increase non-residential traffic in the surrounding neighborhood.
- C.2.2.2 The City shall enforce the Florida Building Code, the International Property Maintenance Code, and other local ordinances and State laws to ensure adequate maintenance of residential properties, neighborhood environments, and natural resources.
- C.2.2.3 The City shall encourage individual homeowners and developers to increase reinvestment that improves resilience and stormwater management on private property, as well as enhancing the design, structural quality, and aesthetic conditions of existing housing and neighborhoods through the pursuit of building form standards in forthcoming updates to the City's Land Development Code which ensure that new development and redevelopment preserve the existing community character.
- C.2.2.4 The City shall support efforts of community-based organizations and neighborhood improvement initiatives which contribute to the stabilization, conservation, enhancement, and improvement of existing housing, structures, and other physical facilities within neighborhoods.
- C.2.2.5 The City shall create programs and/or incorporate tools within its Land Development Regulations to reduce substandard housing that will also help to identify specific structures and/or general areas for rehabilitation, redevelopment, and, if appropriate, demolition.

Objective C.2.3

Energy Efficient Housing

The City shall encourage building and construction strategies, methods, and practices that promote energy efficiency through low impact design principles, including the use of renewable energy resources in the construction of new homes and the rehabilitation of existing housing structures. The overall intent shall be to wholistic design of site and structure that prioritizes landscape design for maximum design impact and maximum permeability for advanced stormwater runoff.

- C.2.3.1** The City shall encourage individual homeowners and private developers to use currently acceptable green housing specifications as made available from the U.S. Green Building Council for the rehabilitation of existing housing structures and the construction of new homes.
- C.2.3.2** The City shall continue to promote and enforce efficient design and construction standards as these become adopted as part of the Florida Building Codes. The City shall also promote commercial and residential standards that are promulgated from time to time by the Florida Green Building Coalition, Inc.

D. Infrastructure Element



Infrastructure Element

GOALS, OBJECTIVES, AND POLICES

The provision of public facilities and public infrastructure within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal D.1

Provide needed public facilities in a manner which protects investments in existing facilities, promotes efficient and appropriate use by existing and future development, protects public health and safety, and ensures that adequate facility capacity is available at the time a development permit is issued or will be available when needed to serve the development.

Objective D.1.1

Adequate Public Facilities and Infrastructure

The City shall ensure that at the time a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development.

Policies

- D.1.1.1** To ensure that adequate capacity is maintained, methodologies for determining available capacity and demand shall incorporate appropriate peak demand coefficients for each facility and for the type of development proposed.
- D.1.1.2** All improvements for replacement, expansion, or increase in the capacity of public facilities shall be compatible with the adopted level of service standards in the Capital Improvements Element, including LOS Standards for Sanitary Sewer (Table H-1), Solid Waste and Potable Water (Table H-2), and Drainage (Table H-3).
- D.1.1.3** Consistent with public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance by the City of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance for that certificate of occupancy or its functional equivalent.

Objective D.1.2

Public Facilities Planning

The City of Neptune Beach shall incorporate capital improvement needs for public facilities, including water supply, within the Capital Improvement Element of this plan.

Policies

- D.1.2.1** The City will participate in the development of updates to the Saint Johns River Water Management District's (SJRWMD's) North Florida Regional Water Supply Plan (NFRWSP) and

in other water supply development-related initiatives facilitated by the SJRWMD that affect the City.

- D.1.2.2 The City shall maintain a Water Supply Facilities Work Plan (WSFWP) that is coordinated with SJRWMD's North Florida Regional Water Supply Plan (NFRWSP). The WSFWP and appropriate Comprehensive Plan policies will be updated every 5 years, and within 18 months of any update to the NFRWSP that affects the City.
- D.1.2.3 The City's Water Supply Facilities Work Plan, covering a minimum ten-year planning period, shall identify the water conservation and reuse practices, along with the traditional and alternative water supply projects, necessary to meet existing and future water demands.
- D.1.2.4 The City shall select appropriate projects from the North Florida Regional Water Supply Plan and incorporate the projects into the Water Supply Facilities Work Plan for implementation.

Objective D.1.3

Elimination of Septic Tanks

The City shall protect natural resources and provide safe and sanitary sewer service. It is the intent of the City to eliminate all septic tanks within its borders. On-site wastewater treatment systems shall be limited to the two areas currently using septic tanks, and the City shall install central sewer service in accordance with the Capital Improvements budgeting and planning in order to reduce the number of septic tanks.

Policies

- D.1.3.1 Use of on-site wastewater treatment systems shall be limited to the following conditions: existing septic tanks, which are properly functioning, may remain in service until such time as centralized service is made available, removal is requested by the residents, or septic tank failures become known and identified. Map D-1 illustrates properties where known and likely remaining septic tanks can be found.
- D.1.3.2 All new subdivision and new development shall be required to provide central sewer service as set forth within the Land Development Regulations.
- D.1.3.3 Neptune Beach will work with the Florida Department of Health in Duval County to promote inspection and protect the operation and maintenance of septic tanks.
- D.1.3.4 Issuance of building permits will be conditioned upon compliance with applicable federal, state, and local permit requirements for on-site wastewater treatment systems.
- D.1.3.5 Neptune Beach will coordinate with appropriate local, federal, and state agencies to require that issuance of permits for replacement or expansion of existing on-site wastewater treatments systems is conditioned upon compliance with current regulatory requirements and water quality standards.

Objective D.1.4

Capital Improvements and Infrastructure Facilities

The City of Neptune Beach shall continue to maintain sanitary sewer, solid waste, drainage, and potable water (Map D-3) services and facilities, as well as stormwater infrastructure (Map D-2), to meet existing demand. Future

development and redevelopment that increase the demand for City infrastructure to the extent that additional facilities and services are necessary shall be the responsibility of private property owners to provide based on the level of service (LOS) standards established in the Capital Improvements Element.

Policies

- D.1.4.1** The construction and expansion of capital improvements shall be scheduled so as to minimize disruption of services and duplication of labor, and to maintain acceptable service levels for all facilities.
- D.1.4.2** Projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element of this plan.
- D.1.4.3** Projects needed to correct existing deficiencies shall be given priority in the formulation and implementation of the annual work programs of the city department responsible for the project.
- D.1.4.4** Unless such development can meet the current capacity requirements outlined in this Plan or appropriate alternatives are made to increase available capacity, no permits shall be issued for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the facility up to standard.
- D.1.4.5** All required federal and state permits shall be obtained before Neptune Beach undertakes or authorizes contractors to undertake construction and/or operation of facilities.

Goal D.2

Adequate stormwater management and drainage provisions shall be provided to afford reasonable protection from flooding, prevent the degradation of receiving surface water and ground water quality, and ensure that adequate facility capacity is available at the time a development permit is issued, prior to land disturbing activity.

Objective D.2.1

Protection of Natural Drainage Features

The City shall maintain provisions, in accordance with the Stormwater Management Program and within the Land Development Regulations, that establish a basis for drainage facilities. New development and significant redevelopment will utilize drainage facilities consistent with the City's level of Service standards, Stormwater Management Program, and care for natural drainage features.

Policies

- D.2.1.1** The City shall maintain provisions within the Land Development Regulations which require development and significant redevelopment to minimize stormwater runoff, eliminate erosion of areas adjacent to natural drainage features, and incorporate native plant species and other low-impact and sustainable methods to improve and maintain existing drainage systems.
- D.2.1.2** The City shall maintain Land Development Regulations that require land development projects to submit plans which demonstrate that drainage design and stormwater management will comply with the City's capacity standards and that additional stormwater generated shall be

retained on-site and will not adversely impact existing drainage, stormwater systems, or overall stormwater capacity.

- D.2.1.3** Planning and development activities will reduce pollutants in stormwater discharge and reduce the flow and volume of stormwater discharges from areas of new development and significant redevelopment to environmentally sensitive areas, as is required in the Environmental Resource Permitting rules of the St. Johns River Water Management District.
- D.2.1.4** Planning and development activities discharging pollutants in stormwater that either connects or directly discharges to impaired waters will reduce the discharge of pollutants in stormwater consistent with the requirements set forth in the Impaired Basin Criteria of the St. Johns River Water Management District.
- D.2.1.5** To help mitigate the negative impacts of future storm events and sea level rise, the City shall adopt low impact design principles for the design and construction of streets, parks, and infrastructure improvements, including provisions for the use of native plants that help filter stormwater, and for the prioritization of natural edge stormwater canals over conventionally engineered, hard edge channels.
- D.2.1.6** The City shall review and update as necessary current requirement for permeable surface areas in new projects and renovations in order to reduce heat island effect and better mitigate the negative impacts of current and future flooding events, such as toxic stormwater runoff and property damage.

Objective D.2.2

Stormwater Management and Drainage Facilities

The City shall continue to identify existing stormwater and drainage facility deficiencies and correct these through the provision and maintenance of an efficient drainage system which shall protect life, property, water quality, and the natural environment.

Policies

- D.2.2.1** The City shall work with Florida Department of Transportation (FDOT) to coordinate maintenance and improvement to the drainage and stormwater facilities owned by the FDOT.
- D.2.2.2** The City shall continue to implement the updated Master Stormwater Plan, completed in 2020, to address the identified drainage and stormwater problems areas. Planned stormwater improvement project are shown in Map D-2.
- D.2.2.3** Subject to the availability of funding, the City of Neptune Beach shall update the capital improvement schedule to incorporate low impact design principles for the drainage system improvements identified in the Stormwater Management Program, as per the recommendations from the 2021 Neptune Beach Community Vision Plan to increase overall resilience and mitigate flood impacts in the city.
- D.2.2.4** The City shall continue to implement and follow its Municipal Separate Storm Sewer Systems (MS4) permit requirements.

Goal D.3

The functions of natural groundwater aquifer recharge areas within the City will be protected and maintained.

Objective D.3.1

Protection of Aquifer Recharge Areas

Where feasible, the City shall conserve its potable water resources through regulations, policies, and coordination activities which shall reduce consumption and promote water reuse.

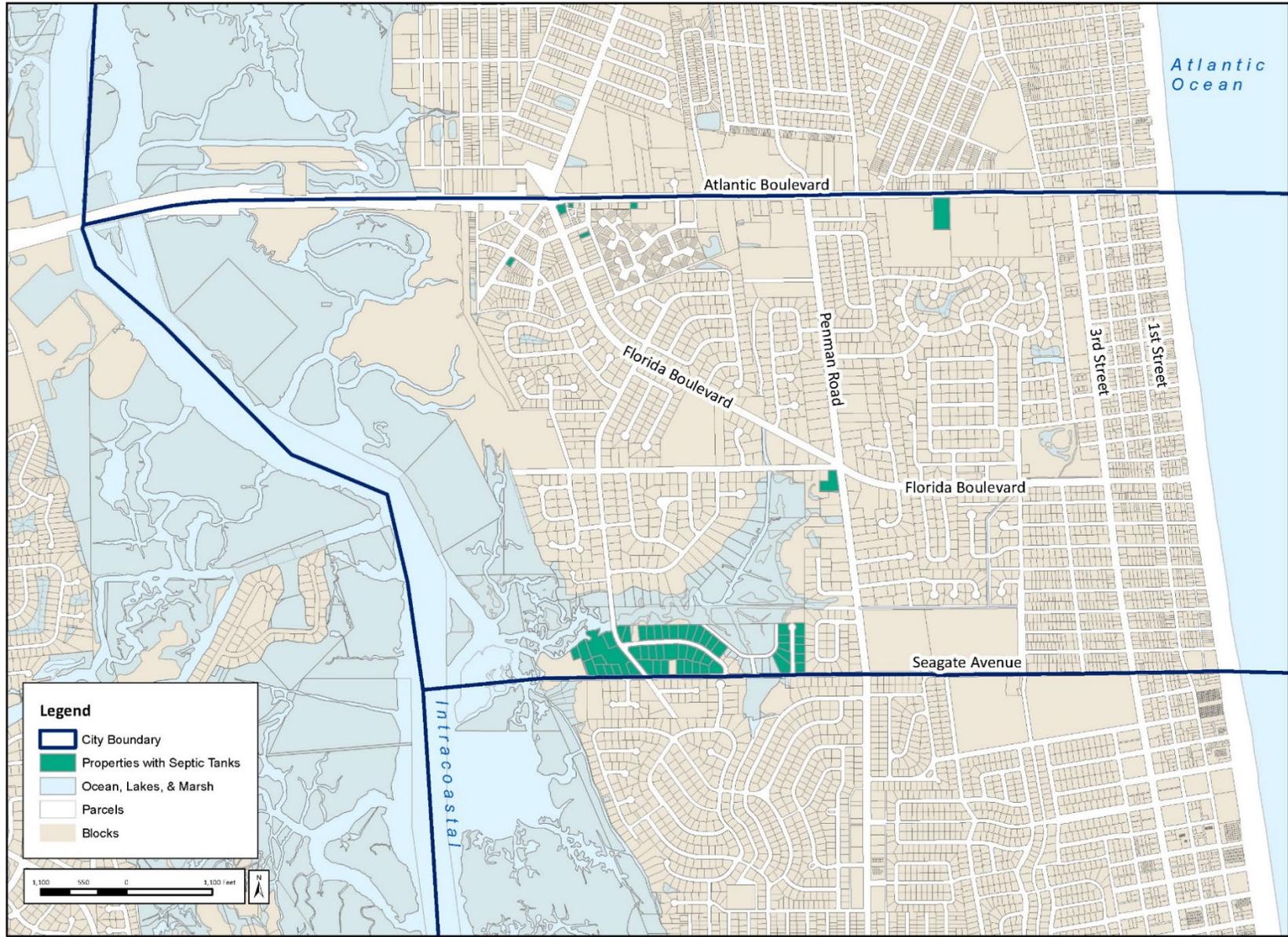
Policies

- D.3.1.1** Neptune Beach will work with the City of Jacksonville on the identification of recharge areas in Neptune Beach. The City agrees to comply with the water conservation rules and Consumptive Use Permit conditions issued by the St. Johns River Water Management District (SJRWMD). The City shall also promote the SJRWMD irrigation restrictions and implement other conservations measures to reduce potable water use by citizens.

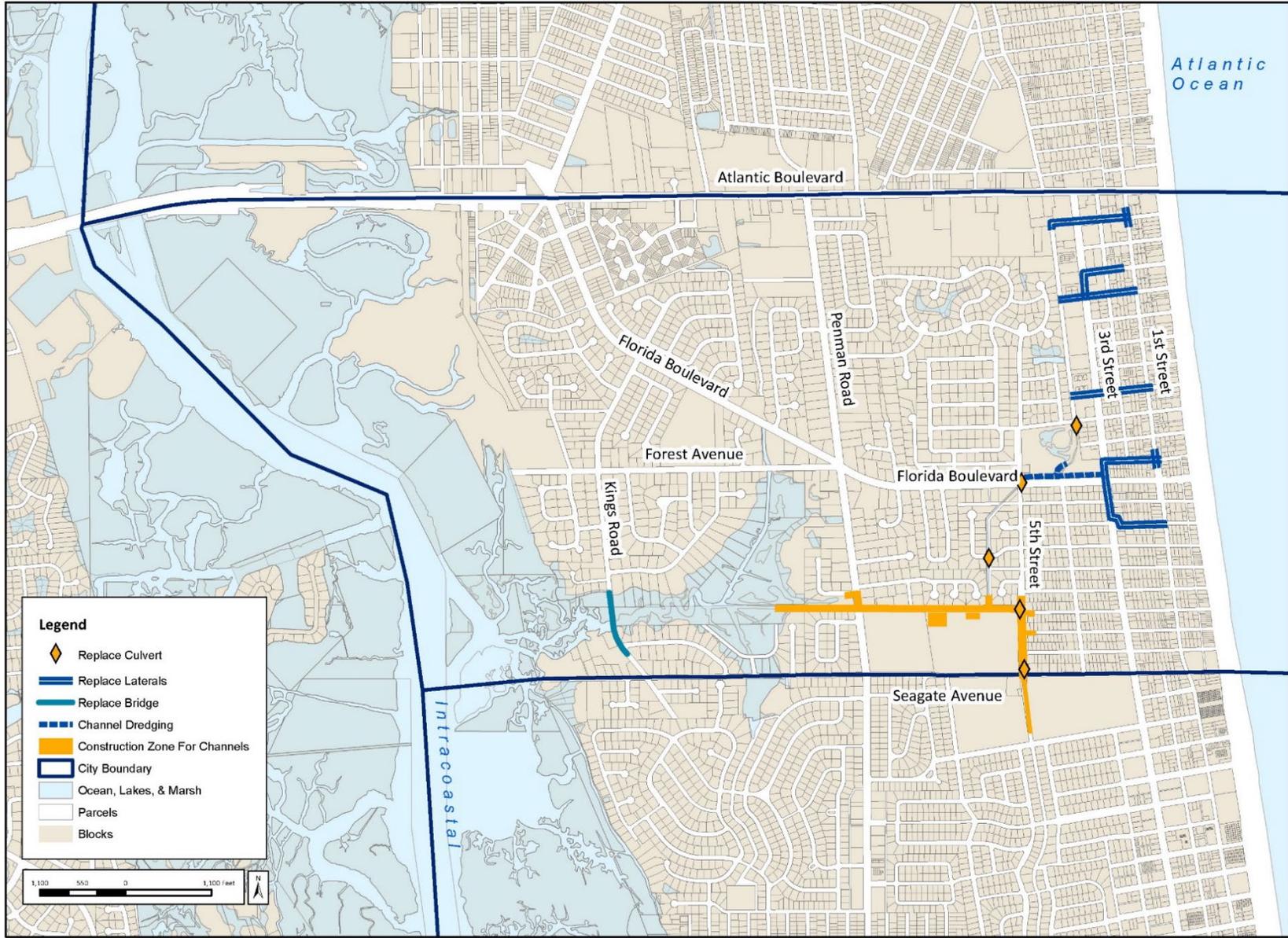
- D.3.1.2** The Department of Public Works shall continue to monitor all facility meters and quantify water loss within the potable water infrastructure (Map D-3). Any deficiencies shall be remedied through the City's ongoing maintenance and repair program.

- D.3.1.3** The City shall continue to consider, where appropriate, reuse water for non-potable water needs in accordance with the Reuse Feasibility Study completed as part of the Florida Department of Environmental Protection (FDEP) Permit renewal and the City's Consumptive Use Permit renewal.

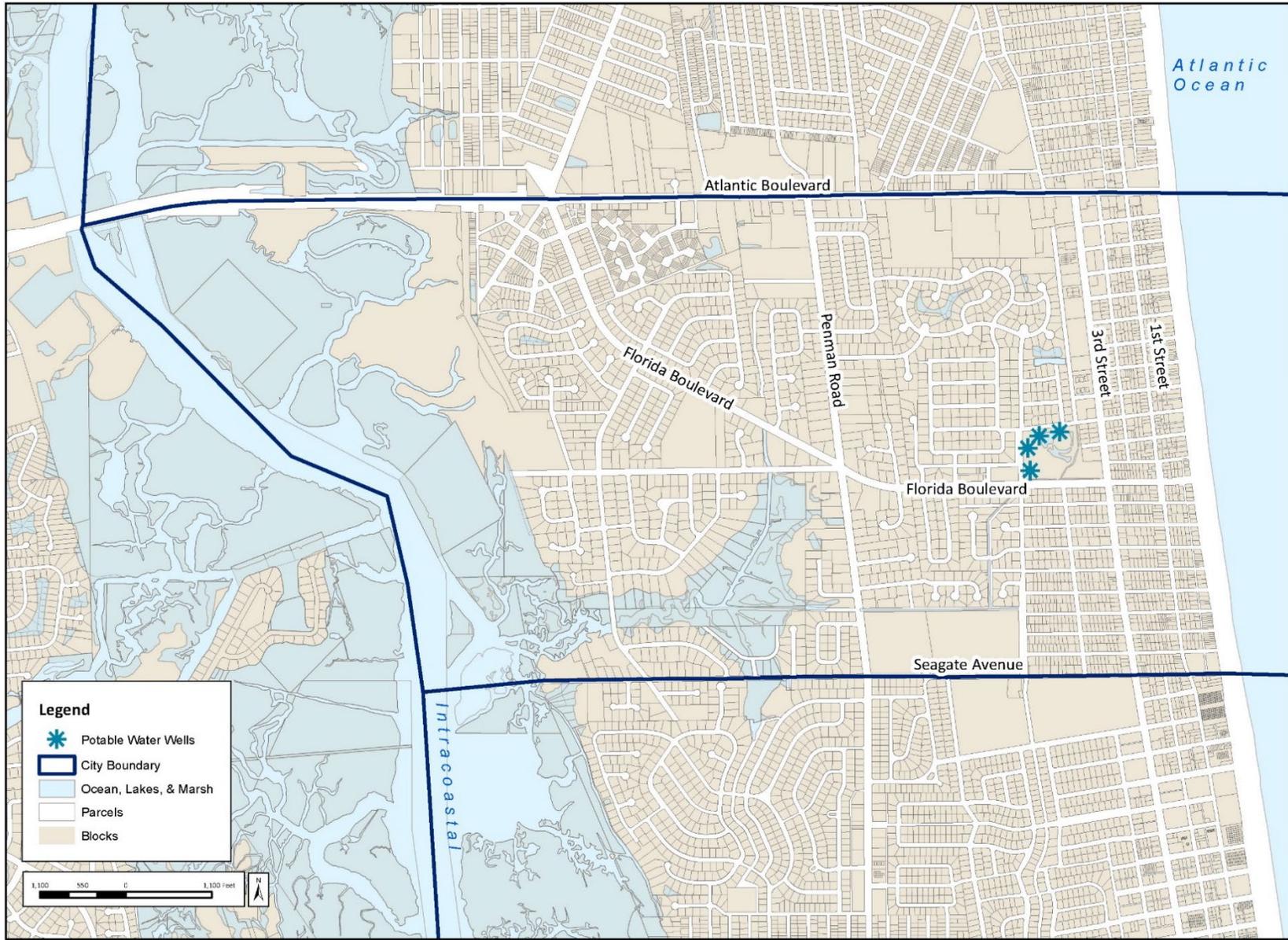
Map D-1: Properties with Septic Tanks



Map D-2: Planned Stormwater Improvements



Map D-3: Potable Water Wells



E. Coastal Management and Conservation Element



Coastal Management and Conservation Element

GOALS, OBJECTIVES, AND POLICIES

All conservation related activities and the management of coastal resources within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal E.1

The coast of Neptune Beach has primarily been developed for urban use. The City shall eliminate any further new development or redevelopment that would destroy or otherwise damage coastal resources. The City shall protect, enhance, and preserve beach and wetland dune systems, as well as other coastal resources of environmental value, through proper maintenance and management practices, and the prohibition of inappropriate use and development, including public-financed improvements within the Coastal High Hazard Area (Map E-1). The city shall conserve, utilize, and protect its natural resources to ensure that adequate resources are available for future generations.

Objective E.1.1

Protection and Conservation of Environmental Resources

The Manager and/or designee will continue to coordinate with the County and other incorporated municipalities to establish the best practice development and redevelopment principles, site development techniques, and engineering strategies to eliminate inappropriate and unsafe development in coastal areas when opportunities arise. Further, the City shall continue to protect, conserve, and enhance areas of native vegetation, existing wildlife habitat, and wetlands within the City. (9J- 5.012(3)(b)(1)).

In accordance with F.S. Chapter 163.3178(2)(f)1., the City of Neptune Beach has included the following policies, principles, strategies, and engineering solutions to reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.

Policies

- E.1.1.1** The City of Neptune Beach shall protect undeveloped wetlands from development and redevelopment as delineated by the Florida Department of Environmental Regulation and the St. Johns River Water Management District.
- E.1.1.2** The Manager or designee will support the integration of resilience measures into this Plan, and continue to advance and develop policies and programs that conserve natural resources, mitigate greenhouse gas (GHG) pollution, and advance sustainability and climate change resilience.
- E.1.1.3** The Manager or designee will evaluate current minimum shoreline and wetland setback requirements, and identify potential updates to protect vulnerable structures from the effects of long-term Sea-Level Rise (SLR) as projected in NOAA’s SLR models (Map E-4).
- E.1.1.4** Where appropriate, the City will implement wetland design changes, e.g., living shorelines and wetland mitigations, that allow the landward migration of wetlands, for resilience to SLR.
- E.1.1.5** Land development regulations will address possible sea level changes and include appropriate development standards and use regulations.
- E.1.1.6** The Manager or designee will revise land acquisition and preservation policies to consider the values of natural areas for sequestering carbon, and providing climate adaptation and

mitigation benefits, e.g., the resource’s capacity to absorb floodwaters and address coastal ecosystem migration.

- E.1.1.7** The Manager or designee will evaluate current minimum shoreline and wetland setback requirements and identify potential updates to protect vulnerable structures from the effects of long-term SLR.
- E.1.1.8** Land development regulations will establish riparian buffers that reflect projected rates of SLR for all tidally influenced waterbodies to allow the conversion of adjacent land areas to wetlands while retaining transitional ecotones.
- E.1.1.9** The City will prioritize land areas for protection based on their capacity to support coastal ecosystem migration.
- E.1.1.10** The City will incorporate habitat vulnerability to climate change into land use planning and land and conservation easement acquisition policies.

Objective E.1.2

Storm and Flood Hazards

The City shall continue best management practices that are intended to reduce damage and erosion of dune systems, dune vegetation, and estuarine environments that result from pedestrian traffic. In accordance with F.S. Chapter 163, 3178(2)(f)2, the City encourages the use of best practices for development and redevelopment, including principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency. Further, per Chapter 153. 3178(2)(f)3., the City has identified the following site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.

Policies

- E.1.2.1** The City will enforce its floodplain management regulations to conform with or exceed the requirements of the Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program (NFIP) and capture any additional Community Rating System (CRS) benefits.
- E.1.2.2** The City shall continue to partner in the Duval County Local Mitigation Strategy and participate in the Duval County emergency preparedness operations. The City shall review new Land Development Regulations for consistency with the Local Mitigation Strategy prior to adoption.
- E.1.2.3** The Manager or designee will evaluate the use of rolling easements to designate lands for future abandonment, conservation, drainage, floodplains, recreation, waterways, etc.
- E.1.2.4** Rigid coastal armoring is prohibited unless authorized and permitted according to Section 161.085(9), Florida Statutes and Chapter 62B-56, Florida Administrative Code.
- E.1.2.5** In coordination with FDEP, SJRWMD, and other partner agencies the City shall develop, promulgate, and use development and redevelopment best practices in City-funded projects, employing principles and strategies to remove coastal real property from Flood Insurance Rate Map (FIRM) V Zones (Map E-2). Implementing ordinance provisions may include, but are not limited to:
 - Reconstruction in compliance with current building and construction standards;
 - Public acquisition; or
 - Reduction in intensity of use

- E.1.2.6** Land Development Regulations will provide incentives and/or requirements to remove repetitive loss property and other real property improvements from projected 2040 inundation areas (Map E-4) and FIRM Zones V and Coastal AE (Map E-2) and to capture any additional Community Rating System (CRS) benefits.
- E.1.2.7** Land development regulations will require new development and redevelopment to employ site development techniques that reduce flood losses and claims made under flood insurance policies. These requirements will include structural and non-structural site development techniques, e.g., maintaining adequate level-of-service standards for stormwater management, grading or use of appropriate materials to withstand inundation, minimizing flood damage to structures through flood-proofing, and siting infrastructure and other public facilities to account for predicted flood conditions.
- E.1.2.8** Land development regulations will require new development to add additional freeboard to the base flood elevation and enlarge the time window for cumulative substantial improvements to legal non-conforming structures in projected 2040 inundation areas and capture any additional CRS benefits.
- E.1.2.9** Land development regulations will continue to ensure that new development meets or exceeds the flood-resistance requirements of the Florida Building Code and 44 CFR parts 59 and 60.
- E.1.2.10** Land development regulations will provide for participation in the CRS administered by FEMA and strive to improve the community's score, resulting in reductions in flood risk and insurance premiums for citizens.
- E.1.2.11** The Floodplain Administrator will participate in and support a Duval County-side Program for Public Information (PPI) to improve CRS scores within the City.
- E.1.2.12** The Floodplain Administrator will engage the community with public education and outreach on the benefits and importance of mitigating flood risks through building construction codes, flood elevation requirements, land use regulations, and stormwater management.

Objective E.1.3

Beach and Dune Protection and Enhancement

The City shall continue to cooperate with federal, state, and regional efforts to enhance the beach and shall prevent damage and destruction of dunes and dune vegetation.

Policies

- E.1.3.1** The City will enforce the Coastal Construction Code, and the Florida Building Code as these codes regulate construction within Coastal Areas.
- E.1.3.2** The City shall continue best management practices that are intended to reduce damage and erosion of dune systems and dune vegetation which may result from construction activities and inappropriate pedestrian traffic.
- E.1.3.3** Rigid coastal armoring is prohibited except as otherwise authorized and permitted according to Section 161.085(9), Florida Statutes and Chapter 62B-56, Florida Administrative Code.

Objective E.1.4

Coastal High Hazard Area

Within the Coastal High Hazard Areas (Map E-1), Neptune Beach shall discourage further urban development and shall limit public expenditures that subsidize development except for the restoration or enhancement of natural resources and the provision for appropriate public access to and use of natural resources.

Policies

- E.1.4.1** The city will limit public expenditures in high-hazard areas to improvements that do not increase density; to that which customarily supports recreation and open-space use of the beach and waterway related resources; and which achieves dune stabilization and prevention of erosion through environmentally sound practices.
- E.1.4.2** The city will assist in the enforcement of coastal construction setback lines as established by other regulatory agencies.
- E.1.4.3** The City will not issue development permits for any new residential units in known Coastal High-Hazard Areas (Map E-1).
- E.1.4.4** The City will continue to require construction and development activities seaward of the coastal construction control line must be consistent with F.S. Chapter 161, the Florida Building Code, this Plan, and the land development regulations.

Objective E.1.5

Environmental Conditions

The City shall limit new development of shoreline sites to conform to the reduction of environmental degradation, as well as to encourage visual and physical accessibility, open space conservation, wildlife preservation, and compatibility between adjacent uses.

Policies

- E.1.5.1** In accordance with Section 163.3202, Florida Statutes, the City shall maintain within its Land Development Regulations to establish the following:
- a. A percentage of native vegetation to be protected, preserved, or replaced within Environmentally Sensitive Areas during and following site development or construction activities.
 - b. A buffer zone of natural vegetation around wetland and deep water habitats.
 - c. Stormwater retention and detention standards which maintain rates and amounts equal to conditions existing prior to development

Objective E.1.6

Post-Disaster Redevelopment Plan

The City shall prepare a post-disaster redevelopment plan (9J-5.012(3)(b)(8)). Redevelopment activities within the Coastal High Hazard Area (Map E-1) shall serve the purpose of reducing the vulnerability of people, property, and natural resources to damages from coastal storms. Further in accordance with F.S. Chapter 163.3178(2)(f)4, the City shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60. Additionally, the City shall require any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 to be consistent with chapter 161, per F.S. Ch. 163.3178(2)(f)5.

Policies

The City shall coordinate with Duval County in reviewing and revising the City's Hurricane plan and pertinent portions or regulatory codes as necessary to achieve the following policies:

- E.1.6.1** Implement a temporary moratorium on construction immediately following a hurricane occurrence until damage assessments and redevelopment policies have been determined.
- E.1.6.2** Prior to re-entry of the population into evacuated areas, all critical cleanup and repair activities required to assure public health and safety must be completed.
- E.1.6.3** The City shall complete an assessment of alternative redevelopment strategies in the event of a severe storm occurrence and formally adopt a redevelopment plan which balances the need for protection of life and property with the rights and responsibilities of property owners.
- E.1.6.4** The City shall incorporate within its redevelopment plan, described in Objective E.1.6 standards for determining the appropriateness and form of redevelopment, means of eliminating unsafe conditions, and methods of achieving compatible land use patterns.
- E.1.6.5** The City established, for regulatory purposes, the Coastal High Hazard Area (Map E-1) as the area below the Category 1 storm surge line as established by the Sea, Lake and Overland Surges from Hurricane (SLOSH) computerized storm model as mapped in the Storm Tide Atlas prepared by the Northeast Florida Regional Council as part of the current Regional Hurricane Evacuation Study pursuant to Chapter 163, Florida Statutes.

Objective E.1.7

Public Beach and Waterway Access

The City shall ensure adequate and convenient public access to beach and other public waterways through maintenance of all public waterway and beach access-ways at the twenty-two street-end locations existing as of the adoption of the Plan amendment.

Policies

- E.1.7.1** The City will not allow closure of the current beach access at street ends to benefit development.
- E.1.7.2** The City shall maintain all existing beach parking as of the date of this Plan, and reduction in the number of public parking spaces available at beach accesses shall not be permitted unless such eliminated spaces are replaced in equal numbers and within similar proximity to the beach.
- E.1.7.3** The City shall not permit, either through public or private action, public access ways to the beach, the Intracoastal Waterway, or other waterways which are open to the public as of the date of adoption of this Plan to be closed, vacated, or restricted from public use in any manner.
- E.1.7.4** As preferred alternative to the construction of parking facilities at beach access-ways the City shall maintain all existing accesses including barrier-free ramps and shall join with others in seeking means of accommodating beach visitors.
- E.1.7.5** The City has determined that there are no appropriate locations for marinas within the City of Neptune Beach.

Goal E.2

The City shall maximize, to the extent feasible, provisions and opportunities for the protection of life and property from the effects of hurricanes and other natural disasters.

Objective E.2.1

Hurricane Evacuation

The City shall maintain a comprehensive hurricane evacuation management plan that identifies evacuation zones (Map -E-3) and incorporates measures deemed necessary to maintain or reduce the City's hurricane evacuation clearance times.

Policies

- E.2.1.1** The City shall cooperate with and assist other communities in identifying adequate public upland shelter spaces and shall not approve new development that creates undue burdens on the number of spaces available for threatened populations.
- E.2.1.2** The City hereby adopts and shall maintain a Level of Service standard of a 12-hour evacuation time for a Category 5 storm for out-of-county hurricane evacuation.
- E.2.1.3** The City shall not approve Plan amendments that increase residential density within Coastal High Hazard Areas in that such increases to existing densities have the effect of concentrating populations in hazard prone areas and may result in an increase of hurricane evacuation times for the City and the County.
- E.2.1.4** The City shall coordinate hurricane preparedness activities with other local government and affected agencies within the region; review its emergency preparedness plan each year; maintain a broad program of activities to increase public awareness; meet the evacuation needs of special populations; and through coordination with other local governments, strive to achieve an evacuation time within the "quick" response time frame for each storm category.
- E.2.1.5** The City's evacuation plan shall be consistent with the Duval County Hurricane Evacuation Traffic Management Plan as amended and shall maximize efficiencies in traffic movement to reduce or maintain evacuation clearance times within the City of Neptune Beach.

Objective E.2.3

Hazard Mitigation

The City shall seek appropriate means of reducing the potential for loss of life and property through provisions within the Land Development Regulations, including implementation of hazard mitigation policies from the Local Mitigation Strategy.

Policies

- E.2.3.1** The City shall maintain provisions within its Land Development Regulations which require that residential development within the Coastal High Hazard Area (Map E-1) assess and mitigate impacts to hurricane evacuation times and shelter provision.
- E.2.3.2** The City shall not approve Plan amendments which increase residential density within the Coastal High Hazard Area (Map E-1) or where demands upon existing shelter space shall be increased.

Goal E.3

The City shall protect, preserve, and maintain natural environmental resources in order to maintain or enhance air quality, water quality, vegetative communities, wildlife habitats, and the natural functions of soils, fisheries, wetlands, and estuarine marshes.

Objective E.3.1

Air Quality

The City shall cooperate with adjacent communities in regional air quality management programs to provide a high standard of air quality.

Policies

E.3.1.1 The City shall implement policies from the Local Mitigation Strategy to protect air quality and shall require mitigation prior to permitting of projects that may adversely affect air quality.

Objective E.3.2

Conservation and Protection of Natural Coastal Resources

The City shall maintain or adopt provisions within its Land Development Regulations for private and public development which conserve and enhance soils, native vegetation, living marine and water resources, and wildlife habitats to the maximum extent possible.

Policies

E.3.2.1 The City shall require applicants for development permits to submit appropriate environmental surveys and reports prior to the issuance of development permits. All applications for development permits and other zoning related applications shall be required to identify environmental features, including any Wetlands, CCCL, natural water bodies, open space, buffers, and vegetation preservation areas, and to sufficiently address any adverse impacts to Environmentally Sensitive Areas.

E.3.2.2 The City shall cooperate with the SJRWMD in the implementation of water conservation measures as set forth within the rules of the SJRWMD. The City shall continue to implement its Water Conservation Plan submitted to the SJRWMD as part of its consumptive use permit process.

E.3.2.3 In order to prohibit incompatible land uses, the City shall protect potable water well cones of influence, shall maintain maps of such cones of influence, and shall continue to implement the well- field protection regulations, as set forth within the Land Development Regulations. Such incompatible uses shall include all industrial uses but shall also include uses which have the potential to contaminate or degrade potable water supply wells, wetland functions, or natural systems associated with Environmentally Sensitive Areas.

E.3.2.4 The City shall appropriately restrict land use activities which may threaten water sources from stormwater runoff into recharge areas by maintaining the Stormwater, Drainage, Storage, and Treatment Requirements as set forth within the Land Development Regulations. Development permits shall be issued only in accordance with the City's National Pollutant Discharge Elimination Systems (NPDES) permit in addition to the requirements of the Water Management District and the Florida Department of Environmental Protection. NPDES requirements shall include use of Best Management Practices (BMPs) prior to discharge into natural or artificial drainage systems. All construction projects of one acre or more shall require a NPDES permit.

E.3.2.5 In accordance with Chapter 163.3202, Florida Statutes, the City shall establish and maintain within its Land Development Regulations all necessary requirements and restrictions to ensure that land development, land disturbing activities, and land uses are managed in a manner which protects and conserves the natural functions of soils, fisheries, wildlife habitats, rivers, flood plains, wetlands (including estuarine marshes), and marine habitats including hatchling turtles.

- E.3.2.6** The City shall cooperate with adjacent local governments and regulatory agencies to conserve and protect, as may be appropriate, unique vegetative communities located within the City and within adjacent jurisdictions.
- E.3.2.7** The City shall designate Environmentally Sensitive Areas requiring protection as a means of implementing the Comprehensive Plan and shall include in its Land Development Regulations, prepared in accordance with S. 163.3202, F.S., means of ensuring protection of such lands from degradation.
- E.3.2.8** Environmentally Sensitive Areas shall include lands, waters, or areas within the City of Neptune Beach which meet any of the following criteria:
- a. All Wetlands, including those determined to be jurisdictional which are regulated by the Florida Department of Environmental Protection (FDEP) and the St. Johns River Water Management District (SJRWMD);
 - b. Estuaries, or estuarine systems;
 - c. Outstanding Florida Waters and Natural Water Bodies;
 - d. Areas designated pursuant to the Federal Coastal Barrier Resource Act (PL97-348) and those beach and dune areas seaward of the Coastal Construction Control Line;
 - e. Areas designated as Conservation by the Future Land Use Map;
 - f. Essential Habitat to Listed Species as determined by approved methodologies of the Florida Fish and Wildlife Conservation Commission, the Department of Agriculture and Consumer Services, and the U.S. Fish & Wildlife Service.
- E.3.2.9** The City shall ensure environmentally sound management of hazardous wastes and reduction of potential problems resulting therefrom through a multi-faceted program incorporating public information, enforcement of regulations, and monitoring of waste handling activities. The following components shall be included within the City's program:
- a. Support the enforcement of current State and Federal regulations aimed at prohibiting discharge of wastewater containing hazardous and industrial waste into septic tanks or through stormwater runoff into aquifer recharge areas or surface water bodies.
 - b. Public education programs encouraging residents and business owners to avoid the dumping of used petroleum products, paint, hazardous materials, and pesticides onto the ground or water bodies.
 - c. City coordination and monitoring of hazardous wastes by collection and transportation entities to ensure safe and responsible handling practices.

Objective E.3.3

Regulatory Authority

The City shall continue to cooperate with other permitting and regulatory agencies to improve estuarine environmental quality to achieve the estuarine water quality standards established by FDEP.

Policies

- E.3.3.1** The City shall maintain and amend as necessary, provisions within its Land Development Regulations to achieve consistency with the rules and regulatory authority of the SJRWMD.
- E.3.3.2** The City shall coordinate with other governmental agencies during the review, permitting, and development of sites which, if improperly developed, could have adverse impacts upon estuarine water quality and related resources; through such coordination, the City shall

ensure adequate sites within the drainage basin for water-dependent uses; prevent estuarine pollution which could adversely affect another governmental jurisdiction; ensure public access; and reduce exposure to flood hazards.

- E.3.3.3 In a timely manner in order to ensure that such projects and activities can be reviewed and comments returned to the City prior to permitting the City shall coordinate its permitting activities with existing resource protection plans by notifying the administrators of such plans of any pending development activity or public improvement.

Objective E.3.4

Natural Resource Based Recreation and Public Access

The City shall provide opportunities for appropriate recreational uses and access to public waterways, the beach, and natural areas, and shall restrict activities that harm or diminish the public's right to use such publicly owned natural resources.

Policies

- E.3.4.1 The City shall prohibit the closure or abandonment of public right-of ways or public lands that would restrict access to any public waterbodies.
- E.3.4.2 The City shall enforce the requirements for public access to beach areas as set forth in the Coastal Protection Act of 1985 in all permitting activities and through the course of coastal redevelopment programs.
- E.3.4.3 The City shall prohibit the closure of existing beach and waterway accesses and any unopened easements except in the case of risk to public safety as determined by the City's public safety officials or in the case of adverse environmental impact.
- E.3.4.4 To the extent that the City has regulatory control over such resources the City shall adopt within its Land Development Regulations provisions to provide for the appropriate recreational use of surface waters within the City that are under public control or City ownership including dock construction, mooring and anchoring and resource protection regulations.

Goal E.4

The City shall promote and encourage energy conservation and efficiency to reduce greenhouse gas emissions and protect the environment.

Objective E.4.1

Energy Efficiency and Energy Conservation

In order to conserve and protect the value of land, buildings, and resources the City shall encourage the development and use of renewable energy resources, and shall promote the good health of the City's residents.

Policies

- E.4.1.1 The City shall maintain an energy efficient land use pattern and shall continue to promote the use of transit and alternative methods of transportation that decrease reliance on automobiles.
- E.4.1.2 The City shall continue to encourage and develop the "walk-ability" and "bike-ability" of the City as a means to promote the health of the City's residents, to increase their access to recreational and natural resources, and to reduce greenhouse gas emissions.

- E.4.1.3** The City shall continue to promote and enforce energy efficient design and construction standards as these are adopted as part of the State Building Codes. The City shall also promote commercial and residential standards that are promulgated from time to time by the Florida Green Building Coalition, Inc.

Objective E.4.2

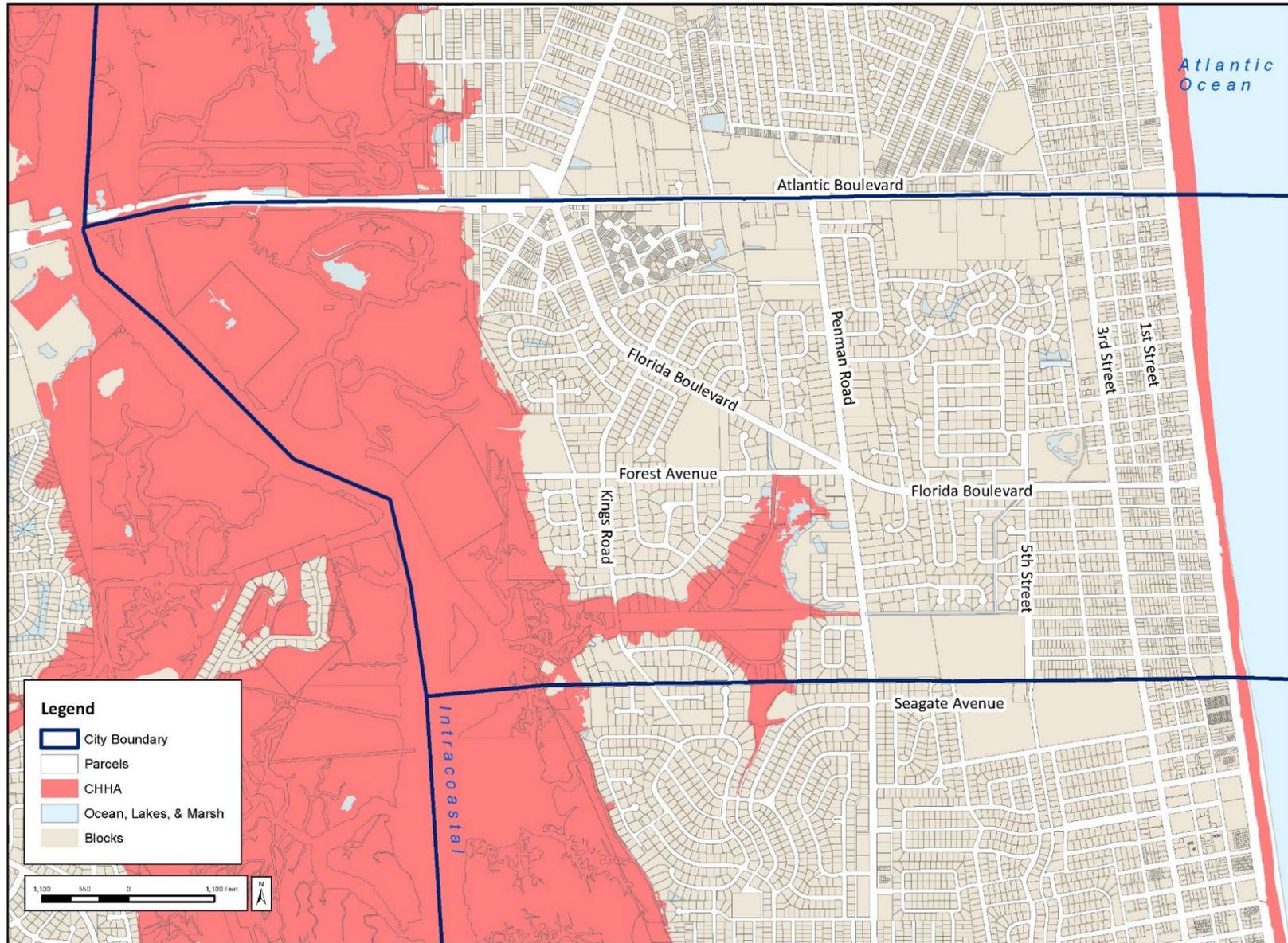
City Buildings and Equipment

The City shall improve energy conservation and efficiency in City buildings, facilities, and equipment.

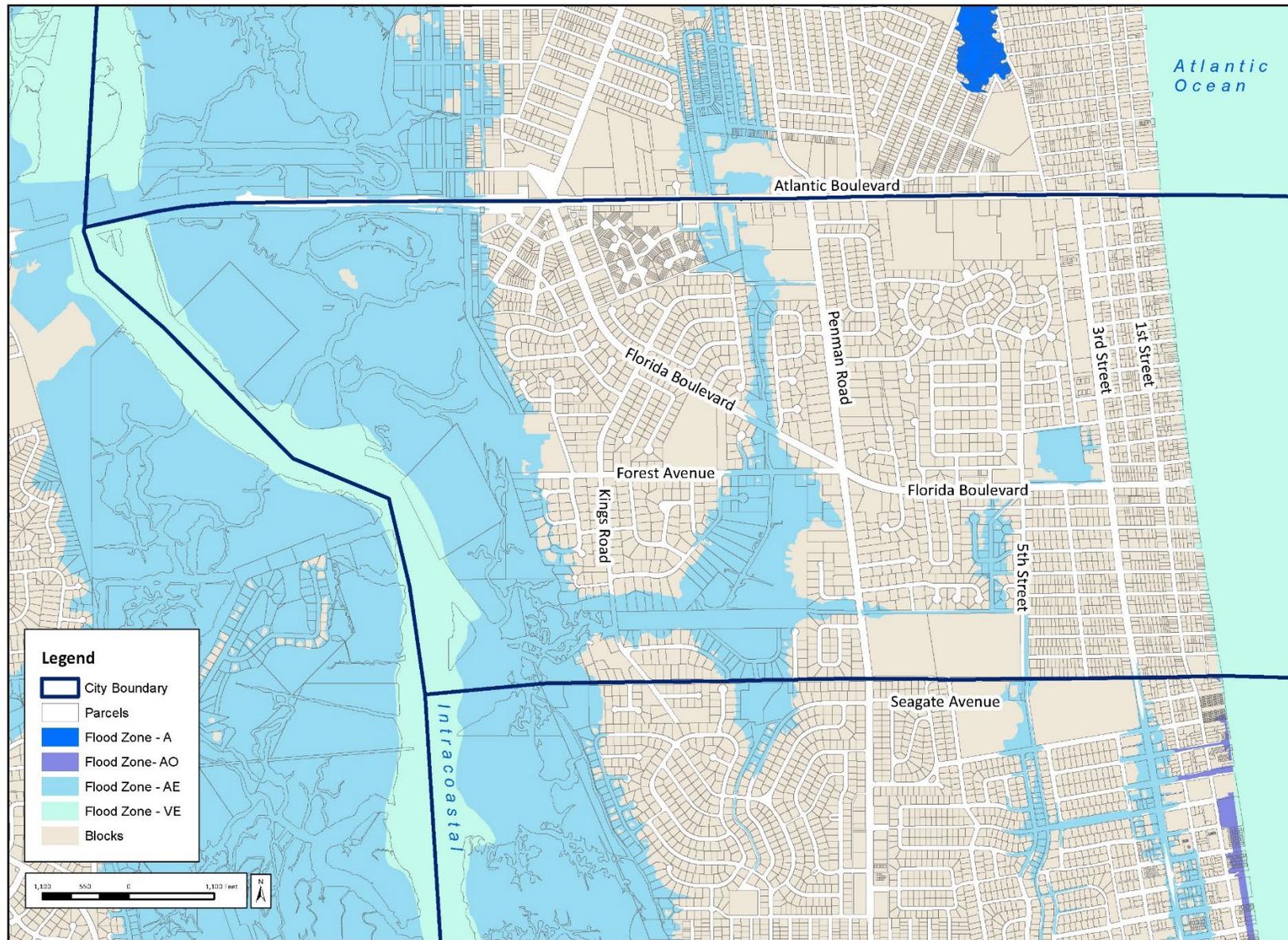
Policies

- E.4.2.1** The City shall develop and implement an energy management plan to minimize electric, fuel, and water resources in City buildings, in fleet vehicles, and on public properties.
- E.4.2.2** The City shall conduct periodic energy audits of public buildings and facilities to identify methods to reduce energy consumption and improve energy efficiency.
- E.4.2.3** Public buildings and facilities shall be constructed and adapted where reasonably feasible to incorporate energy efficient designs and appropriate "green" building standards. Green Building standards that should be observed are contained in the Green Commercial Buildings Designation Standard, Version 1.0, published by the Florida Green Building Coalition, Inc.
- E.4.2.1** Whenever cost and reliability are similar to traditional vehicles the City shall continue to replace light-duty vehicles in need of replacement with hybrids, alternative fuel vehicles, or the most fuel efficient and least-polluting vehicles available for specific functions.

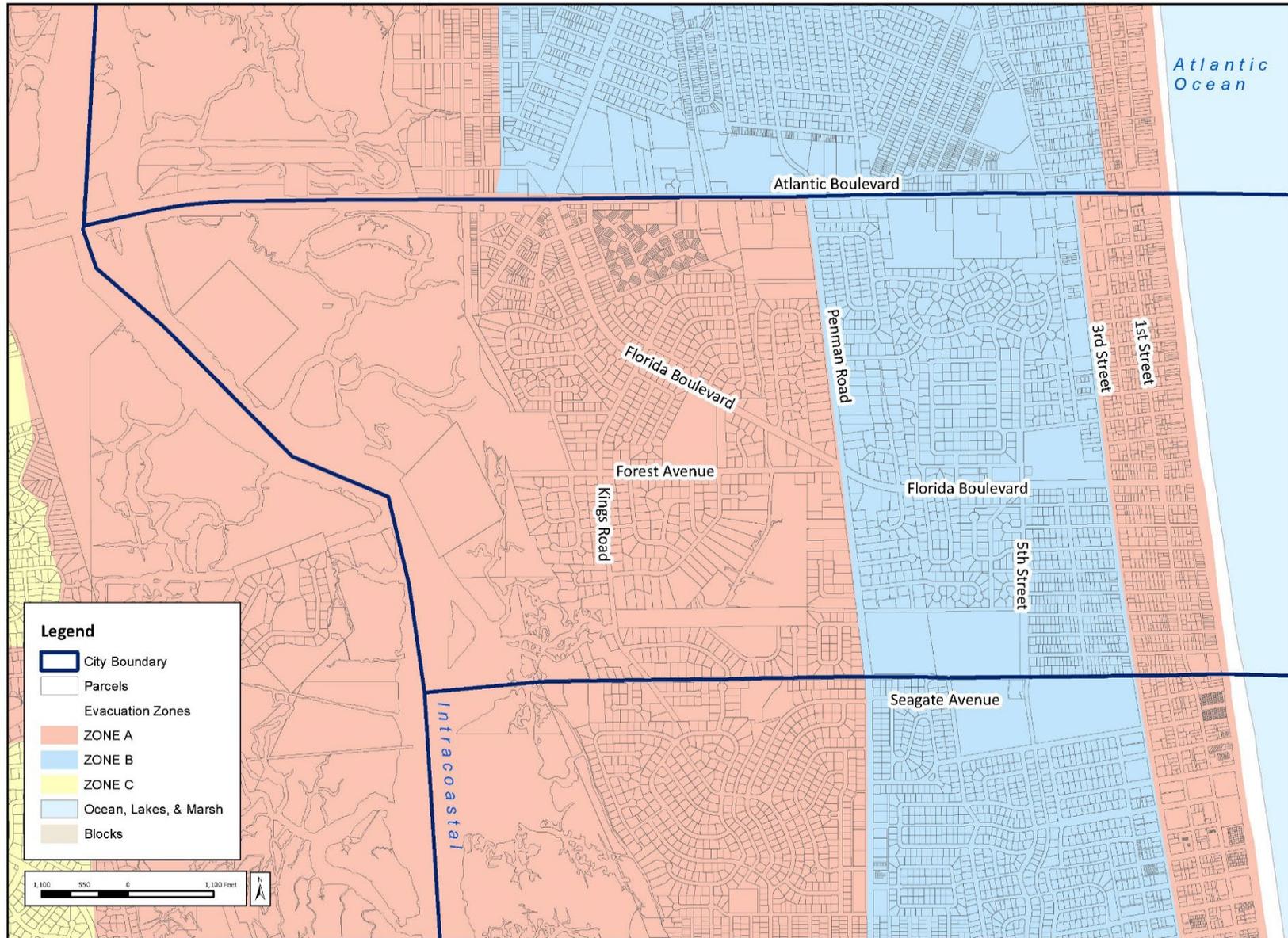
Map E-1 Coastal High Hazard Area (CHHA)



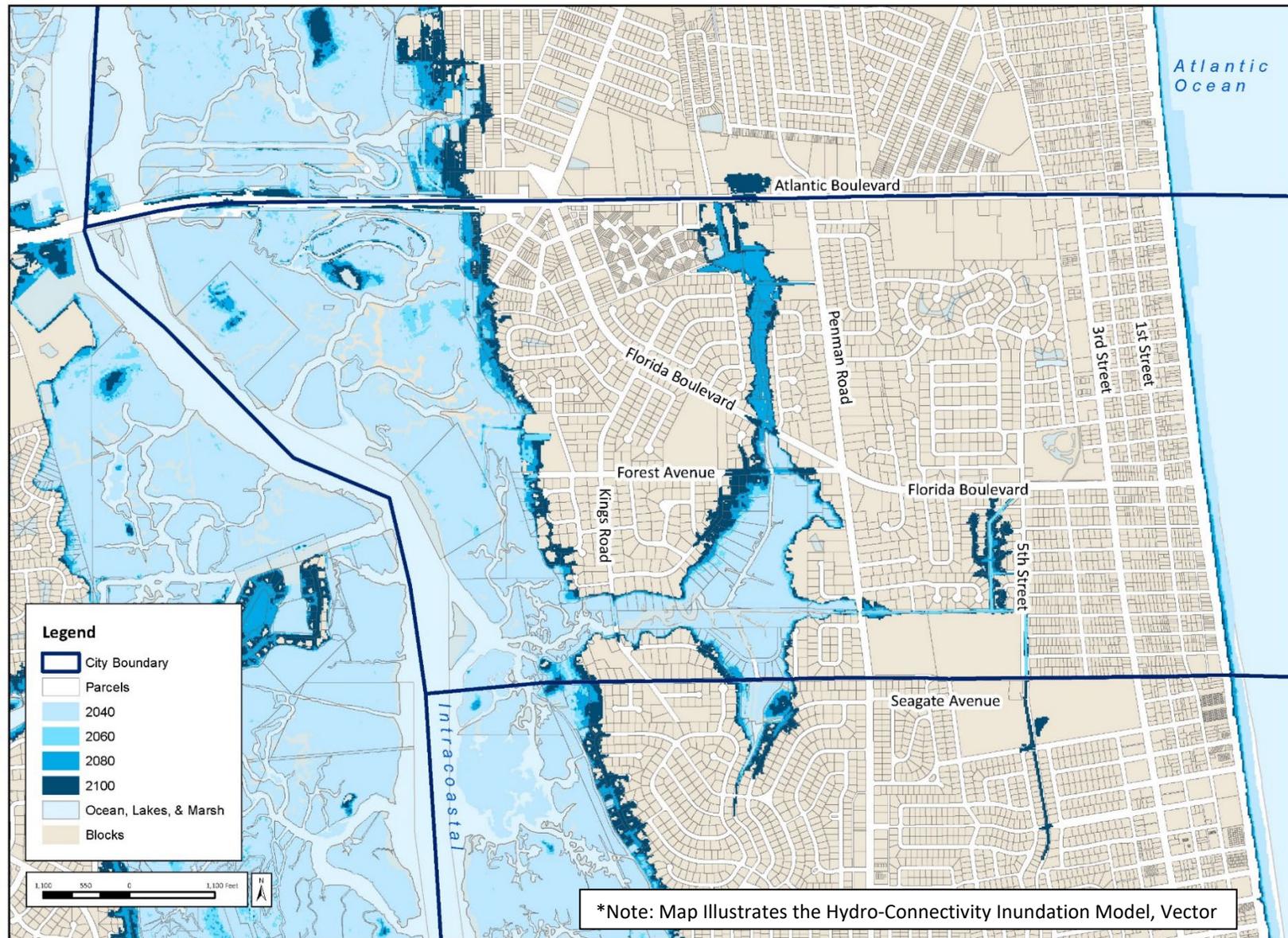
Map E-2 Flood Zones



Map E-3 Hurricane Evacuation Zones



Map E-4 Sea-Level Rise (NOAA Intermediate High Projection)



F. Recreation and Open Space Element



Recreation & Open Space Element

INVENTORY & ANALYSIS

**Note: The Inventory & Analysis section within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan but serve as a guide to inform the origins of thought while preparing the adopted Goals, Objectives, and Policies.*

The City of Neptune Beach has several parks ranging from our signature Park, Jarboe Park, to smaller pocket parks and passive recreation amenities along Hopkins Creek Preserve, the Marsh front, and of course the 1.2 miles of beach. Ish Brandt park is an oasis in the heart of commercial corridor that serves to buffer commercial spaces from cherished residential spaces. Beach access points from Atlantic Boulevard down to Seagate Avenue allow enjoyment and appreciation of our prized oceanfront recreational amenities. Currently, the City is revitalizing Jarboe Park which will feature lots of active recreation courts, ranging from pickle ball to basketball, trails, and the best in contemporary playground equipment for children of all ages.

Table F-1: Existing Parks & Open Spaces

Name	Acreage	Location	Parcel ID
Jarboe Park	12.68	510 Florida Blvd	173115 0000
Futch Park	0.12	0 Oleander Place	173269 0010
Basil Park	0.14	0 Fifth St	173260 0000
Ish Brant Park	2.70	0 Cherry St	172400 0500
Stinson Park	0.21	1301 Florida Blvd	177430 0000
Hopkins Creek Preserve	15.53	0 Kings Rd	177484 0600
Neptune Beach	60 acres (1.2 miles)	n/a	n/a
Total	91.38		

GOALS, OBJECTIVES, AND POLICIES

All recreation and open space within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal F.1

The City shall ensure retention, maintenance, and improvement of existing open space and recreational facilities, such as passive parks, sports fields/courts, jogging trails, and bicycle paths, to satisfy the health, safety, and welfare needs of citizens and visitors, including special groups such as the elderly.

Objective F.1.1

Public Access

The City shall continue to provide access to the beach and all other recreational amenities.

Policies

- F.1.1.1** Existing public beach access shall not be closed to the public.
- F.1.1.2** The City shall maintain all existing beach accesses and shall seek opportunities, where feasible, to provide additional access to all natural and constructed recreation and park facilities. New facilities shall be developed and constructed in compliance with applicable provisions of the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG).
- F.1.1.3** The City shall continue to allow parking along public rights-of-way for the purpose of providing parking for beach access, provided such parking does not interfere with pedestrian or vehicular safety and does not excessively result in damage to public or private property.

Objective F.1.2

Coordination

In order to provide citizens with a wide variety of leisure time activities with acceptable level of service standards, the City of Neptune Beach shall continue to coordinate the provision of parks and facilities with other government agencies.

Policies

- F.1.2.1** The City shall continue to support efforts of other government agencies and shall cooperate to achieve level-of-service standards for regional recreation and open space facilities.
- F.1.2.2** The City shall cooperate with the School Board in the provision of recreational facilities within Neptune Beach.
- F.1.2.3** The City shall maintain all existing beach access ways as described within the Conservation and Coastal Management Elements and shall continue to make improvements to prevent erosion caused by pedestrian traffic.
- F.1.2.4** The City shall not permit parks and designated open space to be diverted to any other use unless mitigated by equal replacement in size and quality of the resource.

Objective F.1.3

Adequate Parks and Recreation Facilities

In order to provide safe, convenient access for all residents to beaches, the Intracoastal Waterway, parks, and other recreation facilities in accordance with Level of Service standards set forth within this Plan, the City shall continue to maintain its existing recreational facilities and shall provide for the recreational needs of the City's residents. Map F-1 identifies existing and potential future parks, open spaces, and recreational facilities. The City shall inventory at least once every five years, public and private recreation resources to identify service inadequacies and opportunities for the sharing of facilities and programs.

Policies

- F.1.3.1** Existing recreational land shall not be replaced with non-recreational development.

- F.1.3.2** The City shall continue to operate and maintain existing recreational facilities in a safe and aesthetically pleasing manner.
- F.1.3.3** The City shall adopt Crime Prevention through Environmental Design (CPTED) standards for the design of streets, parks, and public spaces.
- F.1.3.4** The City shall utilize low impact design principles for the design and construction of streets, parks, and infrastructure improvements, including provisions for the use of native plants that help filter stormwater and for the prioritization of natural edge stormwater canals over conventionally engineered, hard edge channels.
- F.1.3.5** The City shall Invest in recreational amenities along the Intracoastal: including kayak launches, marsh walks, and a pedestrian/bicycle bridge across Hopkins Creek that connects the two segments of Seagate Avenue. Potential future recreational projects are identified and located on Map F-1.
- F.1.3.6** The City shall use the following LOS standards for the provision of neighborhood parks:

Table F-2: Current Parks & Recreation Facilities and LOS Standards

Facility	Level of Service	Minimum Required	Current (2021)
Neighborhood Parks	2 acres per 1,000 Population	14.39 acres	15.85 acres*
Playground (with equipment)	1 playground per 2,500 population	3 playgrounds	3 playgrounds
Volleyball Court	1 court per 5,000 population	1.45 courts = 2	2 courts
Tennis Court	1 court per 5,000 population	1.45 courts = 2	2 courts
Beach Access	1 access per 1,000 population	7 beach accesses	25 accesses
Jogging/Exercise Trail**	1 mile of trail per 2,000 population	3.6 miles	1.7 miles built (additional 2+ miles planned)
<i>*Current Neighborhood Parks does not include Hopkins Creek Preserve or Neptune Beach</i> <i>**Can include multiuse paths, nature trails, and marsh walks</i>			

Objective F.1.4

Open Space

The City shall continue to provide public open space for the enjoyment of all residents and visitors to the City and shall require that residential developments and redevelopment projects include open space.

Policies

- F.1.4.1** Development shall not be allowed in wetlands or environmentally sensitive areas. All development adjacent to wetlands or environmentally sensitive areas shall conform to the performance standards as set forth in the Land Development Regulations.
- F.1.4.2** The City shall develop appropriate definitions and standards of open space for inclusion in land development regulations.

- F.1.4.3** The City shall consider opportunities to provide additional public open spaces, including converting the final segment of Atlantic Boulevard from 1st Street to the beach into a pedestrian plaza, and transforming the segment of 1st Street from Atlantic Boulevard to Orange Street into a shared street that can be easily closed to cars for special events. Potential future open space projects are identified and located on Map F-1.

Objective F.1.5

Recreational Needs for the Elderly and Handicapped

Passive recreation shall be provided which is accessible to and meets the needs of the elderly and handicapped in accordance with Level of Service standards set forth within this Plan amendment.

Policies

- F.1.5.1** The City shall provide handicapped parking and barrier-free access to all public recreation facilities.
- F.1.5.2** Public recreation facilities shall provide passive type recreation for the elderly and handicapped.
- F.1.5.3** The City shall continue to support the Senior Center’s community programs and services.

Objective F.1.6

Bike and Jogging/Walking Trails

In accordance with the Level of Service standards set forth within this Plan’s Transportation Element and Map B-4: Existing & Future Bicycle & Pedestrian Facilities, the City shall promote safe and active non-vehicular modes travel.

Policies

- F.1.6.1** The City shall refer to the Neptune Beach Community Vision Plan (2021), the North Florida TPO’s 2019 Regional Multi-Use Trail Plan, and the City of Jacksonville’s Pedestrian and Bicycle Master Plan (2017) to ensure provisions for pedestrian and bicycle routes in the City and connecting adjacent municipalities.
- F.1.6.2** Provide for a high level of recreational activity to alleviate peak parking demands and reliance on vehicular transportation through the prioritization of bike and pedestrian facilities.
- F.1.6.3** Increase energy efficiency by encouraging active modes of transportation through continuous monitoring and improvement of the City’s trail network and bicycle parking infrastructure.
- F.1.6.4** Increase the lighting and the separation of bike paths, and mark bike paths and jogging trails with clear delineation for maximum safety and protection.

Objective F.1.7

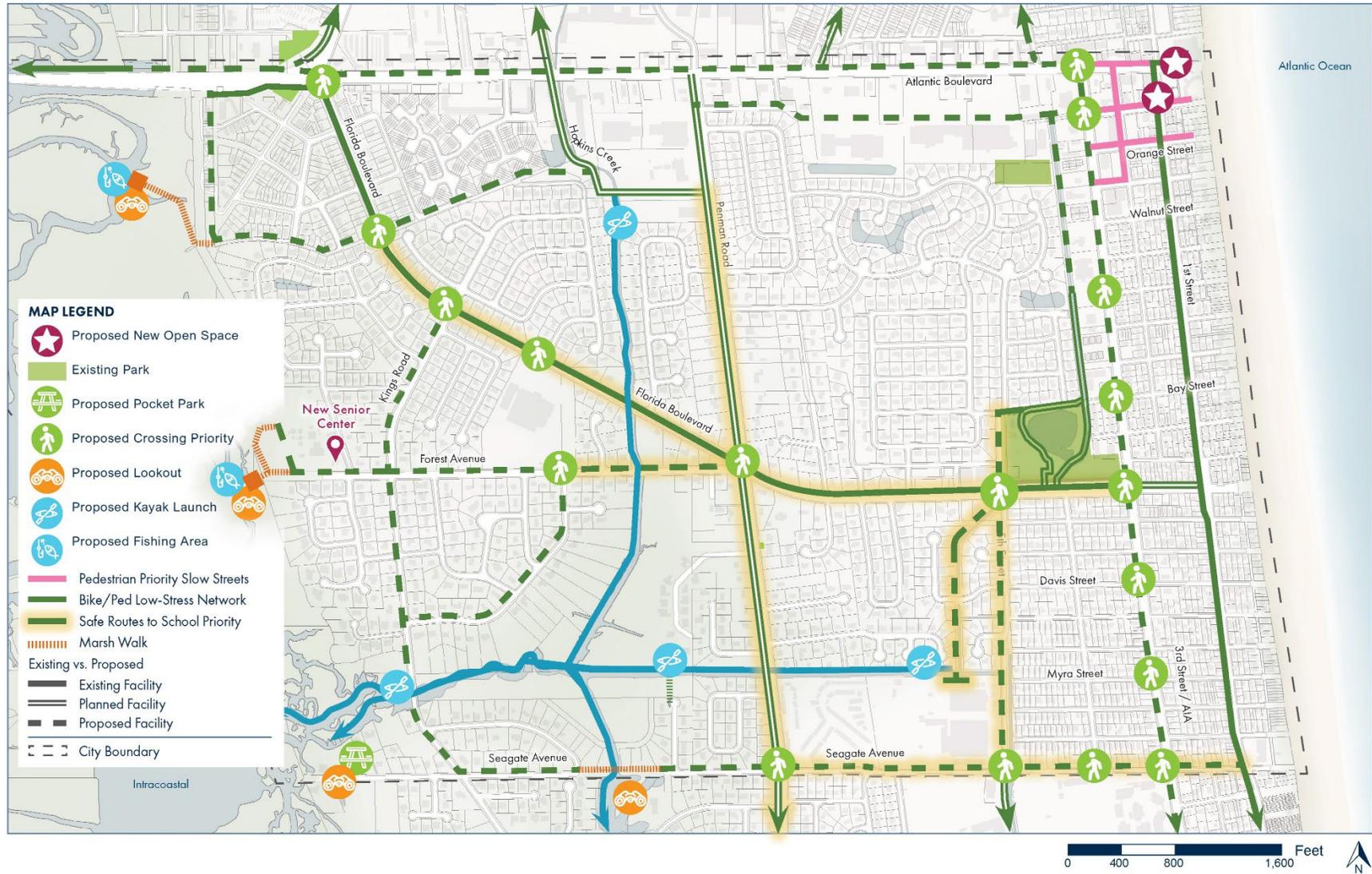
Requirements for Redevelopment Projects

Redevelopment projects of a certain size shall provide the recreational facilities and open space in accordance with the requirements in the City's Land Development Code.

Policies

- F.1.7.1** In multifamily, commercial, and mixed-use redevelopments of a certain size, on-site recreational facilities and public open space must be provided to fulfill the requirements and standards outlined in the Land Development Code.

Map F-1: Existing & Future Parks, Open Spaces, and Recreational Facilities



G. Intergovernmental Coordination Element



Intergovernmental Coordination Element

GOALS, OBJECTIVES, AND POLICIES

All Intergovernmental Coordination within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal G.1

The City shall coordinate and cooperate with the various governmental agencies to achieve coordination of the following:

- 1) equitable and reasonable sharing of authority, responsibility, and resources in the provision of services, education, and housing;
- 2) provision for effective development review and permitting;
- 3) effective representation on behalf of the City in decisions related to future growth management, planning, and funding resources.

Objective G.1.1

Maintaining Consistency with Comprehensive Plans and Interlocal Agreements

As means of achieving effective intergovernmental coordination and consistency in planning for the future of the City and the surrounding region, copies of proposed amendments to the adopted Comprehensive plan shall be provided to adjacent local governments and government agencies which provide services within the City, but which may not have regulatory authority within the City.

Policies

- G.1.1.1** In order to ensure the impacts of development as proposed in the Plan amendment are coordinated with development throughout the region and the State, and for comments prior to legislative adoption, the City shall forward copies of proposed Comprehensive Plan amendments to all surrounding local governments, the Duval County School Board, the Northeast Florida Regional Council, the St. Johns River Water Management District, the Florida Department of Environmental Protection, the Florida Department of Transportation, the Florida Department of Community Affairs, and any special service districts, as required in Section 163.3187, Florida Statutes.
- G.1.1.2** The City shall continue to participate in the inter-community Beaches utility group related to the coordination and implementation of the Cooperative Beaches Utility Plan as well as any utility and infrastructure related issues.
- G.1.1.3** The City shall continue to coordinate with the City of Atlantic Beach and the City of Jacksonville Beach to develop coordinated land use planning, unified development policies and special projects.
- G.1.1.4** The City shall maintain Interlocal Agreements identified within this Comprehensive Plan amendment as necessary to provide efficient and effective services.
- G.1.1.5** The City shall continue coordination with the following entities and agencies for the purposes as indicated:

- (a) Other local governments and agencies adjacent to our Coastal High Hazard Area, including the Emergency Preparedness Division of the Duval County Fire and Rescue Division and the Florida Department of Transportation for the purpose of improving hurricane evacuation routes and reducing evacuation time.
- (b) The State of Florida, Duval County, and other local governments for the purpose of post-disaster redevelopment planning, land use and transportation planning, resource conservation (including potable water), provision of shared recreation facilities, and coastal and beach access facility development.
- (c) The North Florida Transportation Planning Organization related to transportation improvements needed to maintain or exceed adopted Level of Service standards
- (d) The St. Johns River Water Management District and the Florida Department of Environmental Protection related to coordination of land use and water supply planning, development review, and permitting responsibilities and procedures.
- (e) The Duval County Health Department related to the coordination of proper education and procedures to improve and maintain a healthy environment within the City. The law enforcement agencies of surrounding local governments, as well as State and Federal law enforcement agencies, in order to achieve compatibility of communication equipment and coordination of services.
- (f) The Jacksonville Transportation Authority to support the development of transportation routes that serve the beach communities.
- (g) The Duval County Environmental Resource Management Department to ensure provision for timely planning and development of solid waste disposal facilities to effectively serve needs of all communities within the service area.
- (h) The Duval County School Board related to the coordination of school facility planning and comprehensive land use planning in accordance with the Interlocal Agreement for Joint Facility Planning between the City of Neptune Beach, the Consolidated City of Jacksonville, the Town of Baldwin, the City of Jacksonville Beach, the City of Atlantic Beach, and the Duval County School Board.
- (i) The Duval County School Board related to the coordination of school facility planning and comprehensive land use planning in accordance with the Interlocal Agreement for Joint Facility Planning between the City of Neptune Beach, the Consolidated City of Jacksonville, the Town of Baldwin, the City of Jacksonville Beach, the City of Atlantic Beach, and the Duval County School Board.

- G.1.1.6** The City shall continue its involvement in the North Florida Transportation Planning Organization and will maintain representation on the Technical Coordinating Committee as appropriate.
- G.1.1.7** The City shall encourage the utilization of the Northeast Florida Regional Planning Council as the appropriate entity for informal mediation process in resolving conflicts with other local units of government.
- G.1.1.8** Continue to monitor updates to the Duval County Public Schools Interlocal Agreement and Proposed Policies addressing Concurrency.
- G.1.1.9** Continue to monitor the Public Schools Element to ensure consistency and revisions as policies are addressed throughout the Concurrency Planning Process and the Outcomes that may affect the Interlocal Agreement.

- G.1.1.10 Additional detail on the coordination of design, construction, and maintenance of public schools can be found within the Public Schools Element.

Objective G.1.2

Coordination of the Management and Protection of Natural Resources

The City shall continue to coordinate with all adjacent local governments and relevant agencies in implementing protection of the beach, shoreline, and wetlands and in protecting the potable water supply from saltwater intrusion.

Policies

- G.1.2.1 The City shall coordinate with all jurisdictional agencies and adjacent local governments in developing and implementing programs aimed at the effective management of the beaches, shorelines, and wetlands as well as other cross-jurisdictional water bodies.
- G.1.2.2 The City shall coordinate with Duval County and the Army Corps of Engineers (ACOE) for beach rehabilitation.
- G.1.2.3 The City shall coordinate with the St. Johns River Water Management District to identify potential areas where saltwater intrusion may degrade potable water resources.

Objective G.1.3

Coordination of Levels of Service for Public Facilities

The City shall coordinate planning and land development activities with adjacent local governments to ensure that the impacts of new development shall not preclude the attainment of adopted Level of Service standards; impair sound environmental management practices; create land use conflicts, or contribute to inconsistent and incompatible urban development patterns.

Policies

- G.1.3.1 The City shall advise local governments of proposed development and re-development activities which might reasonably be foreseen to reduce facility service standards and shall review such projects for of conformity with the Comprehensive Plan of adjacent local governments, particularly those near jurisdictional boundary lines.
- G.1.3.2 The City shall coordinate with affected jurisdictions and agencies, including FDOT, regarding mitigation to impacted transportation facilities not under the jurisdiction of the City. Interlocal Agreements with other jurisdictions may be utilized for this purpose.
- G.1.3.3 In order to reflect the shared responsibilities for managing development and concurrency, and to address cross-jurisdictional impacts of development on regional transportation facilities, the City may enter into agreement with one or more adjacent local governments.

Objective G.1.4

Coordination with the Duval County School Board

In accordance with the Interlocal Agreement for Joint Facility Planning, adopted pursuant to Chapter 163.3177, Florida Statutes, the City shall consult with the Duval County School Board and Duval County Public Schools prior to implementing projects or plans that might impact the use of school facilities related to shared facilities, access,

surrounding environment, housing patterns, alteration of public services and general development policies of the City.

Policies

- G.1.4.1** The City shall notify the Duval County Public Schools of projects or plans under consideration which might affect the operation of school facilities at least thirty (30) days prior to taking formal action thereon.
- G.1.4.2** The City shall request that the Duval County Public Schools advise the City of proposed alteration, construction, or other plans under consideration so that the City may be advised and provided an opportunity to discuss the potential effects of such action upon the City.
- G.1.4.3** The City shall maintain, a non-voting representative to be appointed by the Duval County School Board, a seat on its Local Planning Agency (LPA), who shall be noticed, provided an agenda, and invited to attend LPA meeting and to provide comments related to land use amendments and rezoning proposals that may affect student enrollment projections or school facilities.

Objective G.1.5

Affordable Housing

The City shall enter into Interlocal Agreements with adjacent municipalities in order to facilitate coordination of affordable housing needs.

Policy

- G.1.5.1** The City shall enter into Interlocal Agreements with adjacent governments, as determined to be necessary and appropriate, so as to address the City's very low, low, and moderate-income affordable housing needs in response to:
- (a) Market driven limitations where meeting the needs for very low, low, and moderate income affordable housing is not economically feasible due to exceptionally high property values related to the City's coastal location
 - (b) Environmental limitations where meeting affordable housing needs for very low, low, and moderate income residents is not feasible due to residential density restrictions within the Coastal High Hazard Area.

H. Capital Improvements Element



Capital Improvements Element

Terms used within this element shall be as set forth within Section 163.3177 Florida Statutes or as defined by applicable City of Neptune Beach ordinances.

SCHEDULE OF CAPITAL IMPROVEMENTS

A comprehensive list of capital improvement projects in various stages of development (conceptual, proposed, planned, construction) was included as part of the adopted 2021 Neptune Beach Community Vision Plan. This schedule can be found in Appendix A 'Capital Improvements Project List' and will be reviewed and reprioritized annually as part of the City's annual budgeting process.

GOALS, OBJECTIVES, AND POLICIES

Goal H.1

The City shall provide public facilities, which are sufficient to enable the City to: 1) accommodate the needs of present and future populations in a timely and cost-effective manner; 2) maximize the use of existing facilities; and 3) maintain or enhance the City's services, physical environment, and fiscal integrity.

Objective H.1.1

Capital Improvements Planning

Capital projects needed to support development shall be evaluated annually, and when financially feasible, based on the annual adopted budget for the City, they shall become part of the five (5) year Schedule of Capital Improvements of the Capital Improvement Program (CIP). Updates to the CIP shall be included in the City's adopted Comprehensive Plan as part of the annual review and amendment to this Capital Improvements Element.

Policies

H.1.2.1 Capital improvements, which are determined to be necessary to implement the Goals, Objectives, and Policies of this Comprehensive Plan shall be given priority by the City. All capital improvements having a cost of \$25,000 or more shall be included in the City's annual capital improvements budget along with an identified funding source.

H.1.2.2 The City shall be guided by the following criteria in identifying and prioritizing capital improvements both in the provision of new facilities, and replacement or renewal of existing facilities:

- (a) improvements needed for the protection of public health and safety;
- (b) improvements that increase the utilization of existing City facilities, multiple use of facilities or improved efficiency of facility operation;
- (c) improvements that address existing Level of Service deficiencies;
- (d) improvements necessary to meet the requirements of future development; and
- (e) improvements that enhance and improve the City's built environment, aesthetic character, economic stability, or environmental quality.

H.1.2.3 The City supports coordination of capital improvement planning by all levels of government as a means of providing services in an orderly, economical, and efficient manner.

- H.1.2.4 The City Manager, or designee, shall have the responsibility of preparing a capital improvement budget and Capital Improvement Element update (when required) after evaluating the population growth within the City, the condition of the City facilities, and the provisions of this Comprehensive Plan.
- H.1.2.5 The City shall ensure the financial feasibility of all capital improvements included within the adopted Capital Improvements Element.
- H.1.2.6 This Capital Improvements Element shall be reviewed annually and updated as necessary to reflect revisions to the Capital Improvements Program in accordance with the annual adopted budget, including any proportionate fair-share contributions.

Objective H.1.2

Public Expenditures within the Coastal High Hazard Area (CHHA)

The City shall not make public expenditures that subsidize land development within the Coastal High Hazard Area except for improvements required to implement the Objectives and Policies identified within the Coastal/Conservation Element, the Capital Improvements Element, and those expenditures necessary for the health and safety of the residents of these areas.

Policies

- H.1.2.1 The City shall coordinate with the appropriate agencies to ensure improvements as appropriate and necessary to protect and re-nourish dunes and beach areas, to maintain or replace public facilities, and to provide improved recreational opportunities, including maintaining safe public beach access for people of all ages and abilities.

Objective H.1.3

Concurrency and Level of Service Standards

The City shall coordinate land use decisions and the issuance of development permits with the implementation of the Capital Improvement Program so as to ensure that the Level of Service (LOS) standards, as set forth within this Plan element, are fully met in accordance with Florida Statutes, and other applicable rules and regulations. A Concurrency Management System (CMS) shall be maintained that is consistent with and supports the Capital Improvements Program, and which is financially feasible to provide necessary facilities to maintain adopted Level of Service standards and to serve new development during the five-year Capital Improvement Program planning period. The Concurrency Management System shall ensure that public facilities and services are available concurrent with the impacts of new development.

Policies

- H.1.3.1 The City through its Concurrency Management System shall ensure that Level of Service (LOS) Standards and capacity requirements for sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools, and transportation facilities—including street capacity, projections, overall mobility targets, and mass transit where applicable—are achieved or maintained.
- H.1.3.2 Development permits, including permits issued for single-family and two family residential development upon existing Lots of Record, and those issued solely for alteration, remodeling,

reconstruction, or restoration of residential units provided that such permits do not authorize an increase in the number of dwelling units; and for non-residential uses, those permits that do not authorize an increase in the square feet of the development shall be deemed no impact projects and shall not require a Concurrency Certificate. It shall be the Applicant's responsibility to demonstrate and certify this provision in accordance with concurrency review procedures.

H.1.3.3 Applications for development permits for projects which are deemed to have no impact upon public facilities and services, as defined by preceding Policy H.1.3.2, or to have a de minimus impact as defined by State law, or which have acquired statutory or common law vested rights, shall not require a Concurrency Certificate. It shall be the Applicant's responsibility to demonstrate and certify this provision in accordance with concurrency review procedures.

H.1.3.4 Development permits issued by the City, other than those as addressed by Policies H.1.3.2 and H.1.3.3, shall be accompanied by an approved Concurrency Certificate for that specific project, certifying that the proposed project has passed mandated concurrency tests. Capacity for all local development permits holding approved Concurrency Certificates shall be reserved in the affected public facilities for the life of the approved development permit but shall be released upon expiration of such development permit.

H.1.3.5 The City shall implement a concurrency tracking and monitoring system, which shall:

- (a) Analyze the impacts of a proposed development in relation to the available capacity and Level of Service requirements contained within this Capital Improvements Element; and
- (b) Create an annual report that summarizes the available capacity of public facilities and forecasts the future available capacity based upon best available data.

Note: Terms and abbreviations used within following policies H.1.3.6 through H.1.3.11 shall have the same meaning as defined within the Public Schools Facilities Element of this Plan.

H.1.3.6 The City shall ensure that future needs are addressed consistent with the adopted level of service standards for public schools to ensure that the capacity of schools is sufficient to support residential development order approvals at the adopted level of service (LOS) standards.

H.1.3.7 The LOS standards shall be applied consistently by the City and by the DCPS district-wide to all schools of the same type, and shall continue to be revised according to subsequent revision to the DCPS Five Year Capital Plans and Master Facilities Plans.

H.1.3.8 According to the Interlocal Agreement for Public School Facility Planning between Neptune Beach and the City of Jacksonville, the uniform LOS standards for all public schools including magnets and all instructional facility types, shall be 105% of the permanent Florida Inventory of School House (FISH) capacity, plus portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF).

The City's strategy in coordination with the DCPS for correcting existing deficiencies and addressing future needs includes the following:

- (a) implementation of a financially feasible Five-Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;

- (b) implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service standards to the district-wide standards;
- (c) identification of adequate sites for funded and planned schools; and
- (d) the expansion of revenues for school construction.

H.1.3.9 The City hereby adopts by reference as part of this Element the 2019-2020 Five Year Capital Plan and the Master Facilities Plan (2020) as the 15-year long-term schedule of improvements program adopted by the Duval County School District, which sets forth a financially feasible public school capital facilities program that demonstrates the adopted level-of-service standards will be achieved and maintained by the end of the 5-, 10-, and 15-year planning periods.

H.1.3.10 By December of each year, the City, shall adopt the updated the DCPS Five Year Capital Plan and the Master Facilities Plan as the 15-year long-term schedule of improvements program to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained pursuant to Policy H.1.3.9 of this Element.

H.1.3.11 If there is a consensus to amend the LOS, it shall be accomplished by the execution of an amendment to this Interlocal Agreement by all Cities and the DCPS, and the adoption of amendments to each local government's Comprehensive Plan, following an advisory review by the ILA Team and the Joint Planning Committee. The amended LOS shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed. No level of service shall be amended without showing that the LOS is financially feasible.

Note: In addition to the LOS for school concurrency established by the Duval County School Board, the following Level of Service standards are adopted as the basis for the City's issuance of development permits:

H.1.3.12 The City shall not issue a development permit unless provision to maintain or exceed the above standards for Park, Recreation and Open Space Levels of Service is met or committed as set forth in Table H-1.

Table H-1: Level of Service Standards for Parks & Recreation Facilities

TYPE OF FACILITY	LEVEL OF SERVICE
Neighborhood Park*	2 acres per 1,000 population
Playground (with equipment)	1 playground per 2,500 population
Volleyball Court	1 court per 5,000 population
Tennis Court	1 court per 5,000 population
Beach Access	1 access per 1,000 population
Jogging/Exercise Trail	1 mile of trail per 2,000 population
<i>*Should not include natural preserve areas (e.g. Hopkins Creek Preserve and Neptune Beach)</i>	

H.1.3.13 If determined to be appropriate by the City, a development permit may be issued subject to the condition that, at the time of issuance of a Certificate of Occupancy or its functional equivalent, the acreage for the necessary park, recreation, or open space facilities is dedicated or acquired by the local government, or by funds in the amount of the Developer's fair share are committed in accordance with the following and:

- (a) The park, recreation, or open space facilities are in place at the time of a Certificate of Occupancy or its functional equivalent as provided in the adopted local government five (5) year Schedule of Capital Improvements; or
- (b) At the time the development permit is issued, the necessary park, recreation, or open space facilities are mandated through a binding executed agreement which requires the necessary facilities to be in place at the time of the issuance of a Certificate of Occupancy or its functional equivalent; or
- (c) At the time the development permit is issued, the necessary park, recreation or open space facilities are guaranteed in an enforceable development agreement, pursuant to Section 163.3227, F.S., or a development permit issued pursuant to Chapter 380, F.S., to be in place or under actual construction at the time of the issuance of a Certificate of Occupancy or its functional equivalent. [Section 163.3180(2), F.S.]

H.1.3.14 At the time of issuance of a development permit, there shall be in place an enforceable development agreement that ensures, prior to the issuance of a Certificate of Occupancy or its functional equivalent, the necessary facilities and services for sanitary sewer will be available according to the Level of Service Standards established in Table H-2.

Table H-2: Level of Service Standards for Sanitary Sewer

TYPE OF SERVICE	LEVEL OF SERVICE
Sanitary Sewer Facilities - Residential	Average Sewage Generation Rate 100 gallons per capita per day
Sanitary Sewer Facilities - Commercial	Minimum service shall be consistent with table 1 for system design estimated sewage flows in Chapter 64E-6 F.A.C.

H.1.3.16 At the time of issuance of a development permit, there shall be in place an enforceable development agreement that ensures, prior to issuance of a Certificate of Occupancy or its functional equivalent, the necessary facilities and services for solid waste and potable water will be available according to the Level of Service Standards established in Table H-3.

Table H-3: Level of Service Standards for Solid Waste and Potable Water

TYPE OF SERVICE	LEVEL OF SERVICE
Solid Waste Facilities	Average Solid Waste Generation Rate; 7.1 pounds per capita per day
Potable Water Facilities - Residential	Average Water Consumption Rate 100 gallons per capita per day
Potable Water Facilities - Commercial	Minimum service shall be consistent with Chapter, 64E-6 F.A.C.

H.1.3.17 At the time of issuance of a development permit, there shall be in place an enforceable development agreement that ensures, prior to issuance of a Certificate of Occupancy or its functional equivalent, that the necessary facilities and services for drainage and stormwater

treatment, the protection of natural hydrologic functions, particularly tidal marsh systems, will be in place.

Table H-4: Level of Service Standards for Drainage

TYPE OF SERVICE	LEVEL OF SERVICE
Surface Water Quality	Applicable local and State regulations shall pertain to maintaining water quality, natural hydroperiods and flows. Ambient water quality standards will be met in the planning and development activities. Minimum criteria for surface water quality shall meet the standards of F.A.C. 62-302 and the St. Johns River Water Management District Environmental Resource Permitting (ERP) rules.
Wetland Stormwater Discharge	Permits for Wetland stormwater discharge shall meet F.A.C., St. Johns River Water Management District Environmental Resource Permitting (ERP) rules, and/or US Army Corps of Engineers.
Stormwater Discharge Facilities	Permits for construction of new stormwater discharge facilities shall meet St. Johns River Water Management District Environmental Resource Permitting (ERP) rules.
Minor Conveyances	5-year frequency, 24-hour duration storm.
Major Outfalls and Conveyances	10-year frequency, 24-hour duration; LOS goal for existing or historical and, IDF curve Zone 5, and 25-year frequency 24-hour storm duration for new development.
Level of Service: Shall at a minimum meet the St. Johns River Water Management District Environmental Resource Permitting (ERP) rules and all new development and significant redevelopment, excluding residential lots less than 0.25 acres, shall provide treatment and attenuation for both flow and volume.	

H.1.3.18 The City shall manage land use and zoning regulation changes, development approvals, and transportation infrastructure improvements to ensure that State facilities can operate at the minimum Level of Service Standards provided in Table H-5. Any facilities deemed to be constrained shall be required to maintain LOS and travel speed. Additionally, Backlogged Facilities shall be required to maintain and improve existing LOS and travel speed.

Table H-5: Minimum Level of Service Standards for State Roads

Street	Roadway Classification	Level of Service
Third Street (A1A)	Principal Arterial	LOS D
Atlantic Boulevard	Principal Arterial	LOS D

H.1.3.19 A development permit may be issued if determined to be appropriate by the City, subject to the condition that the necessary transportation facilities are scheduled to be in place or under actual construction not more than three (3) years after issuance of a Certificate of Occupancy or its functional equivalent as provided in the adopted local government five-year Schedule of Capital Improvements. The Schedule of Capital Improvements may recognize and include transportation

projects included in the first three years of the applicable, adopted Florida Department of Transportation five-year work program.

H.1.3.20 An estimated date of commencement of actual construction and the estimated date of project completion for transportation improvements necessary to satisfy concurrency shall be included in the Capital Improvements Program for the City.

H.1.3.21 A Comprehensive Plan amendment is required to eliminate, defer, or delay construction of transportation improvements which are needed to maintain the adopted Transportation Level of Service standard, and the schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule must be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7) unless:

- (a) At the time a development permit is issued, the necessary transportation facilities are contained within a binding executed agreement that mandates the necessary transportation facilities will be in place or under actual construction within three (3) years after the issuance of a Certificate of Occupancy or its functional equivalent; or
- (b) At the time a development permit is issued pursuant to Chapter 380, F.S, the necessary transportation facilities are guaranteed through an enforceable development agreement.
- (c) Prior to the issuance of any development permit pursuant to Chapter 380, F.S., the necessary transportation facilities are required to either be in place or under actual construction within three (3) years after issuance of a certificate of occupancy or its functional equivalent.

H.1.3.22 At the discretion of the City, developments may satisfy concurrency requirements by entering into a development agreement to pay for or construct a proportionate share of one or more mobility improvements that will benefit a regionally significant transportation facility. Specific requirements would be implemented through a proportionate fair-share program in the land development regulations, which shall comply with all revisions to Chapter 163.3108(5), Florida Statutes.

H.1.3.23 The City shall maintain records on *de minimis* impacts for transportation concurrency to ensure that traffic volume remains under the 110% criteria pursuant to requirements of the Department of Community Affairs, and this documentation shall be provided to DCA annually.

H.1.3.24 The City shall establish and implement a process for assessing, receiving, and requiring that transportation facilities necessary to serve a proposed new development are in place prior to or as a result of the proposed development.

H.1.3.25 Transportation facilities or improvements necessary to maintain adopted LOS standards shall be included in a financially feasible five (5) year Schedule of Capital Improvements that shall be adopted.

H.1.3.26 Any assessment shall have a reasonable relationship to the transportation impact that is projected to be generated by the proposed new development.

Objective H.1.4

Funding for Capital Improvements

The City shall manage its fiscal resources and establish through revisions to its Land Development Regulations, as required by section 163.3202, F.S. equitable facility cost allocation and concurrency requirements in a manner that ensures the City's capability to meet future capital improvement needs, which are associated with continued development and redevelopment of the City.

Policies

H.1.4.1 The City's annual adopted budget, which identifies General Fund and other revenue sources and all fund expenditures, and all governmental debt obligations, (as set forth within the Debt Service Fund) is hereby identified as supporting data and analysis for this Capital Improvements Element. The annual budget shall continue to contain a Capital Improvement Program with a Schedule of Capital Improvements, adequate to, at a minimum, maintain the adopted Levels of Service as set forth within this Plan element.

H.1.4.2 The City's annual budgeting process shall reflect immediate as well as long-term implications of capital project expenditures in terms of trends and projections in the City's fiscal condition, expressed public attitudes, Comprehensive Plan provisions, and consistency with the plans of regional service agencies, the St. Johns River Water Management District, and other entities with whom coordination of facility planning is appropriate. Criteria for evaluating capital project expenditures shall include:

- (a) the urgency of need based upon health, safety, and welfare considerations of the general public;
- (b) the orderly scheduling to maximize funding availability; and
- (c) opportunities for coordinating expenditures so as to improve efficiency and effectiveness of public services.

H.1.4.3 The annual budget process shall include a review of two years of actual history, an estimate for the current year and the proposed year, and, then the final approved budget for the following fiscal year. The adopted capital expenditures budget shall be segregated both by program area and by revenue fund type and shall identify existing and projected revenue sources and funding mechanisms.

H.1.4.4 The annual adopted budget shall continue to include a yearly Schedule of Capital Outlay and also a Long-Term Financial Plan, which shall be evaluated, reviewed and adjusted during the budgeting process, as may be necessary, to correct existing deficiencies, or to address emergency needs.

I. Public Schools Element



Public Schools Element

GOALS, OBJECTIVES, AND POLICIES

All public schools' coordination within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal I.1

The City shall collaborate and coordinate with the Duval County Public Schools (DCPS), the City of Jacksonville and the other Duval County municipalities to ensure that the public school system offers a high-quality educational environment, provides accessibility for all its students, and ensures adequate school capacity to accommodate existing and future population.

Objective I.1.1

Coordination Review Procedure for Public Schools

The City shall establish coordination review procedures to ensure consistency of its Comprehensive Plan with the plans of the DCPS, the City of Jacksonville, and the other municipalities.

Policies

- I.1.1.1 Staff shall meet in joint workshop sessions with staff from DCPS, the City of Jacksonville, and the other municipalities on an as needed basis, but at a minimum of twice per year, to provide opportunities to discuss issues of mutual concern.
- I.1.1.2 Jacksonville and the other municipalities shall meet on an annual basis in a joint workshop or meeting session to discuss issues regarding coordination of land use and school facilities planning: population and student growth, development trends, school siting, school needs, school concurrency, co-location and joint use opportunities, and ancillary infrastructure improvements needed to support and ensure safe student access.
- I.1.1.3 The City shall coordinate and base its plans upon consistent projections of the amount, type, and distribution of population growth and student enrollment which are consistent with those of the DCPS, the City of Jacksonville, and the other municipalities. The Interlocal Agreement shall establish the methodology to be used to determine school enrollment projections and the methodology to be used to determine school enrollment and capacity to be used in concurrency testing. The school enrollment projections will be used to prepare the DCPS Five-Year Capital Plan. At a minimum, the methodology shall include consideration of students from projected new housing stock and from existing housing stock, and establishes that each of these components of projected student enrollment will be set out for each Concurrency Service Area by type of school, or a functional equivalent. To ensure that the City's Capital Improvement Plan and the Concurrency Management System are financially feasible, the City of Jacksonville shall confirm that the student enrollment projections from new housing stock in each Concurrency Service Area are consistent with the population projections for that Concurrency Service Area. The City will annually revise its Five-year population projections, update the information, and provide those

revised projections and information to the DCPS, the City of Jacksonville, and the other municipalities in order for the DCPS to annually update its school enrollment projections.

- I.1.1.4 At the time of adoption of the Public School Facilities Element (PSFE), the City shall coordinate and share data with the DCPS, including an inventory of reserved capacity that existed prior to the effective date of the City's School Concurrency Ordinance, approval and a projection of the number of these residential units that are anticipated to receive certification of occupancy approval in the next five years, and the identification of any development orders issued which contained a requirement for the provision of a school site as a condition of the development approval.
- I.1.1.5 On an ongoing basis, the City will provide the DCPS with data, including information regarding the type, number, and location of residential units which have received zoning approval, site plan approval, a building permit, or a Certificate of Occupancy, and a draft Capital Improvements Plan (GIP) with the final version of the GIP to be submitted by the City to the DCPS after official adoption. Information regarding the conversion or redevelopment of housing or other structures into residential units that are projected to generate new students shall be provided.
- I.1.1.6 By December of each year, the City shall consider for adoption the DCPS Five- Year Capital Facilities Plan to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure that the level of service standards will be achieved and maintained by the end of the 5-year planning period. If the City determines that the DCPS Five-Year Capital Facilities Plan is not financially feasible, then the City shall notify the DCPS that the Five-Year Capital Facilities Plan is not financially feasible, and request that the DCPS modify the Five-Year Capital Facilities Plan to make it financially feasible.

Goal I.2

It is the goal of the City to maintain and enhance joint planning processes and procedures for coordination with the DCPS, the City of Jacksonville, and the other municipalities of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with the residential development and other services.

Objective I.2.1

Public School Facility and Availability

The City shall continue to monitor updates to the Interlocal Agreement and to the existing Concurrency policies to best communicate and plan for the siting and construction of educational facilities, so that the timing is proper, and that the site location is compatible with the surrounding area, concurrent with necessary service and infrastructure, and consistent with the City's Comprehensive Plan.

Policies

- I.2.1.1 The City will coordinate with the DCPS to assure that proposed public school facility sites are consistent with the applicable land use categories and the policies of the applicable Comprehensive Plan. Pursuant to Florida Statutes, each city will consider each site within its boundaries as it relates to environmental, health, safety, and welfare concerns, as well as the effects on adjacent property.

- I.2.1.2** The City will coordinate with the DCPS for the selection of future school sites in aspects related to:
- (a) Acquisition of school sites which (i) will allow for future expansions to accommodate future enrollment, in accordance with the adopted level of service (LOS) standards and other facility needs; (ii) will coordinate with the City’s development and redevelopment objectives; (iii) are deemed beneficial for joint uses, as identified by the DCPS and the City, to the extent feasible.
 - (b) Coordination of the location, the phasing, and the development of future school sites to ensure that site development occurs in conjunction with the provision of required infrastructure to serve the school facility.
- I.2.1.3** The City shall coordinate with the DCPS in the school site selection process in order to encourage the location of new schools within areas designated for development on the Future Land Use Map.
- I.2.1.4** At the request of the DCPS, the City will assist the DCPS and the JPC in reviewing and recommending potential sites for new schools and significant school expansion projects, proposing school closures, and making recommendations to the Superintendent.
- I.2.1.5** The City shall coordinate with the DCPS to establish a procedure for timely review of development for new public school facilities.
- I.2.1.6** Public schools shall be located to provide direct access to collector or arterial roadway system, where feasible.
- I.2.1.7** The City shall coordinate with the DCPS to evaluate and to locate potential sites where the co-location of public facilities, such as parks, libraries, and community centers, with schools can be accomplished.
- I.2.1.8** Schools are an allowable land use in all future land use categories, except for conservation, and are subject to the following criteria:
- (a) In the planning, land acquisition, and development of new school sites or significant renovations, expansions, and potential closures of existing schools, the City will evaluate the following factors:
 - 1) Whether the area contains or will contain a student population density sufficient to support the school;
 - 2) Whether a school in that location would be consistent with sound facility planning, including consideration of overall costs and design;
 - 3) Whether the school site is of sufficient size to accommodate the required parking and circulation of vehicles;
 - 4) Whether anticipated unacceptable impacts to the environment and significant environmental constraints would preclude a school on the site;
 - 5) Whether development of the school would result in unacceptable impacts on archeological or historic sites listed in the National Register of Historic Places or designated by the City as locally significant;
 - 6) Whether the location of the site is located within the area of a velocity flood zone or a floodway, as delineated on pertinent maps identified or referenced in the City's Comprehensive Plan or Land Development Regulations;

- 7) Whether or not the proposed location lies within an area regulated by Section 333.30(a)3, F.S., regarding the construction of public facilities in the vicinity of an airport;
 - 8) As to elementary school sites, whether the site is proximate to and within walking distance of the residential neighborhoods it is intended to serve, thereby encouraging the use of elementary schools as focal points for neighborhoods.
 - 9) As to middle and high school sites, whether the site is conveniently located to the residential neighborhoods it is intended to serve, and has access to major roads;
 - 10) Whether the new school site, significant renovation, expansion, or potential closure will support community redevelopment and revitalization;
 - 11) Whether the new school site, significant renovation, expansion, or potential closure will increase or diminish the current and projected level of service within the concurrency service area, and contiguous concurrency service areas.
- (b) The facility shall be of a design, intensity, and scale to serve the surrounding neighborhood and be compatible with the surrounding land uses and zoning.

I.2.1.9 The City shall protect schools from the intrusion of incompatible land uses as determined by the City's Land Development Regulations, by providing the DCPS the opportunity to participate in the review process for all proposed developments adjacent to schools.

I.2.1.10 The City shall coordinate with the DCPS to ensure that future school facilities are located outside areas susceptible to hurricane and/or storm damage, and/or areas prone to flooding, or as consistent with Chapter 1013.37 F.S. regarding flood plain and school building requirements.

I.2.1.11 The emergency management officials of the City shall coordinate with the DCPS facilities staff to identify schools, both existing and proposed, which can serve as emergency shelter sites, as well as identify and make available to the DCPS any grants or other monies for use in preparing a structure as an emergency shelter site.

I.2.1.12 The DCPS and the Cities will jointly determine the need, responsibility for providing, and timing of any on or off-site infrastructure improvements necessary to support a new school located in the City. To the extent that the proposed renovation or expansion of an existing school located in the City effects on or offsite infrastructure improvements, the same determination shall be made for the proposed renovation or expansion.

Objective I.2.2

Enhance Community/School Design

The City shall coordinate with the DCPS to enhance community and neighborhood design through establishing effective school facility design and siting standards thereby encouraging the siting of school facilities to serve as community focal points and to be compatible with surrounding land uses.

Policies

I.2.2.1 The City shall coordinate with the DCPS in order to provide consistency with the City's Comprehensive Plan and public schools facilities program, and to provide for the following desirable outcomes:

- (a) Greater efficiency in the placement of schools to take advantage of the existing and planned roads, water, sewer, parks, and drainage systems;

- (b) Improved student access and safety by coordinating the construction of new and expanded schools with roads, and sidewalk construction programs;
- (c) The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities;
- (d) The expansion and rehabilitation of existing schools to support neighborhoods and redevelopment.
- (e) The City shall coordinate any updates to its future land use map with the DCPS and the DCPS shall coordinate any updates to the long-range public school facilities map with the City.

I.2.2.2 The City shall coordinate with the DCPS to seek to provide for the shared-use and co-location of school sites and local government facilities with similar facility needs, such as libraries, parks, and recreation facilities, and health care facilities. The City will look for opportunities to co-locate and share local government facilities when preparing updates to the Comprehensive Plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities.

I.2.2.3 Where continued use of an existing school which is considered a locally significant building is not feasible, the City shall seek to coordinate with the DCPS to provide for the adaptive reuse of that locally significant building.

I.2.2.4 New residential developments adjacent to schools which do not prohibit school aged residents shall be required to provide a direct access that is safe for pedestrian travel to existing and planned school sites and shall connect to the neighborhood's existing pedestrian network.

I.2.2.5 The City shall coordinate with the DCPS to find opportunities to collaborate on public transit and public school bus routes to better serve citizens and students.

I.2.2.6 Public schools shall be located to provide direct access to collector or arterial roadway systems, where feasible.

I.2.2.7 The City shall encourage the DCPS to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs, where feasible.

Objective I.2.3

Coordinate Land Use with School Capacity

The City will coordinate proposed changes to future land use, rezoning, and developments of regional impact for residential development with adequate school capacity. This objective will be accomplished recognizing the DCPS's statutory and constitutional responsibility to provide a uniform system of free and adequate schools.

The City will provide a copy, or otherwise make available electronically, to the DCPS, copies of all land use applications, and development and redevelopment proposals pending before them that may affect student enrollment, enrollment projections, or school facilities, as provided in the amended Interlocal Agreement.

The City will coordinate with the DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity.

City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S.

GOAL I.3

IMPLEMENT PUBLIC SCHOOL CONCURRENCY

The City shall ensure the future availability of public school facilities to serve development consistent with the adopted level of service standards. This goal will be accomplished recognizing the DCPS's statutory and constitutional responsibility to provide uniform system of free and adequate public schools, and the Cities' authority for land use control and management, and their joint responsibility to maintain the adopted level of service standards.

Objective I.3.1

Adopted Level of Service (LOS) Standards for Public Schools

Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long-range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City of Jacksonville, and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary, and with scheduled capacity improvements so that school capacity is maximized to the greatest extent feasible.

Policies

- I.3.1.1** The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of the DCPS's Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.
- I.3.1.2** The uniform LOS standards for all public schools including magnets and instructional facility types, shall be 105% of the permanent Florida Inventory of School House (FISH) capacity, plus portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF), as follows:
- (a) The designated middle schools in CSA 5 shall be identified as backlogged facilities and an interim level of standard within CSA 5 shall be 115% until January 1, 2018, after which the uniform LOS standard shall apply.
 - (b) The implementation of long-term concurrency management shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service standards for middle schools in CSA 5 over the 10-year period.
 - (c) The City shall adopt the DCPS's Long Range Capital Improvements Plan as the 10-year long-term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within CSA 5. The long-term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for back logged facilities within the 10-year period. The long-term schedule improves interim level of service standards for backlogged facilities and ensures uniform

LOS, as established in policy above, is achieved by 2018. The long-term schedule will be updated by December 1st of each year, in conjunction with the annual update to the DCPS's Five-Year Capital Facilities Plan and the Cities' Capital Improvements Elements.

- (d) The City's strategy, in coordination with the DCPS, for correcting existing deficiencies and addressing future needs includes:
1. Implementation of a financially feasible Five-Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;
 2. Implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service standards to the district-wide standards;
 3. Identification of adequate sites for funded and planned schools; and
 4. The expansion of revenues for school construction.

I.3.1.3 The uniform LOS standards may only be amended by agreement of the City of Jacksonville, the DCPS, and all other municipalities. Such agreement must be reflected in an amendment of the Interlocal Agreement relating to schools. The revised LOS standard shall not become final until the Interlocal Agreement has been amended. No level of service shall be amended without a showing that the proposed LOS is financially feasible. The LOS will be achieved and maintained by the end of the five-year planning period.

Objective I.3.2

School Concurrency Service Areas (CSAs)

The City' shall coordinate with DCPS to establish Concurrency Service Areas (CSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.

Policies

I.3.2.1 The City shall enter into an Interlocal Agreement with the DCPS, the City of Jacksonville, and the other municipalities in Duval County to establish CSAs to be used as the basis of school concurrency determinations. The CSAs shall be delineated to maximize available school capacity and make efficient use of new and existing public school facilities in accordance with the adopted LOS standards, taking into consideration the following criteria:

- (a) Maximization of school facilities
- (b) Minimize transportation costs
- (c) Limiting student travel time
- (d) Requirements of court-approved desegregation plans
- (e) Achieving socioeconomic, racial, and cultural diversity objectives
- (f) Recognizing capacity commitments resulting from local governments' development approvals for the CSA and contiguous CSAs.

I.3.2.2 The CSA designations may only be amended by agreement of the City of Jacksonville, the DCPS and all other municipalities, after receiving comments from the Joint Planning Committee and the ILA Team. Such agreement must be reflected in an amendment to the Interlocal Agreement relating to schools. The revised CSA designations shall not become final until the Interlocal Agreement has been amended.

- I.3.2.3** There shall be Concurrency Service Areas established for Duval County for elementary and high schools, and Concurrency Service Areas for middle schools as depicted on the CSA maps attached to the adopted Interlocal Agreement.

Objective I.3.3

Process for School Concurrency Implementation

In coordination with the DCPS, the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, availability standards, and school capacity methods. The City shall manage the timing of new residential development approvals to ensure adequate school capacity is available and consistent with adopted level of service standards for public school concurrency.

Except as provided in policies below, school concurrency applies only to residential uses that generate demands for public school facilities and are proposed or established after the effective date of the School Concurrency Ordinances.

Policies

- I.3.3.1** The City of Neptune Beach, in consultation with the DCPS and the other municipalities, shall establish a uniform methodology for determining capacity. Capacity will be defined as: a) the number of student stations as established in the permanent FISH, plus portables; and b) Proposed changes to permanent FISH capacity as a result of construction, rehabilitation, or other changes in school capacity which will commence in the first three (3) years of the Five-Year Capital Facilities Plan.
- I.3.3.2** The DCPS will be responsible for "concurrency testing" of any new residential development projects. This process will involve applying the adopted student generation rate to the development project to determine the number of students in each school type and then evaluating whether or not the schools in the appropriate Concurrency Service Area (CSA) or the adjacent concurrency areas have sufficient excess capacity to absorb the new students.
- I.3.3.3** The following residential uses shall be considered exempt from the requirements of school concurrency due to the lack of impact on the school facilities or the accommodations made for schools.
- (g) Age restricted communities.
 - (h) Any development with a *de minimus* impact as defined as any residential development of 20 units or less, subject to land development regulation aggregation criteria.
- I.3.3.4** In evaluating a proposed residential development for concurrency, any relevant improvements which are committed or planned in the Five-Year Capital Facilities Plan and the Capital Improvement Plan, shall be considered available capacity for the project and factored into the level of service analysis. Any relevant improvements which will commence construction after the 3rd year of the Five- Year Capital Facilities Plan shall not be considered available capacity for the project unless either: (i) funding and a schedule to accelerate the improvement into the first three years is assured through the DCPS; (ii) funding for the improvements which are scheduled to commence in years four or five is provided through proportionate share mitigation; (iii) the developer and the DCPS agrees to accelerate the construction and the funding of the facility to be moved into first three years; or (iv) some other means. Also, any projected reduction in the

number of students enrolled in the CSA or adjacent CSA will be considered as additional available capacity. The City shall not deny an application for site plan, final subdivision approval, or the functional equivalent for a development or phase of a development authorizing residential development for exceeding the adopted level of service, where adequate school facilities will be in place or under construction within three years after the issuance of final subdivision or site plan approval, or the functional equivalent. If the adopted LOS standard cannot be met in the particular CSA as applied to an application for a development permit, and if the needed capacity for the particular service area is available in one or more contiguous CSAs, as adopted by the City, then the City may not deny an application for site plan or final subdivision approval, or the functional equivalent for a development or phase of a development on the basis of school concurrency, and, if issued, development impacts shall be shifted to contiguous CSAs with schools having available capacity.

I.3.3.5 The City will approve final development orders for residential projects, only after the applicant has complied with the terms of the School Concurrency Ordinance.

I.3.3.6 In any instance where the DCPS, in consultation with the City, has determined that a proposed development will cause level of service standards for schools to be exceeded within the testing period in both the affected School Concurrency Service Area and the adjacent School Concurrency Service areas, then the City shall coordinate with the applicant for the proposed development and the DCPS to determine whether improvements will be in place or under actual construction within three years after issuance of final subdivision or site plan approval, or the functional equivalent, sufficient to provide adequate capacity to meet the adopted level of service. If adequate capacity does not exist, then the City will coordinate with the applicant for the development and the DCPS to determine whether improvements are planned in the Capital Improvement Plan with adequate capacity after the 3rd year of the Capital Facilities Plan. The City will also request that the DCPS determine whether it has the capacity to further maximize school usage in the system to accommodate the anticipated impact without requiring the construction of new school facilities. After all alternatives to providing sufficient capacity to provide for the adopted level of service are considered and determined not to be feasible, the City, the applicant and the DCPS may: (i) enter into a mitigation agreement whereby the applicant will pay for his proportionate share of the impacts; or (ii) some other form of acceptable mitigation will be provided, and upon payment of the proportionate share mitigation, the developer will be allowed to proceed with development. If no mitigation agreement can be reached that is acceptable to all parties, and proportionate share mitigation is not feasible, then the school capacity deficiency shall be a basis for denial of the application.

I.3.3.7 The City will issue a School Concurrency Determination only upon:

- (i) Determination that adequate school capacity to serve the development (or anticipated phase of the development which will be constructed in the first three years) will be in place or under actual construction within 3 years after the issuance of the final subdivision or site plan approval, or the functional equivalent; or
- (j) The execution of a legally binding mitigation agreement between the applicant, the DCPS and the City.

I.3.3.8 Where a proportionate share agreement is required, capacity shall be reserved as specifically defined by an approved mitigation agreement between DCPS, the developer and the City that includes a performance schedule and phased payments.

- I.3.3.9 The school concurrency system shall provide that concurrency application may be applied for and a concurrency determination made at any time prior to the issuance of a development order.

Objective I.3.4

Proportionate Share Mitigation

The City shall establish a procedure for coordinating with the DCPS and applicants to provide for proportionate share mitigation in appropriate circumstances.

Policies

- I.3.5.1 The City shall establish standards, procedures, and methodologies for the application of proportionate share mitigation.
- I.3.5.2 The City shall establish a procedure and methodology to ensure that in the event that there is not sufficient capacity in the affected or adjacent CSA to address the impacts of a proposed residential development and acceptable mitigation is agreed to, the mitigation found acceptable shall be incorporated into the final development order.
- I.3.5.3 The City and the DCPS shall develop a procedure and methodology to determine the proportionate share within the CSAs.
- I.3.5.4 Mitigation shall be allowed where feasible, for those developments that cannot meet the adopted level of service standards set forth in Policy 3.1.2. The applicant shall initiate in writing a mitigation negotiation period with the DCPS to establish an acceptable form of mitigation, pursuant to Section 163.3180(h)d, F.S., the Cities' School Concurrency Ordinances, and this agreement. Mitigation shall be negotiated and agreed to by the DCPS and shall be sufficient to offset the demand for public school facilities projected to be required by the development. Acceptable forms of mitigation shall include but not be limited to:
- (a) The donation, construction, or funding of school facilities sufficient to offset the demand for public schools created by the proposed development such as: a developer signs a development agreement and builds a new or improves an existing school or schools to specifications and under a business arrangement satisfactory to the DCPS and the city. Improvements to existing schools will only be acceptable if they add permanent student station and associated core space capacity, if needed.
 - (b) Land acquisition or contribution such as: a developer signs a development agreement or is subject to a conditional zoning requiring donation of land satisfactory to the DCPS and the city. Land must be demonstrated to contain the minimum number of buildable acres determined by the DCPS and the City as required for a particular school type, as Evidenced by a report by a licensed environmental consultant acceptable to the DCPS.
 - (c) Expansion of existing permanent school facilities subject to the expansion being consistent with DCPS standards for a school of the same category;
 - (d) Establishment of a Charter School with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF);
 - (e) Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold to developments within the same CSA or adjacent CSA;
 - (f) Proportionate Share mitigation as set forth in section 163.3180(h)1.c., Florida Statutes.

- I.3.5.5** By December 1st of each year, the City, in coordination with the DCPS, shall update its Capital Improvement Plan to incorporate those changes made by the DCPS in its Capital Facilities Plan and committed improvements required by development orders or other approved mitigation plans. The DCPS may accelerate the provision of one or more schools that serve the development's capacity needs. The DCPS will update the Five-Year Capital Facilities Plan by October of each year in advance of the annual December update.
- I.3.5.6** Proposed mitigation must be directed toward permanent school capacity improvement identified in or amended into the DCPS financially feasible Five-Year Capital Facilities Plan, which satisfies the demands created by the proposed development. Relocatable classrooms will not be accepted as or used as mitigation.

Objective I.3.5

School Capital Facilities Planning

The City shall cooperate with the DCPS to ensure existing deficiencies and future needs are addressed with the adopted level of service standards for public schools.

Policies

- I.3.5.1** The City shall implement its school concurrency management system established pursuant to Policies contained in Objective I.3.2 through I.3.4.
- I.3.5.2** Consistent with Section 163.3177(3)(a), Florida Statutes, the PSFE shall include future condition maps showing existing and anticipated schools over the five-year or long-term planning period. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land.

City of Neptune Beach, Florida



2021~~12~~-2046~~22~~ Comprehensive Plan

Transmittal Draft – June 2021

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2021 – 2046 Comprehensive Plan

INTRODUCTION

The City of Neptune Beach encompasses an area of about 2.5 square miles and is a coastal community. The City is bounded by the Atlantic Ocean to the east and the Intracoastal Waterway to the west, with approximately 1.2 miles of beach front and 275± acres of salt marsh in Pablo Creek. - The City of Neptune Beach is almost fully developed with little remaining land left for development; it was primarily built out prior to the ~~implantation~~establishment of Growth Management. The City does not anticipate significant revisions to the Future Land Use Map.

It is the stated ~~Ggoal~~ Goal ~~in the of this~~ Comprehensive Plan to maintain and enhance the residential character of Neptune Beach. The residential development is predominately low density, single family dwelling units. The area east of Third Street is characterized by a mixture of single family, duplexes, and medium density multi-family dwellings. The area west of Third Street is characterized by mostly single family dwellings.

Two commercial corridors exist in the City. The largest is located along the south side of Atlantic Boulevard (SR 10) extending from the western city limits to the eastern city limits (including Town Center). The second commercial corridor extends south from Atlantic Boulevard on Third Street on both sides until Orange Street and then continues on the west side of Third Street to Jarboe Park just north of Florida Boulevard.) Atlantic Boulevard.

The major transportation routes in Neptune Beach include Atlantic Boulevard (SR 10), Third Street (A1A), Penman Road, Florida Boulevard and Seagate Avenue. Atlantic Boulevard is a major east-west access route for those coming into Neptune Beach. Third Street is a major north-south route with heavy use from Atlantic Beach and Jacksonville Beach. Florida Boulevard is another major east-west route that runs through the center of the City.

Jarboe Park is the largest of the four parks owned by the City and is centrally located within Neptune Beach. It is an active park with approximately 12 acres and is located at the northwest corner of Florida Boulevard and Third Street. The remaining parks in Neptune Beach are small community parks and service the needs of the surrounding communities. The City also provides over 20 beach accesses.

A. Future Land Use Element



Future Land Use Element

INVENTORY & ANALYSIS

*Note: The Inventory & Analysis section within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan, but serve as a guide to inform the origins of thoughts prior to addressing Goals, Objectives, and Policies.

The following Existing Generalized Land Use Map (Map A-1) and Inventory of Existing Land Uses (Table A-1) identifies land use acreages as they existed in March of 2021 according to Duval County Property Appraiser GIS parcel data and real-estate tax roll data. More than half of Neptune Beach’s land area (56%), excluding streets and public rights-of-way, is currently used for residential purposes, and about a third (29%) of the City is dedicated to conservation, parks, and open spaces.

According to the University of Florida’s Bureau of Economic & Business Research (BEBR) and US Census data, Neptune Beach’s population increased by only 2.2% between 2010 and 2020, compared to 95% in Jacksonville Beach, 9.2% in Atlantic Beach, and 13.9% in the City of Jacksonville. Given the limited amount of land available for residential development, a nominal net increase in population of 0.5% every ten years is anticipated over the coming decades, as shown below in Table A-2.

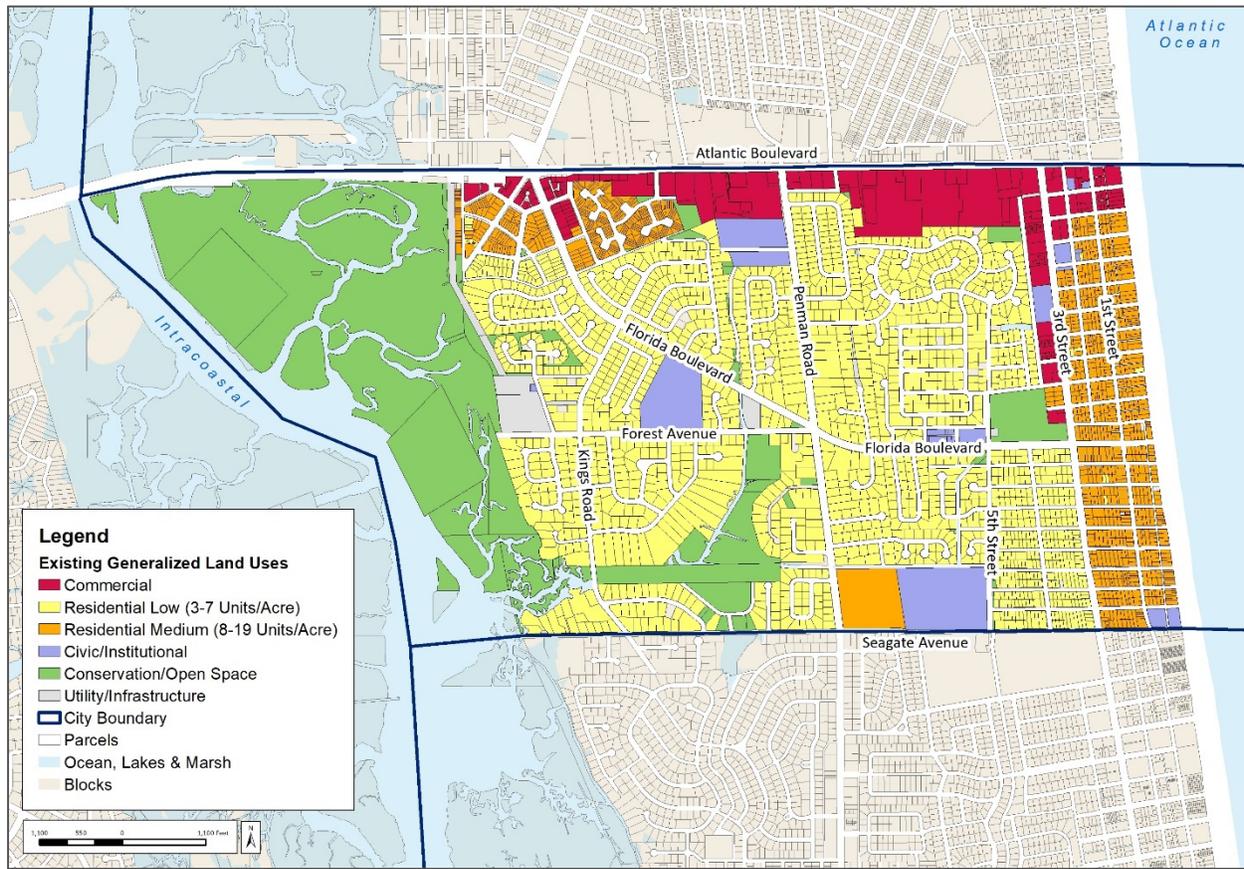
Table A-1: Inventory of Existing Generalized Land Uses

<u>Land Use*</u>	<u>Acreage</u>	<u>Percentage of Total Acreage</u>
<u>Commercial Total</u>	<u>103.5</u>	<u>9%</u>
<u>Residential Total</u>	<u>684.0</u>	<u>56%</u>
<u>Residential Low (3-7 Units/Acre)**</u>	<u>548.6</u>	<u>45%</u>
<u>Residential Medium (8-19 Units/Acre)**</u>	<u>135.4</u>	<u>11%</u>
<u>Civic & Institutional</u>	<u>58.0</u>	<u>5%</u>
<u>Conservation, Parks & Open Space</u>	<u>353.8</u>	<u>29%</u>
<u>Utilities & Infrastructure</u>	<u>13.1</u>	<u>1%</u>
<u>Source: Duval County Property Appraiser Parcel Data and Real-Estate Tax Roll Data (March 2021)</u>		
<u>* Duval County real-estate tax roll data land use categories do not necessarily match Neptune Beach zoning districts or future land use categories</u>		
<u>** Duval County parcel data splits residential land use categories into two density categories, 3-7 units per acre and 8-19 units per acre. These ranges do not necessarily reflect actual densities on individual lots or permitted density according to this FLU element or the City’s zoning.</u>		

Table A-2: Population Growth Estimates & Projections

<u>Year</u>	<u>Population</u>	<u>Growth Rate</u>
<u>2010</u>	<u>7,037 (actual)</u>	<u>NA</u>
<u>2020</u>	<u>7,193 (estimated)</u>	<u>2.2% increase between 2010 and 2020</u>
<u>2030</u>	<u>7,229 (projected)*</u>	<u>0.5% projected between 2020 and 2030</u>
<u>2040</u>	<u>7,265 (projected)*</u>	<u>0.5% projected between 2030 and 2040</u>
<u>2050</u>	<u>7,301 (projected)*</u>	<u>0.5% projected between 2040 and 2050</u>
<u>Source: 2010 statistics and 2020 estimates come from the University of Florida’s Bureau of Economic and Business Research (BEBR) Report: Florida Estimates of Population 2020</u>		
<u>* Given the limited amount of land available for residential development in Neptune Beach a 10-year population growth rate of 0.5% has been applied to project population for 2030, 2040, and 2050. This represents about a quarter of the population growth estimated from 2010 to 2020. Should land use and zoning be updated in the future to allow for more mixed-use development in existing commercial areas, this population growth rate could increase.</u>		

Map A-1: Generalized Existing Land Uses (March 2021)



GOALS, ObjectivesOBJECTIVES, AND POLICIES

Future land use, new development, and redevelopment within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies, and as further controlled by the Land Development Regulations, ~~which~~ may be amended to implement the Goals, Objectives, and Policies of this Comprehensive Plan. Development areas shall be defined by the land use categories described within the Future Land Use Element and as depicted on the Future Land Use Map (FLUM), included in the Plan amendment as ~~Mmap A-2~~ on the Future Land Use Map Series.

Pursuant to Chapter 163.3194(1), Florida Statutes, as may be amended, all ~~d~~development undertaken ~~and~~ all actions taken ~~in regard to~~regarding ~~d~~development shall be consistent with this Comprehensive Plan. Further, all Land Development Regulations enacted or amended shall be consistent with the adopted Comprehensive Plan, ~~and in the event of inconsistency between the requirements of any zoning requirements or and~~ Land Development Regulations ~~which are stricter than what is outlined in this Comprehensive Plan are permitted without compromising consistency; however, should there be a conflict whereby the Land Development Regulations allow for greater development potential than what is permitted under this Comprehensive Plan, then~~ the provisions of this Comprehensive Plan shall prevail.

Goal A.1

Preserve the pleasant character of the City and ensure that the scarce developable land remaining will:

- 1) ~~1.)~~ Develop sensitive to and compatible with ~~the~~ existing development;
- 2) ~~A2.)~~ accommodate walkable redevelopment patterns that enhance quality of life and support desired street improvements;

- 3) Pro-actively respond to risks and threats posed by sea level rise and storm events;
- 4) M3) minimize the threat to health, safety, and welfare posed by traffic congestion, commercial and industrial intrusions, and environmental degradation;
- 5) 4) improve future redevelopment and enhance the quality of life; 4.) M) maintain the pleasant residential character of the community;
- 6) 65.) A) avoid blighting influences;
- 7) P-76.) provide safe and secure access to natural and recreational amenities;
- 8) 8) Preserve and enhance eserve and enhance environmental, coastal, natural historic and cultural resources;
- 9) P97.) provide coastal locations with reasonable public safety and security from hazardous conditions;
- 10) and E108.) encourage the use of renewable resources and promote energy efficiency; and
- 11) P12) provide adequate parking supply that considers changing transportation habits and technology.

Objective A.1.1

Maintaining Residential Character

Future development and redevelopment shall preserve the residential character of the City by 1-) retaining the primarily residential character of ~~the City of Neptune Beach~~, 2-) coordinatreducing densities on the Future Land Use Map (FLUM) and the Zoning Map with desirable existing conditions, y to match the Future Land Use Map (FLUM), and 3-) protecting and preserving the dense tree canopy and coastal waterway accesses.

Policies

A.1.1.1 Continue to identify and update desirable densities for each land use classification by calibrating densities to match the existing and historic buildings in the city, and revise plans and regulations to ensure their achievement within all City Regulatory Documents.

~~A.1.1.1 Residential Land development as of the adoption date of this Plan Amendment or following the adoption of any Future Land Use Map Amendment shall be consistent with the following standards as indicated below:~~

Table A-1

<u>Residential Land Use Classification</u>	<u>Maximum Density Per Gross Acre</u>
<u>Low Density Residential</u>	<u>Up to 5 units</u>
<u>Medium Density Residential</u>	<u>5.1 to 10 units</u>

A.1.1.2 All residential land development regulations enacted or amended must be consistent with the Comprehensive Plan.

A.1.1.3 The City shall continue to enforce its tree protection, landscaping, and buffering regulations as well as the protection of the right-of- way.

A.1.1.4 The City shall update its Land Development Regulations to include building form standards which help preserve the unique character of the community at a residential and pedestrian scale.

~~A.1.1.4~~A.1.1.5 The City shall continue to manage, preserve, and construct facilities that provide diverse opportunities to all residents for both passive and active recreation, including parks, nature preserves, trails and bikeways, dune crossovers, waterway accesses, and associated amenities.

~~A.1.1.5~~A.1.1.6 The City shall expand opportunities for public access to the beach, the Intracoastal Waterway, and associated creeks and marshes for passive and natural resource based recreational activities.

Objective A.1.2

Public Services and Utilities

~~The City shall ensure that Adequate public services and facilities for~~ future development and redevelopment will be ~~ensured through served by adequate public services and facilities to avoid deficient~~ levels of service ~~standards and related provisions detailed in the Capital Improvements Element of~~as established with this Comprehensive Plan.

Policies

A.1.2.1 The City shall only issue development permits based on the availability of facilities and services necessary to serve the proposed development or redevelopment. The facilities and services shall meet the established levels of service in this Plan and shall be concurrent with the impacts of development, or an alternative means of meeting concurrency requirements shall be provided in accordance with Florida law standards set forth within Chapter 9J-5, Florida Administrative Code.

A.1.2.2 New public utilities and electric substations shall be permitted uses in all land use categories within a utility's service territory except those designated as conservation on the ~~F~~future Land Use Map or by duly adopted ordinance. The standards as set forth in Section 163.3208, Florida Statutes shall apply.

A.1.2.3 Public facilities and utilities shall be located and designed to provide the most cost-effective service ~~and,~~ to ~~minimize~~reduce public inconvenience, and to minimize the impacts of storm events and sea level rise on the safe and effective distribution of public services and utilities.

Objective A.1.3

Redevelopment and Infill Development

Encourage redevelopment and development of blighted areas without 1-) increasing density beyond the land use densities indicated on the FLUM, 2-) expanding non-conforming uses, 3-) increasing traffic congestion beyond the Level of Service outlined in the Land Development Regulations.

Redevelopment and Development shall integrate and advance: 1) Beautiful Streets and Trails through increased modal choice, 2) increased land use and transportation coordination, 3) increased safety measures and collaboration to adopt new Context Classifications, increased street networking, and a reduction in lane widths, 4) increasing the quality and opportunity for open spaces and active recreation through woonerfs, shared streets, marsh walks, neighborhood level squares and pocket parks, and kayak launches, 5) Promote art and culture in public places, including gateways for redevelopment catalysts, 6) optimize mobility options through shuttles, bike shares, and ride hailing services, 7) increase sustainability and resiliency through advanced stormwater improvement and the reclamation of pervious surface area, tree preservation, and low impact design principles.

Policies

- A.1.3.1** ~~Planned Unit Developments or mixed use, consisting of office and commercial uses and but not residential uses,~~ should be considered in the areas designated as commercial on the FLUM.;
- A.1.3.2** All redevelopment activities shall be based on sound planning principles that will conserve the natural environment and achieve the desired community characteristics without increasing traffic congestion.
- A.1.3.3** The City shall not permit expansion or replacement of land uses in a manner that is inconsistent with this Comprehensive Plan.
- A.1.3.4** The City shall enforce City codes that identify and eliminate blighted areas.
- ~~Utilize flexible regulatory methods to provide incentives for achieving environmental enhancement economical land development, and energy efficient patterns of land use that provide for an appropriate mix of uses within the City.~~

Objective A.1.4

Appropriate Land Use and Development Patterns

Future development and redevelopment shall be in an efficient manner that supports the use designation as set forth on the Future Land Use Map in this Plan. The development, redevelopment, and land use patterns shall 1-) enforce the residential densities and limitations upon the type and intensity of uses; 2-) respect the predominantly residential character and small-town scale of the City; 3.) ~~address~~eliminate non-conforming uses; 4-) protect coastal and environmental resources; and 5-) encourage healthy and aesthetically pleasing living conditions.

Policies

- A.1.4.1** The City shall review all applications for development permits to determine compliance with the Land Development Regulations, particularly regarding any provisions of required parking, open space, impervious surface area limits, onsite traffic flow, appropriate signage, landscaping, and tree protection so as to avoid traffic congestions, hazardous public safety conditions, and inefficient land use that may also result in harmful environmental or aesthetic effects.
- A.1.4.2** The land use categories depicted in the 20~~21~~~~12~~-20~~46~~~~22~~ Future Land Use Map (FLUM), Map A-~~2~~~~1~~ shall permit the following uses and activities:
- (A) **Conservation:** Conservation lands shall include those lands so designated on the FLUM. These areas are generally composed of open land, water, marsh, wetlands, and environmentally sensitive areas. They may be either ~~publicly~~publicly or ~~privately owned~~privately owned. The intent is for the natural and open character of these areas to be retained so that adverse impacts ~~are~~shall be prohibited or minimized.
- Permitted uses within the Conservation category shall be limited to the uses allowed by the Land Development Regulations.
- (B) **Residential:** Residential uses shall be permitted in ~~those~~the following six areas ~~so~~ designated on the FLUM in accordance with the applicable permitted density and as further controlled by the Land Development Regulations (LDRs) and the Florida Building

Code. Residential areas are classified as either “Traditional Residential” or “Suburban Residential”, both of which are split into three intensity categories:-

- (1) **Traditional Residential I:** Characterized by historical development patterns that are south of Florida Boulevard to Seagate Avenue and are bordered by Fifth Street to the west and Third Street to the east. Densities are limited to 5 residential units per gross acre.
- (2) **Traditional Residential II:** Characterized by historical development patterns that exist east of Third Street and in the northwestern corner of the City along Florida Boulevard between Atlantic Boulevard and Oakhurst Drive. Densities are limited to 10 residential units per gross acre, though exceptions are permitted for ~~Existing~~ duplexes east of Third Street on lots of at least 5,000 square feet, which shall be deemed conforming provided they comply with impervious surface reductions and any other retrofit requirements set forth in the LDRs or they are replaced with a new duplex that meets all building requirements other than minimum lot size and density.
- (3) **Traditional Residential III:** Characterized by historical development patterns in the northwest corner of Neptune Beach that are along the marsh and between Pine Place and Marsh Point Road. Densities are limited to 17 residential units per gross acre. Intensity category III is meant to accommodate the densest and most compact residential types in the city.
- (4) **Suburban Residential I:** Characterized by single-family homes on larger lot sizes with greater yard setbacks, this designation comprises the largest percentage of land area dedicated to residential development. Densities are limited to 5 residential units per gross acre.
- (5) **Suburban Residential II:** Characterized by middle to low-density residential types, including townhouses and duplexes, which are arranged according to conventional suburban development patterns, including large building setbacks and limited street connectivity. Densities are limited to 10 residential units per gross acre.
- (6) **Suburban Residential III:** Characterized by multifamily condominiums or apartment complexes, which are arranged according to conventional suburban development patterns. Currently this Future Land Use designation applies exclusively to the Ocean Oaks Apartments complex. Densities are limited to 17 residential units per gross acre.

Density caps are expressed as the number of residential units per gross acre. For new development and significant redevelopment, gross acre means the entire site area, including land that will become streets and open spaces. For buildings on lots that have already been subdivided and for streets that have already been created, gross acre means the entire lot area plus one-half the width of the adjoining street/right-of-way.

(B)(C) **Commercial:** ~~The~~ Commercial uses shall be permitted in the following five areas designated on the FLUM in order to ~~land use category is intended to provide~~ allow appropriate locations for neighborhood and community businesses that in turn provide services and retail sales for the City and ~~the closely~~ surrounding communities. Government, civic, religious, cultural, and institutional uses may also be located within

~~these areas~~~~this category~~. Based on community feedback, residential development is prohibited within commercial areas, except for properties located within the Town Center designation. Permitted uses within these areas~~with the Commercial category~~, along with uses that may be allowed by special exception, ~~are described generally here and will be regulated more specifically shall be limited to the following and as more specifically described~~ within the Land Development Regulations, which will also address~~restrict intensities when in and when located within the respective Zoning District classifications, which are intended to provide a decreasing level of service intensity due to~~ proximity to residential uses.

(1) ~~Walkable Commercial Corridor~~~~Commercial Low~~: These areas shall include offices, ~~and~~ professional services, ~~and retail sales which promote and advance walkability, which~~ service the routine and daily needs of residents, ~~and that~~ are compatible with and have no measurable or noticeable adverse impacts upon surrounding residential uses.

(2) ~~Commercial~~ ~~Medium~~: These areas shall include ~~retail sales, and services, offices, professional services, retail sales, and light industrial/artisan uses~~ ~~for~~ that serve one or more local neighborhoods.

(3) ~~Commercial~~ ~~High~~: These areas shall include offices, professional services, and retail sales ~~that~~ serve the City and overall surrounding communities.

(4) ~~Neighborhood Center~~: This area shall include an eclectic mix of commercial, office, artisan, and production, distribution, and repair (PDR) uses, all of which are designed to promote walkability. This land use category is intended to provide residents west of Penman Road with a place to shop, eat, and seek professional services within walking or bicycling distance. The broader range of permitted light manufacturing and artisan uses is also meant to attract new businesses and creative entrepreneurs to the area.

~~(2)~~

~~(3)~~(5) ~~Town Center~~~~Central Business District~~: This area contains a well-established pattern and character of development with a mix of commercial uses and compatible residential uses that encourage an urban-intensive, pedestrian oriented neighborhood ambiance.

(D) ~~Education~~: These areas shall include ~~accredited public schools and facilities related to public schools~~government uses.

~~(C)~~ ~~Government and Public Utilities~~: These areas shall include uses such as ~~accredited public schools~~, government uses, which include buildings, structures, utilities and public services, and infrastructure, including police, fire, and emergency services.

~~(D)~~(E) _____

~~(E)~~ ~~Recreation and Open Space~~: These areas ~~shall~~ include public and private parks, open space, passive, and active recreation areas. Some park and open space land may be designated as Conservation on the FLUM or on the official zoning map. All beach areas that are seaward of private property lines shall be considered Recreation. Permitted uses shall

include public passive and active recreation activities. Government and public safety uses including inge lifeguard, fire, and police services may be located in Recreation areas.

(F)

~~A.1.4.3 Additional commercial development shall be permitted only on those lands that are zoned to permit such development as of the adoption date of this Plan or following the adoption of an amendment to the Future Land Use Map (FLUM). In considering any FLUM amendment, the City shall find that each of the following conditions are demonstrated by the applicant:~~

~~() There are adequate public facilities available to serve the proposed development.~~

~~() The proposed commercial development shall not have adverse impacts on surrounding neighborhoods, other properties, the natural environment, the aesthetic qualities of the City and shall not impair or degrade scenic natural views.~~

~~() There is a demonstrated deficiency of commercial lands within the City to serve the needs of residents of the City of Neptune Beach.~~

~~— The Future Land Use Map and all Maps included within the 202112 204622 Comprehensive Plan Map Series are adopted herewith as part of this Plan amendment. In the event of any conflict between any Maps and the text of the Plan, the text of the Plan shall control.~~

~~A.1.4.4A.1.4.3~~ The City's ~~Zoning, Subdivision and~~ Land Development Regulations, zoning or other maps, and any regulations within the City's Code of Ordinances related to the use and development of land shall be consistent with subordinate to the Comprehensive Plan and the Future Land Use Map, ~~which is part thereof.~~

~~A.1.4.5A.1.4.4~~ Where interpretation is required to determine exact boundaries as depicted upon the Future Land Use Map, boundaries shall be determined by the nearest property line, the right-of-way line of streets, municipal boundaries, section, township, and range lines, or environmental or geographic features which serve as natural boundaries, as may be appropriate.

Objective A.1.5

Historic & Archaeological Resources

~~In collaboration with the Florida Division of Historical Resources ¶~~the City shall identify, protect, and preserve sites and development that are of historic, architectural, archeological, civic, or cultural importance. ~~from damage or destruction sites, structures, and neighborhoods which have been identified as having historic, architectural, archeological, civic, or cultural importance. Preservation of such valuable resources shall be encouraged by the City.~~

Policies

~~A.1.5.1~~ The City shall conduct a historic resources survey to consider the possibility of designating local historic landmarks and establishing a local register of historic properties and/or local historic districts.

~~A.1.5.1~~ ~~Provisions shall be included in the Land Development Regulations shall be revised that provide for the protection and conservation of historic resources, and for the protection of historically significant properties as identified through the historical survey, and for the protection of properties placed within the local register of historic properties and/or local historic districts.~~

A.1.5.2

A.1.5.3

Site and structures which are determined to have historic or archeological significance, and which are found to be worthy of preservation in accordance with standards established by the Florida Division of Historical Resources, shall be protected to the greatest extent possible.

Objective A.1.6

Environmental Resources

The City shall protect, conserve, and enhance natural ~~natural environment~~ features and any other ~~environment~~ natural resources including wetlands, wildlife habitats, estuarine systems, and surface groundwater resources.

Policies

A.1.6.1

Land development within the City shall be permitted only where such development is compatible with environmental limitations of the site and only when submitted plans demonstrate appropriate recognition of the site characteristics.

A.1.6.2

The City shall maintain an inventory of lands which possess significant environmental features, habitats, and areas of unique interest or beauty. The potential for development proposals to adversely impact such areas shall be considered prior to the issuance of development permits.

A.1.6.3

The City shall protect potable water well fields and surface waters from the adverse impacts of development and shall prohibit the establishment of incompatible land uses adjacent to potable water wells as indicated within Map A-5.

A.1.6.4

The City shall protect natural environment features by maintaining the buffers implemented through the Land Development Regulations.

A.1.6.5

The City shall not issue development permits that would significantly alter wetland communities and functions.

A.1.6.6

New development and redevelopment shall be subject to the stormwater regulations set forth within the Land Development Regulations, and post development conditions shall not discharge any increased level of stormwater run-off in the City's stormwater system.

A.1.6.7

The City shall not permit public access ways to the beach, the Intracoastal Waterway, or other waterways which are open to the public as of the adoption of this Plan to be closed, vacated, or restricted from public use in any manner.

A.1.6.8

The City shall require that, as a condition of development approval, new construction projects provide effective stormwater management in order to avoid the contamination of Environmentally Sensitive Areas, wetlands, marsh and estuarine environments in accordance with applicable water quality standards of the St. Johns River Water Management District, the City's

National Pollutant Discharge Elimination Systems (NPDES) permit and Stormwater Management Plan and the Land Development Regulations, as may be amended.

- A.1.6.9 The City shall expand opportunities for public access to the beach, the Intracoastal Waterway, and associated creeks and marshes for passive and natural resource based recreational activities.
- A.1.6.10 Continually review and update the City's requirements for permeable surface areas in new projects or renovations to reduce heat island effect and stormwater runoff and incentivize maximum pervious surface area recapture or preservation.
- A.1.6.11 Revise residential site design standards and improve enforcement to ensure that new construction properly manages stormwater on-site and reduces runoff into neighboring properties.
- A.1.6.12 Protect the City's existing tree canopy and implement a street tree program that encourages homeowners and businesses to plant more shade trees by committing to maintaining the trees once they are planted.
- A.1.6.13 Work with local nonprofit groups to implement sustainability initiatives, including composting programs, water testing, rain barrel programs, single-use plastic bans for City buildings, and beach cleanups, low impact design, and the use of native plantings.

Objective A.1.7

Post Disaster Redevelopment

In the event of post disaster redevelopment, the City shall encourage innovative concepts for land development that will conserve natural resources, protect environmental sensitive areas, reduce the dependence upon automobile travel, prevent property damage, and threaten human safety and security. The Neptune Beach Community Vision Plan (2021) outlined recommendations for addressing vulnerability and resilience, which include conducting assessments and creating an adaptation plan, supporting COJ/Duval County's stormwater project investments within the City of Neptune Beach, continuing to coordinate resilience efforts with the City of Jacksonville and the Beaches, and conducting community outreach and education to better inform citizens of the risks of climate change and what they can do to better protect and prepare their own properties.

Policies

- A.1.7.1 The reassessment, protection and preservation of vulnerable lands shall coincide with the recapture and preservation of pervious surface area to reduce the impact and potential for events to occur. The delineation of vulnerable lands shall continue to be monitored and may ~~shall be reflected as part of the FLUM series as expanded indicating conservation areas. Land development standards shall continue to be re-evaluated to ensure that the maximum amount of pervious surface area is being recaptured and preserved to lessen the impact of events and for maximum stormwater management. Opportunities for encouraging the use of innovative land development practices shall be provided within the Land Development Code.~~
- A.1.7.2 The City shall continue to participate in the Duval County Local Mitigation Strategy (LMS) and shall continue to implement the goals and objectives of the LMS.
- A.1.7.3 The City shall identify the Coastal High Hazard Area (Map A-3) as the area below the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricane (SLOSH)

computerized storm surge model as mapped in the Storm Tide Atlas prepared by the Northeast Florida Regional Council as part of the latest Regional Hurricane Evacuation Study pursuant to Chapter 163, Florida Statutes. Additionally, the Sea Level Rise (SLR) Map that was created as part of the Vision Plan is included within the Coastal Management Element for further reference.

~~A.1.7.3 The City shall not approve Plan or Map amendment that will increase residential densities within the Coastal High Hazard Area, as depicted by the Coastal High Hazard Area map, adopted as Map A-2 of the Future Land Use Map Series and made part of this Plan.~~

~~A.1.7.3 The City shall not approve changes to the Zoning District classifications or amendments to the Future Land Use Map that would have the effect of increasing populations with special hurricane evacuation needs as described within Chapter 252.355, Florida Statutes.~~

~~A.1.7.7-A.1.7.4. The City shall continue to monitor the ability to safely evacuate as related to density that was factored into future land use plan element to strategically plan for the event of an impending natural disaster.~~

~~A.1.7.8-A.1.7.5. The Division of Emergency Management shall manage the update of the regional hurricane evacuation studies, ensure such studies are done in a consistent manner, and ensure that the methodology used for modeling storm surge is that which is used by the National Hurricane Center.~~

Objective A.1.8

Public Schools and School Planning

~~Any new public schools within the City shall be located in accordance with the Comprehensive Plan and with the Interlocal Agreement for Public School Facility Planning, adopted pursuant to Section 163.3177, Florida Statutes, between the Duval County School Board, the City of Neptune Beach, the City of Jacksonville, the City of Atlantic Beach, the City of Jacksonville Beach, and the Town of Baldwin and in accordance with Public School Facilities Element of this Plan.~~

Policies

~~A.1.8.1 The City shall maintain its shared use agreements with elementary school (Neptune Beach Elementary) and high school (Fletcher High School) and shall continue to encourage the shared use of these public facilities.~~

~~A.1.8.1 Considering motorized and non-motorized traffic movements and parking requirements, the City shall continue to enforce land use and subdivision regulations to provide for the safe and convenient on-site traffic flow.~~

Objective A.1.89

Energy Efficiency and Energy Conservation

~~In order to~~ conserve and protect buildings, land, resources and to promote a healthier environment for the City's residents, the City shall encourage the development and use of renewable energy resources.

Policies

- A.1.9.1** The City shall encourage the use of transit and alternative methods of transportation through efficient land use patterns so that there is a decrease for the reliance on the automobile.
- A.1.9.2** The City will encourage walk-ability and bike-ability ~~as a means to~~ reduce greenhouse gas emissions, promote a healthy community, and provide access to public, and natural resources.
- A.1.9.3** The City shall develop and implement an energy management plan to minimize fuel, electric and water resources in City buildings, fleet vehicles, and public properties.
- A.1.9.4** Public buildings and facilities shall be constructed and adapted where reasonably feasible to incorporate energy efficient designs and appropriate "green" building standards. The green building standards are set forth by the Florida Green Building Coalition, Inc.
- A.1.9.5** The City shall continue to promote and enforce energy efficient design and construction standards as these become adopted as part of the State Building Codes.

Objective A.1.10

~~Coordination with Other Agencies and Agencies – Adjacent and – Cities Adjacent Cities~~

The City shall coordinate its planning and development activities with the resources management ~~p~~Plans of the St. Johns River Water Management District, the Florida Department of Environmental Protection, the City of Jacksonville, the City of Atlantic Beach, the City of Jacksonville Beach, ~~and as well as~~ other private entities and public agencies, as may be appropriate.

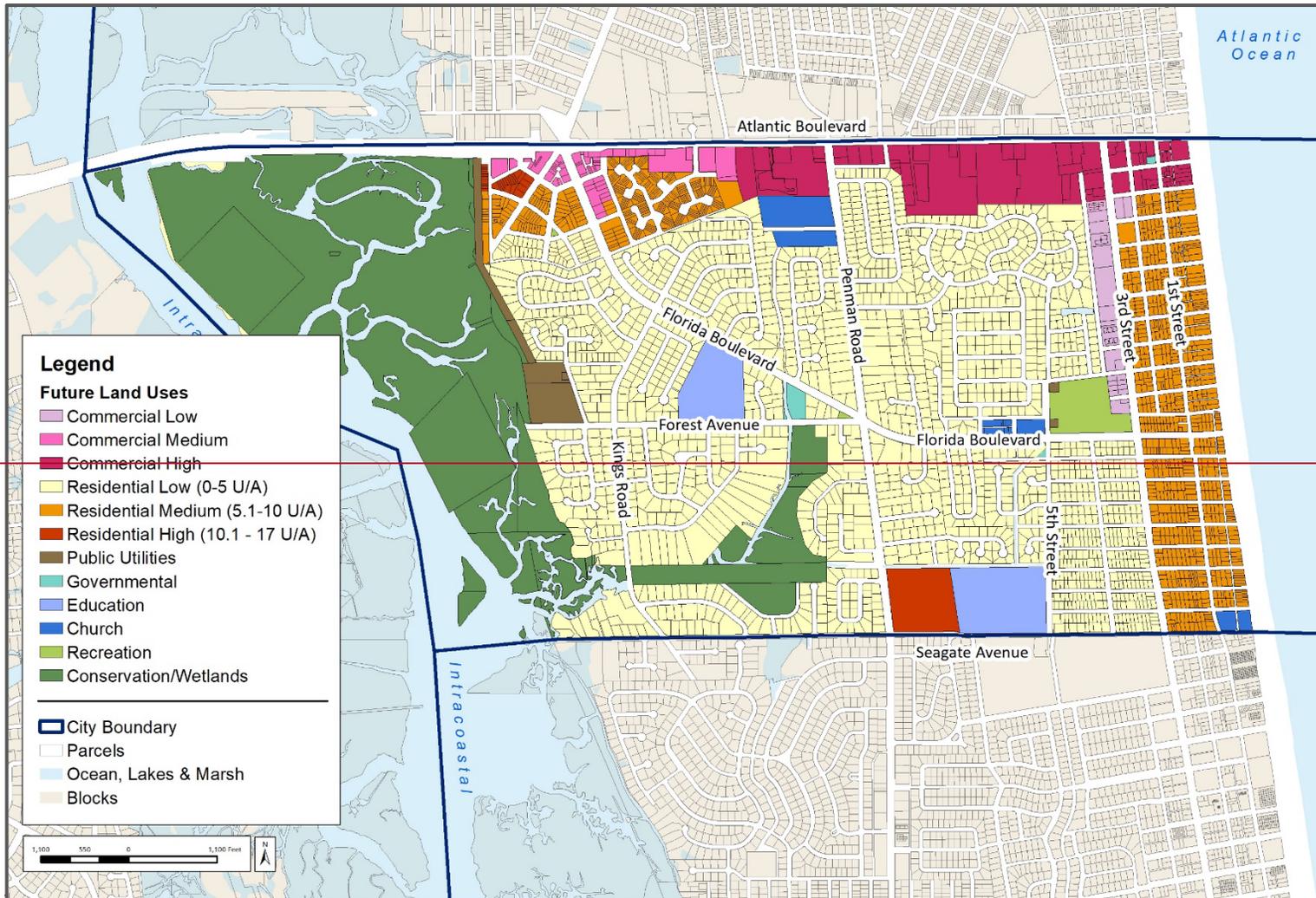
Policies

- A.1.10.1** The City shall develop and adopt regulations and policies which are consistent with resource management plans of other government agencies and any special districts within which the City is located.
- A.1.10.2** The City shall not issue local development permits prior to the issuance of any other required permit from County, State or Federal agencies having jurisdiction and permitting authority over the proposed development. Issuance of a required permit from County, State or Federal agencies shall not be presumed to be an entitlement to a local Development Permit.

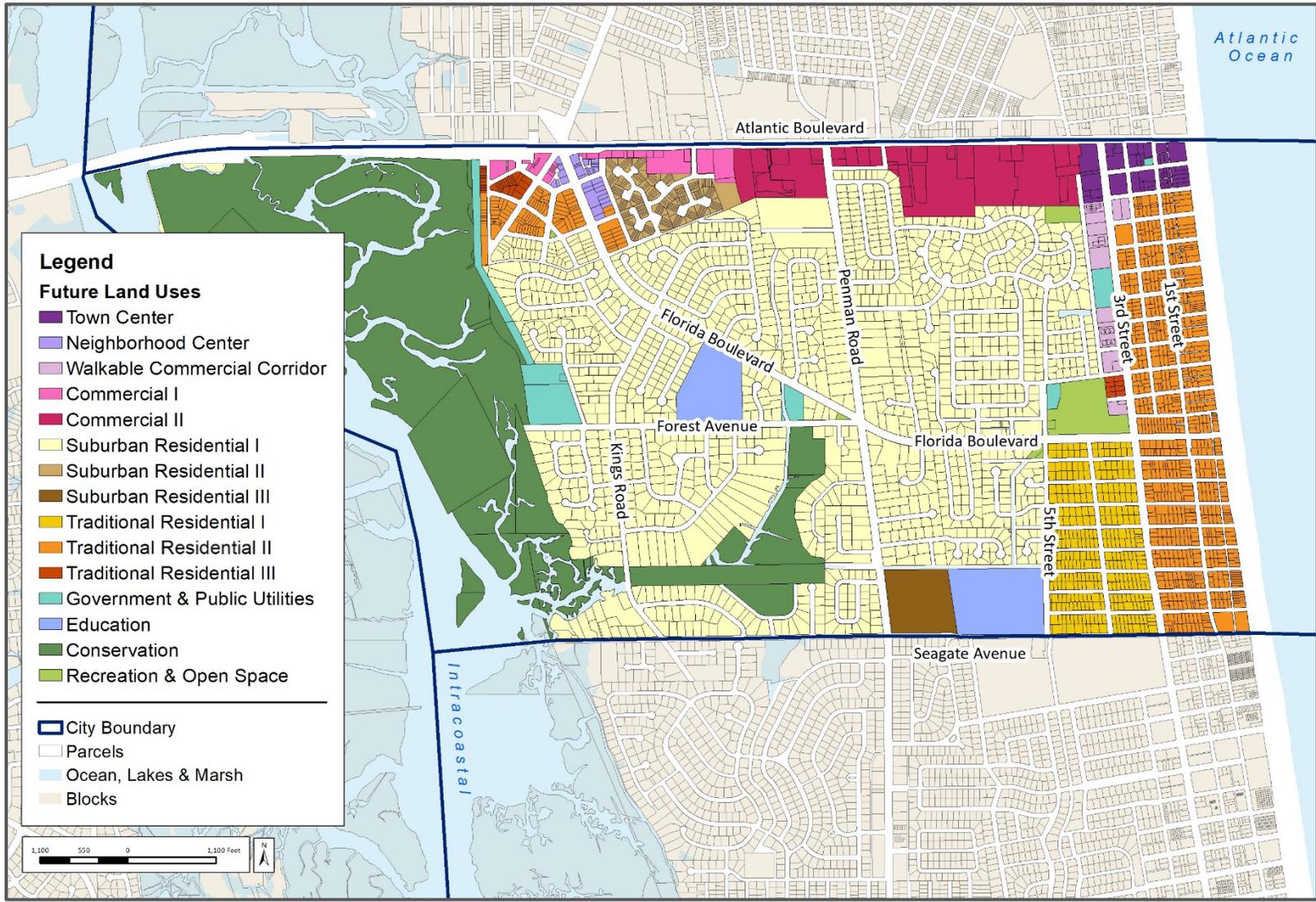
City of Neptune Beach

The Future Land Use Map and all Maps included within the 2021-2046 Comprehensive Plan Map Series are adopted herewith as part of this Plan amendment. In the event of any conflict between any Maps and the text of the Plan, the text of the Plan shall control.

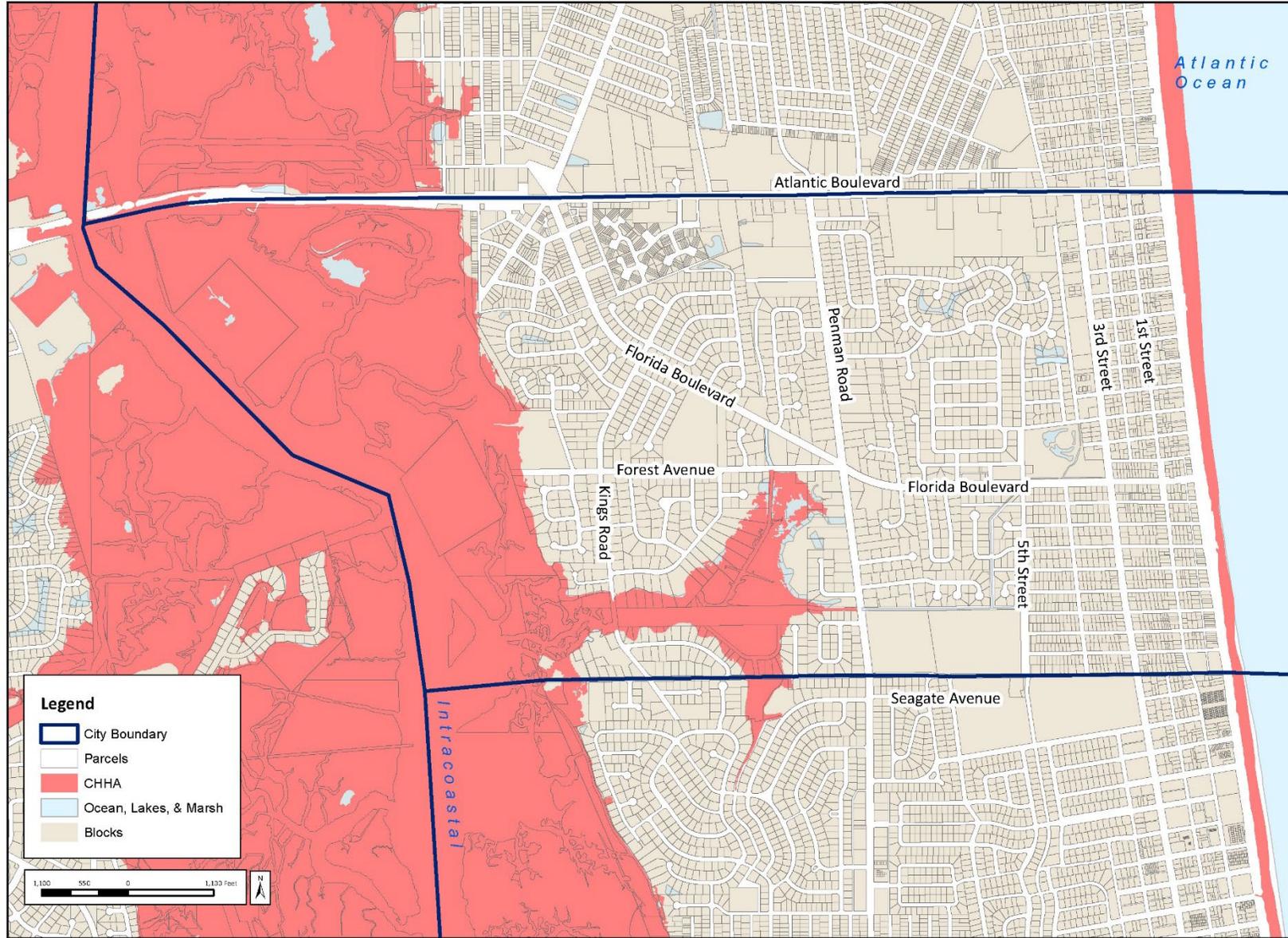
Map A-2: 2012 – 2022 Future Land Use Map (FLUM)



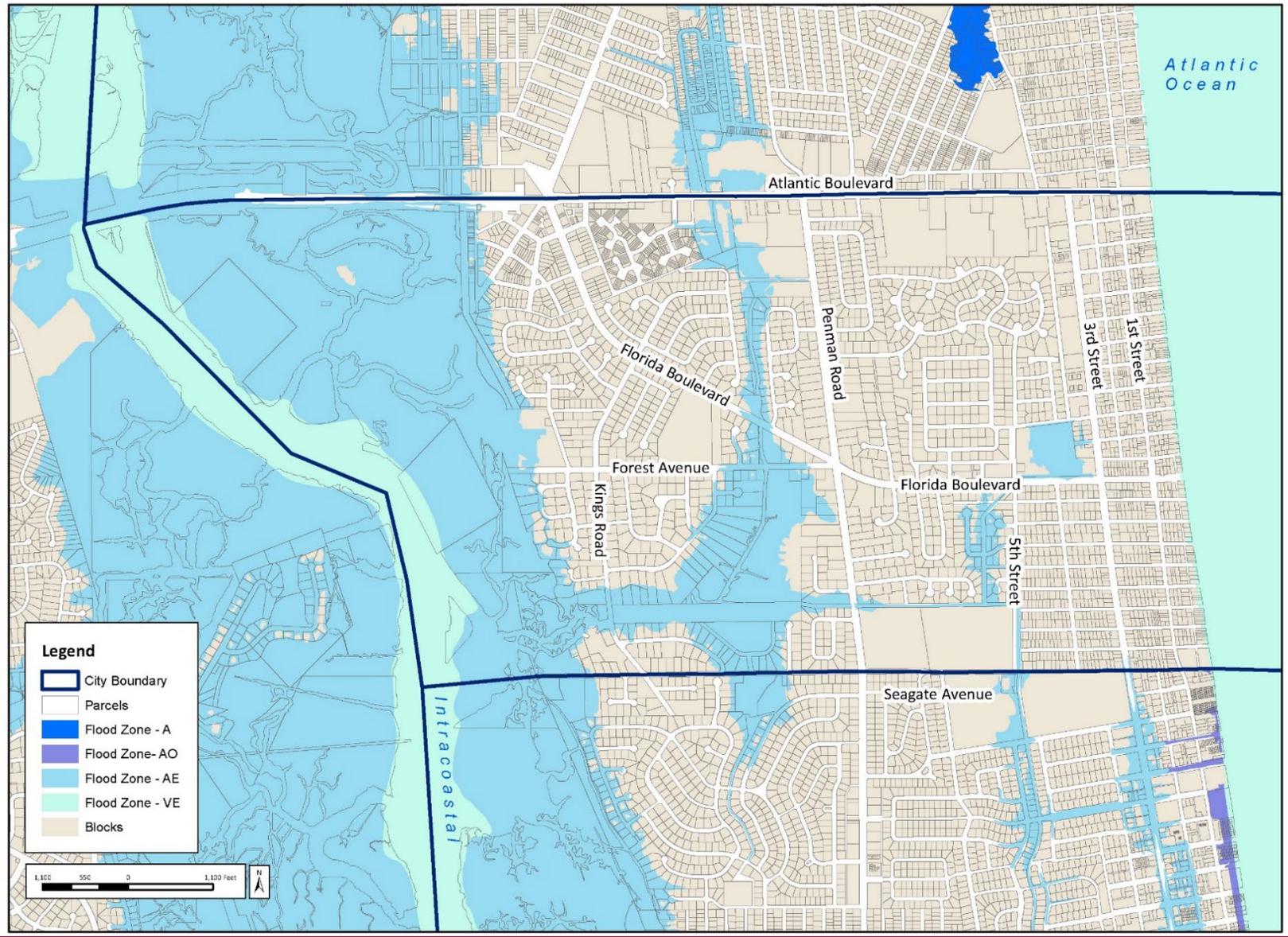
Map A-2: 2021 – 2046 Future Land Use Map (FLUM)



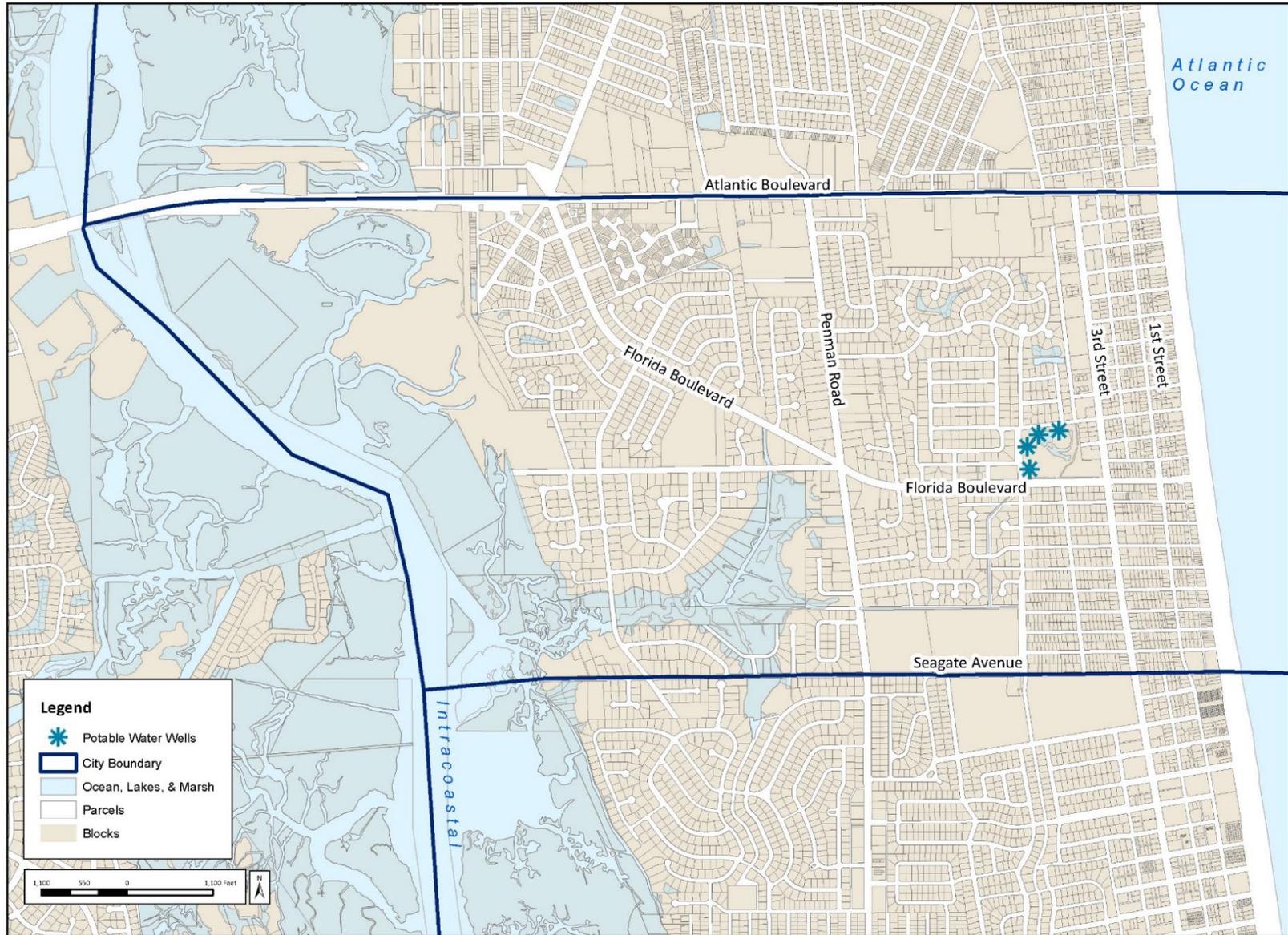
Map A-3: Coastal High Hazard Area (CHHA)



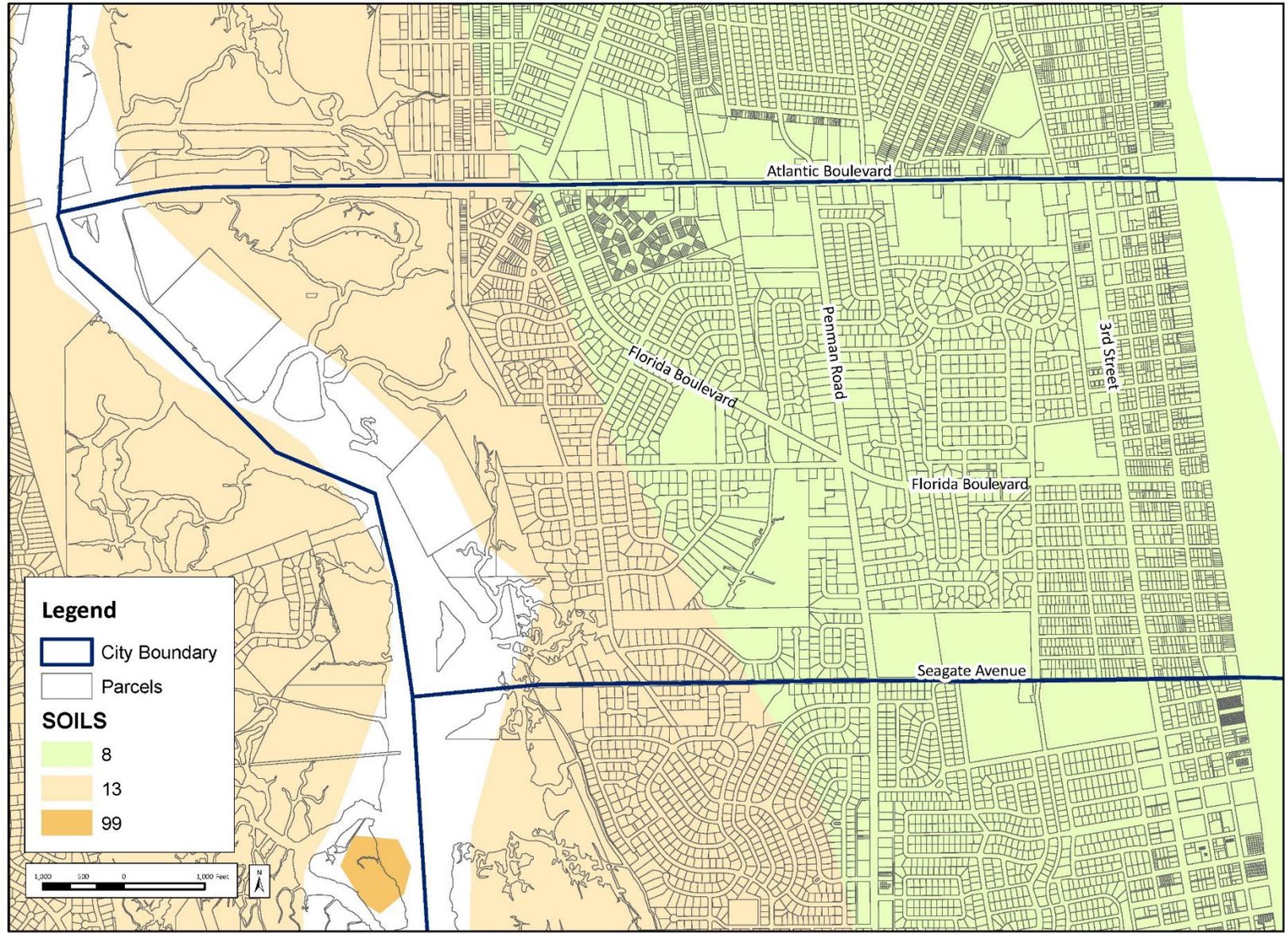
Map A-4: Flood Zones



Map A-5: Potable Water Wells



Map A-6: Mineral & Soils



B. Transportation Element



Transportation Element

INVENTORY & ANALYSIS

*Note: The Inventory and Analysis sections within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan, but serve as a guide to inform the origins of thought while preparing the adopted Goals, Objectives, and Policies.

INTRODUCTION

~~The 2010 Comprehensive Plan prepared in 1990 contained the Traffic Circulation Element; however, Chapter 163 of the Florida Statutes (Section 163.3177(6)0) requires a more comprehensive approach to traffic and transportation now known as the Transportation Element. This Transportation Element provides an analysis of transportation, mobility, addresses safety, traffic circulation, alternative modes of travel, parking, hurricane evacuation capacity, and land use coordination densities to support multimodal public and private transportation innovations. Particular emphasis has been placed on pedestrian safety in order to increase the walkability of our community while reducing an overreliance on the automobile. Further, traffic congestion at major intersections, such as Atlantic Boulevard and Third Street, and the Five-Way Intersection, have been explored through community visioning and intergovernmental coordination to effectively plan for the future. Along Atlantic Boulevard and Third Street A1A, the automobile continues to dominate, and roadway classifications continue to reinforce speeds that make pedestrian crossings precarious.~~

~~This element and this plan encompasses Existing and planned Transportation Facilities are identified within map B-1 of the map series. This Transportation Element provides an analysis of transportation and mobility issues within the City of Neptune Beach. A planning time-frame of twenty-five years, resulting (within the planning horizon year of 2046), is which has been incorporated into the analysis of future conditions. Existing and planned Transportation Facilities are identified within map B-1 of the map series.~~

Traffic data from the Florida Department of Transportation (FDOT), North Florida Transportation Planning Organization, Jacksonville Transportation Authority (JTA), and the City's Department of Public Works has been considered when preparing ~~compiled into~~ this element.

~~Community collaboration accentuated the need for greater safety, walkability, and interconnectivity through multiple modes of transportation that coordinate not only with land use but that will also advance the quality of life. From reducing roadway classifications and lane widths, to adding street trees, bollards, hardscaping, and advanced signalization, we have begun the process to realize the community vision to advance safety and walkability to promote a true pedestrian scale and orientation.~~

~~This Comprehensive Plan update areis taking place just as several trends and technologies are reshaping transportation and infrastructure design at the national, state, regional, and local levels. National standard setting organizations are reviewing methods for forecasting, analyzing, planning, operating, and managing transportation systems. This is reflected in FDOT's update to the State Transportation Plan, including which includes new concepts such as Vision Zero, use of technology, reduced greenhouse gas emissions, and alternatives to single occupancy vehicles. Moreover, the Department is expanding the destination of performance to include traveler access to important destinations, a departure from previous definitions focused solely on auto travel metrics.~~

~~Because many of these technologies and innovations are in testing and pilot phases, it can be difficult to create detailed objectives and policies within a Comprehensive Plan's Transportation Element. However, ideas generated during the visioning process can create a foundation for futureproofing Neptune Beach's transportation system. In the Comprehensive Plan, we can build objectives and policies to help position Neptune~~

Beach for grants, technical assistance, and partnerships that are critical for testing, launching and scaling new mobility services. In the event an impactful technology gains rapid market adoption, the town can mobilize quickly to manage new services, hardware, software, and infrastructure without a lengthy plan modification. In addition, the expected surge in connected devices will likely result in the need for additional communications infrastructure. While federal and state entities have issued pre-emptive rules that limit a locality's ability to fully regulate the look and placement of communications infrastructure, language within a Comprehensive Plan can lay the groundwork for negotiations that meet all stakeholder needs. Citizens seeking to further engage the community planning process can use the data available within this element to continue to advance the design and application of safety and quality for the community. This element provides a summary of transportation, mobility, parking and safety concerns, in addition to the goals, objectives, and policies that will formally be adopted as part of the new City of Neptune Beach Comprehensive Plan.

Reorienting the Focus to Vehicle Miles Traveled (VMT) instead of Level of Service (LOS) Standards

This element also sets the stage for a transition to Vehicle Miles Traveled (VMT) in lieu of Level of Service to reorient the focus to actual use ~~as instead of compared to~~ capacity and demand. This transition will identify ~~the~~ approaches ~~most likely~~ to best serve the community and will help ~~to best~~ identify advancements to situate the City in ~~line~~ with ~~other~~ leading cities throughout Florida to ~~best~~ meet the current and future state requirements for the transportation element.

~~Vehicle Miles Traveled (VMT) focuses on actual usage or vehicular travel across the system rather than just at specific points. VMT is estimated, which is usually assigned per person or per household, as opposed to focusing on capacity of individual roadways. LOS is indicated by assigning within Level of Service (LOS) Standards, which indicates~~The Level of Service (LOS) is a measure to determine the quality of service of the transportation infrastructure through analysis and assignment of an Alphabetical letter, where "A" ~~was~~ ~~indicative of the highest level of surplus capacity; available and~~ "D" is often considered the lowest acceptable standard; and "F" ~~being the worst, with travel demand exceeds road capacity. This focus~~ ~~its approach~~ takes into account several factors including a measure of traffic density (or congestion), speed and travel time, maneuverability, driving comfort, convenience, and operating cost. The ~~advantage to using LOS in the past was due to its universal application that overcame difficulty in comparing is used because it is difficult to compare~~ average speeds for different road classifications. ~~The LOS comparison is used to show a measure of efficiency along the roadway. The LOS standards represent a range of operational conditions not a precise number in volume. The transportation LOS system uses letters A through F, with A being the best and F being the worst. The lower limit (lowest speed, highest volume) of this LOS has been used in the design of highways.~~

The following are general descriptions of the six Levels of Services ~~as established by the Transportation Research Board, 1997:~~

LOS A = ~~Free- flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.~~

~~A condition of free flow, accompanied by low volumes and high speeds. Traffic density is low with uninterrupted flow speeds controlled by driver desire, speed limits, and physical roadway conditions. Little or no restriction in maneuverability due to presence of other vehicles enables drivers to maintain their desired speeds and arrive at their destinations with little or no delay.~~

LOS B = ~~Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence form other users. A condition of stable flow with operating speeds somewhat restricted by traffic conditions. Drivers still have reasonable freedom to select their speed and land operation. Reductions in speed are not unreasonable with a low restriction of traffic flow.~~

LOS C = Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.

Still a stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. Most drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained with service volumes suitable for urban design.

LOS D = High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.

Approaches unstable flow, with tolerable operating speeds being maintained, although considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low. These conditions can be tolerated, however, for short periods of time.

LOS E = Unstable flow at or near capacity levels with poor levels of comfort and convenience.

Cannot be described by speed alone but represents operations at low operating speeds, typically, but not always, in the neighborhood of 30 miles per hour, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration. This LOS is associated with operation of roadway at capacity flow.

LOS F = Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

A forced low operation at low speeds, where volumes are well above capacity. In the extreme, traffic comes to a standstill. These conditions usually are the result of vehicles backing up from a restriction. The section under study will be serving as a storage area during parts or all of the peak hour. Speeds are reduced substantially, and standstills may occur for short or long periods of time because of downstream congestions.

The 2020 most recent FDOT Quality/Level of Service Handbook was used to estimate the standard for determining acceptable and unacceptable standards for pedestrian, bicycle, and transit in addition to vehicular operating conditions from roadways within the City of Neptune Beach. By starting with the pedestrian, we will more readily achieve the desired community outcome of a stronger and a safer pedestrian orientation. These standards frame for review and consideration the individual delay and facility attributes for the pedestrian. The Bicycle LOS also considers intersectional delays and facility attributes, but includes volume and speed of adjacent vehicles, presence of on-street parking, and pavement conditions. With transit the focus is on service levels, while the shift for automobiles is from Level of Service (LOS) to Vehicle Miles Traveled (VMT).

Even still, the 2020 FDOT Handbook incorporates standardized services volumes and quality for each of the LOS designations listed above. The Handbook is a tool to provide an overview of the operating conditions for the roadway segments. More refined methods can be used during concurrency review for those segments where a more detailed traffic engineering analysis is critical for determining whether there exists adequate roadway capacity. Within the 2020 FDOT Handbook, more emphasis is placed on Q/LOS Principles including the dimensions of mobility, which include quality of travel, quantity of travel, accessibility, and capacity utilization.

The 2020 FDOT Handbook emphasizes Pedestrian LOS (PLOS) as based on the following four critical variables: sidewalk existence, lateral separation of pedestrians from vehicles, vehicle volumes, and vehicle speeds. For bicycles, BLOS is based on average width of the outside through lane, vehicle volumes, vehicle speeds, heavy truck volumes, and pavement condition. Transit LOS is based on averages, turning movements, queue spillback, capacity, and frequency. Furthermore, due to the multimodal nature of contemporary mobility and transit,

Transit LOS also is based on a combination of Pedestrian and Bus Analyses that consider roadway crossing, passenger load factor, facilities, and amenities. For traditional vehicular LOS, the 2020 FDOT Handbook determines service volumes based on a number of standardized factors including 1) area type; 2) roadway functional classification;

3) number of lanes; 4) median type; and 5) number of signals per mile. These factors, and more, are integral within the Concurrency Determination process. What is new since the last Comprehensive Plan update, which subsequent FDOT Handbooks have advanced, is the reorientation to the pedestrian and a much more diverse concept of mobility where vehicular LOS is one minor portion of the overall picture and the 2020 iteration motions to innovations using VMT.

Furthermore, the Handbook defines each roadway type, and sets minimum LOS standards for roadways based on State Highway System. Roadway types include, freeways, highways, and arterials: class I and II. Whereas, area types are also factored into LOS, which include core urbanized, transitioning, urban, and rural areas.

More specifically, the LOS for urbanized areas of over 500,000 people apply to roadways within Neptune Beach, since our City is in that the City is part of the Jacksonville Urbanized Area. The FDOT standard for all roadways in such urbanized area is LOS D. However, pursuant to S. 163.3180(10), Florida Statutes, a local government may adopt an alternative LOS standards for any State roadway that is not on the Florida Intrastate Highway System (FIHS). Since none of the roadways within Neptune Beach the City are on the FIHS, the, therefore LOS standards may be adopted that are lower than those adopted by FDOT may be adopted.

EXISTING OPERATING CONDITIONS

An analysis of the eAn inventory of the existing transportation network within the City of Neptune Beach was performed as part of the visioning process undertaken to determine if a determine the type of transportation system available, functional classification of local roadways is necessary to best achieve the vision of the community. Further, an inventory of, number of through roads and information regarding trails and sidewalks, parking, and other forms of mobility were collected to construct maps and to create an analysis as comprehensive as possible that takes into consideration existing, corresponding capacities and, and daily volumes, but that also considers vehicle miles traveled to discover the potential for opportunities to truly maximize the pedestrian orientation through advanced safety measures, and mobility and parking innovation.-

Atlantic Boulevard (State Road 10) is one of two major roadway corridors to the Beaches. It is also the most heavily traveled of the ~~three two~~ corridors, ~~primarily~~ because it is the most direct route from the City of communities of Jacksonville to the Mayport Naval Station. Atlantic Boulevard ~~it~~ is a six-lane roadway with commercial establishments located on both sides of the roadway. East of the Intercoastal, the City of Neptune Beach is located on the south side of ~~the~~ Atlantic Boulevard, ~~with and~~ and the City of Atlantic Beach ~~is~~ on the north side ~~of Atlantic Boulevard, with b~~Both residential scale cities are are populated with local restaurants, retail, and other commercial establishments.

~~Construction of the Mayport Flyover has alleviated a traffic problem identified in the 1990 Traffic Circulation Element. The intersection of Atlantic Boulevard and Mayport Road were identified as operating at LOS F prior to the completion of the Flyover and is now in compliance with this Plan.~~

Third Street (State Road A1A) is the major north-south corridor of Neptune Beach the city. The major function of this road is to provide north-south access through the beach communities and linkages to the east-west arterials and collector roadways. Half of Third Street provides access to abutting commercial properties and the other half to local streets.

Penman Road and Florida Boulevard are two-lane collectors that are controlled and maintained by the City of Jacksonville. Seagate Avenue is also a two-lane collector, and the north half of the right-of-way belongs to the City of Neptune Beach.

CONTEXT CLASSIFICATION SYSTEM AND NEW DESIGN STANDARDS

The Community Visioning process revealed key issue and proposed improvements and policies to achieve the goals identified by the community. First, it the need to collaborate ion with FDOT is needed was identified to adopt a new Context Classification Map for state roads and to create a local classification of street types to guide improvements on city roads. This will help to increase walkability, safety, and quality through the potential reduction of automobile speeds, the number of lanes lane number, and lane widths. One of the community's greatest safety concerns surrounds the traffic collisions that have occurred at the intersection of Atlantic Boulevard and Third Street/A1A. Second, to further advance the community-identified priority for pedestrian safety, the needs to implement intersection safety improvements, including high visibility crosswalks, signage, and pedestrian activated (HAWK) beacons werewas identified as a result of the community collaboration throughout the visioning process. Third, the community emphasized the need to complete the East Coast Greenway multi-use path widening project along Florida Boulevard.

Next, the desire to transform Penman Rd into a complete street with dedicated paths for pedestrians and cyclists and more frequent crossing areas was identified. Additionally, the community identified the need to prioritize bicycle and pedestrian safety at the five-point intersection of Florida and Penman Road. Additionally, multi-use paths and/or separated bicycle and mobility lanes were identified for coordination as part of the upcoming stormwater construction projects on 1st and 3rd Street.

Further, the community identified the desire for improvements along Atlantic Boulevard. This will require collaboration with FDOT to implement improvements along Atlantic Boulevard to study the possibility of widening the sidewalks and/or incorporating a two-way cycle track on one side of the road. To advance multimodal options and bicycle facilities, the creation of additional trails to advance connectivity to other trails will lead to the advancement of planning trails to connect to the schools and bicycle and pedestrian marsh walks will serve to connect Seagate Avenue over Hopkins Creek. Finally, the prioritization of improvements along school routes was identified through the visioning process that will be advanced through the implementation of a safe routes to school program and through investments in neighborhood traffic calming programs.

TRANSPORTATION

~~(JAX) (JAXPORT)~~

A transportation system that provides mobility for Neptune Beach residents is critical to enhancing quality of life and improving increased access in and out of the City by. Whether walking to the beach, biking to school, driving to work, or taking a shuttle to the airport, we must take a comprehensive look at how well this interconnectivity works to advance transportation policy. The City must focus on accessibility for multiple modes of transportation instead of just a single mode that is dependent upon single driver vehicular access. Through a comprehensive analysis, we can advance recommendations that improve existing mobility services while revealing where innovation can catalyze and optimize the local and regional transportation system. Pavement management is increasingly important as multi-modal needs and the number and type of vehicles continues to rise, which require advanced planning and collaboration to ensure safety as well as the provision and maintenance of quality infrastructure and amenities to prevent conflictual situations that can arise from the growing competition for travel within streets, sidewalks, and along curbsides.

REGIONAL CONNECTIVITY

Bus Service

Residents of the City of Neptune Beach have numerous options for regional connectivity made possible through the Jacksonville Transportation Authority (JTA), which provides access to downtown Jacksonville, the Airport (JAX), as well as the Port (JAXPORT).

Transit service servicing the beach communities is provided by the Jacksonville Transportation Authority (JTA). Route R-1 operates along Atlantic Boulevard, connecting the South Beach area of the City of Jacksonville Beach to downtown Jacksonville.

There is no express transit service providing a direct connection from the City to downtown Jacksonville. This service is available through the Beaches Express, (Route X-2), which connects the City of Jacksonville Beach to downtown Jacksonville via Beach Boulevard. The transit routes, which serve the City of Neptune Beach and the beach communities, are part of a larger system of transit routes operated by JTA. Downtown is the major hub and provides connections to other parts of Jacksonville. In addition, downtown provides an Amtrak and Greyhound station.

Route R-4 consists of a loop that connects Atlantic Village (shopping area on Atlantic Blvd. just west of Penman Road) with the South Beach area of the City of Jacksonville Beach along State Road A1A (Third Street).

JTA initiated the Beaches Trolley system in 2007 to serve the three Beach cities. The Trolley has been very successful and is very popular with the Beaches' residents and visitors. Funding comes from various sources including public and private donations. Three routes provide access to and throughout the beaches: #205 Beaches Express, #10 Atlantic, and the First Coast Flyer Red. The #205 Beaches Express Route goes east along Beach Boulevard, south on Third Street/A1A, west on J. Turner Butler Boulevard, I-95 North, to Bay crossing the Hart Bridge back to Beach Boulevard. The #10 Atlantic Route passes directly through the jurisdictional boundary, operating along Atlantic Boulevard, down Third Street/A1A, across J. Turner Butler Boulevard and I-95, returning to Atlantic Boulevard. The First Coast Flyer Red Route operates through Beach Boulevard to Jacksonville Beach, turns south on Third Street/A1A, down J. Turner Butler Boulevard, to I-95 North, to Atlantic Boulevard and down Southside Boulevard.

The Atlantic Route in its current form went into effect in May 2020 and includes a stop on Royal Palms Drive and Atlantic Boulevard at the Atlantic Village Shopping Center, which further connects residents of Neptune Beach to commercial centers along A1A and Downtown Jacksonville. The Atlantic Route assimilated the service area of the discontinued Beaches Trolley, which was supplanted in 2017 by an on-demand shuttle service called Beach Buggy.

For travel from south to north beyond Atlantic Boulevard, Neptune Beach residents may ride the Mayport Route (#24), which is also accessible via Atlantic Boulevard and Royal Palms Drive. This route travels north and terminates at a stop by the St. Johns River Ferry and the Wonderwood Park-n-Ride station. Residents can connect to the Mayport Express (#202) at this Park-n-Ride station allowing for faster east to west travel between transportation, an advantageous connection for commuters from the Neptune Beach and Jacksonville areas.

For travel from north to south, Neptune Beach residents may ride the Atlantic Route to 3rd Avenue South and A1A where they can transfer to the First Coast Flyer Red Line, a new service offering (effective May 2020) providing a second east to the west connection between the region's east coast and Downtown Jacksonville. The routes herein described allow residents of Neptune Beach access to critical connections and attractions, including the TIAA Stadium (via the Rosa Parks Station), Jacksonville Executive Airport (Atlantic Route), and Downtown Jacksonville (Atlantic, First Coast Flyer, and Mayport Express).

There are a variety of payment methods available, namely an e-commerce website, the STAR card website, and the MYJTA mobile application. Fares range from free (for riders age 65 and older) to \$2.75 for express route fares. As of May 2020, there was no indication that JTA intended to expand service offerings within the Neptune Beach area. Private bus companies also serve Neptune Beach, bringing tourists on day trips to the Beaches Town Center.

Boat/Marine

There are no boat routes within the City of Neptune Beach. The closest port is JaxPort located approximately 20 miles to the northwest of the City. Residents may traverse the St. Johns River by way of the St. Johns River Ferry proximal to the Mayport Route bus connection on Atlantic Boulevard and Royal Palms Drive. There also do not appear to be any publicly available docks or public boat ramps within the City.

Airport

The closest airport to the City of Neptune Beach is the Jacksonville Executive at Craig Airport (CRG), located in the City of Jacksonville. The airport is accessible by way of the Atlantic bus route, which includes a stop at Atlantic Boulevard and St. Johns Bluff Road.

LOCAL CONNECTIVITY

There are a variety of local connections available to Neptune Beach residents, including paratransit service, local school bus stops, seasonal Bus Route Total Ridership Average Weekday Ridership. MyJTA App “ReadiRide” Service buses and trolleys, bike paths, and shared use trails. JTA Paratransit Service: The Jacksonville Transit Authority’s Connexion and Connexion Plus services constitute paratransit options for Neptune Beach residents and provides service for “people with disabilities who are functionally unable to use fixed-route services for some or all of their transportation needs, and for people who are transportation disadvantaged (TD).” The cost of Connexion ranges from \$3.00 (American with Disabilities Act) or \$3.50 (Transportation Disadvantaged) or \$6.00 for out-of-county TD fare for authorized medical trips. In addition to offering an alternative to fixed-route transit, residents may also take advantage of travel training for individuals using fixed-route transit who are eligible for ADA transit. The Connexion Plus service provides an enhanced (private, same-day, door-to-door) service option for a marginal increase in price (\$6.00 per passenger). Local School Bus: The walk/bikeshed of Neptune Beach, based on local schools, saturates the entirety of the City of Neptune Beach, necessitating extensive walking and biking connections throughout the city boundaries.

Microtransit: Seasonal Buses & Trolley

Following the discontinuation of the Beaches Trolley circulator, the Jacksonville Transit Authority (JTA) partnered with Beach Buggy to provide transportation to residents and visitors of Neptune Beach. Beach Buggy provides free rides and recommendations to residents and visitors of Neptune Beach and other contiguous east coast municipalities including Jax Beach, and Atlantic Beach. The vehicle offerings are environmentally friendly, zero-emission, long-range, and 8-10 seater electric carts and 14-passenger vans.

Microtransit: On-Demand Ride Service

Jacksonville Transportation Authority offers “affordable, on-call transportation” to 11 communities in Jacksonville, including parts of Neptune Beach. Dubbed “ReadiRide,” this service facilitates pre-scheduled rides using the MyJTA app anywhere within a designated zone from Monday through Saturday (6 AM - 7 PM) at the rate of \$2.00 per passenger each way. On demand service must be in the same designated zone. For example, if you are picked up within the Beaches zone, you must be dropped off within the Beaches zone.

Bicycle and Pedestrian Facilities

In 2002, the City conducted a bicycle and pedestrian pathway planning and public participation study in collaboration with the City of Atlantic Beach and the City of Jacksonville Beach. The purpose of this process was to develop a general and conceptual plan for a system of bike and pedestrian routes to connect the entire three beach Cities and also to provide a better system of east-west bikeway connections within each City to their existing or planned facilities. The study process identified a priority of desired routes, and a bikeway path was built along Florida Boulevard from Atlantic Boulevard to Camellia Terrace. Bike and pedestrian facilities continue to be a high priority for this community in order to alleviate peak parking demands, and reliance on

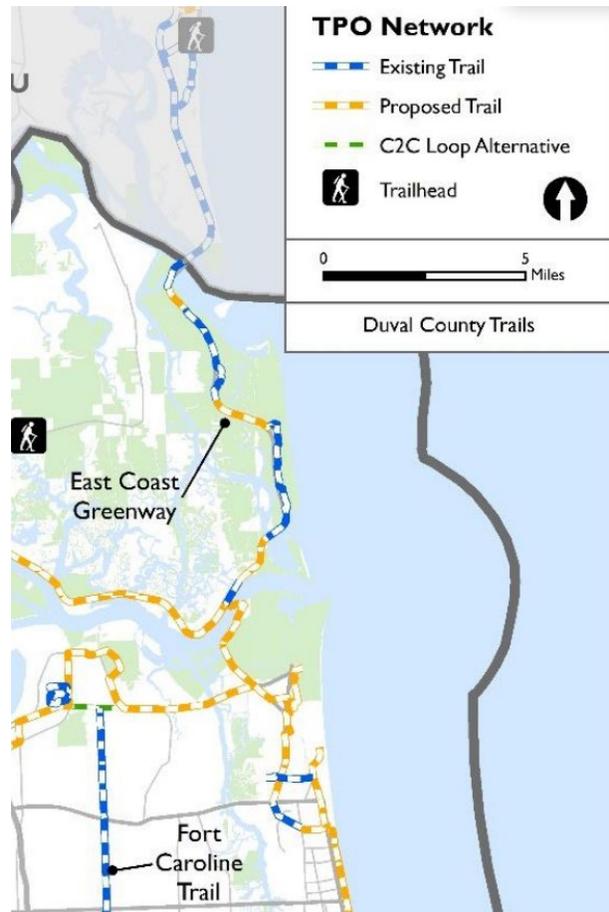
vehicular transportation, and to provide for a high level of recreational activity, and energy efficiency and conservations.

Bicycle Trails

Currently, the City of Neptune Beach’s trails include the East Coast Greenway along Florida Boulevard, with multiuse paths lining 1st Street. These paths serve as a nexus to regional cycling infrastructure. Future improvements are guided by several regional plans. In September of 2017, the City of Jacksonville published its Pedestrian and Bicycle Master Plan. This plan incorporated improvements identified in the 2016 report by the North Florida Transportation Planning Organization titled, “Downtown to Beaches Bike-Ped Connectivity Study” and accompanying “Duval County Beaches Bicycle and Pedestrian Focus Area Study. In 2018, the TPO published the Northeast Florida Regional Multi-Use Trail Master Plan.

The focal planning areas within the City of Neptune Beach’s regional bicycle network include:

- The TPO’s Downtown to Beaches regional plan.
- The TPO’s Atlantic/ Neptune Path. This 8.2 mile trail through City of Atlantic Beach and City of Neptune Beach connects the East Coast Greenway network along Mayport Road, Sherry Drive, Plaza, and Jarboe Park.
- Multi-Use Paths along Penman Road from the northern to the southern extent of the City, Indian Woods and forest Marsh Drive, Kings Road, Seagate Avenue, and 5th Street.



Pedestrian Trails

In addition to the multi-use paths, pedestrian connections are proposed along A1A to reduce long-standing traffic safety hazards along the corridor. Maps included in the “Duval County Beaches Bicycle and Pedestrian Focus Area Study” provide some insight into existing sidewalk infrastructure. Of note is the dearth of sidewalk connections to the west of the city, and the limitations of existing sidewalks. For example, sidewalks may only be available to pedestrians on one side of a street or sidewalks may only be available on one side of the street. Since the city is only a total of 2.5 square miles, pedestrian connectivity can and should be prioritized.

STREETS & VEHICULAR CONNECTIVITY

Like many American cities located outside a large urban center, Neptune Beach residents primarily commute to a regional employment center in single occupancy automobiles. According to the 2017 Census Data American Community Survey update, 84.8% of workers in Neptune Beach drove alone, followed by 7.41% who worked at home, and 2.73% of those who Carpooled. In accord with many residents having to drive, car ownership in

Neptune Beach is very high; only 1% (44 people) reported not have access to a personal automobile. 40% of households reported having three or more cars.

Major Thoroughfares

State Road A1A is a major four-lane roadway that passes through the City. On the north side of the City, for approximately 1.3 miles, it is called Atlantic Boulevard. Then it makes a 90 degree turn to go south. It is then called 3rd Street paralleling the ocean shoreline for approximately 1.2 miles. Further west ~~From there, A1A~~ Atlantic Boulevard continues west as State Road 10 over the Intracoastal Waterway towards Jacksonville. AIA branches off Atlantic Boulevard north as Mayport Road and continues south as Florida Boulevard.

According to FDOT District 2 2010 Census Functional Classification, the functional classifications of roadways in Neptune Beach, by the North Florida Transportation Planning Agency, are:

- Atlantic Boulevard (A1A): Principal Arterial
- 3rd Street (A1A): Principal Arterial
- Florida Boulevard: Major Collector
- Seagate Avenue (from Penman Road to 3rd Street): Major Collector
- Penman Road: Minor Arterial

~~Even m~~More significant than FDOT’s functional classification of roadways, is its newer system of context classifications. This new system is used to plan and design state facilities in greater harmony with the surrounding land use characteristics. The context classification assigned to a roadway determines key design elements, including speed, lane width, street tree placement, and ~~on and~~ street parking, among other things. The classification system includes:

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

The FDOT’s current context classification map for Neptune Beach assigns Atlantic Boulevard west of Seminole Road as C3C and Atlantic Boulevard from Seminole Road to 3rd Street, as well as all of 3rd Street, as C4. The traffic counts and level of service for Neptune Beach’s primary roadways are included in the table below.

<u>Road Link</u>	<u>Average Annual Daily Traffic (AADT)</u>	<u>Traffic Count</u>	<u>LOS AADT Capacity</u>
<u>Atlantic Boulevard/ICW to Mayport Road</u>	<u>51,500</u>	<u>33,800</u>	<u>LOS D</u>
<u>Mayport Road to Penman Road</u>	<u>38,500</u>	<u>33,800</u>	<u>LOS D</u>
<u>Penman Road to 3rd Street</u>	<u>25,000</u>	<u>33,800</u>	<u>LOS D</u>
<u>3rd Street/A1A Atlantic Boulevard to Florida Boulevard</u>	<u>25,000</u>	<u>33,800</u>	<u>LOS D</u>
<u>Florida Boulevard to 15th Avenue 29</u>	<u>29,000</u>	<u>33,800</u>	<u>LOS E</u>
<u>Florida Boulevard 3rd Street to Atlantic Boulevard</u>	<u>18,000</u>	<u>17,160</u>	<u>LOS E</u>
<u>Penman Road Seagate Avenue to Florida Boulevard</u>	<u>18,000</u>	<u>17,160</u>	<u>LOS E</u>
<u>Florida Boulevard to Atlantic Boulevard</u>	<u>5,900</u>	<u>17,160</u>	<u>LOS E</u>
<u>Seagate Avenue 3rd Street to Penman Road</u>	<u>4,700</u>	<u>17,160</u>	<u>LOS E</u>

Bicycle and Pedestrian Facilities

Relevant findings within the North Florida TPO's 2019 Regional Multi-Use Trail Plan, include recommendations to alter traffic control on existing pavement such as delineating bike lanes, creating sharrows, and creating wayfinding links. Below is an illustration of the existing and proposed trail network through the City of Neptune Beach and its connectivity to the overall region.

Recommendations from the City of Jacksonville's *Pedestrian and Bicycle Master Plan (2017)* include:

Safety recommendations

1. Install sidewalks where missing and increase sidewalk widths. Six feet wide sidewalks are recommended to advance the pedestrian orientation and to provide space for increased social interaction.
2. Continue to provide ample sidewalk buffers. The sidewalk buffer represents the area between the sidewalk and the roadway. While many of these spaces are used for stormwater management, vegetative buffers advance safety by serving to remind drivers that they are within a neighborhood. Buffers increase the pedestrian's feeling of safety, which promotes walking as a viable and desirable mode choice. Buffers also create space for street trees and street furniture. The recommendation is for a five-foot minimum buffer "to accommodate stormwater, street trees, and roadway signs and poles."
3. Reduce curb radii at intersections. A lower curb radii affects lowers the speed of turning vehicles and therefore increases safety. A 15-foot curb radii is recommended at street intersections and tighter radii are recommended at driveways.
4. Mark crosswalks along routes which should expect high numbers of pedestrians. Marking crosswalks signals to drivers that pedestrians have the right-of-way and are likely to be within these spaces.
5. Install traffic calming devices.
6. Install chicanes. Chicanes are traffic calming measures that decrease speed through diversions that also increase driver attention. These can also serve as planters to increase landscaped areas.
7. Install mini traffic circles. Mini-traffic circles help to reduce speed, promote safety, and reduce collisions.
8. Install humps, bumps, and speed tables.

Enhancing access

1. Complete the sidewalk network by filling gaps and by installing sidewalks across driveways.
2. Include buffers from the roadway when installing new sidewalks and retrofitting existing sidewalks.
3. Prioritize lane reductions/road diets on four-lane or two-lane roadways with parking.
4. Install high visibility crosswalks with frequency.
5. Install center median islands with frequency.
6. Reduce curb radii.
7. Identify locations for, and install rectangular rapid flashing beacons (RRFBs).
8. Apply road diets, wider sidewalks, bicycle networks throughout downtown
9. Install outdoor seating, sidewalks across driveways
10. Narrow curb radii.
11. Mid-block crossings with median islands and high visibility pavement markings
12. Raised crosswalks.
13. Make room for parallel parking.
14. Realign diagonal parking from front-in to back-in and consider parallel parking as a substitute to provide more space for sidewalks, outdoor seating, and buffer areas.

Major arterials

1. Install RRFBs
2. Install hHigh visibility crosswalks
3. Add road bBuffers
4. Apply rRoad diets and lane reductions
5. Install “nNo right on red” automatic signals at signalized intersections
6. Reduce curb radii
7. Add more fFrequent opportunities to cross the roadways
8. Install medians which reduce conflicts by creating right-in and right-outs
9. Reduce driveway widths and driveway curb radii
10. Plan sSafe connections to adjacent neighborhoods
11. Realign buildings to front the roadway
12. Sidewalks of sufficient width buffered from the roadway

Other Key Recommendations:

Biannual intergovernmental coordination meetings with partner agencies to “coordinate street resurfacing, major construction projects, planning studies,... and development projects implementing the Pedestrian and Bicycle Master Plan...(to) improve conditions for walking and bicycling.”

Buffered Bike/Mobility Lanes

Like conventional bike lanes, buffered bike lanes run along the curbs of the roadway or adjacent to on-street parking. However, they offer additional protection from moving traffic in the form of a buffer space between the edge of the bike lane and the edge of the vehicular travel lane. Adding a buffer encourages more cyclists to use the facility. Ideally the buffer should be at least 3 feet wide and marked with diagonal cross hatching or a chevron pattern. Buffered bike lanes are strongly preferred to conventional bike lanes in areas with greater traffic volume and higher travel speeds.

Separated or Raised Bike/Mobility Lanes

Separated or raised bicycle lanes are bike facilities that are physically separated from the roadway. Sometimes they are elevated to the plane of the sidewalk, often with a furnishing zone or planting strip between the bike lane and the roadway, and sometimes they are separated from moving or parked cars with a raised median that is at least wide enough to account for the opening and closing of parked car doors. Separated or raised bike lanes are more attractive to a wider variety of cyclists and.

Two-Way Cycle/Mobility Track

Two-way cycle tracks are physically separated bicycle/mobility tracks that allow travel in both directions on one side of the road. They can be designed at the street level with a parking lane or other barriers between bikes and vehicles, or as a raised facility with the track separated vertically from the roadway. The benefits of two-way cycle tracks are that they reduce the risk and fear of collisions, they allow for contra-flow bike travel on one-way streets, and they can have lower implementation costs. These facilities work best on streets with fewer driveways and cross-streets on one side.

Shared-Use Path

Shared-use paths are a type of trail designed to provide off-road routes for many different users including cyclists, runners, pedestrians, and manual or motorized wheelchair users. While similar to other recreational trails, these paths are part of a larger transportation system and serve as a supplement to on-street bike lanes, shared roads, and paved shoulders. In some cases, these paths are marked for different speeds of travel (walking speed vs. biking speed) and in other cases, they are just extra wide paths and shared equally by different users.

Nature Trail

A nature trail is a path designed for both outdoor recreational use and transportation. They are not usually adjacent to any roadway, though like shared-use paths and other bike lanes, they can still connect key destinations and points of interests throughout a city. Being located in more natural and vegetated areas, these trails offer pedestrians, runners, and bicyclists the opportunity to experience the great outdoors close to home and help foster a healthier lifestyle for the overall community.

Shared Street: “Sharrows”

Shared routes are typically located in compact or urban areas and on streets with low design speeds, where car traffic moves slowly and parallel parking lines each side of the street. They are often marked with a “sharrow”, a marking indicating that the travel lane is to be shared by cars and bikes. While sharrow markings can increase driver awareness of the potential presence of cyclists, a picture of a bike painted on the road is no substitute for the safety of a protected bike lane; the shared lane marking is only appropriate in locations where a protected all-ages-and-abilities facility is not possible.

Shared Street: Fietsstraat

A fietsstraat, or “bicycle street”, is the Dutch version of a bicycle boulevard. They are a type of shared street meant to provide a safe and slow environment for cyclists while still allowing access for local cars. This design, which includes elements like different colored asphalt, a central or pair of lateral bands of roadway pavers, and large clear markings identifying the street as a bicycle priority, is intended for use in very low traffic environments, such as quiet residential streets. Unlike a simple sharrow marking, a fietsstraat provides clearer visual and tactile cues to drivers that this is a different kind of street.

Shared Street: Woonerf

A woonerf, or “living street”, is a Dutch term for a street where bikes, pedestrians, and cars coexist. While cars can pass through, they do so with the feeling that they are entering a different kind of public space, one where they must slow down and be attentive to other users. This kind of street design could ~~can~~ be applied on 1st Street between Atlantic Boulevard and Orange Street to provide Neptune Beach with a new pedestrian-dominated space for festivals and events, while still allowing car travel and on-street parking when needed.

As part of the Community Vision process in 2020, Neptune Beach has identified the necessary infrastructure as well as the opportunities to advance mobility that puts bicycle and pedestrian facilities at the forefront. Neptune Beach has added several segments within the Florida East Coast Greenway to further expand connectivity. Safety continues to be the priority and the community has collaborated in the design and consideration of advancements that create well lit, clearly demarcated, and appropriately buffered facilities and amenities through buffers, advanced signalization, additional street trees, street furniture, and advanced street network design.

Data Partnership with Regional Entities

New technologies provide a host of methods for monitoring and measuring travel variables in real time, as well as growing capabilities for predictive analytics. As such, transportation users and stakeholders increasingly expect transportation systems to be built on data-informed processes and want the ability to track transportation performance. The state of Florida, and the Jacksonville region in particular, are national leaders in smart city and transportation technology. With this comprehensive plan update, Neptune Beach can join forces to link the Key Performance Indicators developed in the vision plan (page 215) to a data strategy (data collection, use of data plan, analytics, and data management). Data partnerships will also be critical to monitor the degree and persistence of COVID-related changes such as work-from-anywhere patterns and the increase in cycling.

NEEDS ASSESSMENT AND FUTURE TRAFFIC PROJECTIONS

As part of the 2020 Community Vision Plan process, the City of Neptune Beach has performed an assessment that factors in future traffic projections that also considers the appropriateness of existing and potential roadway classifications. While Level of Service (LOS) and Capacity are still prevalent measures, we also seek to consider Vehicle Miles Traveled (VMT) to begin to more accurately assess our future mobility needs as a coastal beachfront town. that have addressed capacity issues on major roadways. The Mayport Flyover addressed the capacity problems experienced at the intersection of Mayport Road and Atlantic Boulevard. The widening of Atlantic Boulevard to six lanes over the Intracoastal Waterway significantly increased capacity for the improved segments of Atlantic Boulevard.

Projections for the future traffic volumes within the City of Neptune Beach were obtained from the FDOT level of service report for Duval County. FDOT applies a 1.0% growth rate to yearly counts to estimate future volumes.

Findings, obtained through this year of collaboration, revealed the dire need to right-size facilities to advance the pedestrian orientation in Neptune Beach that will advance improve the safety and walkability of our streets.

By advancing the depth connectivity and quality of our street networks, we can reduce lanes and lane widths to further achieve these ends. Through the extension of streets, such as Lemon Street, we can better accommodate increased volume. We can also potentially allow for future lane eliminations on Atlantic Boulevard and A1A. Through an advanced street network and through the elimination of extra lanes and by reducing lane widths we can reduce speed limits through Context Reclassifications from FDOT.

According to FDOT District Two’s 2018 Bike Ped Gap Study, the existing and future bicycle and pedestrian demand and LOS for Neptune Beach reveals the existing bicycle facilities, primarily currently consists of paved shoulders. Also included is data on existing bicycle facilities, existing pedestrian facilities, bicycle level of service, pedestrian level of service, Year 2010 estimated demand, Year 2040 potential demand, 2013-2017 bicycle crashes, and 2013-2017 pedestrian crashes. Demand projections from 2010 as compared to 2040 appear to remain relatively unchanged; however, they are high for a thoroughfare through a walkable, primarily residential oceanfront community reflecting a demand score of 20-30, matching segments of Atlantic Boulevard in Jacksonville and just 2 classifications below U.S. Highway 1 with a demand score ranging between 40-100.

Table 8-1: Future Traffic Projections

Street	2012	2017	2022
Atlantic Boulevard City limits to Third Street	71,606	75,186	78,945
Third Street (SR A1A) from Atlantic Blvd to Seagate	71,090	74,644	78,376

GOALS, OBJECTIVES, AND POLICIES

All transportation related activities within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal B.1

The City shall provide a safe, convenient and efficient motorized and prioritize non-motorized transportation system forms of mobility for all residents and visitors to the city through the transformation of major streets into complete streets with dedicated paths for pedestrians and cyclists with crossing areas that promote accessibility and walkability.

Objective B.1.1

Safe Roadway Conditions

The City shall develop and maintain a roadway system that aims to provide the safest possible environment for ~~pedestrian, bicyclists, motorist, bicyclists,~~ and ~~motorist, pedestrians.~~

Policies

B.1.1.1 The City shall maintain a program to promote the safety of all activities occurring on streets and within rights-of-ways under the City's jurisdiction.

B.1.1.2 The City's Department of Public Works shall be responsible for the planning, review, supervision, and coordination of all activities that impact the safety aspects of the roadway system. Public Works will also work with the Florida Department of Transportation (FDOT) and the City of Jacksonville for roads not owned by the City.

B.1.1.3 The City shall develop and maintain its roadway system in accordance with the minimum criteria as set forth within the ~~Florida DOT Manual of Uniform Minimum Standards for Design, Construction, and Maintenance for Streets and Highways 2020~~ Design ~~Manual~~ Guidelines and ~~the 2020~~ Context Classification ~~Guide Manual~~, as well as the ~~proposed Ff~~ Future ~~CC~~ context ~~CC~~ classification ~~MM~~ map (B-3)s.

B.1.1.4 The City shall require warrants for installation of new traffic control devices and coordinate ~~its~~ efforts with FDOT.

B.1.1.5 The City shall coordinate traffic signal systems with FDOT and the City of Jacksonville, and advance levels of intergovernmental coordination where feasible.

~~B.1.1.6~~ Prioritize capital improvements along school routes and coordinate with JTA and FDOT to implement a Safe Routes to School program.

~~B.1.1.6~~**B.1.1.7** Implement intersection safety improvements, including high visibility crosswalks, signage, and pedestrian activated signals.

Objective B.1.2

Construction and Maintenance Standards

The City shall maintain procedures for the maintenance, reconstruction, and construction of local roads, ~~reconstruction, construction and as well as~~ for utility and emergency service functions, which aim to provide ~~for~~ safe roadway operating conditions during these activities. The City will also develop and maintain a pavement schedule to ensure that roads remain in safe working conditions.

Policies

B.1.2.1 The City shall develop and maintain a pavement schedule ~~shall be to provide for all paved to ensure that~~ roads ~~remain to be maintained~~ in a safe working condition.

B.1.2.2 Proposed sidewalk, trail, and roadway improvement projects shall be evaluated and ranked according to the following guidelines:

1. The project is needed to protect public health and safety or to preserve or achieve full use of existing facilities.
2. The project is needed to increase the efficient use of existing facilities or to prevent or reduce future improvement costs.

B.1.2.3 The City shall address any existing roadway deficiencies prior to construction of new roadways.

B.1.2.4 The City shall continue to implement the Manual of Traffic Controls and Safe Practices for Streets and Highway Construction, Maintenance and Utility Operations prepared by the FDOT for minimum requirements of work site safety.

B.1.2.5 The City shall coordinate construction scheduling within the public rights-of-ways and shall minimize, whenever possible, any adverse impacts to normal traffic flow resulting from such construction.

Objective B.1.3

Operating Conditions

The City shall ~~provide streets with operating characteristics that conform to established and accepted standards in order to promote safe conditions for vehicles, motorists, cyclists, and pedestrians.~~ maintain and extend, where feasible, its existing street grid, which provides a network of connected neighborhoods for walking, biking, and traveling throughout the City and the adjacent cities with minimum vehicular travel miles and ~~minimal~~ traffic congestion. With safety and quality at the forefront of the community vision, Neptune Beach seeks to improve context classifications to ensure maximum quality/level of service for pedestrian and bicyclists.

Policies

B.1.3.1 The City shall accept the ~~2000-2016~~ Highway Capacity Manual Sixth Edition: A Guide for Multimodal Mobility Analysis definitions for Levels of Service (LOS) which utilize qualitative measures for establishing the operational characteristics of the various roadways.

B.1.3.2 The minimum LOS standards, ~~as established by FDOT, and~~ as shown by the following table, shall be applicable to ~~all local street and~~ State highway system facilities within the City of Neptune Beach.

Table B-1 Minimum Level of Service Standards for State Roads

<u>Street</u>	<u>Roadway Classification</u>	<u>LOS</u>
<u>Third Street (A1A)</u>	<u>Principal Arterial</u>	<u>Level of Service D</u>
<u>Atlantic Boulevard</u>	<u>Principal Arterial</u>	<u>Level of Service D</u>

Table B-2: Minimum Level of Service

<u>Freeways</u>	<u>Level of Service D</u>
<u>Principal Arterials</u>	<u>Level of Service D</u>
<u>Minor Arterials</u>	<u>Level of Service E</u>
<u>Collector Streets</u>	<u>Level of Service E</u>
<u>Local Streets</u>	<u>Level of Service E</u>

B.1.3.3 The City shall make LOS determinations on an as-needed basis by utilizing Average Daily Traffic (ADT) and peak hour data with the method established in the ~~2016 2000 2016~~ FDOT Highway Capacity Manual, sixth edition.

~~**B.1.3.4**~~ The City shall maintain provisions for landscaping and other buffering methods within the Land Development Regulations to prevent inappropriate land use relationships; ~~to prevent noise transmission;~~ to provide screening of unattractive view; ~~and to enhance the aesthetic qualities of streets, neighborhoods, and public areas of the City.~~

~~**B.1.3.4**~~

~~**B.1.3.5**~~

~~**B.1.3.5**~~ The City shall maintain its existing street patterns, which have been developed to provide a network of connected neighborhoods for walking, biking and traveling throughout the City and the adjacent cities with minimum vehicular travel miles and minimal traffic congestion.

B.1.3.6 New retail and commercial development and redevelopment shall be designed to provide maximum accessibility to transit for pedestrians and bicycles and, where possible, shall connect to adjacent commercial uses.

B.1.3.7 The City shall pursue strategies to promote quality commercial development in close proximity to housing to promote multimodal mobility choices to further reduce vehicle miles traveled (VMT). mixed use development and redevelopment in appropriate locations, which currently have Commercial Medium and Commercial High land use designations and which are adjacent to other commercial development or adjoin a commercial corridor, shall be used to provide opportunities for living in proximity to the workplace as an alternative housing and transportation choice. In addition to the existing FDOT Context Classification Map (Map B-2), this element includes new proposed context classifications (Map B-3) to guide maintenance and street improvements, and to regulate speed in such a way that prioritizes safety for all users and enhances neighborhood character.

~~**B.1.4.1**~~ Commercial and subdivision development and redevelopment shall provide a block and street network, connecting with the City's existing grid. The extension of streets such as Lemon Street are critical to increase the depth and quality of the vehicular transportation network.

~~**B.1.4.1**~~~~**B.1.4.2**~~ The City shall conduct curbside management studies to inform near-term management strategies and longer-term infrastructure design options.

Objective B.1.4

Provision of Bikeways and ~~MULTI-USE~~Multimodal Facilities

The City shall require that future developments provide and support a variety of safe transportation choices, including walking, biking, skateboarding, and shared mobility services~~motorized and non-motorized vehicle parking and shall provide for bicycle and pedestrian ways throughout the City.~~

Policies

- B.1.4.2B.1.4.3** The City shall encourage new development and redevelopment to promote provisions for pedestrian and bicycle routes in the City. (Shown on the FLUM)
- B.1.4.3B.1.4.4** The Land Development Regulations shall include provisions for bicycle and micromobility storage areas in multi-family developments, commercial developments, and recreational areas.
- B.1.4.4B.1.4.5** All new streets, including unimproved existing rights-of-ways, shall be constructed to provide for safe use by bicycles and, where sufficient right-of-way exists, separated bicycle paths shall be provided.
- B.1.4.6** The City shall establish a high priority for improving infrastructure for Pedestrians and Bicyclists to achieve a LOS of B or better. Previous studies by FDOT indicated that the City's main corridors, Atlantic Boulevard and Third Street/A1A, scored a LOS D on these state roads while the segment of Atlantic Boulevard between the bridge and Mayport Road scored a LOS F for pedestrians.
- B.1.4.7** The City shall construct a low-stress network of trails, shared streets, mobility lanes, and multi-use paths as shown in B-4, in order to connect residents in all parts of town to parks, the beach, the intracoastal, schools, and the Beaches Town Center.
- B.1.4.8** The City shall work with the City of Jacksonville to transform Penman Road into a complete street with dedicated path for pedestrians and bicyclists and more frequent crossing areas.
- B.1.4.9** The City shall study and adopt resolutions and regulations for autonomous vehicles and new mobility technologies, with emphasis on safety for pedestrians and bicyclists.
- B.1.4.10** The City shall determine steps to fund and attract an autonomous or driver-operated shuttle service including initiating conversations with the Jacksonville Transportation Authority (JTA) for automated shuttle feasibility studies.
- B.1.4.11** The City shall promote and provide infrastructure upgrades for microtransit and shared mobility services (e.g. Beach Buggy), including pick-up and drop-off zones in new development and redevelopment.
- B.1.4.5B.1.4.12** The City's Public Works, Planning and Community Development, and Police Departments shall engage with business and homeowner associations, to promote community engagement and economic activity through temporary pop-ups and open streets programs.
- B.1.4.13** If future studies reveal the need for a public parking structure, the City shall design the structure as a mobility hub to supply multi-modal parking, recharging stations, pick-up and drop-off areas for transit and shared-use mobility, and flexible design features for adaptability.

Objective B.1.5

Coordination with Transportation Agencies and Partners

The City shall coordinate its transportation related activities with the plans and programs of all transportation facility providers including the North Florida Transportation Planning Organization (TPO), the Jacksonville Transportation Authority (JTA), and the Florida Department of Transportation (FDOT), regional employers, and any other private transportation providers and shared mobility/on-demand services.

Policies

~~Considering motorized and non-motorized traffic movements and parking requirements, the City shall continue to enforce land use and subdivision regulations to provide for the safe and convenient on-site traffic flow.~~

B.1.5.1 The City shall coordinate transportation programs and roadway projects with regional agencies, including the North Florida TPO, FDOT's District 2 office, and the JTA.

B.1.5.2 The City shall develop and maintain Transportation Demand Management programs that include wayfinding, employer commuter programs, parking pricing paid and shared parking programs from for the Beaches Town Center pilot, Safe Routes to School, and support for microtransit.

B.1.5.1 The City shall work with regional agencies to proactively pilot and implement trip planning, ride hailing, and ticketing technologies as a Transportation Demand Management tool for local and regional travel planning.

B.1.5.3

B.1.5.4 The City shall develop a Mobility Data Strategy in partnership with regional transportation agencies and providers, with attention to funding and grants for data collection.

Objective B.1.6 Energy

ENERGY EFFICIENT STRATEGIES

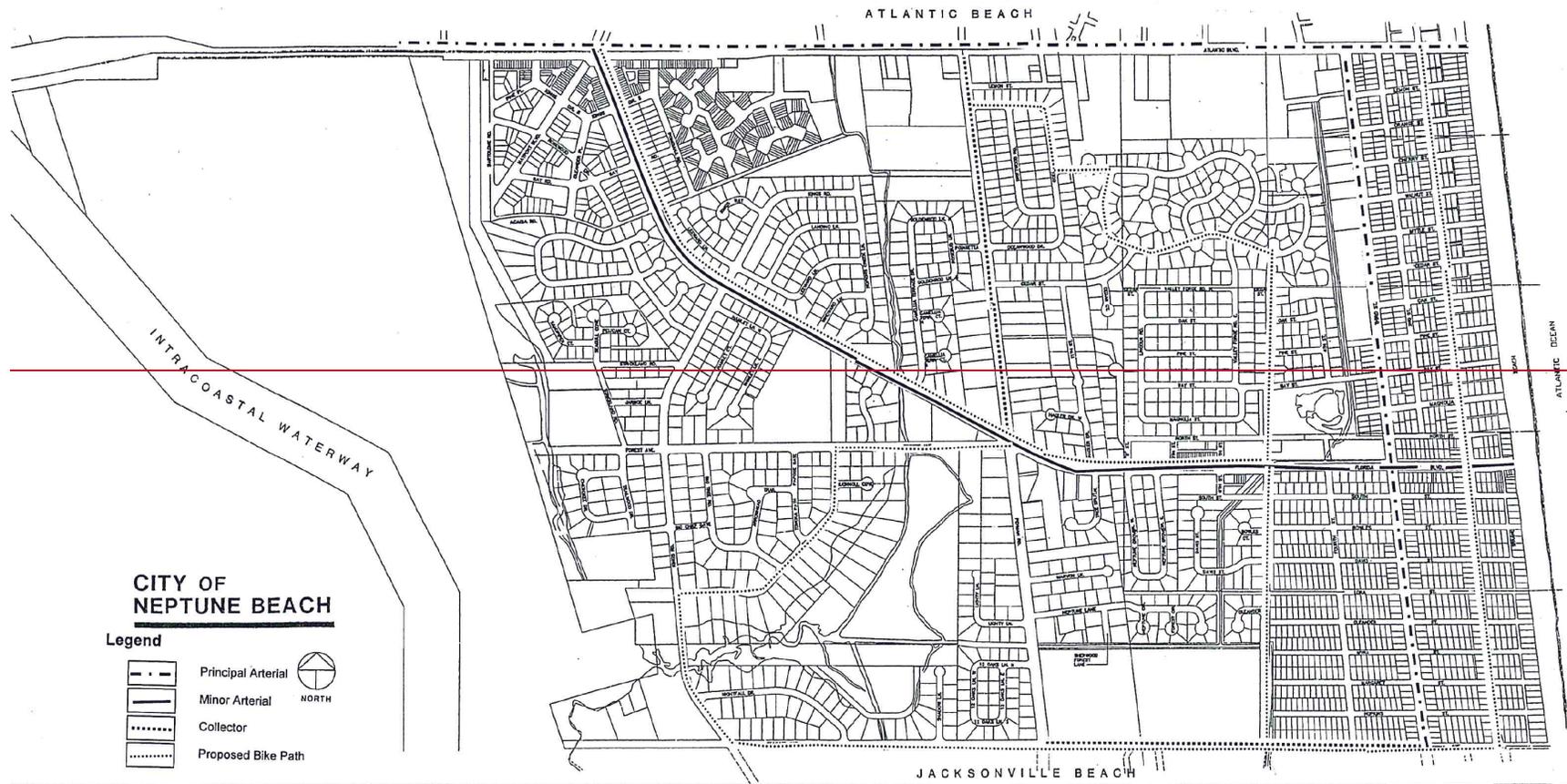
~~The City shall maintain its existing street patterns, which have been developed to provide a network of connected neighborhoods for walking, biking and traveling throughout the City and adjacent cities with minimum vehicular travel miles and minimal traffic congestion.~~

Policies

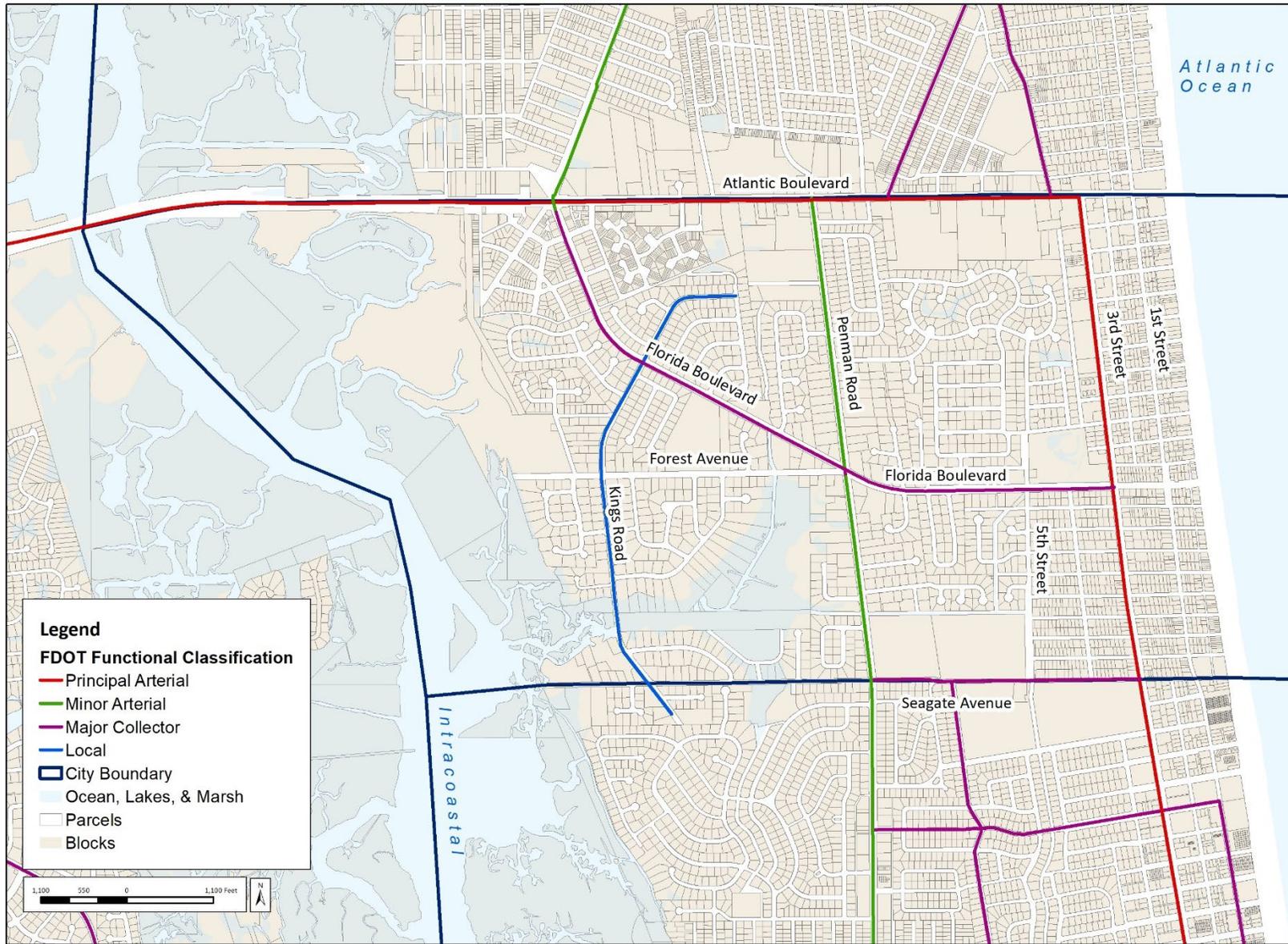
~~New retail and commercial development and redevelopment shall be designed to provide maximum accessibility to transit for pedestrians and bicycles and, where possible, shall connect to adjacent commercial uses.~~

~~Strategies to promote mixed-use development and redevelopment in appropriate locations, which currently have Commercial Medium and Commercial High land use designations and which are adjacent to other commercial development or adjoin a commercial corridor, shall be used to provide opportunities for living in proximity to the workplace as an alternative housing and transportation choice.~~

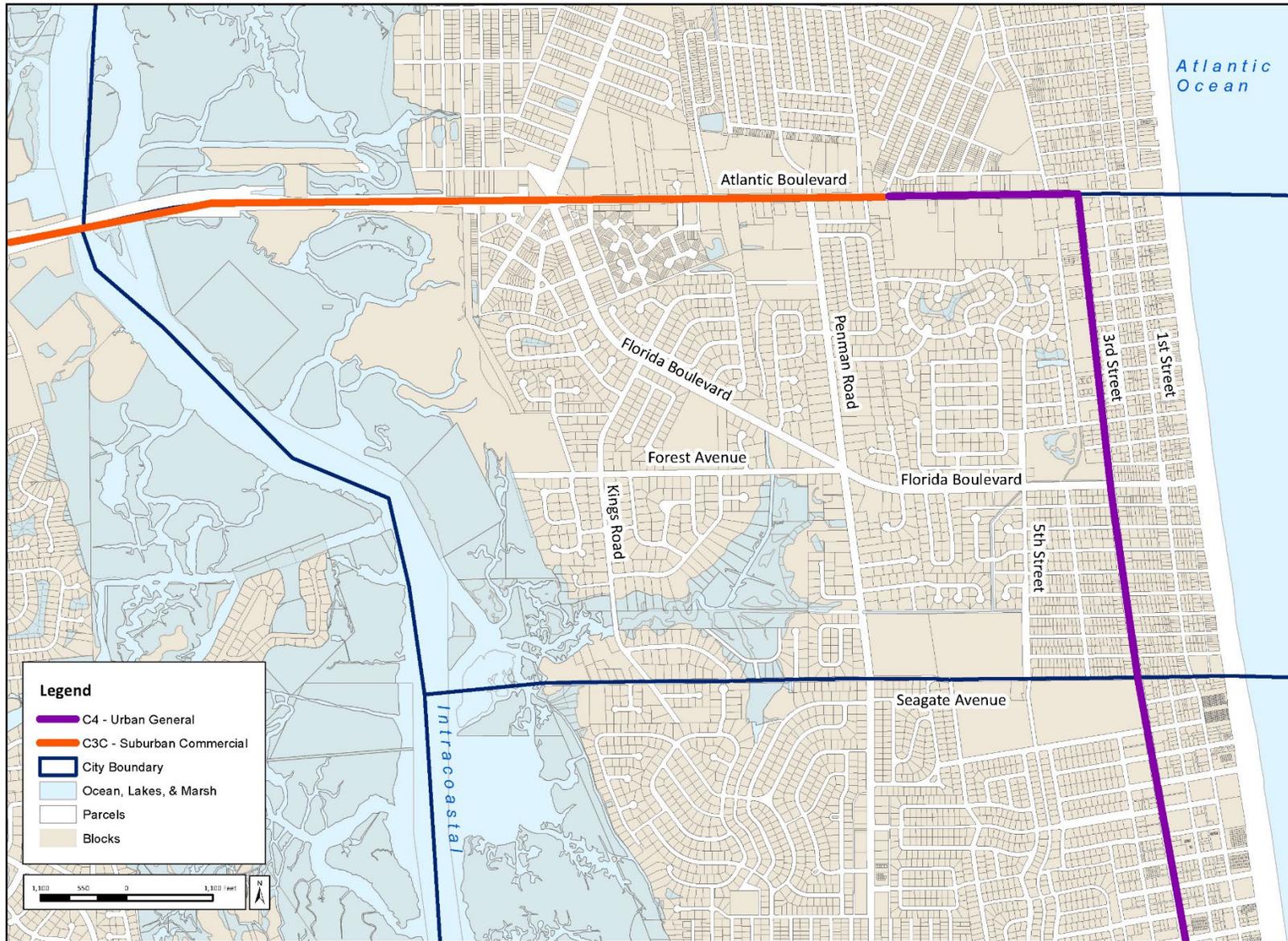
Map B-1 Transportation



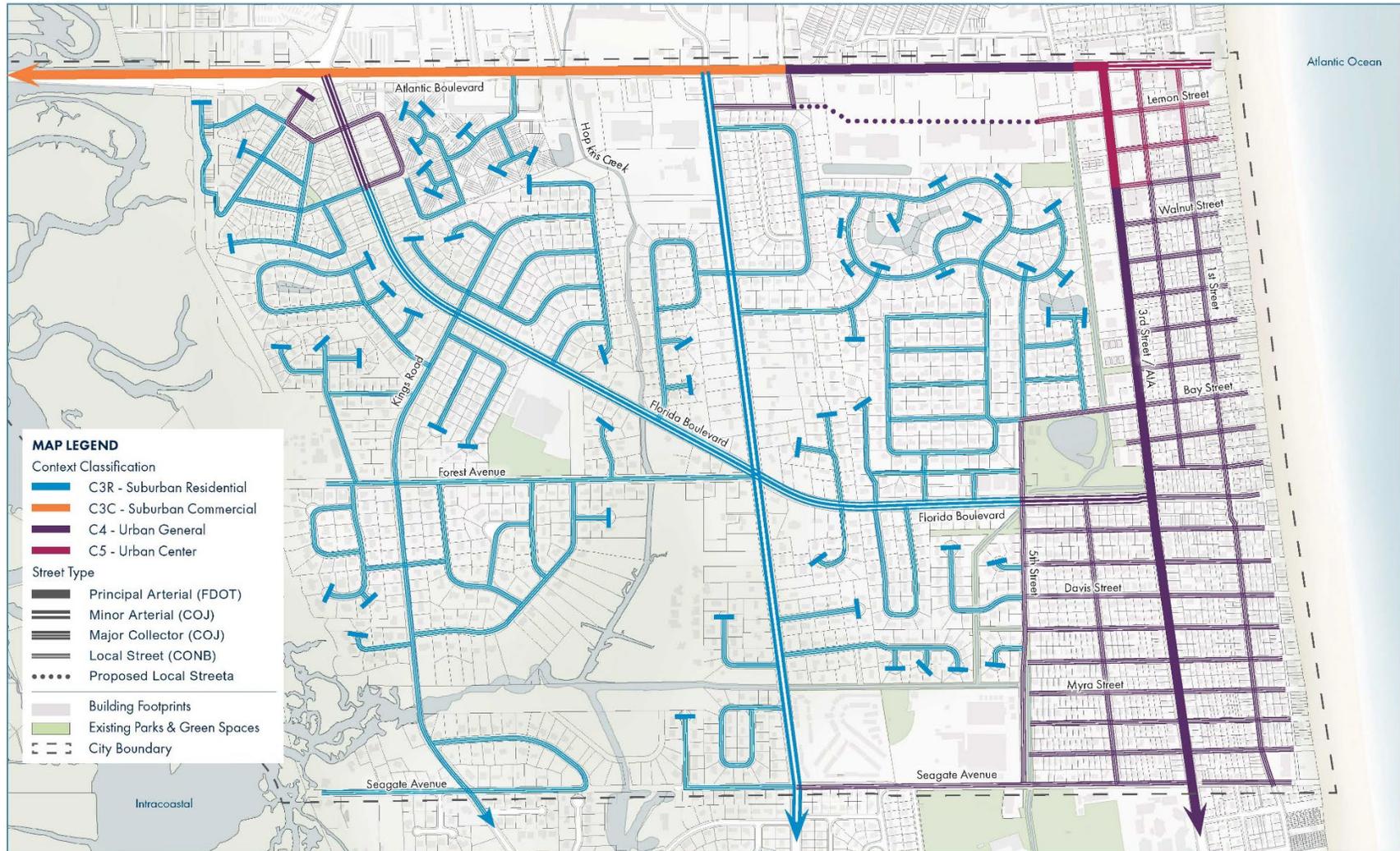
Map B-1 Existing Functional Classification Map



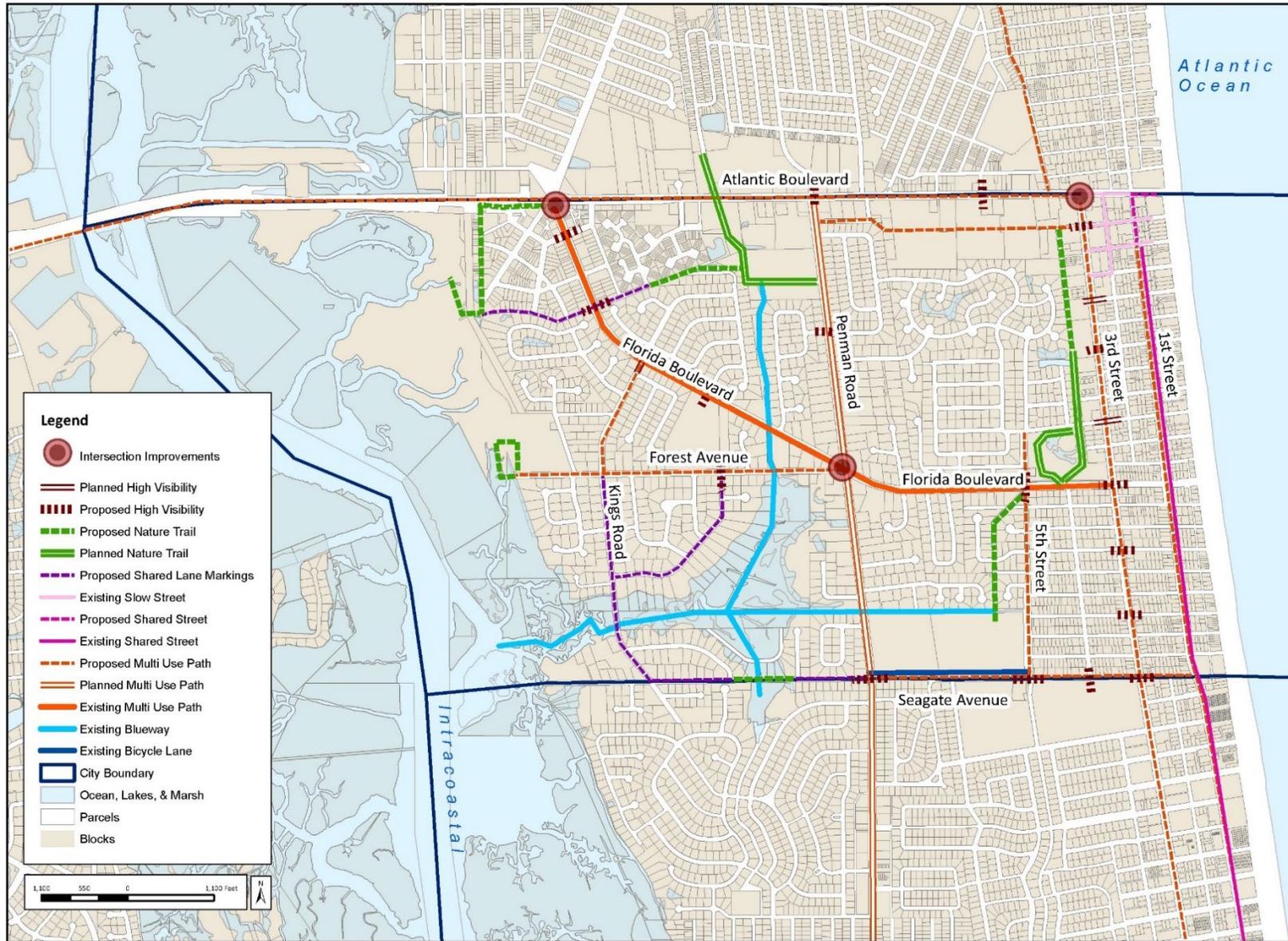
MAP B-2: Existing Context Classification Map



MAP B-3: Future Context Classification Map



MAP B-4: Existing and Future Bicycle Facilities



C. Housing Element



Housing Element

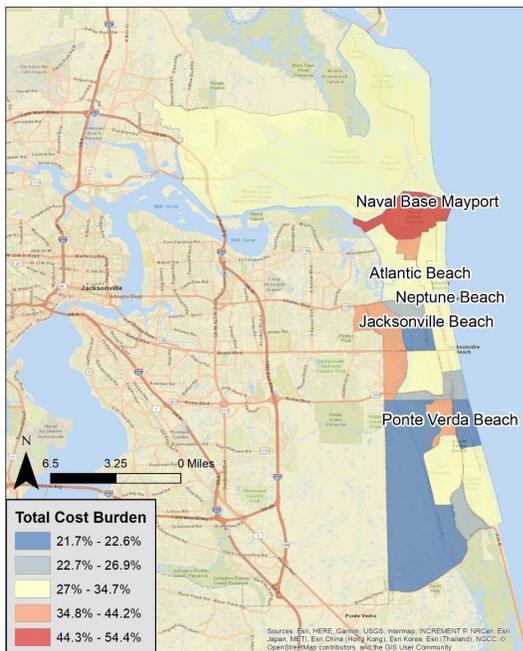
INVENTORY AND ANALYSIS

*Note: The Inventory & Analysis section within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan, but serve as a guide to inform the origins of thought while preparing the adopted Goals, Objectives, and Policies

Most housing in Neptune Beach consists of two types. West of Third Street, most housing is in single-family homes on single or double lots. East of Third Street, a majority of housing is in two-family homes no taller than two stories on single lots. Other existing housing types include occasional townhomes, triplexes, quadruplexes, and other multiple tenant housing types. Throughout the Community Vision Plan process, the community expressed a desire to maintain the existing residential character, to emphasize single-family housing, and to add some other types such as bungalow courts or other housing of a similar scale that features a high quality, eclectic use of materials and design styles.

According to the Neptune Beach Community Vision Plan (2021), the majority of existing housing in Neptune beach is 40 years and older, which is much higher than the State and City of Jacksonville averages. While the historic character is important, concern exists when considering potential storm events and planning for coastal resiliency.

Total Cost Burden in the Beaches Communities of Jacksonville



According to the Housing Affordability and Beaches Report (2020), renter and housing cost burden refers to the percentage of household expenses spent on housing. If this amount exceeds 30% of a household budget, the household is considered “cost-burdened”. Cost-burdened households are more financially vulnerable and may be forced to forgo basic needs in order to pay for housing. Within Neptune Beach, the total of cost-burdened households measure about 23-35% of Neptune Beach residents according to the Florida Housing Coalition’s 2020 “Housing Affordability and the Beaches” study as shown in the following map from the 2020 study:

GOALS, OBJECTIVES, AND POLICIES

The City of Neptune Beach shall encourage and support the provision of housing for all residents of the City in accordance with the following Goals, Objectives, and Policies:

Goal C.1

Provide decent, safe, and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the City as well as ensure the stability and integrity of sound residential neighborhoods.

Objective C.1.1

Adequate and Affordable Housing

The City will provide opportunities for dwelling units of various types, sizes, and costs (including but not limited to housing for very low, low, and moderate- income families) to meet the housing needs of all existing and anticipated populations of the city, including housing for residents with special housing needs and missing middle housing. According to the Florida Housing Coalition's Housing Affordability and the Beaches Report (2020), missing middle housing, including Accessory Dwelling Units (ADUs), Bungalow Courts, Modern Modular, and Tiny homes are options to provide "missing middle" housing choices and to promote a reduction in Vehicle Miles Traveled (VMTs) for all economic sectors.

Policies

- C.1.1.1** The City shall support the efforts of the City of Jacksonville Housing Commission and the Florida Housing Coalition, assisting with efforts to determine needs, and to develop sites and programs on a region-wide basis for housing very low, low, and moderate-income persons.
- C.1.1.2** The City shall promote the use of alternative zoning techniques and mechanisms to provide a mix of housing types within residential neighborhoods, which can include reducing minimum lot sizes, allowing which allow for dynamic zoning that permits the next highest density for gradual changes exploring a Transfer of Development Rights program (TDR) for properties located in Coastal High Hazard Areas (CHHA), and encouraging accessory dwelling units that may be restricted as long-term rentals with affordable leases.
- C.1.1.3** The City shall provide fast-track processing and other incentives for proposed housing developments intended for persons with special housing needs including the elderly (persons age 60 years or older), the handicapped, low income low-income residents, and large families.
- C.1.1.4** In order to provide affordable housing, to serve the City, of Neptune Beach may enter into an interlocal agreement with the City of Jacksonville (Duval County) pursuant to 9J-5.010(3)(c)10, FAC, to identify and establish affordable housing alternatives for very low, low, and moderate income residents and special needs households either within the City of Neptune Beach or within close proximity in order to prevent the need to increase residential densities within the Coastal High Hazard Areas (CHHA) while also beginning to consider alternatives for current residents in potentially vulnerable and flood prone areas within the City.

Objective C.1.2

Group Homes and Foster Care Facilities

The City shall ~~identify~~encourage suitable locations for senior housing, which shall be inclusive of group homes and foster care facilities, either within the city or within close proximity.

Policies

- C.1.2.1** The City may allow the location of group homes and foster care facilities in multi-family residential zoning districts in a manner which is consistent with the Residential High designation of the FLUM and the City's Land Development Regulations.
- C.1.2.2** The City shall consider ~~may allow~~ the placement of group homes that will encourage walkability and recreational opportunities to promote active living, interactivity, and alternative modes of mobility. ~~in Planned Unit/mixed-use developments where allowed in the Land Development Regulations.~~

Objective C.1.3

Displacement

The City shall ensure that persons or businesses displaced by state and local government actions shall be treated in a fair and equitable manner and comparable relocation housing shall be provided as required with such laws ~~that~~ in order to meet demonstrated needs.

Policies

- C.1.3.1** The City shall discourage redevelopment and demolition practices that significantly reduce existing housing stock in older neighborhoods and that result in displacement of very low, low, and moderate-income residents or special needs households.
- C.1.3.2** The City shall monitor all redevelopment and demolition activity to ensure that comparable relocation housing is available in accordance with federal regulations, regardless of whether federal monies are involved in the activity, and the City shall ensure that all adopted and proposed regulations shall maintain and encourage diversity in housing types that will support adequate relocation housing as required.

Goal C.2

Preserve and protect housing of historic significance as well as other components of the existing housing inventory.

Objective C.2.1

Historically Significant Housing

The City shall preserve and protect structures which have been identified within The Historic, Architectural Resources Survey of the Beaches Area as historically significant for residential use.

Policies

- C.2.1.1** The City shall coordinate with the Department of State's Division of Historical Resources to further the identification and preservation of historically significant housing and sites, and, if appropriate, nominate such sites or structures to the National Register of Historic Places.
- C.2.1.2** The City shall discourage development actions that have the potential to destroy or irretrievably damage the City's identified historic and architectural resources. ~~The City intends to pursue either a Form based approach or the application of architectural standards within new regulatory documents, including the new Land Development Code.~~
- C.2.1.3** The City shall encourage the rehabilitation and adaptive reuse of historically significant housing and will ensure that in the event that any new density limits are created, these shall not create any new nonconformities for properties in existence prior to the establishment of these any potential density limits.

Objective C.2.2

Neighborhood Stabilization

The City shall preserve, protect, and stabilize the character and viability of residential neighborhoods, particularly in areas that are vulnerable to sea level rise and storm events. ~~It~~ shall also require demolition when rehabilitation is not possible or not economically feasible, particularly within such as in areas of the City where ~~there exist~~ a significant concentration of substandard housing that contributes to negative neighborhood or environmental conditions exists.

Policies

- C.2.2.1** Commercial uses that are adjacent to residential districts will not be allowed to expand if the expansion will have an adverse impact on the character or viability of the surrounding neighborhood, or if the expansion will substantially increase non-residential traffic in the surrounding neighborhood.
- C.2.2.2** The City shall enforce ~~State the Florida~~ Building Codes, the International Property Maintenance Code, and other local ordinances and State laws to ensure adequate maintenance of residential properties, ~~and~~ neighborhood environments, and natural resources.
- C.2.2.3** The City shall encourage individual homeowners and ~~private~~ developers to increase ~~private~~ reinvestment which upgrades that improves resilience and stormwater management on private property, as well as and enhances the design, structural quality, and aesthetic conditions of existing housing and ~~existing~~ neighborhoods through the pursuit of building form standards in forthcoming updates to the City's Land Development Code to which ensure that new development and redevelopment preserves the existing community character design and implement a program that is designed to reduce.
- C.2.2.4** The City shall support efforts of ~~community based~~ community-based organizations and neighborhood improvement initiatives which contribute to the stabilization, conservation,

enhancement, and improvement of existing housing, structures, and other physical facilities within neighborhoods.

C.2.2.5 ~~Through the establishment of form based regulations or architectural standards, the City shall create programs and/or incorporate have the tools within its Land Development Regulations to begin to implementing a design and implement a program that is designed to reduce substandard housing that will also help to identify in the City and specifically targets specific structures and/or general areas areas within the City that have a large percentage of substandard housing for rehabilitation, redevelopment, and, if appropriate, demolition if appropriate.~~

Objective C.2.3

Energy Efficient Housing

The City shall encourage building and construction strategies, methods, and practices that promote energy efficiency ~~through low impact design principles, including~~ the use of renewable energy resources in the construction of new homes, and the rehabilitation of existing housing structures. ~~The overall intent shall be to holistic design of site and structure that prioritizes landscape design for maximum design impact and maximum permeability for advanced stormwater runoff.~~

C.2.3.1 The City shall encourage individual homeowners and private developers to use currently acceptable green housing specifications as made available from the U.S. Green Building Council for ~~the~~ rehabilitation of existing housing structures and ~~for the~~ construction of new homes.

C.2.3.2 The City shall continue to promote and enforce efficient design and construction standards as these become adopted as part of the ~~State Florida~~ Building Codes. The City shall also promote commercial and residential standards that are promulgated from time to time by the Florida Green Building Coalition, Inc.

D. Infrastructure Element



Infrastructure Element

GOALS, OBJECTIVES, AND POLICES

The provision of public facilities and public infrastructure within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal D.1

Provide needed public facilities in a manner which protects investments in existing facilities, ~~and~~ promotes efficient and appropriate use by existing and future development, ~~protection of public health and safety, and ensures that adequate facility capacity is available at the time a development permit is issued or will be available when needed to serve the development.~~

Objective D.1.1

Adequate Public Facilities and Infrastructure

The City shall ensure that at the time a development permit is issued, adequate facility capacity is available or will be available when needed to serve the development.

Policies

~~D.1.1.1~~ ~~In order to~~ To ensure that ~~adequate capacity~~ Level of Service ~~is~~ standards are maintained, methodologies for determining available capacity and demand shall incorporate appropriate peak demand coefficients for each facility and for the type of development proposed.

~~D.1.1.2~~ All improvements for replacement, expansion, or increase in the capacity of public facilities shall be compatible with the adopted ~~facility level of capacity~~ service standards level for the facilities level of service standards in the Capital Improvements Element, including LOS Standards for Sanitary Sewer (Table H-1), Solid Waste and Potable Water (Table H-2), and Drainage (Table H-3).

~~The City, prior to issuance of a building permit, will ensure that adequate water supplies and water infrastructure facilities will be in place and available to serve no later than issuance of a certificate of occupancy or its functional equivalent.~~

~~D.1.1.4~~ D.1.1.3 ~~Consistent with public health and safety, sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available~~ The City shall provide certification verifying that adequate water supplies to serve new development will be available ~~no later than the issuance by the City anticipated date~~ of a certificate of occupancy or its functional equivalent. Prior to approval of a building permit or its functional equivalent, the City shall consult with the applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance for that certificate of occupancy or its functional equivalent.

Objective D.1.2

Public Facilities Planning

The City of Neptune Beach shall incorporate capital improvement needs for public facilities, including water supply, within the ~~105-year~~ Capital Improvement ~~Schedule to be updated annually in accordance with the review process for the Capital Improvement~~-Element of this plan.

Policies

~~D.1.2.1~~ The City ~~shall will participate in the development of updates to the Saint Johns River Water Management District's (SJRWMD's) North Florida Regional Water Supply Plan (NFRWSP) and in other water supply development-related initiatives facilitated by the SJRWMD that affect the City. incorporate the proposed capital improvement projects, as identified with the Water and Sewer Master plans, to create the ten-year Capital Improvement Plan and a ten-year financial plan for water and sewer improvement. Both plans shall be prioritized.~~

~~D.1.2.2~~D.1.2.1

~~D.1.2.2~~ The City shall maintain a Water Supply Facilities Work Plan (WSFWP) that is coordinated with SJRWMD's North Florida Regional Water Supply Plan (NFRWSP). The WSFWP and appropriate Comprehensive Plan policies will be updated every 5 years, and within 18 months of any update to the NFRWSP that affects the City.~~coordinate with the St. Johns River Water Management District's (SJRWMD) regional water supply plan and shall provide or maintain its identified water supply facilities, pursuant to Section 163.31777(6) (c), Florida Statutes.~~

~~D.1.2.3~~ The City's Water Supply Facilities Work Plan, covering a minimum ten-year planning period, shall identify the water conservation and reuse practices, along with the traditional and alternative water supply projects, necessary to meet existing and future water demands.

~~D.1.2.3~~D.1.2.4 The City shall select appropriate projects from the North Florida Regional Water Supply Plan and incorporate the projects into the Water Supply Facilities Work Plan for implementation.

Objective D.1.3

Elimination of Septic Tanks

The City shall protect natural resources and provide safe and sanitary sewer service. It is the intent of the City to eliminate all septic tanks within its borders~~the City~~. On-site wastewater treatment systems shall be limited to the two areas currently using septic tanks, and the City shall install central sewer service in accordance with the Capital Improvements budgeting and planning in order to reduce the number of septic tanks.

Policies

D.1.3.1 Use of on-site wastewater treatment systems shall be limited to the following conditions: existing septic tanks, which are properly functioning, may remain in service until such time as centralized service is made available, removal is requested by the residents, or septic tank failures become known and identified. Map D-1 illustrates properties where known and likely remaining septic tanks can be found.

D.1.3.2 All new subdivision and new development shall be required to provide central sewer service as set forth within the Land Development Regulations.

- D.1.3.3 Neptune Beach will work with the ~~City of Florida Department of Health in Duval County Jacksonville Health, Welfare and Environmental Services Department~~ to promote inspection and ~~to~~ protect the operation and maintenance of septic tanks.
- D.1.3.4 Issuance of building permits will be conditioned upon compliance with applicable federal, state, and local permit requirements for on-site wastewater treatment systems.
- D.1.3.5 Neptune Beach will coordinate with appropriate local, federal, and state agencies to require that issuance of permits for replacement or expansion of existing on-site wastewater treatments systems is conditioned upon compliance with current regulatory requirements and water quality standards.

Objective D.1.4

Capital Improvements and Infrastructure Facilities

The City of Neptune Beach shall ~~continue to provide maintain~~ sanitary sewer, solid waste, drainage, and potable water ~~(Map D-3) services and facilities facilities, as well as planned stormwater improvements, infrastructure (Map D-2), and services to meet the existing and projected demands as identified within this Plan amendment~~ Future development and redevelopment that increase the demand for City infrastructure to the extent that additional facilities and services are necessary shall be the responsibility of private property owners to provide based on the level of service (LOS) standards established in the Capital Improvements Element.

Policies

- D.1.4.1 The construction and expansion of capital improvements shall be scheduled so as to minimize disruption of services and duplication of labor, and to maintain acceptable service levels for all facilities.
- D.1.4.2 Projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element of this plan.
- D.1.4.3 Projects needed to correct existing deficiencies shall be given priority in the formulation and implementation of the annual work programs of the city department responsible for the project.
- D.1.4.4 Unless such development can meet the current ~~LOS or available capacity requirements~~ outlined in this Plan or appropriate alternatives are made to increase ~~LOS or available capacity~~, no permits shall be issued for new development which would result in an increase in demand on deficient facilities prior to completion of improvements needed to bring the facility up to standard.
- ~~D.1.4.5 The Capital Improvements shall be the annual work programs scheduled to minimize disruption of services and duplication of labor and to maintain service levels for all facilities.~~
- ~~D.1.4.7~~ D.1.4.5 All required federal and state permits shall be obtained before Neptune Beach undertakes or authorizes contractors to undertake construction and/or operation of facilities.

Goal D.2

Adequate stormwater management and drainage provisions ~~for drainage~~ shall be provided to afford reasonable protection from flooding, ~~and to prevent the degradation in the quality of receiving surface water and ground water quality, and ensures that adequate facility capacity is available at the time a development permit is issued, and prior to land disturbing activity.~~

Objective D.2.1

Protection of Natural Drainage Features

The City shall maintain provisions, in accordance with the Stormwater Management Program and within the Land Development Regulations, that establish a basis for drainage facilities. New development and significant redevelopment will utilize drainage facilities consistent with the City's level of Service standards, Stormwater Management Program, and care for natural drainage features.

Policies

D.2.1.1 The City shall maintain provisions within the Land Development Regulations which require development and significant redevelopment to minimize stormwater runoff, ~~and to eliminate erosion of areas adjacent to natural drainage features~~ features, and will use incorporate native plant species in natural drainage feature to reduce erosion and other low-impact and sustainable methods to improve and maintain existing feature drainage systems.

D.2.1.2 The City shall maintain Land Development Regulations that require land development projects to submit plans which demonstrate that drainage design and stormwater management will ~~be in compliance~~ comply with the City's ~~capacity SLOS~~ standards and that additional stormwater generated shall be retained on-site and will not adversely impact existing drainage, ~~and stormwater systems, or overall stormwater capacities.~~

~~D.2.1.3~~ Planning and development activities will reduce pollutants in stormwater discharge, and will reduce the flow, and volumes in of stormwater discharges from areas of new development and significant redevelopment, ~~and guide new development away from to~~ environmentally sensitive areas.

~~D.2.1.4~~

~~D.2.1.6~~ **D.2.1.3** Planning and development activities will reduce the discharge of pollutants in stormwater from areas of new development and redeveloped areas, consistent with the requirements set forth as is required in the Environmental Resource Permitting rules of the St. Johns River Water Management District.

~~D.2.1.7~~ **D.2.1.4** Planning and development activities discharging pollutants in stormwater that either connects or directly discharges to impaired waters will reduce the discharge of pollutants in stormwater consistent with the requirements set forth in the Impaired Basin Criteria of the St. Johns River Water Management District.

D.2.1.5 To help mitigate the negative impacts of future storm events and sea level rise, the City shall adopt low impact design principles for the design and construction of streets, parks, and infrastructure improvements, including provisions for the use of native plants that help filter

stormwater, and for the prioritization of natural edge stormwater canals over conventionally engineered, hard edge channels.

~~D.2.1.8~~**D.2.1.6** The City shall review and update as necessary current requirement for permeable surface areas in new projects and renovations in order to reduce heat island effect and better mitigate the negative impacts of current and future flooding events, such as toxic stormwater runoff and property damage.

Objective D.2.2

Stormwater Management and Drainage Facilities

The City shall continue to identify existing stormwater and drainage facility deficiencies and correct these through the provision and maintenance of an efficient drainage system which shall protect life, property, water quality, and the natural environment.

Policies

D.2.2.1 The City shall work with Florida Department of Transportation (FDOT) to coordinate maintenance and improvement to the drainage and stormwater facilities owned by the FDOT.

D.2.2.2 The City shall continue to implement the updated Master Stormwater Plan, completed in ~~February 20~~2004, to address the identified drainage and stormwater problems areas. Planned stormwater improvement project are shown in Map D-2.

D.2.2.3 Subject to the availability of funding, the City of Neptune Beach shall update the capital improvement schedule to ~~include~~incorporate low impact design principles for the improvements to the drainage system ~~improvements~~ identified in the Stormwater Management Program, ~~as per the in accordance with the priorities as recommended within from the 2021 Neptune Beach Community Vision Plan to increase overall resilience and mitigate flood impacts in the city.-~~

D.2.2.4 The City shall continue to implement and follow its Municipal Separate Storm Sewer Systems (MS4) permit requirements.

Goal D.3

The functions of natural groundwater aquifer recharge areas within the City will be protected and maintained.

Objective D.3.1

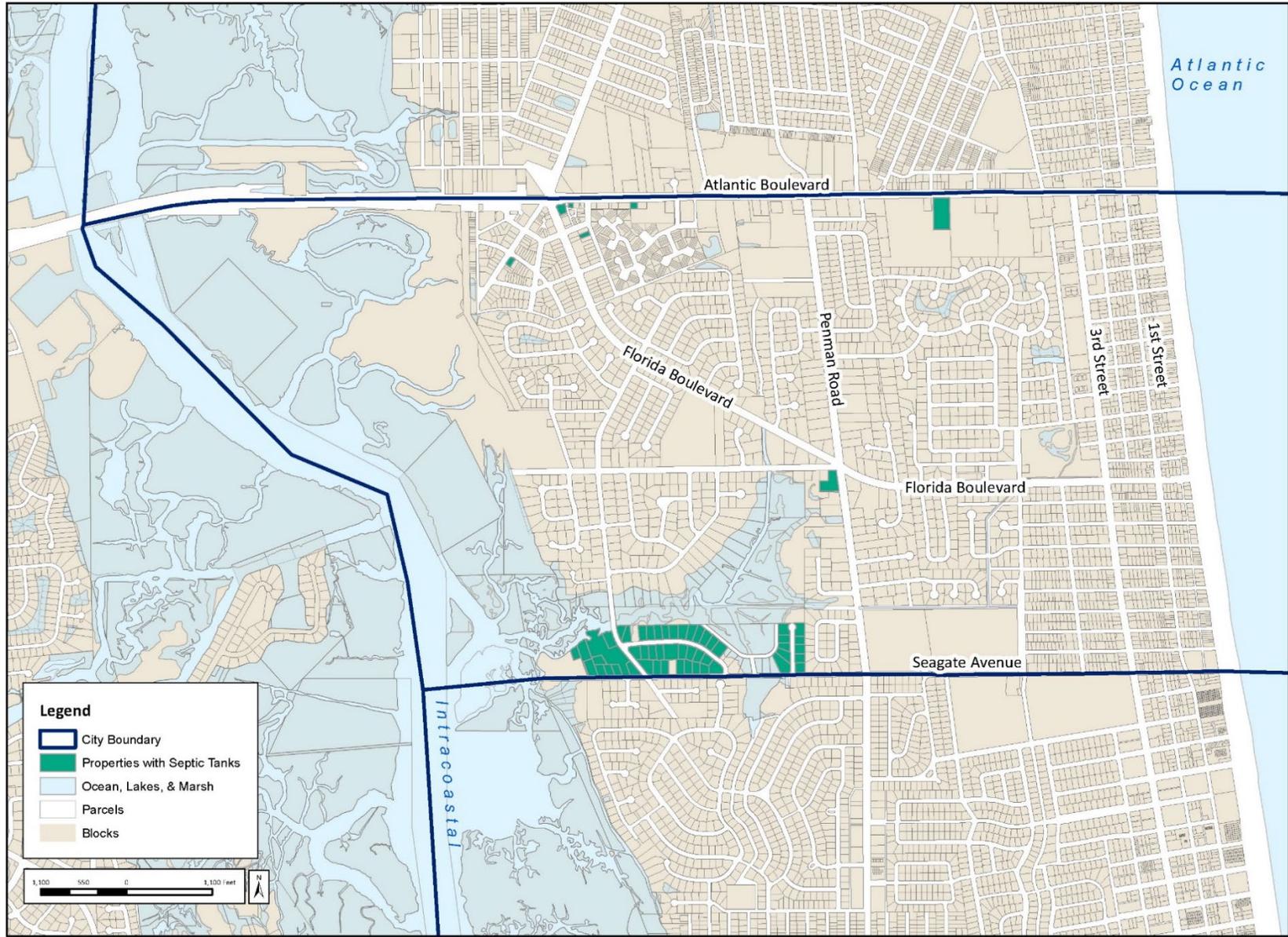
Protection of Aquifer Recharge Areas

Where feasible, the City shall conserve its potable water resources through regulations, policies, and coordination activities which shall reduce consumption and ~~provide encouragement for~~promote water reuse.

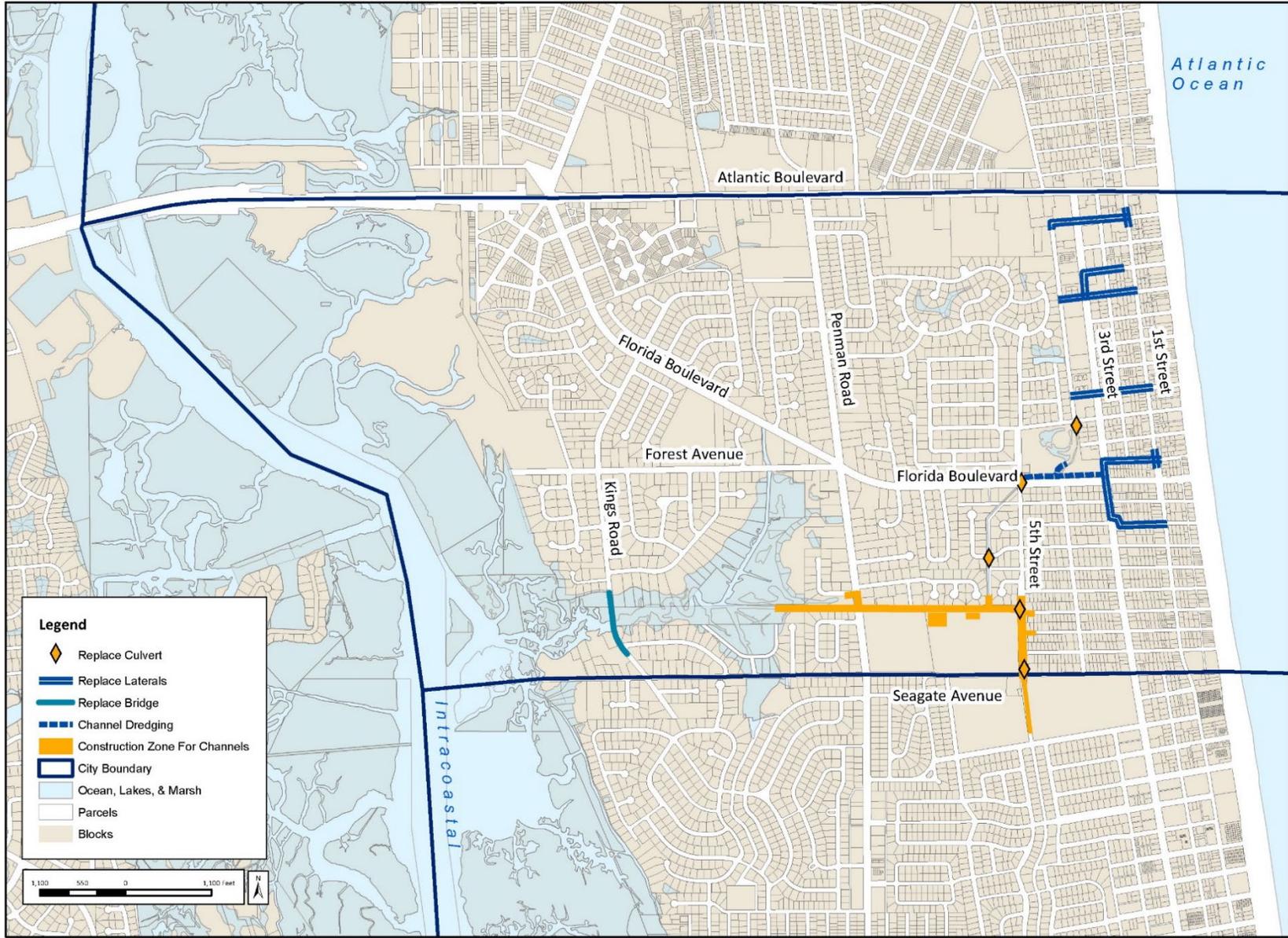
Policies

- D.3.1.1** Neptune Beach will work with the City of Jacksonville ~~in-on~~ the identification of recharge areas in Neptune Beach. The City agrees to comply with the water conservation rules and Consumptive Use Permit conditions issued by the St. Johns River Water Management District (SJRWMD). The ~~C~~city shall also promote the SJRWMD irrigation restrictions and implement other conservations measures to reduce potable water use by citizens.
- D.3.1.2** The Department of Public Works shall continue to monitor all facility meters and quantify water loss within the potable water infrastructure (~~M~~map D-~~31~~). Any deficiencies shall be remedied through the City's ongoing maintenance and repair program.
- D.3.1.3** The City shall continue to consider, where appropriate, reuse water for non-potable water needs in accordance with the Reuse Feasibility Study completed as part of the Florida Department of Environmental Protection (FDEP) Permit renewal and the City's Consumptive Use Permit renewal ~~and encourage the incorporation of adaptation and resilient infrastructure (see p. 206-207 of the 2021 Neptune Beach Vision Plan).~~

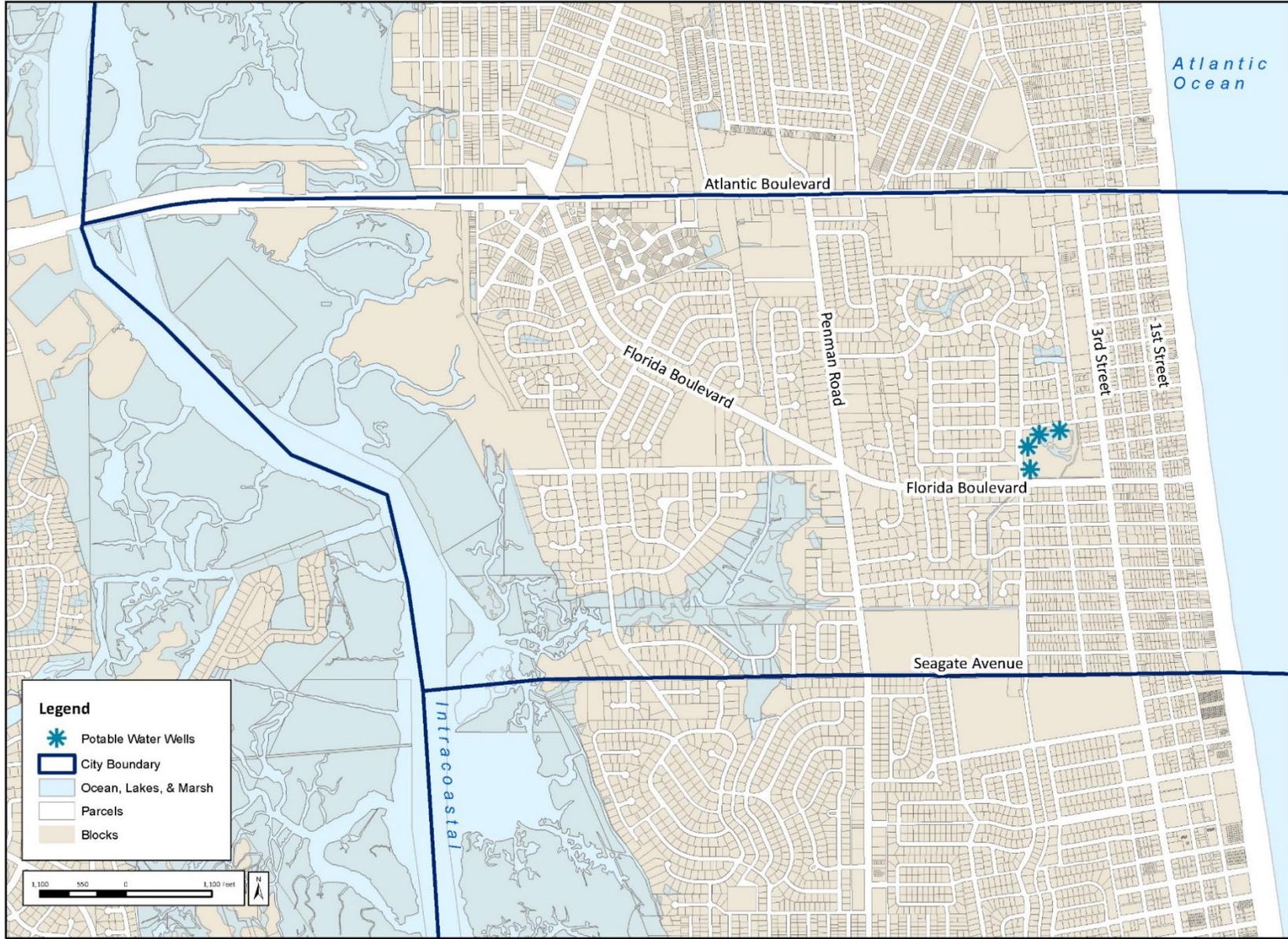
Map D-1: Properties with Septic Tanks



Map D-2: Planned Stormwater Improvements



Map D-31: Potable Water Wells



E. Coastal Management and Conservation
Element



Coastal Management and Conservation Element

GOALS, OBJECTIVES, AND POLICIES

All conservation related activities and the management of coastal resources within the City of Neptune Beach shall be in accordance with the following Goals, ~~Objective~~Objectives, and Policies:

Goal E.1

The coast of Neptune Beach has ~~primarily, for the most part,~~ been developed for urban use. The City shall ~~eliminate~~restrict any further new development or redevelopment that would destroy or otherwise damage coastal resources. The City shall protect, enhance, and preserve beach and wetlands ~~s~~ dune systems, as well as other coastal resources of environmental value, through proper maintenance and management practices, ~~and the prohibition~~avoidance of inappropriate use and development, including public-financed improvements within the Coastal High Hazard Area (~~M~~map E-1). The city shall conserve, utilize, and protect its natural resources to ~~insure~~ensure that adequate resources are available for future generations.

Objective E.1.1

Protection and Conservation of Environmental Resources

~~The Manager and/or designee will continue to coordinate with the County and other incorporated municipalities to establish the best practice development and redevelopment principles, site development techniques, and engineering strategies to eliminate inappropriate and unsafe development in coastal areas when opportunities arise. Further, t~~The City shall continue to protect, conserve, and enhance areas of native vegetation, —existing —wildlife habitat, and wetlands within the City. (9J- 5.012(3)(b)(1)).

In accordance with F.S. Chapter 163.3178(2)(f)1., the City of Neptune Beach has included the following policies, principles, strategies, and engineering solutions to reduce the flood risk in coastal areas which results from high-tide events, storm surge, flash floods, stormwater runoff, and the related impacts of sea-level rise.

Policies

- E.1.1.1** The City of Neptune Beach shall protect ~~from development~~ undeveloped wetlands from development and redevelopment as delineated by the Florida Department of Environmental Regulation and the St. Johns River Water Management District.
- E.1.1.2** The Manager or designee will support the integration of resilience measures into this Plan, and continue to advance and develop policies and programs that conserve natural resources, mitigate greenhouse gas (GHG) pollution, and advance sustainability and climate change resilience.
- E.1.1.3** The Manager or designee will evaluate current minimum shoreline and wetland setback requirements, and identify potential updates to protect vulnerable structures from the effects of long-term Sea-Level Rise (SLR) as projected in NOAA’s SLR models (Map E-4).
- E.1.1.4** Where appropriate, the City will implement wetland design changes, e.g., living shorelines and wetland mitigations, that allow the landward migration of wetlands, for resilience to SLR.
- E.1.1.5** Land development regulations will address possible sea level changes and include appropriate development standards and use regulations.
- E.1.1.6** The Manager or designee will revise land acquisition and preservation policies to consider the values of natural areas for sequestering carbon, and providing climate adaptation and

mitigation benefits, e.g., the resource's capacity to absorb floodwaters and address coastal ecosystem migration.

E.1.1.7 The Manager or designee will evaluate current minimum shoreline and wetland setback requirements and identify potential updates to protect vulnerable structures from the effects of long-term SLR.

E.1.1.8 Land development regulations will establish riparian buffers that reflect projected rates of SLR for all tidally influenced waterbodies to allow the conversion of adjacent land areas to wetlands while retaining transitional ecotones.

E.1.1.9 The City will prioritize land areas for protection based on their capacity to support coastal ecosystem migration.

E.1.1.10 The City will incorporate habitat vulnerability to climate change into land use planning and land and conservation easement acquisition policies.

Objective E.1.2

Storm and Flood Hazards

The City shall continue best management practices that are intended to reduce damage ~~to~~ and erosion of dune systems, ~~and~~ dune vegetation, and estuarine environments that result from pedestrian traffic. In accordance with F.S. Chapter 163, 3178(2)(f)2, the City encourages the use of best practices for development and redevelopment, including principles, strategies, and engineering solutions that will result in the removal of coastal real property from flood zone designations established by the Federal Emergency Management Agency. Further, per Chapter 153, 3178(2)(f)3., the City has identified the following site development techniques and best practices that may reduce losses due to flooding and claims made under flood insurance policies issued in this state.

Policies

E.1.2.1 The City ~~will shall~~ enforce its floodplain management regulations to conform with or exceed the requirements of the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program (NFIP) and capture any additional Community Rating System (CRS) benefits.

E.1.2.2 The City shall continue to partner in the Duval County Local Mitigation Strategy and participate in the Duval County emergency preparedness operations. The City shall review new Land Development Regulations for consistency with the Local Mitigation Strategy prior to adoption.

E.1.2.3 The Manager or designee will evaluate the use of rolling easements to designate lands for future abandonment, conservation, drainage, floodplains, recreation, waterways, etc.

E.1.2.4 Rigid coastal armoring is prohibited unless authorized and permitted according to Section 161.085(9), Florida Statutes and Chapter 62B-56, Florida Administrative Code.

E.1.2.5 In coordination with FDEP, SJRWMD, and other partner agencies the City shall develop, promulgate, and ~~in City-funded projects~~ use development and redevelopment best practices in City-funded projects, employing principles and strategies to remove coastal real property from Flood Insurance Rate Map (FIRM) V Zones ~~V~~(Map E-2). Implementing ordinance provisions may include, but are not limited to:

- Reconstruction in compliance with current building and construction standards;
- Public acquisition; or
- Reduction in intensity of use

- E.1.2.6** Land Development Regulations will provide incentives and/or regulations requirements to remove repetitive loss property and other real property improvements from projected 2040 inundation areas (Map E-4) and of FIRM Zones V and Coastal AE (Map E-2) and to capture any additional Community Rating System (CRS) benefits.
- E.1.2.7** Land development regulations will require new development and redevelopment to employ site development techniques that reduce flood losses and claims made under flood insurance policies. These requirements will include structural and non-structural site development techniques, e.g., maintaining adequate level-of-service standards for stormwater management, grading or use of appropriate materials to withstand inundation, minimizing flood damage to structures through flood-proofing, and siting infrastructure and other public facilities to account for predicted flood conditions.
- E.1.2.8** Land development regulations will require new development to add additional freeboard to the base flood elevation and enlarge the time window for cumulative substantial improvements to legal non-conforming structures in projected 2040 inundation areas and capture any additional CRS benefits.
- E.1.2.9** Land development regulations will continue to ensure that new development meets or exceeds the flood-resistance requirements of the Florida Building Code and 44 CFR parts 59 and 60.
- E.1.2.10** Land development regulations will provide for participation in the CRS administered by FEMA and strive to improve the community's score, resulting in reductions in flood risk and insurance premiums for citizens.
- E.1.2.11** The Floodplain Administrator will participate in and support a Duval County-side Program for Public Information (PPI) to improve CRS scores within the City.
- ~~E.1.2.12~~**E.1.2.12** The Floodplain Administrator will engage the community with public education and outreach on the benefits and importance of mitigating flood risks through building construction codes, flood elevation requirements, land use regulations, and stormwater management.

Objective E.1.3

Beach and Dune Protection and Enhancement

The City shall continue to cooperate with federal, ~~state~~state, and regional efforts to enhance the beach and shall prevent damage and destruction of dunes and dune vegetation.

Policies

- E.1.3.1** The City ~~wish~~all enforce the Coastal Construction Code, and the Florida Building Code as these codes regulate construction within Coastal Areas.
- E.1.3.2** The City shall continue best management practices that are intended to reduce damage and erosion of dune systems and dune vegetation which may result from construction activities and inappropriate pedestrian traffic.
- E.1.3.3** Rigid coastal armoring is prohibited except as otherwise authorized and permitted according to Section 161.085(9), Florida Statutes and Chapter 62B-56, Florida Administrative Code.

~~E.1.3.4~~

Objective E.1.4

Coastal High Hazard Area

Within the ~~C~~oastal ~~H~~igh ~~H~~azard ~~A~~reas (Map E-1), Neptune Beach shall discourage further urban development and shall limit public expenditures that subsidize development except for the restoration or enhancement of natural resources and the provision for appropriate public access to and use of natural resources.

Policies

E.1.4.1 The city will limit public expenditures in high-hazard areas to improvements that do not increase density; to that which customarily supports recreation and open-space use of the beach and waterway related resources; and which achieves dune stabilization and prevention of erosion through environmentally sound practices.

~~E.1.4.2~~ The city will assist in the enforcement of coastal construction setback lines as established by other regulatory agencies.

~~E.1.4.3~~ The City will not issue development permits for any new residential units in known Coastal or predicted High-Hazard Areas (Map E-1).

~~The City will assist in the enforcement of coastal construction setback lines established by other regulatory agencies.~~

~~E.1.4.2~~**E.1.4.4** The City will continue to require construction and development activities seaward of the coastal construction control line must be consistent with F.S. Chapter 161, the Florida Building Code, this Plan, and the land development regulations.

~~E.1.4.3~~ ~~Development orders shall not be issued in known or predicted high hazard areas.~~

Objective E.1.5

Environmental Conditions

The City shall limit new development of shoreline sites ~~in order to~~ conform to the reduction of environmental degradation, as well as to encourage visual and physical accessibility, open space conservation, wildlife preservation, and compatibility between adjacent uses.

Policies

E.1.5.1 In accordance with Section 163.3202, Florida Statutes, the City shall maintain within its Land Development Regulations to establish the following:

- a. A percentage of native vegetation to be protected, preserved, or replaced within Environmentally Sensitive Areas during and following site development or construction activities.
- b. A buffer zone of natural vegetation around wetland and deep-water habitats.
- c. Stormwater retention and detention standards which maintain rates and amounts equal to conditions existing prior to development

Objective E.1.6

Redevelopment within the Coastal High Hazard Area Post-Disaster Redevelopment Plan

The City shall prepare a post-disaster redevelopment plan (9J-5.012(3)(b)(8)). Redevelopment activities within the Coastal High Hazard Area (Map E-1) shall serve the purpose of reducing the vulnerability of people, property, and natural resources to damages from coastal storms. Further in accordance with F.S. Chapter 163.3178(2)(f)4, the City shall be consistent with, or more stringent than, the flood-resistant construction requirements in the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R. part 60. Additionally, the City shall require any construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 to be consistent with chapter 161, per F.S. Ch. 163.3178(2)(f)5.

Policies

The City shall coordinate with Duval County in reviewing and revising the City's Hurricane plan and pertinent portions or regulatory codes as necessary to achieve the following policies:

- E.1.6.1 Implement a temporary moratorium on construction immediately following a hurricane occurrence until damage assessments and redevelopment policies have been determined.
- E.1.6.2 Prior to re-entry of the population into evacuated areas, ~~complete~~ all critical cleanup and repair activities required to assure public health and safety must be completed.
- E.1.6.3 The City shall complete an assessment of alternative redevelopment strategies in the event of a severe storm occurrence and formally adopt a redevelopment plan which balances the need for protection of life and property with the rights and responsibilities of property owners.
- E.1.6.4 The City shall incorporate within its redevelopment plan, described in Objective E.1.6-2 standards for determining the appropriateness and form of redevelopment, means of eliminating unsafe conditions, and methods of achieving compatible land use patterns.
~~The City establishes, for regulatory purposes, the Coastal High Hazard Area as the area defined as the Category 1 Hurricane Evacuation Zone in the current Regional Evacuation Study.~~
- E.1.6.5 The City established, for regulatory purposes, the Coastal High Hazard Area (Map E-1) as the area below the Category 1 storm surge line as established by the Sea, Lake and Overland Surges from Hurricane (SLOSH) computerized storm model as mapped in the Storm Tide Atlas prepared by the Northeast Florida Regional Council as part of the current Regional Hurricane Evacuation Study pursuant to Chapter 163, Florida Statutes.

Objective E.1.7

Public Beach and Waterway Access

The City shall ensure adequate and convenient public access to beach and other public waterways through maintenance of all public waterway and beach access-ways at the twenty-two street-end locations existing as of the adoption of the Plan amendment.

Policies

- E.1.7.1 The City will not allow closure of the current beach access at street ends to benefit development.
- E.1.7.2 The City shall maintain all existing beach parking as of the date of this Plan, and reduction in the number of public parking spaces available at beach accesses shall not be permitted unless such eliminated spaces are replaced in equal numbers and within similar proximity to the beach.
- E.1.7.3 The City shall not permit, either through public or private action, public access ways to the beach, the Intracoastal Waterway, or other waterways which are open to the public as of the date of adoption of this Plan to be closed, vacated, or restricted from public use in any manner.
- E.1.7.4 As preferred alternative to the construction of parking facilities at beach access-ways the City shall maintain all existing accesses including barrier-free ramps and shall join with others in seeking means of accommodating beach visitors.
- E.1.7.5 The City has determined that there are no appropriate locations for marinas within the City of Neptune Beach.

Goal E.2

The City shall maximize, to the extent feasible, provisions and opportunities for the protection of life and property from the effects of hurricanes and other natural disasters.

Objective E.2.1

Hurricane Evacuation

The City shall maintain a comprehensive hurricane evacuation management plan that identifies evacuation zones (Map -E-3) and ~~shall incorporate~~ into that plan measures deemed necessary to maintain or reduce the City's hurricane evacuation clearance times.

Policies

- E.2.1.1 The City shall cooperate with and assist other communities in identifying adequate public upland shelter spaces and shall not approve new development that creates undue burdens on the number of spaces available for threatened populations.
- E.2.1.2 The City hereby adopts and shall maintain a Level of Service standard of a 12-hour ~~s~~ evacuation time for a Category 5 storm for out-of-county hurricane evacuation.
- E.2.1.3 The City shall not approve Plan amendments that increase residential density within Coastal High Hazard Areas in that such increases to existing densities have the effect of concentrating populations in hazard prone areas and may result in an increase of hurricane evacuation times for the City and the County.
- E.2.1.4 The City shall coordinate hurricane preparedness activities with other local government and

affected agencies within the region; review its emergency preparedness plan each year; maintain a broad program of activities to increase public awareness; meet the evacuation needs of special populations; and through coordination with other local governments, strive to achieve an evacuation time within the "quick" response time frame for each storm category.

- E.2.1.5 The City's evacuation plan shall be consistent with the Duval County Hurricane Evacuation Traffic Management Plan as amended and shall maximize efficiencies in traffic movement ~~so as to~~ reduce or maintain evacuation clearance times within the City of Neptune Beach.

Objective E.2.2

~~Redevelopment within the Coastal High Hazard Area (CHHA)~~

~~Redevelopment activities within the CHHA shall be guided by the redevelopment provisions as set forth within the Land Development Regulations which shall serve the purpose of reducing the vulnerability of people, property, and natural resources to damage from coastal storms.~~

~~Policies~~

- ~~E.2.2.1 The City, shall coordinate with Duval County the review and revision of the City's Hurricane Plan and pertinent portions or regulatory codes as necessary to achieve the following policies.~~
- ~~E.2.2.2 Implement a temporary moratorium on construction immediately following a hurricane occurrence until damage assessments and redevelopment policies have been determined.~~
- ~~E.2.2.3 Prior to re-entry of the population into evacuated areas, complete all critical cleanup and repair activities required to assure public health and safety.~~
- ~~E.2.2.4 The City established, for regulatory purposes, the Coastal High Hazard Area as the area below the Category 1 storm surge line as established by the Sea, Lake and Overland Surges from Hurricane (SLOSH) computerized storm model as mapped in the Storm Tide Atlas prepared by the Northeast Florida Regional Council as part of the current Regional Hurricane Evacuation Study pursuant to Chapter 163, Florida Statutes.~~

Objective E.2.3

Hazard Mitigation

The City shall seek appropriate means of reducing the potential for loss of life and property through provisions within the Land Development Regulations, including implementation of hazard mitigation policies from the Local Mitigation Strategy.

Policies

- E.2.3.1 The City shall maintain provisions within its Land Development Regulations which require that ~~all new~~ residential development within the CHHA Coastal High Hazard Area (Map E-1) ~~assess~~ and mitigate impacts to hurricane evacuation times and shelter provision.
- E.2.3.2 The City shall not approve Plan amendments which increase residential density within the CHHA Coastal High Hazard Area (Map E-1) or where demands upon existing shelter space shall be increased.

Goal E.3

The City shall protect, preserve, and maintain natural environmental resources ~~in order so as to~~ maintain or enhance air quality, water quality, vegetative communities, wildlife habitats, and the natural functions of soils, fisheries, wetlands, and estuarine marshes.

Objective E.3.1

Air Quality

The City shall cooperate with adjacent communities in regional air quality management programs ~~so as to~~ provide a high standard of air quality.

Policies

E.3.1.1 The City shall implement policies from the Local Mitigation Strategy to protect air quality and shall require mitigation prior to permitting of projects that may adversely affect air quality.

Objective E.3.2

Conservation and Protection of Natural Coastal Resources

The City shall maintain or adopt provisions within its Land Development Regulations for private and public development which conserve and enhance soils, native vegetation, living marine and water resources, and wildlife habitats to the maximum extent possible.

Policies

E.3.2.1 The City shall require applicants for development permits to submit appropriate environmental surveys and reports prior to the issuance of development permits. All applications for development permits and other zoning related applications shall be required to identify environmental features, including any Wetlands, CCCL, natural water bodies, open space, ~~buffers~~ buffers, and vegetation preservation areas, and to sufficiently address any adverse impacts to Environmentally Sensitive Areas.

E.3.2.2 The City shall cooperate with the SJRWMD in the implementation of water conservation measures as set forth within the ~~management plans and~~ rules of the SJRWMD ~~and the City's Consumptive Use Permit issued by the SJRWMD. The City shall continue to implement its Water Conservation Plan submitted to the SJRWMD as part of its consumptive use permit process.~~

E.3.2.3 In order to prohibit incompatible land uses, the City shall protect potable water well cones of influence, ~~and~~ shall maintain maps of such cones of influence, and shall continue to implement the well- field protection regulations, as set forth within the Land Development Regulations. Such incompatible uses shall include all industrial uses but shall also include uses which have the potential to contaminate or degrade potable water supply wells, wetland functions, or natural systems associated with Environmentally Sensitive Areas.

E.3.2.4 The City shall appropriately restrict land use activities which may threaten water sources from stormwater runoff into recharge areas by maintaining the Stormwater, Drainage, Storage, and Treatment Requirements as set forth within the Land Development Regulations. Development permits shall be issued only in accordance with the City's National Pollutant Discharge Elimination Systems (NPDES) permit in addition to the requirements of the Water Management District and the Florida Department of Environmental Protection. NPDES requirements shall include use of Best Management Practices (BMPs) prior to discharge into natural or artificial drainage systems. All construction projects of one acre or more shall require a NPDES permit.

E.3.2.5 In accordance with Chapter 163.3202, Florida Statutes, the City shall establish and maintain within its Land Development Regulations all necessary requirements and restrictions to ensure that land development, land disturbing activities, and land uses are managed in a manner which protects and conserves the natural functions of soils, fisheries, wildlife habitats, rivers, flood plains, wetlands (including estuarine marshes), and marine habitats including

hatchling turtles.

- E.3.2.6** The City shall cooperate with adjacent local governments and regulatory agencies to conserve and protect, as may be appropriate, unique vegetative communities located within the City and within adjacent jurisdictions.
- E.3.2.7** The City shall designate Environmentally Sensitive Areas requiring protection as a means of implementing the Comprehensive Plan and shall include in its Land Development Regulations, prepared in accordance with S. 163.3202, F.S., means of ensuring protection of such lands from degradation.
- E.3.2.8** Environmentally Sensitive Areas shall include lands, waters, or areas within the City of Neptune Beach which meet any of the following criteria:
- a. All Wetlands, including those determined to be jurisdictional which are regulated by the Florida Department of Environmental Protection (FDEP) and the St. Johns River Water Management District (SJRWMD);
 - b. Estuaries, or estuarine systems;
 - c. Outstanding Florida Waters and Natural Water Bodies;
 - d. Areas designated pursuant to the Federal Coastal Barrier Resource Act (PL97-348) and those beach and dune areas seaward of the Coastal Construction Control Line;
 - e. Areas designated as Conservation by the Future Land Use Map;
 - f. Essential Habitat to Listed Species as determined by approved methodologies of the Florida Fish and Wildlife Conservation Commission, the Department of Agriculture and Consumer Services, and the U.S. Fish & Wildlife Service.
- E.3.2.9** The City shall ensure environmentally sound management of hazardous wastes and reduction of potential problems resulting there from through a multi-faceted program incorporating public information, enforcement of regulations, and monitoring of waste handling activities. The following components shall be included within the City's program:
- a. Support the enforcement of current State and Federal regulations aimed at prohibiting discharge of wastewater containing hazardous and industrial waste into septic tanks or through stormwater runoff into aquifer recharge areas or surface water bodies.
 - b. Public education programs encouraging residents and business owners to avoid the dumping of used petroleum products, paint, hazardous materials, and pesticides onto the ground or water bodies.
 - c. City coordination and monitoring of hazardous wastes by collection and transportation entities to ensure safe and responsible handling practices.

Objective E.3.3

Regulatory Authority

The City shall continue to cooperate with other permitting and regulatory agencies to improve estuarine environmental quality to achieve the estuarine water quality standards established by FDEP.

Policies

- E.3.3.1** The City shall maintain and amend as necessary provisions within its Land Development Regulations to achieve consistency with the rules and regulatory authority of the SJRWMD.
- E.3.3.2** The City shall coordinate with other governmental agencies during the review, permitting, and development of sites which, if improperly developed, could have adverse impacts upon

estuarine water quality and related resources; through such coordination, the City shall ensure adequate sites within the drainage basin for water-dependent uses; prevent estuarine pollution which could adversely affect another governmental jurisdiction; ensure public access; and reduce exposure to flood hazards.

- E.3.3.3** In a timely manner in order to ensure that such projects and activities can be reviewed and comments returned to the City prior to permitting the City shall coordinate its permitting activities with existing resource protection plans by notifying the administrators of such plans of any pending development activity or public improvement.

Objective E.3.4

Shoreline Development

~~The City shall give consideration to shoreline land uses and site development improvements which meet the following criteria:~~

- ~~(a) Prevent adverse environmental effects~~
- ~~— Maintain or exceed the standards within this Plan for public access~~
- ~~(b) Avoid shoreline hardening structures~~
- ~~(b) Enhance estuarine water quality~~

Objective E.3.5

Natural Resource Based Recreation and Public Access

The City shall provide opportunities for appropriate recreational uses and access to public waterways, the beach, and natural areas, and shall restrict activities that harm or diminish the public's right to use such publicly owned natural resources.

Policies

- E.3.4.1** The City shall prohibit the closure or abandonment of public right-of ways or public lands that would restrict access to any public waterbodies.
- E.3.4.2** The City shall enforce the requirements for public access to beach areas as set forth in the Coastal Protection Act of 1985 in all permitting activities and through the course of coastal redevelopment programs.
- E.3.4.3** The City shall prohibit the closure of existing beach and waterway accesses and any unopened easements except in the case of risk to public safety as determined by the City's public safety officials or in the case of adverse environmental impact.
- E.3.4.4** To the extent that the City has regulatory control over such resources the City shall adopt within its Land Development Regulations provisions to provide for the appropriate recreational use of surface waters within the City that are under public control or City ownership including dock construction, mooring and anchoring and resource protection regulations.

Goal E.4

The City shall promote and encourage energy conservation and efficiency ~~in an effort to~~ reduce greenhouse gas emissions and protect the environment.

Objective E.4.1

Energy Efficiency and Energy Conservation

In order to conserve and protect the value of land, buildings, and resources the City shall encourage the development and use of renewable energy ~~resources, and resources, and~~ shall promote the good health of the City's residents.

Policies

- E.4.1.1** The City shall maintain an energy efficient land use pattern and shall continue to promote the use of transit and alternative methods of transportation that decrease reliance on ~~the~~ automobiles.
- E.4.1.2** The City shall continue to encourage and develop the "walk-ability" and "bike-ability" of the City as a means to promote the health of the City's residents, to increase their access to recreational and natural resources, and ~~as a means~~ to reduce greenhouse gas emissions.
- E.4.1.3** The City shall continue to promote and enforce energy efficient design and construction standards as these are adopted as part of the State Building Codes. The City shall also promote commercial and residential standards that are promulgated from time to time by the Florida Green Building Coalition, Inc.

Objective E.4.2

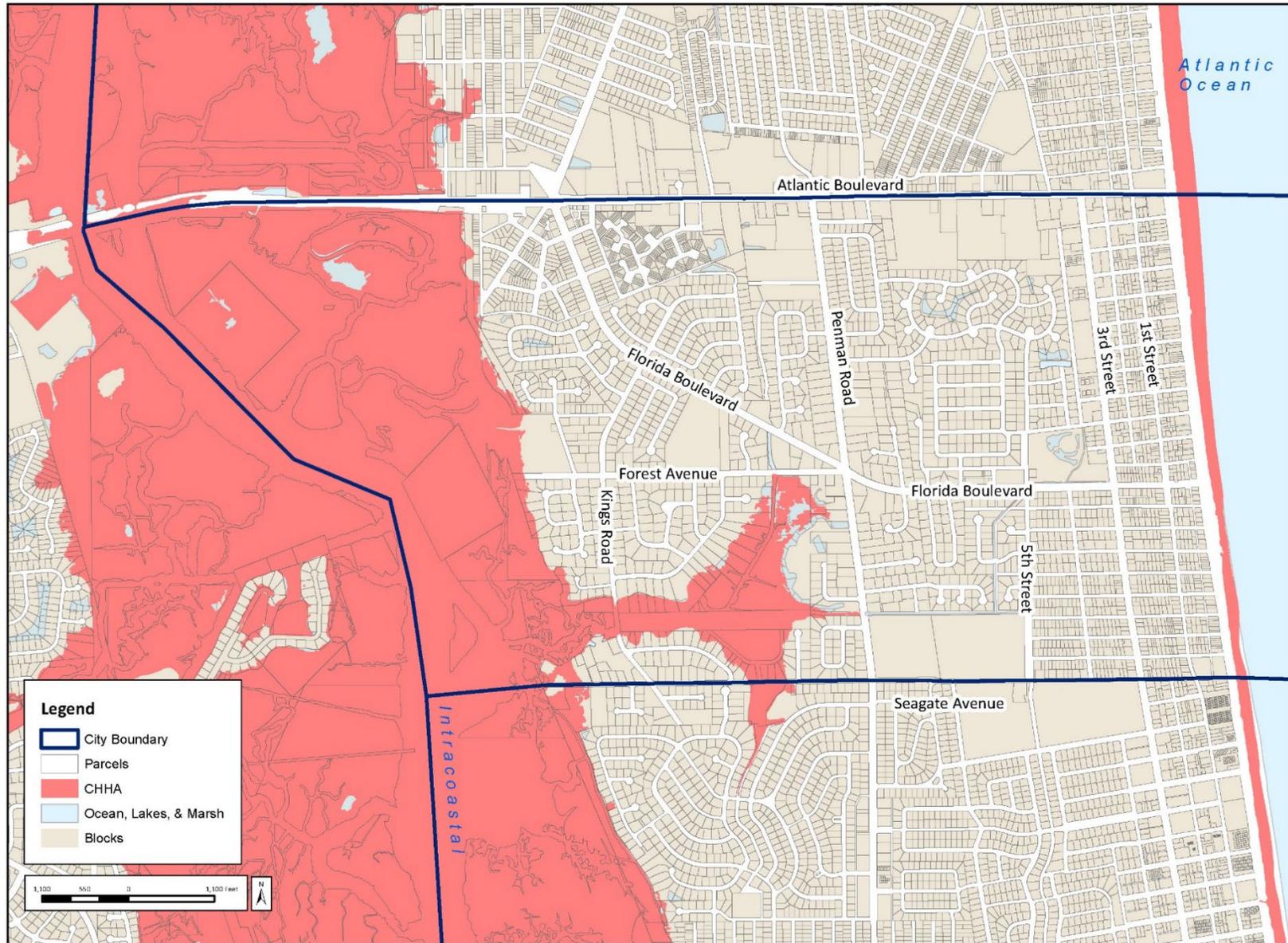
City Buildings and Equipment

The City shall improve energy conservation and efficiency in City buildings, facilities, and equipment.

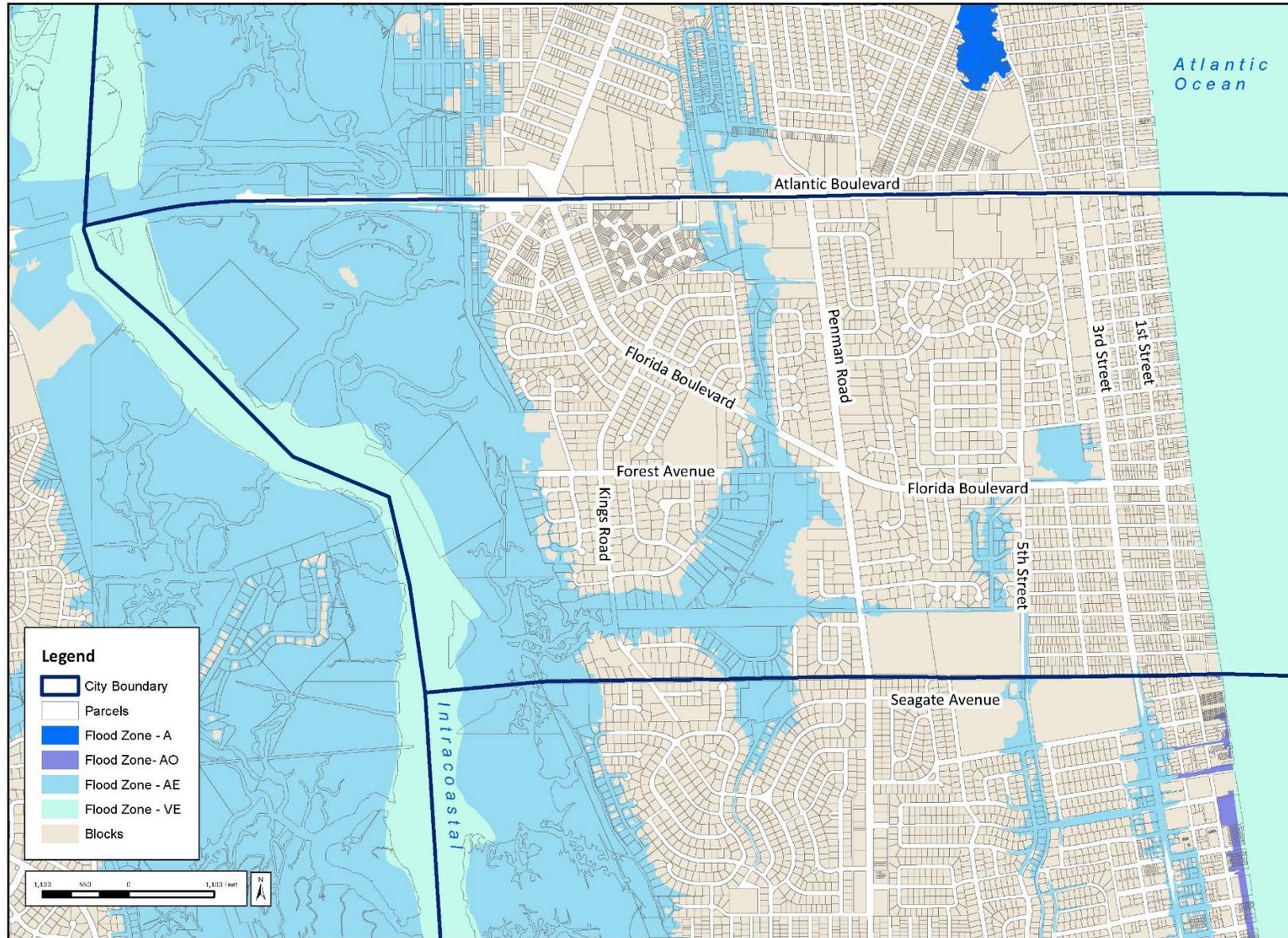
Policies

- E.4.2.1** The City shall develop and implement an energy management plan to minimize electric, fuel, and water resources in City buildings, in fleet vehicles, and on public properties.
- E.4.2.2** The City shall conduct periodic energy audits of public buildings and facilities to identify methods to reduce energy consumption and improve energy efficiency.
- ~~**E.4.2.3**~~ Public buildings and facilities shall be constructed and adapted where reasonably feasible to incorporate energy efficient designs and appropriate "green" building standards. Green Building standards that should be observed are contained in the Green Commercial Buildings Designation Standard, ~~Version 1.0~~ Version 1.0, published by the Florida Green Building Coalition, Inc.
- ~~**E.4.2.3**~~
- ~~**E.4.2.4**~~ Whenever cost and reliability are similar to traditional vehicles the City shall continue to replace light-duty vehicles in need of replacement with hybrids, alternative fuel vehicles, or the most fuel efficient and least-polluting vehicles available for specific functions.

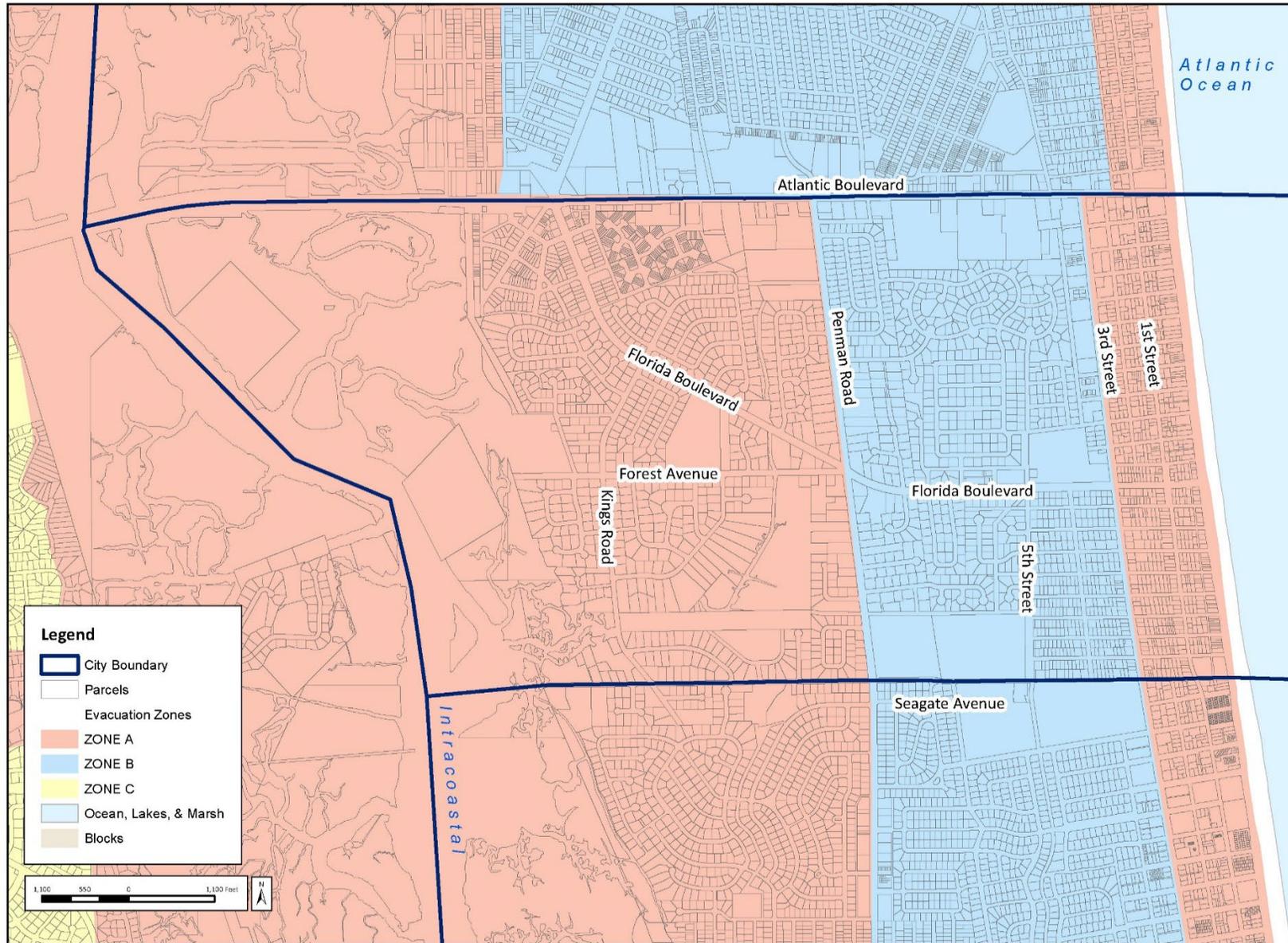
Map E-1 Coastal High Hazard Area (CHHA)



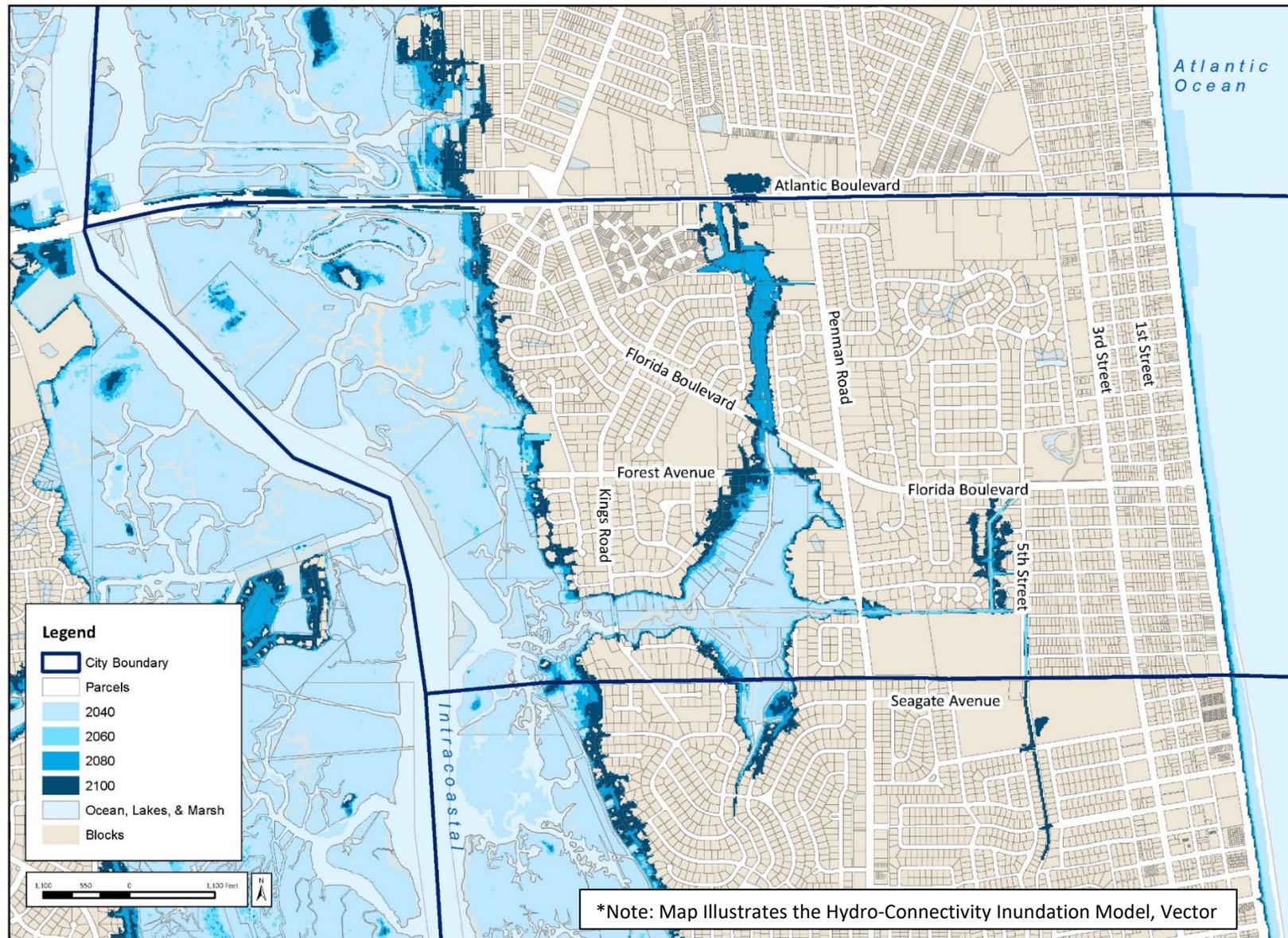
Map E-2 Flood Zones



Map E-3 Hurricane Evacuation Zones



Map E-4 Sea-Level Rise (NOAA Intermediate High Projection)



F. Recreation and Open Space Element



Recreation & Open Space Element

INVENTORY & ANALYSIS

**Note: The Inventory & Analysis section within each element serves to contextually situate the data and analysis. Introductory narratives for each element are not being formally adopted into the plan but serve as a guide to inform the origins of thought while preparing the adopted Goals, Objectives, and Policies.*

The City of Neptune Beach has several parks ranging from our signature Park, Jarboe Park, to smaller pocket parks and passive recreation amenities along Hopkins Creek Preserve, the Marsh front, and of course the 1.2 miles of beach. Ish Brandt park is an oasis in the heart of commercial corridor that serves to buffer commercial spaces from cherished residential spaces. Beach access points from Atlantic Boulevard down to Seagate Avenue allow enjoyment and appreciation of our prized oceanfront recreational amenities. Currently, the City is revitalizing Jarboe Park which will feature lots of active recreation courts, ranging from pickle ball to basketball, trails, and the best in contemporary playground equipment for children of all ages.

Table F-1: Existing Parks & Open Spaces

<u>Name</u>	<u>Acreage</u>	<u>Location</u>	<u>Parcel ID</u>
<u>Jarboe Park</u>	<u>12.68</u>	<u>510 Florida Blvd</u>	<u>173115 0000</u>
<u>Futch Park</u>	<u>0.12</u>	<u>0 Oleander Place</u>	<u>173269 0010</u>
<u>Basil Park</u>	<u>0.14</u>	<u>0 Fifth St</u>	<u>173260 0000</u>
<u>Ish Brant Park</u>	<u>2.70</u>	<u>0 Cherry St</u>	<u>172400 0500</u>
<u>Stinson Park</u>	<u>0.21</u>	<u>1301 Florida Blvd</u>	<u>177430 0000</u>
<u>Hopkins Creek Preserve</u>	<u>15.53</u>	<u>0 Kings Rd</u>	<u>177484 0600</u>
<u>Neptune Beach</u>	<u>60 acres (1.2 miles)</u>	<u>n/a</u>	<u>n/a</u>
<u>Total</u>	<u>931.38</u>		

GOALS, OBJECTIVES, AND POLICIES

All recreation and open space within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal F.1

The City shall ensure retention, maintenance, and improvement of existing open space and recreational facilities, such as passive recreation parks, sports fields/courts, jogging trails, and bicycle paths, to satisfy the health, safety, and welfare needs of citizens and visitors, including special groups such as the elderly. ~~It shall also provide for recreation and open space.~~

Objective F.1.1

Public Access

The City shall continue to provide access to the beach and all other recreational amenities.

Policies

F.1.1.1 Existing public beach access shall not be closed to the public.

~~**F.1.1.2** The City shall maintain all existing accessible beach accesses and shall seek opportunities, where feasible, to provide additional access to all natural and constructed recreation and park facilities. New facilities shall be developed and constructed in compliance with applicable provisions of the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG).~~

~~**F.1.1.2**~~**F.1.1.3** The City shall continue to allow parking along public rights-of-way for the purpose of providing parking for beach access, provided such parking does not interfere with pedestrian or vehicular safety and does not excessively result in damage to public or private property.

Objective F.1.2

Coordination

~~To~~In order to provide citizens with a wide variety of leisure time activities with ~~an~~ acceptable level of service standards, the City of Neptune Beach shall continue to coordinate the provision of parks and facilities with other government agencies.

Policies

F.1.2.1 The City shall continue to support efforts of other government agencies and shall cooperate to achieve level-of-service standards for regional recreation and open space facilities.

F.1.2.2 The City shall cooperate with the School Board in the provision of recreational facilities within Neptune Beach.

F.1.2.3 The City shall maintain all existing beach access ways as described within the Conservation and Coastal Management Elements⁵⁵ and shall continue to make improvements to prevent erosion caused by pedestrian traffic.

~~The City shall maintain all existing accessible beach accesses and shall seek opportunities, where feasible, to provide additional access to all natural and constructed recreation and park facilities. New facilities shall be developed and constructed in compliance with applicable provisions of the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG).~~

~~The City shall continue to allow parking along public rights-of-way for the purpose of providing parking for beach access, provided such parking does not interfere with pedestrian or vehicular safety and does not excessively result in damage to public or private property.~~

~~**F.1.2.4**~~

~~**F.1.2.5**~~**F.1.2.4** The City shall not permit parks and designated open space to be diverted to any other use unless mitigated by equal replacement in size and quality of the resource.

Objective F.1.3

Adequate Parks and Recreation Facilities

In order to provide safe, convenient access for all residents to beaches, the Intracoastal Waterway, parks, and other recreation facilities in accordance with Level of Service standards set forth within this Plan, ~~amendment~~ the City shall continue to maintain its existing recreational facilities and shall provide for the recreational needs of the City's residents. Map F-1 identifies the existing and potential future parks, open spaces, and recreational facilities. The City shall inventory at least once every five years, public and private recreation resources to identify service inadequacies and opportunities for the sharing of facilities and programs ~~so~~.

Policies

F.1.3.1 Existing recreational land shall not be replaced with non-recreational development.

F.1.3.2 The City shall continue to operate and maintain existing recreational facilities in a safe and ~~aesthetic~~ aesthetically pleasing manner.

F.1.3.3 The City shall adopt Crime Prevention through Environmental Design (CPTED) standards for the design of streets, parks, and public spaces.

F.1.3.4 The City shall utilize low impact design principles for the design and construction of streets, parks, and infrastructure improvements, including provisions for the use of native plants that help filter stormwater and for the prioritization of natural edge stormwater canals over conventionally engineered, hard edge channels.

F.1.3.5 The City shall Invest in recreational amenities along the Intracoastal: including kayak launches, marsh walks, and a pedestrian/bicycle bridge across Hopkins Creek that connects the two segments of Seagate Avenue. Potential future recreational projects are identified and located on Map F-1.

F.1.3.6 The City shall use the following LOS standards for the provision of neighborhood parks:

Table F-2: Current Parks & Recreation Facilities and LOS Standards

<u>Facility</u>	<u>Level of Service</u>	<u>Minimum Required</u>	<u>Current (2021)</u>
Neighborhood Parks	2 acres per 1,000 Population	<u>14.39 acres</u>	<u>≥15.85 acres*</u>
Playground (with equipment)	1 playground per 2,500 population	<u>3 playgrounds</u>	<u>3 playgrounds</u>
Baseball or softball field	1 field per 2,500 population	3 fields	1= 2 needed
Volleyball Court	1 court per 5,000 population	<u>1.45 courts = 2</u>	<u>2 courts</u>
Tennis Court	1 court per 5,000 population	<u>1.45 courts = 2</u>	<u>2 courts</u>
Beach A access	1 access per 1,000 population	<u>7 beach accesses</u>	<u>25 accesses</u>
Jogging/Exercise Trail**	1 <u>mile of</u> trail per 7 2,000 population	<u>3.6 miles</u>	<u>1.7 miles built (additional 2+ miles planned)</u>
<i>*Current Neighborhood Parks does not include Hopkins Creek Preserve or Neptune Beach</i>			
<i>**Can include multiuse paths, nature trails, and marsh walks</i>			

Objective F.1.4

Open Space

The City shall continue to provide public open space for the enjoyment of all residents and visitors to the City and shall require that residential developments and redevelopment projects include open space.

Policies

F.1.4.1 Development shall not be allowed in wetlands or environmentally sensitive areas. All development adjacent to wetlands or environmentally sensitive areas shall conform to the performance standards as set forth in the Land Development Regulations.

F.1.4.2 The City shall develop appropriate definitions and standards of open space for inclusion in land development regulations.

F.1.4.3 The City shall consider opportunities to provide additional public open spaces, including converting the final segment of Atlantic Boulevard from 1st Street to the beach into a pedestrian plaza, and transforming the segment of 1st Street from Atlantic Boulevard to Orange Street into a shared street that can be easily closed to cars for special events. Potential future open space projects are identified and located on Map F-1.

F.1.4.1

Objective F.1.5

Recreational Needs for the -Elderly and Handicapped

Passive recreation shall be provided which is accessible to and meets the needs of the elderly and handicapped in accordance with Level of Service standards set forth within this Plan amendment.

Policies

F.1.5.1 The City shall provide handicapped parking and barrier-free access to all public recreation facilities.

F.1.5.2 Public recreation facilities shall provide passive type recreation for the elderly and handicapped.

F.1.5.2 **F.1.5.3** The City shall continue to support the Senior Center's community programs and services.

Objective F.1.6

Bike and Jogging/Walking Trails

In accordance with the Level of Service standards set forth within this Plan's ~~within Element B.~~ Transportation Element shown as the and Map B-4: Existing & Future Bicycle & Pedestrian Facilities, the City shall Map serves as a guide to promote amendment safe and active non-vehicular modes travel shall be encouraged where appropriate.

Policies

F.1.6.1 The City shall refer to the Neptune Beach Community Vision Plan (2021), the North Florida TPO's 2019 Regional Multi-Use Trail Plan, and the City of Jacksonville's Pedestrian and Bicycle

~~Master Plan (2017) to use the 2002 bicycle and pedestrian pathway study to ensure provisions for pedestrian and bicycle routes in the City and connecting adjacent municipalities.~~

~~F.1.6.2~~ ~~In order to alleviate peak parking demands, reliance on vehicular transportation, provide for a high level of recreational activity to alleviate peak parking demands and reliance on vehicular transportation, and energy efficiency through the prioritization of the City shall ensure that bike and pedestrian facilities continue to be a high priority to this community conservations.~~

~~F.1.6.2~~~~F.1.6.3~~ ~~Increase energy efficiency by encouraging active modes of transportation through continuous monitoring and improvement of the Ceity's trail network and bicycle parking infrastructure.~~

~~F.1.6.3~~~~F.1.6.4~~ ~~Increase the lighting and the separation of bike paths, and mark bike paths and jogging trails with clear delineation of bike paths. For safety purposes bike paths and jogging trails for maximum safety and protection. shall be well lit and removed from heavy traffic or protected by physical barriers.~~

Objective F.1.7

Requirements for Redevelopment Projects

Redevelopment projects of a certain size shall provide the provision of recreational facilities and open space in accordance with Level of Service standards set forth within this Plan amendment~~the requirements in the City's Land Development Code.~~

Policies

F.1.7.1 ~~In multifamily, commercial, and mixed-use redevelopments of a certain size~~~~areas to be redeveloped for anything other than low density or single family development, on-site recreational facilities and public open space~~ must be provided to fulfill the requirements ~~of the new development, and standards outlined in t~~The Land Development Code shall specify the amount of recreational space required for all non residential development.

Map F-1: Existing & Future Parks, Open Spaces, and Recreational Facilities



G. Intergovernmental Coordination Element



Intergovernmental Coordination Element

GOALS, OBJECTIVES, AND POLICIES

All Intergovernmental Coordination within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal G.1

The City shall coordinate and cooperate with the various governmental agencies to achieve coordination of the following:

- 1) equitable and reasonable sharing of authority, responsibility, and resources in the provision of services, education, and housing;
- 2) provision for effective development review and permitting;
- 3) effective representation on behalf of the City in decisions related to future growth management, planning, and funding resources.

Objective G.1.1

Maintaining Consistency with Comprehensive Plans and Interlocal Agreements

As means of achieving effective intergovernmental coordination and consistency in planning for the future of the City and the surrounding region, copies of proposed amendments to the adopted Comprehensive plan shall be provided to adjacent local governments and government agencies which provide services within the City, but which may not have regulatory authority within the City.

Policies

- G.1.1.1** In order to ensure the impacts of development as proposed in the Plan amendment are coordinated with development throughout the region and the State, and for comments prior to legislative adoption, the City shall forward copies of proposed Comprehensive Plan amendments to all surrounding local governments, the Duval County School Board, the Northeast Florida Regional Council, the St. Johns River Water Management District, the Florida Department of Environmental Protection, the Florida Department of Transportation, the Florida Department of Community Affairs, and any special service districts, as required in Section 163.3187, Florida Statutes.
- G.1.1.2** The City shall continue to participate in the inter-community Beaches utility group related to the coordination and implementation of the Cooperative Beaches Utility Plan as well as any utility and infrastructure related issues.
- G.1.1.3** The City shall continue to coordinate with the City of Atlantic Beach and the City of Jacksonville Beach to develop coordinated land use planning, unified development policies and special projects.
- G.1.1.4** The City shall maintain Interlocal Agreements identified within this Comprehensive Plan amendment as necessary to provide efficient and effective services.
- G.1.1.5** The City shall continue coordination with the following entities and agencies for the purposes as indicated:

- (a) Other local governments and agencies adjacent to our Coastal High Hazard Area, including the Emergency Preparedness Division of the Duval County Fire and Rescue Division and the Florida Department of Transportation for the purpose of improving hurricane evacuation routes and reducing evacuation time.
- (b) The State of Florida, Duval County, and other local governments for the purpose of post-disaster redevelopment planning, land use and transportation planning, resource conservation (including potable water), provision of shared recreation facilities, and coastal and beach access facility development.
- (c) The North Florida Transportation Planning Organization related to transportation improvements needed to maintain or exceed adopted Level of Service standards
- (d) The St. Johns River Water Management District and the Florida Department of Environmental Protection related to coordination of land use and water supply planning, development review, and permitting responsibilities and procedures.
- (e) The Duval County Health Department related to the coordination of proper education and procedures to improve and maintain a healthy environment within the City. The law enforcement agencies of surrounding local governments, as well as State and Federal law enforcement agencies, in order to achieve compatibility of communication equipment and coordination of services.
- (f) The Jacksonville Transportation Authority to support the development of transportation routes that serve the beach communities.
- (g) The Duval County Environmental Resource Management Department to ensure provision for timely planning and development of solid waste disposal facilities to effectively serve needs of all communities within the service area.
- (h) The Duval County School Board related to the coordination of school facility planning and comprehensive land use planning in accordance with the Interlocal Agreement for Joint Facility Planning between the City of Neptune Beach, the Consolidated City of Jacksonville, the Town of Baldwin, the City of Jacksonville Beach, the City of Atlantic Beach, and the Duval County School Board.
- (i) The Duval County School Board related to the coordination of school facility planning and comprehensive land use planning in accordance with the Interlocal Agreement for Joint Facility Planning between the City of Neptune Beach, the Consolidated City of Jacksonville, the Town of Baldwin, the City of Jacksonville Beach, the City of Atlantic Beach, and the Duval County School Board.

G.1.1.6 The City shall continue its involvement in the North Florida Transportation Planning Organization and will maintain representation on the Technical Coordinating Committee as appropriate.

G.1.1.7 The City shall encourage the utilization of the Northeast Florida Regional Planning Council as the appropriate entity for informal mediation process in resolving conflicts with other local units of government.

G.1.1.8 Continue to monitor updates to the Duval County Public Schools Interlocal Agreement and Proposed Policies addressing Concurrency.

G.1.1.9 Continue to monitor the Public Schools Element to ensure consistency and revisions as policies are addressed throughout the Concurrency Planning Process and the Outcomes that may affect the Interlocal Agreement.

~~G.1.1.7~~G.1.1.10 Additional detail on the coordination of design, construction, and maintenance of public schools can be found within the Public Schools Element.

Objective G.1.2

Coordination of the Management and Protection of Natural Resources

The City shall continue to coordinate with all adjacent local governments and relevant agencies in implementing protection of the beach, shoreline, and wetlands and in protecting the potable water supply from saltwater intrusion.

Policies

- G.1.2.1** The City shall coordinate with all jurisdictional agencies and adjacent local governments in developing and implementing programs aimed at the effective management of the beaches, shorelines, and wetlands as well as other cross-jurisdictional water bodies.
- G.1.2.2** The City shall coordinate with Duval County and the Army Corps of Engineers (ACOE) for beach rehabilitation.
- G.1.2.3** The City shall coordinate with the St. Johns River Water Management District to identify potential areas where saltwater intrusion may degrade potable water resources.

Objective G.1.3

Coordination of Levels of Service for Public Facilities

The City shall coordinate planning and land development activities with adjacent local governments to ensure that the impacts of new development shall not preclude the attainment of adopted Level of Service standards; impair sound environmental management practices; create land use conflicts, or contribute to inconsistent and incompatible urban development patterns.

Policies

- G.1.3.1** The City shall advise local governments of proposed development and re-development activities which might reasonably be foreseen to reduce facility service standards and shall review such projects for of conformity with the Comprehensive Plan of adjacent local governments, particularly those near jurisdictional boundary lines.
- G.1.3.2** The City shall coordinate with affected jurisdictions and agencies, including FDOT, regarding mitigation to impacted transportation facilities not under the jurisdiction of the City. Interlocal Agreements with other jurisdictions may be utilized for this purpose.

~~G.1.3.4~~G.1.3.3 In order to reflect the shared responsibilities for managing development and concurrency, and to address cross-jurisdictional impacts of development on regional transportation facilities, the City may enter into agreement with one or more adjacent local governments.

Objective G.1.4

Coordination with the Duval County School Board

In accordance with the Interlocal Agreement for Joint Facility Planning, adopted pursuant to Chapter 163.317~~7~~, Florida Statutes, the City shall consult with the Duval County School Board and Duval County Public Schools prior to

implementing projects or plans that might impact the use of school facilities related to shared facilities, access, surrounding environment, housing patterns, alteration of public services and general development policies of the City.

Policies

- G.1.4.1** The City shall notify the Duval County Public Schools of projects or plans under consideration which might affect the operation of school facilities at least thirty (30) days prior to taking formal action thereon.
- G.1.4.2** The City shall request that the Duval County Public Schools advise the City of proposed alteration, construction, or other plans under consideration so that the City may be advised and provided an opportunity to discuss the potential effects of such action upon the City.
- G.1.4.3** The City shall maintain, a non-voting representative to be appointed by the Duval County School Board, a seat on its Local Planning Agency (LPA), who shall be noticed, provided an agenda, and invited to attend LPA meeting and to provide comments related to land use amendments and rezoning proposals that may ~~effect~~affect student enrollment projections or school facilities.

Objective G.1.5

Affordable Housing

The City shall enter into Interlocal Agreements with adjacent municipalities in order to facilitate coordination of affordable housing needs.

Policy

- G.1.5.1** The City shall enter into Interlocal Agreements with adjacent governments, as determined to be necessary and appropriate, so as to address the City's very low, low, and moderate-income affordable housing needs in response to:
- (a) Market driven limitations where meeting the needs for very low, low, and moderate income affordable housing is not economically feasible due to exceptionally high property values related to the City's coastal location
 - (b) Environmental limitations ~~Ww~~here meeting affordable housing needs for very low, low, and moderate income residents is not feasible due to ~~limitations of~~ residential density restrictions within the Coastal High Hazard Area.

H. Capital Improvements Element



Table H-5: Solid Waste Estimates and Projections, Neptune Beach (2000 through 2020)46

<u>Year</u>	<u>Population/Estimates</u>	<u>Pounds Per Day</u>
<u>2000</u>	<u>6,856</u>	<u>48,678</u>
<u>2005</u>	<u>7,122</u>	<u>50,566</u>
<u>2010</u>	<u>7,037</u>	<u>49,963</u>
<u>2015</u>		
<u>2020</u>	<u>7,193</u>	<u>51,070</u>

Capital Improvements Element

Terms used within this element shall be as set forth within Section 163.3177 Florida Statutes or as defined by applicable City of Neptune Beach ordinances.

SCHEDULE OF CAPITAL IMPROVEMENTS

A comprehensive list of capital improvement projects in various stages of development (conceptual, proposed, planned, construction) was included as part of the adopted 2021 Neptune Beach Community Vision Plan. This schedule can be found in Appendix A 'Capital Improvements Project List' and will be reviewed and reprioritized annually as part of the City's annual budgeting process.

~~Terms used within this element shall be as set forth within Section 163.317764, Florida Statutes and Rule 9J-5.003 of the Florida Administrative Code or as defined by applicable City of Neptune Beach ordinances.~~

GOALS, OBJECTIVES, AND POLICIES

Goal H.1

The City shall provide public facilities, which are sufficient to enable the City to: 1) accommodate the needs of present and future populations in a timely and cost-effective manner; 2) maximize the use of existing facilities; and 3) maintain or enhance the City's services, physical environment, and fiscal integrity.

Objective H.1.1

Capital Improvements Planning

Capital projects needed to support development shall be evaluated annually, and when financially feasible, based on the annual adopted budget for the City, they shall become part of the five (5) year Schedule of Capital Improvements of the Capital Improvement Program (CIP) ~~as set forth within Table H-5 below and consistent with the annual adopted budget for the City and Community Vision Plan Appendix A: Project List. Such u~~Updates to the CIP shall be included in the City's adopted Comprehensive Plan as part of the annual review and amendment to this Capital Improvements Element.

Policies

H.1.2.1

Capital improvements, which are determined to be necessary to implement the Goals, Objectives, and Policies of this Comprehensive Plan shall be given priority by the City. All capital improvements having a cost of \$25,000 or more shall be included in the City's annual capital improvements budget along with an identified funding source.

- H.1.2.2** The City shall be guided by the following criteria in identifying and prioritizing capital improvements both in the provision of new facilities, and replacement or renewal of existing facilities:
- (a) improvements needed for the protection of public health and safety;
 - (b) improvements that increase the utilization of existing City facilities, multiple use of facilities or improved efficiency of facility operation;
 - (c) improvements that address existing Level of Service deficiencies;
 - (d) improvements necessary to meet the requirements of future development; and
 - (e) improvements that enhance and improve the City's built environment, and aesthetic character, economic stability, or environmental quality.
- H.1.2.3** The City supports coordination of capital improvement planning by all levels of government as a means of providing services in an orderly, economical, and efficient manner.
- H.1.2.4** The City Manager, or designee, shall have the responsibility of preparing a capital improvement budget and Capital Improvement Element update (when required) after evaluating the population growth within the City, the condition of the City facilities, and the provisions of this Comprehensive Plan.
- H.1.2.5** The City shall ensure the financial feasibility of all capital improvements included within the adopted Capital Improvements Element.
- H.1.2.6** This Capital Improvements Element shall be reviewed annually and updated as necessary to reflect revisions to the Capital Improvements Program in accordance with the annual adopted budget, including any proportionate fair-share contributions.

Objective H.1.2

Public Expenditures within the Coastal High Hazard Area (CHHA)

The City shall not make public expenditures that subsidize land development within the Coastal High Hazard Area ~~except for other than~~ improvements, as required to implement the Objectives and Policies identified within the Coastal/Conservation Element, the Capital Improvements Element, and those expenditures necessary for the health and safety of the residents of these areas.

Policies

- H.1.2.1** The City shall coordinate with the appropriate agencies to ensure improvements as appropriate and necessary to protect and re-nourish dunes and beach areas, and to maintain or replace public facilities, and to provide improved recreational opportunities, including maintaining safe public beach access for people of all ages and abilities.

Objective H.1.3

Concurrency and Level of Service Standards

The City shall coordinate land use decisions and the issuance of development permits with the implementation of the Capital Improvement Program so as to ensure that the Level of Service (LOS) standards, as set forth within this Plan element, are fully met in accordance with Florida Statutes, and other applicable rules and regulations. A Concurrency Management System (CMS) shall be maintained that is consistent with and supports the Capital

Improvements Program, and which is financially feasible to provide necessary facilities to maintain adopted Level of Service standards and to serve new development during the five-year Capital Improvement Program planning period. The Concurrency Management System shall ensure that public facilities and services are available concurrent with the impacts of new development.

Policies

H.1.3.1 The City through its Concurrency Management System shall ensure that Level of Service (LOS) Standards and capacity requirements for sanitary sewer, solid waste, drainage, potable water, parks and recreation, schools, and transportation facilities ~~—~~ including street capacity, projections, overall mobility targets, and mass transit where applicable ~~—~~ are achieved or maintained.

H.1.3.2 Development permits, including permits issued for single-family and two family residential development upon existing Lots of Record, and those issued solely for alteration, remodeling, reconstruction, or restoration of residential units provided that such permits do not authorize an increase in the number of dwelling units; and for non-residential uses, those permits that do not authorize an increase in the square feet of the development shall be deemed no impact projects and shall not require a Concurrency Certificate. It shall be the Applicant's responsibility to demonstrate and certify this provision in accordance with concurrency review procedures.

H.1.3.3 Applications for development permits for projects which are deemed to have no impact upon public facilities and services, as defined by preceding Policy H.1.3.2, or to have a de minimus impact as defined by State law, or which have acquired statutory or common law vested rights, shall not require a Concurrency Certificate. It shall be the Applicant's responsibility to demonstrate and certify this provision in accordance with concurrency review procedures.

H.1.3.4 Development permits issued by the City, other than those as addressed by Policies H.1.3.2 and H.1.3.3, shall be accompanied by an approved Concurrency Certificate for that specific project, certifying that the proposed project has passed mandated concurrency tests. Capacity for all local development permits holding approved Concurrency Certificates shall be reserved in the affected public facilities for the life of the approved development permit but shall be released upon expiration of such development permit.

H.1.3.5 The City shall implement a concurrency tracking and monitoring system, which shall:

- (a) Analyze the impacts of a proposed development in relation to the available capacity and Level of Service requirements contained within this Capital Improvements Element; and
- (b) Create an annual report that summarizes the available capacity of public facilities and forecasts the future available capacity based upon best available data.

Note: Terms and abbreviations used within following policies H.1.3.6 through H.1.3.11 shall have the same meaning as defined within the Public Schools Facilities Element of this Plan.

H.1.3.6 The City shall ensure that future needs are addressed consistent with the adopted level of service standards for public schools to ensure that the capacity of schools is sufficient to support residential development order approvals at the adopted level of service (LOS) standards.

H.1.3.7 The LOS standards shall be applied consistently by the City and by the DCPS district-wide to all schools of the same type, and shall continue to be revised according to subsequent revision to the DCPS Five Year Capital Plans and Master Facilities Plans.

H.1.3.8 According to the 2019-20 Five Year Capital Plan and the Master Facilities Plan (2020) Interlocal Agreement for Public School Facility Planning between Neptune Beach and the City of Jacksonville, tThe uniform LOS standards for all public schools including magnets and all instructional facility types, shall be 105% of the permanent Florida Inventory of School House (FISH) capacity, plus portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF).

~~The designated middle schools within CSA 5 shall be identified as backlogged facilities and an interim level of standard within CSA 5 shall be 115% until January 1, 2018, after which the uniform LOS standard shall apply.~~

~~The implementation of long term concurrency management shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service standards for middle schools in CSA 5 over the 10-year period.~~

~~The City shall adopt the DCPS Long Range Capital Improvements Plan as the 10 year long term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within CSA 5. The long term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for backlogged facilities within the 10 year period. The long term schedule improves interim level of service standards for backlogged facilities and ensures uniform LOS, as established in the preceding policies are achieved by 2018. The long term schedule will be updated by December 1st of each year, in conjunction with the annual update to the DCPS Five Year Capital Facilities Plan and the City's Capital Improvements Element.~~

The City's strategy in coordination with the DCPS for correcting existing deficiencies and addressing future needs includes the following:

- (a) implementation of a financially feasible Five-Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;
- (b) implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service standards to the district-wide standards;
- (c) identification of adequate sites for funded and planned schools; and
- (d) the expansion of revenues for school construction.

H.1.3.9 The City hereby adopts by reference as part of this Element the ~~2019-202008-2009~~ Five Year Capital Plan~~District Facilities Work Program~~, and the Master Facilities~~Long Range Capital Improvements~~ Plan (2020) as the 150-year long-term schedule of improvements program ~~as~~ adopted by the Duval County School District, which sets forth a financially feasible public school capital facilities program that demonstrates the adopted level-of-service standards will be achieved and maintained by the end of the 5-year and the 10-, and 15-year planning periods.

H.1.3.10 By December of each year, the City, shall adopt the updated the DCPS Five Year Capital Plan ~~District Facilities Work Program~~ and the Master Facilities Long Range Capital Improvements Plan as the 150-year long-term schedule of improvements program to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure level of service standards will continue to be achieved and maintained pursuant to Policy H.1.3.9 of this Element.

H.1.3.11 If there is a consensus to amend the LOS, it shall be accomplished by the execution of an amendment to this Interlocal Agreement by all Cities and the DCPS, and the adoption of amendments to each local government's Comprehensive Plan, following an advisory review by the ILA Team and the Joint Planning Committee. The amended LOS shall not be effective until all plan amendments are effective and the amended Interlocal Agreement is fully executed. No level of service shall be amended without showing that the LOS is financially feasible.

Note: In addition to the LOS for school concurrency established by the Duval County School Board, the following Level of Service standards are adopted as the basis for the City's issuance of development permits:

H.1.3.12 The City shall not issue a development permit unless provision to maintain or exceed the above standards for Park, Recreation and Open Space Levels of Service is met or committed as set forth in following Policy H.1.3.8 Table H-1.

Table H-1: Level of Service Standards for Parks & Recreation Facilities

<u>TYPE OF FACILITY</u>	<u>LEVEL OF SERVICE</u>
<u>Neighborhood Park*</u>	<u>2 acres per 1,000 population</u>
<u>Playground (with equipment)</u>	<u>1 playground per 2,500 population</u>
<u>Volleyball Court</u>	<u>1 court per 5,000 population</u>
<u>Tennis Court</u>	<u>1 court per 5,000 population</u>
<u>Beach Access</u>	<u>1 access per 1,000 population</u>
<u>Jogging/Exercise Trail</u>	<u>1 mile of trail per 2,000 population</u>
<u>*Should not include natural preserve areas (e.g. Hopkins Creek Preserve and Neptune Beach)</u>	

H.1.3.13 If determined to be appropriate by the City, a development permit may be issued subject to the condition that, at the time of issuance of a Certificate of Occupancy or its functional equivalent, the acreage for the necessary park, recreation, or open space facilities ~~are~~ is dedicated or acquired by the local government, or by funds in the amount of the Developer's fair share are committed in accordance with the following and:

- (a) The park, recreation, or open space facilities are in place at the time of a Certificate of Occupancy or its functional equivalent as provided in the adopted local government ~~five (5)~~ -year Schedule of Capital Improvements; or
- (b) At the time the development permit is issued, the necessary park, recreation, or open space facilities are mandated through a binding executed agreement which requires the necessary facilities to be in place at the time of the issuance of a Certificate of Occupancy or its functional equivalent; or

- (c) At the time the development permit is issued, the necessary park, recreation or open space facilities are guaranteed in an enforceable development agreement, pursuant to Section 163.32270, F.S., or ~~an agreement or~~ development permit issued pursuant to Chapter 380, F.S., to be in place or under actual construction at the time of the issuance of a Certificate of Occupancy or its functional equivalent. [Section 163.3180(2)(~~b~~), F.S.]

H.1.3.14 At the time of issuance of a development permit, there shall be in place an enforceable development agreement that ensures, prior to the issuance of a Certificate of Occupancy or its functional equivalent, the necessary facilities and services for sanitary sewer will be available according to the Level of Service Standards established in Table H-2.

Table H-21: Level of Service Standards for Sanitary Sewer

TYPE OF SERVICE	LEVEL OF SERVICE
Sanitary Sewer Facilities - Residential	Average Sewage Generation Rate 100 gallons per capita per day
<u>Sanitary Sewer Facilities - Commercial</u>	Minimum service shall be consistent with table 1 for system design estimated sewage flows in Chapter 64E-6 F.A.C.

H.1.3.16 At the time of issuance of a development permit, there shall be in place an enforceable development agreement that ensures, prior to issuance of a Certificate of Occupancy or its functional equivalent, the necessary facilities and services for solid waste and potable water will be available according to the Level of Service Standards established in Table H-3.

Table H-32: Level of Service Standards for Solid Waste and Potable Water

TYPE OF SERVICE	LEVEL OF SERVICE
Solid Waste Facilities	Average Solid Waste Generation Rate; 7.1 pounds per capita per day
Potable Water Facilities - Residential	Average Water Consumption Rate 100 gallons per capita per day
<u>Potable Water Facilities - Commercial</u>	Minimum service shall be consistent with Chapter, 64E-6 F.A.C.

H.1.3.17 At the time of issuance of a development permit, there shall be in place an enforceable development agreement that ensures, prior to issuance of a Certificate of Occupancy or its functional equivalent, that the necessary facilities and services for drainage and stormwater treatment, the protection of natural hydrologic functions, particularly tidal marsh systems, will be in place. ~~Further, any facilities deemed to be constrained shall be required to maintain LOS and travel speed. Additionally, Backlogged Facilities shall be required to maintain and improve existing LOS and travel speed.~~

Table H-43: Level of Service Standards for Drainage

TYPE OF SERVICE	LEVEL OF SERVICE
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Surface Water Quality	Applicable local and State regulations shall pertain to maintaining water quality, natural hydroperiods and flows. Ambient water quality standards will be met in the planning and development activities. Minimum criteria for surface water quality shall meet the standards of F.A.C. 62-302 and the St. Johns River Water Management District Environmental Resource Permitting (ERP) rules.
Wetland Stormwater Discharge	Permits for Wetland stormwater discharge shall meet F.A.C., St. Johns River Water Management District Environmental Resource Permitting (ERP) rules, and/or US Army Corps of Engineers.
Stormwater Discharge Facilities	Permits for construction of new stormwater discharge facilities shall meet St. Johns River Water Management District Environmental Resource Permitting (ERP) rules.
Minor Conveyances	5-year frequency, 24-hour duration storm.
Major Outfalls and Conveyances	10-year frequency, 24-hour duration; LOS goal for existing or historical and, IDF curve Zone 5, and 25-year frequency 24-hour storm duration for new development.
Level of Service: Shall at a minimum meet the St. Johns River Water Management District Environmental Resource Permitting (ERP) rules and all new development and significant redevelopment, excluding residential lots less than 0.25 acres, shall provide treatment and attenuation for both flow and volume.	

H.1.3.18 The City shall manage land use and zoning regulation changes, development approvals, and transportation infrastructure improvements to ensure that State facilities can operate at the minimum Level of Service Standards provided in Table H-5. Further, Any facilities deemed to be constrained shall be required to maintain LOS and travel speed. Additionally, Backlogged Facilities shall be required to maintain and improve existing LOS and travel speed.

Table H-54: Minimum Level of Service Standards for Transportation State Roads

<u>Street</u>	<u>Roadway Classification</u>	<u>Level of Service</u>
<u>Third Street (A1A)</u>	<u>Principal Arterial</u>	LOS D
<u>Atlantic Boulevard</u>	<u>Principal Arterial</u>	LOS D

~~H.1.3 Facility/Service Area Traffic Freeways Level of Service Standard~~
~~Level of Service D~~
~~Constrained Facilities (if applicable) Principal Arterials Minor Arterials Collector Streets Local Streets~~
~~Freeways Principal Arterials Minor Arterials~~
~~Collector Streets~~
~~Local Streets Level of Service D~~
~~Level of Service D~~
~~Level of Service D~~
~~Level of Service D~~
~~Maintain existing LOS and travel speed~~
~~Maintain existing LOS and travel speed~~
~~Maintain existing LOS and travel speed~~

Maintain existing LOS and travel speed

Maintain existing LOS and travel speed

Backlogged Facilities (if applicable) Freeways

Principal Arterials

Minor Arterials

Collector Streets

Local Streets

H.1.3.41~~H.1.3.19~~ A development permit may be issued if determined to be appropriate by the City, subject to the condition that the necessary transportation facilities are scheduled to be in place or under actual construction not more than three (3) years after issuance of a Certificate of Occupancy or its functional equivalent as provided in the adopted local government five-year Schedule of Capital Improvements. The Schedule of Capital Improvements may recognize and include transportation projects included in the first three years of the applicable, adopted Florida Department of Transportation five-year work program.

H.1.3.42~~H.1.3.20~~ An estimated date of commencement of actual construction and the estimated date of project completion for transportation improvements necessary to satisfy concurrency shall be included in the Capital Improvements Program for the City.

H.1.3.43~~H.1.3.21~~ A Comprehensive Plan amendment is required to eliminate, defer, or delay construction of transportation improvements which are needed to maintain the adopted Transportation Level of Service standard, and the schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule must be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7) which are listed in the five (5) year Schedule of Capital Improvements [Section 163.3177.3.(b)1, F.S.], unless:

- (a) At the time a development permit is issued, the necessary transportation facilities are contained within a binding executed agreement that mandates the necessary transportation facilities will be in place or under actual construction within three (3) years after the issuance of a Certificate of Occupancy or its functional equivalent; or
- (b) At the time a development permit is issued pursuant to Chapter 380, F.S., the necessary transportation facilities are guaranteed ~~through~~ an enforceable development agreement.
- ~~(b)(c)~~ Prior to the issuance of any, pursuant to Section 163.3220, F.S., or an agreement or development permit issued pursuant to Chapter 380, F.S., the necessary transportation facilities are required to either be in place or under actual construction within three (3) years after issuance of a certificate of occupancy or its functional equivalent. [Section 163.3180(2)(c), F.S.]

H.1.3.44~~H.1.3.22~~ At the discretion of tThe City, developments shall may satisfy concurrency requirements by entering into a development agreement to pay for or construct a proportionate share of one or more mobility improvements that will benefit a regionally significant transportation facility. Specific requirements would be implemented through incorporate into its Land Development Regulations a pProportionate fFair sShare pProgram in the land development regulations, which

~~shall comply with all revisions to Chapter 163.3108(5), Florida Statutes for transportation concurrency.~~

~~H.1.3.45~~H.1.3.23 The City shall maintain records on *de minimis* impacts for transportation concurrency to ensure that traffic volume remains under the 110% criteria pursuant to requirements of the Department of Community Affairs, and this documentation shall be provided to DCA annually.

H.1.3.24 The City shall establish and implement a process for assessing, receiving, and requiring that applying a fair share of the cost of providing transportation facilities necessary to serve a proposed new development are in place prior to or as a result of the proposed development.

H.1.3.25 Transportation facilities or improvements necessary to maintain adopted LOS standards shall be included in a financially feasible five (5) year Schedule of Capital Improvements that shall be adopted.

~~H.1.3.46~~H.1.3.26 ~~pursuant to Rule 9J 5.016, F.A.C.~~ Any ~~fair share~~ assessment shall have a reasonable relationship to the transportation impact that is projected to be generated by the proposed new development.

Objective H.1.4

Funding for Capital Improvements

The City shall manage its fiscal resources and establish through revisions to its Land Development Regulations, as required by section 163.3202, F.S. equitable facility cost allocation and concurrency requirements in a manner that ensures the City's capability to meet future capital improvement needs, which are associated with continued development and redevelopment of the City.

Policies

H.1.4.1 The City's annual adopted budget, which identifies General Fund and other revenue sources and all fund expenditures, and all governmental debt obligations, (as set forth within the Debt Service Fund) is hereby identified as supporting data and analysis for this Capital Improvements Element. The annual budget shall continue to contain a Capital Improvement Program with a Schedule of Capital Improvements, adequate to, at a minimum, maintain the adopted Levels of Service as set forth within this Plan element.

H.1.4.2 The City's annual budgeting process shall reflect immediate as well as long-term implications of capital project expenditures in terms of trends and projections in the City's fiscal condition, expressed public attitudes, Comprehensive Plan provisions, and consistency with the plans of regional service agencies, the St. Johns River Water Management District, and other entities with whom coordination of facility planning is appropriate. Criteria for evaluating capital project expenditures shall include:

- (a) the urgency of need based upon health, safety, and welfare considerations of the general public;
- (b) the orderly scheduling to maximize funding availability; and
- (c) opportunities for coordinating expenditures so as to improve efficiency and effectiveness of public services.

H.1.4.3 The annual budget process shall include a review of two years of actual history, an estimate for the current year and the proposed year, and, then the final approved budget for the following fiscal year. The adopted capital expenditures budget shall be segregated both by program area and by revenue fund type and shall identify existing and projected revenue sources and funding mechanisms.

H.1.4.4 The annual adopted budget shall continue to include a yearly Schedule of Capital Outlay and also a Long-Term Financial Plan, which shall be evaluated, reviewed and adjusted during the budgeting process, as may be necessary, to correct existing deficiencies, or to address emergency needs.

I. Public Schoolss Element



Public Schools ~~Facilities~~ Element

GOALS, OBJECTIVES, AND POLICIES

All public schools' coordination within the City of Neptune Beach shall be in accordance with the following Goals, Objectives, and Policies:

Goal I.1

The City shall collaborate and coordinate with the Duval County Public Schools (DCPS), the City of Jacksonville and the other Duval County municipalities to ensure that the public school system offers a ~~high-quality~~ high-quality educational environment, provides accessibility for all its students, and ensures adequate school capacity to accommodate existing and future population.

Objective I.1.1

Coordination Review Procedure for Public Schools and Consistency

The City shall establish coordination review procedures to ensure consistency of its Comprehensive Plan with the plans of the DCPS, the City of Jacksonville, and the other municipalities.

Policies

~~I.1.1.1~~ It is the intent of this element that the policies included herein shall be applied to the City, unless specifically noted or where clearly not applicable to the City of Neptune Beach.

~~I.1.1.2~~ I.1.1.1 Staff shall meet in joint workshop sessions with staff from DCPS, the City of Jacksonville, and the other municipalities on an as needed basis, but at a minimum of twice per year, to provide opportunities to discuss issues of mutual concern.

~~I.1.1.3~~ I.1.1.2 Jacksonville and the other municipalities shall meet on an annual basis in a joint workshop or meeting session to discuss issues regarding coordination of land use and school facilities planning; ~~including~~ population and student growth, development trends, school sitings, school needs, school concurrency, co-location and joint use opportunities, and ancillary infrastructure improvements needed to support and ensure safe student access.

~~I.1.1.4~~ I.1.1.3 The City shall coordinate and base its plans upon consistent projections of the amount, type, and distribution of population growth and student enrollment which are consistent with those of the DCPS, the City of Jacksonville, and the other municipalities. The Interlocal Agreement shall establish the methodology to be used to determine school enrollment projections ~~to be used in preparing the DCPS Five-Year Capital Plan~~, and the methodology to be used to determine school enrollment and capacity to be used in concurrency testing. The school enrollment projections will be used to prepare the DCPS Five-Year Capital Plan. At a minimum, the methodology shall include consideration of ~~both~~ students ~~anticipated~~ from projected new housing stock and ~~enrollment projected to occur~~ from existing housing stock, and establishes that each of these components of projected student enrollment will be set out for each Concurrency Service Area by type of school, or a functional equivalent. To ensure that the City's Capital Improvement Plan and the Concurrency Management System are financially feasible, the City of Jacksonville shall confirm that the student enrollment projections from new housing stock in each Concurrency Service Area

are consistent with the population projections for that Concurrency Service Area. The City will annually revise its Five-year population projections, ~~and~~ update the information, and provide those revised projections and information to the DCPS, the City of Jacksonville, and the other municipalities in order ~~that for the~~ DCPS to annually update its school enrollment projections.

~~I.1.1.5~~I.1.1.4 At the time of adoption of the Public School Facilities Element (PSFE), the City shall coordinate and share data with the DCPS, including an inventory of reserved capacity that existed prior to the effective date of the City's School Concurrency Ordinance, approval and a projection of the number of these residential units that are anticipated to receive certification of occupancy approval in the next five years, and the identification of any development orders issued which contained a requirement for the provision of a school site as a condition of the development approval.

~~I.1.1.6~~I.1.1.5 On an ongoing basis, the City will provide the DCPS with data, including information regarding the type, number, and location of residential units which have received zoning approval, site plan approval, a building permit, or a Certificate of Occupancy, and a draft Capital Improvements Plan (GIP) with the final version of the GIP to be submitted by the City to the DCPS after official adoption. Information regarding the conversion or redevelopment of housing or other structures into residential units that are ~~likely projected~~ to generate new students shall be provided.

~~I.1.1.7~~I.1.1.6 By December of each year, the City shall consider for adoption the DCPS Five- Year Capital Facilities Plan to the extent that it relates to school capacity to ensure maintenance of a financially feasible capital improvements program and to ensure that the level of service standards will be achieved and maintained by the end of the 5-year planning period. If the City determines that the DCPS Five-Year Capital Facilities Plan is not financially feasible, then the City shall notify the DCPS that the Five-Year Capital Facilities Plan is not financially feasible, and request that the DCPS modify the Five-Year Capital Facilities Plan to make it financially feasible.

Goal I.2

~~PUBLIC SCHOOL FACILITY SITING AND DEVELOPMENT COORDINATION~~

It is the goal of the City to maintain and enhance joint planning processes and procedures for coordination with the DCPS, the City of Jacksonville, and the other municipalities of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with the residential development and other services.

Objective I.2.1

Public School Facility and Availability

The City shall ~~continue to monitor updates to the Interlocal Agreement and to the existing Concurrency policies to best communicate and plan for the~~ coordinate with DCPS, the City of Jacksonville and the other municipalities ~~to establish a process of coordination and collaboration between the Cities and the DCPS in the planning,~~ siting and construction of educational facilities, so that the timing is proper, and that the site location is compatible with the surrounding area, concurrent with necessary service and infrastructure, and consistent with the City's Comprehensive Plan.

Policies

- I.2.1.1 The City will coordinate with the DCPS to assure that proposed public school facility sites are consistent with the applicable land use categories and the policies of the applicable Comprehensive Plan. Pursuant to Florida Statutes, ~~each~~each City will consider each site, within its boundaries, ~~as~~ it relates to environmental, health, safety, and welfare concerns, as well as the effects on adjacent property.
- I.2.1.2 The City will coordinate with the DCPS for the selection of future school sites ~~in as to~~ aspects related to:
- (a) Acquisition of school sites which (i) will allow for future expansions ~~ss~~ to accommodate future enrollment, in accordance with the adopted ~~level~~ of service (LOS) standards and other facility needs; (ii) will coordinate with the City's ~~development~~ and redevelopment objectives; ~~and~~ (iii) are deemed beneficial for joint uses, as identified by the DCPS and the City, to the extent feasible. ~~and~~
 - (b) Coordination of the location, the phasing, and the development of future school sites to ensure that site development occurs in conjunction with the provision of required infrastructure to serve the school facility.
- I.2.1.3 The City shall coordinate with the DCPS in the school site selection process in order to encourage the location of new schools within areas designated for development on the Future Land Use Map.
- I.2.1.4 At the request of the DCPS, the City will assist the DCPS and the JPC in reviewing and recommending potential sites for new schools and significant school expansion projects, proposing school closures, proposed school closures, and significant school expansion projects, and making recommendations to the Superintendent.
- I.2.1.5 The City shall coordinate with the DCPS to establish a procedure for timely review of development for new public school facilities.
- I.2.1.6 Public schools shall be located ~~so as to~~to provide direct access to collector or arterial roadway system, where feasible.
- I.2.1.7 The City shall coordinate with the DCPS to evaluate and ~~seek~~ to locate potential sites where the co-location of public facilities, such as parks, libraries, and community centers, with schools can be accomplished.
- I.2.1.8 Schools are an allowable land use in all future land use categories, except for conservation, and are subject to the following criteria:
- (a) In the planning, land acquisition, and development of ~~new~~ school sites ~~or~~ significant renovations, expansions, and potential closures of existing schools, the City will evaluate the following factors:
 - 1) Whether the area contains or will contain a student population density sufficient to support the school;
 - 2) Whether a school in that location would be consistent with sound facility planning, including consideration of overall costs and design;

- 3) Whether the school site is of sufficient size to accommodate the required parking and circulation of vehicles;
- 4) Whether anticipated unacceptable impacts to the environment and significant environmental constraints would preclude a school on the site;
- 5) Whether development of the school would result in unacceptable impacts on archeological or historic sites listed in the National Register of Historic Places or designated by the City as locally significant;
- 6) Whether the location of the site is located within the area of a velocity flood zone or a floodway, as delineated on pertinent maps identified or referenced in the City's Comprehensive Plan or Land Development Regulations;
- 7) Whether or not the proposed location lies within an area regulated by Section 333.~~030(a)(3.)~~ F.S., regarding the construction of public facilities in the vicinity of an airport;
- 8) As to elementary school sites, whether the site is proximate to and within walking distance of the residential neighborhoods it is intended to serve, thereby encouraging the use of elementary schools as focal points for neighborhoods.
- 9) As to middle and high school sites, whether the site is conveniently located to the residential neighborhoods it is intended to serve, and has access to major roads;
- 10) Whether the new school~~s~~ site, significant renovation, expansion~~s~~, or potential closure will support community redevelopment and revitalization;
- 11) Whether the new school site, significant renovation, expansion~~s~~, or potential closure will increase or diminish the current~~-~~ and projected level of service within the concurrency service area, and contiguous concurrency service areas.

(b) The facility shall be of a design, intensity, and scale to serve the surrounding neighborhood and be compatible with the surrounding land uses and zoning.

I.2.1.9 The City shall protect schools from the intrusion of incompatible land uses as determined by the City's Land Development Regulations, by providing the DCPS the opportunity to participate in the review process for all proposed developments adjacent to schools.

I.2.1.10 The City shall coordinate with the DCPS to ensure that ~~the~~ future school facilities are located outside areas susceptible to hurricane and/or storm damage, and/or areas prone to flooding, or as consistent with Chapter 1013.37 F.S. regarding flood plain and school building requirements.

I.2.1.11 The emergency management officials of the City shall coordinate with the DCPS facilities staff to identify schools, both existing and proposed, which can serve as emergency shelter sites, as well as identify and make available to the DCPS any grants or other monies for use in preparing a structure as an emergency shelter site.

I.2.1.12 The DCPS and the Cities will jointly determine the need, responsibility for providing, and timing of any on or off-site infrastructure improvements necessary to support a new school located in the City. To the extent that the proposed renovation or expansion of an existing school located in the City effects on or offsite infrastructure improvements, the same determination shall be made for the proposed renovation or expansion.

Objective I.2.2

Enhance Community/School Design

The City shall coordinate with the DCPS to enhance community and neighborhood design through establishing effective school facility design and siting standards thereby encouraging the siting of school facilities to serve as community focal points and to be compatible with surrounding land uses.

Policies

- 1.2.2.1** The City shall coordinate with the DCPS in order to provide consistency with the City's Comprehensive Plan and public schools facilities program, and to provide for the following desirable outcomes:
- (a) Greater efficiency ~~by~~in the placement of schools to take advantage of the existing and planned roads, water, sewer, parks, and drainage systems;
 - (b) Improved student access and safety by coordinating the construction of new and expanded schools with roads, and sidewalk construction programs;
 - (c) The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; ~~and~~
 - (d) The expansion and rehabilitation of existing schools to support neighborhoods and redevelopment.
 - (e) The City shall coordinate any updates to its future land use map with the DCPS and the DCPS shall coordinate any updates to the long-range public school facilities map with the City.
- 1.2.2.2** The City shall coordinate with the DCPS to seek to provide for the shared-use and co-location of school sites and local government facilities with similar facility needs, such as libraries, parks, and recreation facilities, and health care facilities. The City will look for opportunities to co-locate and share local government facilities when preparing updates to the Comprehensive Plan's schedule of capital improvements and when planning and designing new or renovating existing, community facilities.
- 1.2.2.3** Where continued use of an existing school which is considered ~~a~~ locally significant building is not feasible, the City shall seek to coordinate with the DCPS to provide for the adaptive reuse of that locally significant building.
- 1.2.2.4** New residential developments adjacent to schools which do not prohibit school aged residents shall be required to provide a direct access that is safe for pedestrian travel to existing and planned school ~~sites, and~~sites and shall connect to the neighborhood's existing pedestrian network.
- 1.2.2.5** The City shall coordinate with the DCPS to find opportunities to collaborate on public transit and public school bus routes to better serve citizens and students.
- 1.2.2.6** Public schools shall be located ~~so as to~~o provide direct access to collector or arterial roadway systems, where feasible.
- 1.2.2.7** The City shall encourage the DCPS to use sustainable design and performance standards, such as using energy efficient and recycled materials, to reduce lifetime costs, where feasible.

Objective 1.2.3

Coordinate Land Use with School Capacity

The City will coordinate proposed changes to future land use, rezoning, and developments of regional impact for residential development with adequate school capacity. This objective will be accomplished recognizing the DCPS's statutory and constitutional responsibility to provide a uniform system of free and adequate schools.

Policies

The City will provide a copy, or otherwise make available electronically, to the DCPS, copies of all land use applications, and development and redevelopment proposals pending before them that may affect student enrollment, enrollment projections, or school facilities, as provided in the amended Inter-local Agreement.

The City will coordinate with the DCPS to establish plan review procedures to manage the timing of Future Land Use Map amendments and other land use decisions so that these decisions coordinate with adequate school capacity. City will take into consideration the DCPS comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments, and other land use decisions as provided in Section 163.3177(6)(a), F.S. ~~and development of regional impacts as provided in 1380.06, F.S.~~

GOAL I.3

IMPLEMENT PUBLIC SCHOOL CONCURRENCY

The City shall ensure the future availability of public school facilities to serve development consistent with the adopted level of service standards. This goal will be accomplished recognizing the DCPS's statutory and constitutional responsibility to provide uniform system of free and adequate public schools, and the Cities' authority for land use control and management, and their joint responsibility to maintain the adopted level of service standards.

Objective I.3.1

Adopted Level of Service (LOS) Standards for Public Schools

Through the implementation of its concurrency management systems and in coordination with the DCPS, the City shall ensure that the capacity of schools is sufficient to support new residential developments at the adopted level of service (LOS) standards within the period covered in the five-year schedule of capital improvements and the long-range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the DCPS, the City of Jacksonville, and the other municipalities. Minor deviations to the LOS standards may occur, so long as they are limited, temporary, and with scheduled capacity improvements so that school capacity is maximized to the greatest extent feasible.

Policies

I.3.1.1 The LOS standards set forth herein shall be applied consistently for the purpose of implementing school concurrency, including determining whether sufficient school capacity exists to accommodate a particular development application, and determining the financial feasibility of the DCPS's Five-Year Capital Facilities Plan and the City's Capital Improvement Plan.

I.3.1.2 The uniform LOS standards for all public schools including magnets and instructional facility types, shall be 105% of the permanent Florida Inventory of School House (FISH) capacity, plus portables, based on the utilization rate as established by the State Requirements for Educational Facilities (SREF), as follows:-

- (a) The designated middle schools in CSA 5 shall be identified as backlogged facilities and an interim level of standard within CSA 5 shall be 115% until January 1, 2018, after which the uniform LOS standard shall apply.

~~(e)~~(b) The implementation of long-term concurrency management shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service standards for middle schools in CSA 5 over the 10-year period.

~~(d)~~(c) The City shall adopt the DCPS's Long Range Capital Improvements Plan as the 10-year long-term schedule of improvements for the purpose of correcting existing deficiencies and setting priorities for addressing backlogged facilities within CSA 5. The long-term schedule includes capital improvements and revenues sufficient to meet the anticipated demands for back logged facilities within the 10-year period. The long-term schedule improves interim level of service standards for backlogged facilities and ensures uniform LOS, as established in policy above, is achieved by 2018. The long-term schedule will be updated by December 1st of each year, in conjunction with the annual update to the DCPS's Five- Year Capital Facilities Plan and the Cities' Capital Improvements Elements.

~~(e)~~(d) _____ The City's strategy, in coordination with the DCPS, for correcting existing deficiencies and addressing future needs includes:

1. Implementation of a financially feasible Five-Year Capital Facilities Plan to ensure level of service standards are achieved and maintained;
2. Implementation of interim level of service standards within designated concurrency service areas with identified backlogged facilities in conjunction with a long-term (10-year) schedule of improvements to correct deficiencies and improve level of service standards to the district-wide standards;
3. Identification of adequate sites for funded and planned schools; and
4. The expansion of revenues for school construction.

I.3.1.3 The uniform LOS standards may only be amended by agreement of the City of Jacksonville, the DCPS, and all other municipalities. Such agreement must be reflected in an amendment of the Interlocal Agreement relating to schools. The revised LOS standard shall not become final until the Interlocal Agreement has been amended. No level of service shall be amended without a showing that the proposed LOS is financially feasible. The LOS will be achieved and maintained by the end of the five-year planning period.

Objective I.3.2

School Concurrency Service Areas (CSAs)

The City' shall coordinate with DCPS to establish Concurrency Service Areas (CSAs), as the areas within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.

Policies

I.3.2.1 The City shall enter into an Interlocal Agreement with the DCPS, the City of Jacksonville, and the other municipalities in Duval County to establish CSAs to be used as the basis of school concurrency determinations. The CSAs shall be delineated ~~so as to~~ maximize available school capacity and make efficient use of new and existing public school facilities in accordance with the adopted LOS standards, taking into consideration the following criteria:

- (a) Maximization of school facilities
- (b) Minimize transportation costs
- (c) Limiting student travel time

- (d) Requirements of court-approved desegregation plans
- (e) Achieving socioeconomic, racial, and cultural diversity objectives
- (f) Recognizing capacity commitments resulting from local governments' development approvals for the CSA and contiguous CSAs.

I.3.2.2 The CSA designations may only be amended by agreement of the City of Jacksonville, the DCPS and all other municipalities, after receiving comments from the Joint Planning Committee and the ILA Team. Such agreement must be reflected in an amendment to the ~~Interlocal Agreement~~ relating to schools. The revised CSA designations shall not become final until the Interlocal Agreement has been amended.

I.3.2.3 There shall be Concurrency Service Areas established for Duval County for elementary and high schools, and Concurrency Service Areas for middle schools as depicted on the CSA maps attached to the adopted Interlocal Agreement.

Objective I.3.3

Process for School Concurrency Implementation

In coordination with the DCPS, the City will establish a process for implementation of school concurrency which includes applicability and capacity determination, ~~and~~-availability standards, and school capacity methods. The City shall manage the timing of new residential development approvals to ensure adequate school capacity is available and consistent with adopted level of service standards for public school concurrency.

Except as provided in policies below, school concurrency applies only to residential uses that generate demands for public school facilities and are proposed or established after the effective date of the School Concurrency Ordinances.

Policies

I.3.3.1 The City of Neptune Beach, in consultation with the DCPS and the other municipalities, shall establish a uniform methodology for determining capacity. Capacity will be defined as: a) the number of student stations as established in the permanent FISH, plus portables; and b) Proposed changes to permanent FISH capacity as a result of construction, rehabilitation, or other changes in school capacity which will commence in the first three (3) years of the Five-Year Capital Facilities Plan.

I.3.3.2 The DCPS will be responsible for "concurrency testing" of any new residential development projects. This process will involve applying the adopted student generation rate to the development project to determine the number of students in each school type and then evaluating whether or not the schools in the appropriate Concurrency Service Area (CSA) or the adjacent concurrency areas have sufficient excess capacity to absorb the new students.

I.3.3.3 The following residential uses shall be considered exempt from the requirements of school concurrency due to the lack of impact on the school facilities or the accommodations made for schools.

- (g) Age restricted communities.

- (h) Any development with a *de minimus* impact as defined as any residential development of 20 units or less, subject to land development regulation aggregation criteria.

I.3.3.4

In evaluating a proposed residential development for concurrency, any relevant improvements which are committed or planned in the Five-Year Capital Facilities Plan and the Capital Improvement Plan, shall be considered available capacity for the project and factored into the level-of-service analysis. Any relevant improvements which will commence construction after the 3rd year of the Five- Year Capital Facilities Plan shall not be considered available capacity for the project unless either: (i) funding and a schedule to accelerate the improvement into the first three years is assured through the DCPS; (ii) funding for the improvements which are scheduled to commence in years four or five is provided through proportionate share mitigation; (iii) the developer and the DCPS agrees to accelerate the construction and the funding of the facility to be moved into first three years; or (iv) some other means. Also, any projected reduction in the number of students enrolled in the CSA or adjacent CSA will be considered as additional available capacity. The City shall not deny an application for site plan, final subdivision approval, or the functional equivalent for a development or phase of a development authorizing residential development for exceeding the adopted level of service, where adequate school facilities will be in place or under construction within three years after the issuance of final subdivision or site plan approval, or the functional equivalent. If the adopted LOS standard cannot be met in the particular CSA as applied to an application for a development permit, and if the needed capacity for the particular service area is available in one or more contiguous CSAs, as adopted by the City, then the City may not deny an application for site plan or final subdivision approval, or the functional equivalent for a development or phase of a development on the basis of school concurrency, and, if issued, development impacts shall be shifted to contiguous CSAs with schools having available capacity.

I.3.3.5

The City will approve final development orders for residential projects, only after the applicant has complied with the terms of the School Concurrency Ordinance.

I.3.3.6

In any instance where the DCPS, in consultation with the City, has determined that a proposed development will cause level of service standards for schools to be exceeded within the testing period in both the affected School Concurrency Service Area and the adjacent School Concurrency Service areas, then the City shall coordinate with the applicant for the proposed development and the DCPS to determine whether improvements will be in place or under actual construction within three years after issuance of final subdivision or site plan approval, or the functional equivalent, sufficient to provide adequate capacity to meet the adopted level of service. If adequate capacity does not exist, then the City will coordinate with the applicant for the development and the DCPS to determine whether improvements are planned in the Capital Improvement Plan with adequate capacity after the 3rd year of the Capital Facilities Plan. The City will also request that the DCPS determine whether it has the capacity to further maximize school usage in the system to accommodate the anticipated impact without requiring the construction of new school facilities. After all alternatives to providing sufficient capacity to provide for the adopted level of service are considered and determined not to be feasible, the City, the applicant and the DCPS may: (i) enter into a mitigation agreement whereby the applicant will pay for his proportionate share of the impacts; or (ii) some other form of acceptable mitigation will be provided, and upon payment of the proportionate share mitigation, the developer will be allowed to proceed with development. If no mitigation agreement can be reached that is acceptable to all parties, and proportionate

share mitigation is not feasible, then the school capacity deficiency shall be a basis for denial of the application.

- I.3.3.7 The City will issue a School Concurrency Determination only upon:
- (i) Determination that adequate school capacity to serve the development (or anticipated phase of the development which will be constructed in the first three years) will be in place or under actual construction within 3 years after the issuance of the final subdivision or site plan approval, or the functional equivalent; or
 - (j) The execution of a legally binding mitigation agreement between the applicant, the DCPS and the City.
- I.3.3.8 Where a proportionate share agreement is required, capacity shall be reserved as specifically defined by an approved mitigation agreement between DCPS, the developer and the City that includes a performance schedule and phased payments.
- I.3.3.9 The school concurrency system shall provide that concurrency application may be applied for and a concurrency determination made at any time prior to the issuance of a development order.

Objective I.3.4

Proportionate Share Mitigation

The City shall establish a procedure for coordinating with the DCPS and applicants to provide for proportionate share mitigation in appropriate circumstances.

Policies

- I.3.5.1 The City shall establish standards, procedures, and methodologies for the application of proportionate share mitigation.
- I.3.5.2 The City shall establish a procedure and methodology to ~~assure~~ensure that in the event that there is not sufficient capacity in the affected or adjacent -CSA to address the impacts of a proposed residential development and acceptable mitigation is agreed to, the mitigation found acceptable shall be incorporated into the final development order.
- I.3.5.3 The City and the DCPS shall develop a procedure and methodology to determine the proportionate share within the CSAs.
- I.3.5.4 Mitigation shall be allowed where feasible, for those developments that cannot meet the adopted level of service standards set forth in Policy 3.1.2. The applicant shall initiate in writing a mitigation negotiation period with the DCPS ~~in order to~~to establish an acceptable form of mitigation, pursuant to Section 163.3180(~~h13~~d)(e), F.S., the Cities' School Concurrency Ordinances, and this agreement. Mitigation shall be negotiated ~~and~~ agreed to by the DCPS and shall be sufficient to offset the demand for public school facilities projected to be required by the development. Acceptable forms of mitigation shall include but not be limited to:
- (a) The donation, construction, or funding of school facilities sufficient to offset the demand for public schools created by the proposed development such as: a developer signs a development agreement and builds a new or improves an existing school or schools to specifications and under a business arrangement satisfactory to the DCPS and the city.

Improvements to existing schools will only be acceptable if they add permanent student station and associated core space capacity, if needed.

- (b) Land acquisition or contribution such as: a developer signs a development agreement or is subject to a conditional zoning requiring donation of land satisfactory to the DCPS and the city. Land must be demonstrated to contain the minimum number of buildable acres determined by the DCPS and the City as ~~required~~ required for a particular school type, as Evidenced by a report by a licensed environmental consultant acceptable to the DCPS.
- (c) Expansion of existing permanent school facilities subject to the expansion being consistent with DCPS standards for a school of the same category;
- (d) Establishment of a Charter School with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF);
- (e) Mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold to developments within the same CSA or adjacent CSA;
- (f) Proportionate Share mitigation as set forth in section 163.3180(h)(3)1.c.-(e), Florida Statutes.

I.3.5.5 By December 1st of each year, the City, in coordination with the DCPS, shall update its Capital Improvement Plan to incorporate those changes made by the DCPS in its Capital Facilities Plan and committed improvements required by development orders or other approved mitigation plans. The DCPS may accelerate the provision of one or more schools that serve the development's capacity needs. The DCPS will update the Five-Year Capital Facilities Plan by October of each year in advance of the annual December update.

I.3.5.6 Proposed mitigation must be directed toward permanent school capacity improvement identified in or amended into the DCPS financially feasible Five-Year Capital Facilities Plan, which satisfies the demands created by the proposed development. Relocatable classrooms will not be accepted as or used as mitigation.

Objective ~~I~~.3.5

School Capital Facilities Planning

The City shall cooperate with the DCPS to ensure existing deficiencies and future needs are addressed with the adopted level of service standards for public schools.

Policies

I.3.5.1 The City shall implement its school concurrency management system established pursuant to Policies contained in Objective ~~4~~.3.2 through ~~4~~.3.4.

I.3.5.2 Consistent with Section 163.3177-(~~312~~)-(ah), Florida Statutes, the PSFE shall include future condition maps showing existing and anticipated schools over the five-year or long-term planning period. The maps of necessity may be general over the long-term planning period and do not prescribe a land use on a particular parcel of land.



**Agenda Item # 10A
Res. No. 2021-11,
PORF Board Members**

**CITY OF NEPTUNE BEACH
CITY COUNCIL MEETING
STAFF REPORT**

AGENDA ITEM: RESOLUTION NO. 2021-11, A Resolution of the City of Neptune Beach Appointing Members to the Police Officers' Retirement Board

SUBMITTED BY: Neptune Beach Police Officers' Retirement Board

DATE: June 2, 2021

BACKGROUND: PORF Board members Jennifer Kowkabany and John Jolly have requested to be reappointed to the Neptune Beach PORF Board. This will be Ms. Kowkabany's fifth regular term and Mr. Jolly second regular term. Terms are for two-years.

BUDGET: N/A

RECOMMENDATION: Reappoint Jennifer Kowkabany and John Jolly to the Neptune Beach Police Officers' Retirement Board

ATTACHMENT: 1. Resolution 2021-11 PORF BD, Kowk,Jolly



RESOLUTION NO. 2021-11

A RESOLUTION OF THE CITY OF NEPTUNE BEACH APPOINTING MEMBERS TO THE POLICE OFFICERS' RETIREMENT BOARD

RESOLVED, the City Council of the City of Neptune Beach, Florida, hereby confirms the following board appointments:

POLICE OFFICERS' RETIREMENT BOARD

Member	Type	Term	Begins	Ends
Jennifer Kowkabany	Reappoint Regular	5 th 2 Year	06/07/2021	06/07/2023
John Jolly	Reappoint Regular	2 st 2 Year	06/07/2021	06/07/2023

This Resolution adopted by the City Council of Neptune Beach, Florida, at the Regular Council Meeting held this ___ day of ___, 2021.

Elaine Brown, Mayor

ATTEST:

Catherine Ponson, City Clerk



**Agenda Item # 10B
Court Surfaces Change Order #1**

**CITY OF NEPTUNE BEACH
CITY COUNCIL MEETING
STAFF REPORT**

- AGENDA ITEM:** Approval of Court Surfaces, Change Order #1 - Jarboe Park Improvements Phase I
- SUBMITTED BY:** Colin Moore, Grant and Resiliency Coordinator
- DATE:** June 2, 2021
- BACKGROUND:** This Change Order extends the contract times for the court improvement project due to unforeseen delays in the material acquisition of light poles and fixtures.
- It also shows a decrease in the total contract price due to comparable substitutions of various items necessary to avoid additional delays.
- BUDGET:** \$57.00 decrease in original contract price
- RECOMMENDATION:** Change Order No. 1 and Change Order Request Form
- ATTACHMENT:** 1. Change Order Request

SECTION 00660

Change Order Request Form

Project: Jarboe Park Court Improvements

Project No.: 2021-01

Change Order No.: 1

Change in Contract Times

(Date)

(Date)

Original Contract time:	Substantial Completion:	<u>6/1/2021</u>
Increase in time on this C.O.:	Substantial Completion:	<u>7/15/2021</u>
Decrease in time on this C.O.:	Substantial Completion:	<u> </u>
		<u> </u>
		<u> </u>
		<u> </u>

Ready for Final Payment:	<u>7/1/2021</u>
Ready for Final Payment:	<u>9/1/2021</u>
Ready for Final Payment:	<u> </u>
	<u> </u>
	<u> </u>
	<u> </u>

Change in Contract Price

Original Contract Price:	<u>\$498,775.00</u>
Decrease in Contract price this C.O.:	<u>\$57.00</u>
	<u> </u>
	<u> </u>
	<u> </u>

The undersigned Contractor certifies to the best of my knowledge and belief: (1) all items and amounts shown above are correct; (2) all Work performed and Reimbursable Expenses fully comply with the terms and conditions of the Contract Documents; (3) all previous progress payments received from the City of Neptune Beach (CONB) , on account of Work done under the Contract referred to above have been applied to discharge in full all obligations of Contractor incurred in connection with Work covered by prior Applications for Payment; (4) title to all materials and deliverables incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to the CONB at the time of payment clear of all liens, claims, security interests and encumbrances; (5) payment is due and has not been previously requested for these amounts; (6) no markup has been applied to reimbursable expenses.

Heather Mcmandon managing partner
Contractor Name and Title

00660-1

SECTION 00660

Change Order Request Form

Cost Break Down Form: (instructions: use a separate form for each individual work item)

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: (1) 1.5" Asphalt Lift (Type S-3)	SYD	3,490	25	\$87,250.00
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$87,250.00

Note: attached supporting documentation

Description: One Lift of 1.5" Type S-3 Asphalt as substitute for Item No. 7 in Procurement Contract Documents

Justification for the request: Allows for a more planular surface and is ASBA industry standard for this area

Contractor Signature: Heather Mcmandor

Date: 5/23/2021

Printed Name: Heather Mcmandor

Title: managing partner

00660-2

Cost Break Down Form: (instructions: use a separate form for each individual work item)

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: 6" Crushed Concrete Base	CYD	654	26	\$23,544.00
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$23,544.00

Note: attached supporting documentation

Description: Crushed Concrete as substitute for Item Nos. 5 and 6 in Procurement Contract Documents

Justification for the request: Base materials specified in Procurement Contract Documents not readily available

Contractor Signature: Heather Mcmandon

Date: 5/24/2021

Printed Name: Heather Mcmandon

Title: managing partner

SECTION 00660

Change Order Request Form

Cost Break Down Form: (instructions: use a separate form for each individual work item)

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: Basketball Goal, 10'	Ea	1	1,500	\$0
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$0

Note: attached supporting documentation

Description: Item No. 10 to be removed

Justification for the request: Request by Owner

Contractor Signature: Heather Mcmandor

Printed Name: Heather Mcmandor

Date: 5/23/2021

Title: managing partner

00660-3

SECTION 00660

Change Order Request Form

Cost Break Down Form: (instructions: use a separate form for each individual work item)

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: 4' x 7' Gate	Ea	6	1,000	\$6,000
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$6,000

Note: attached supporting documentation

Description: Item No. 15 quantity increased from 5 to 6 (4' x 7' High galvanized, vinyl-coated chain link fence gate, 9 gauge)

Justification for the request: Request by Owner

Contractor Signature: Heather Mcmandor

Date: 5/23/2021

Printed Name: Heather Mcmandor

Title: managing partner

00660-4

SECTION 00660

Change Order Request Form

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: Light Poles	Ea	28	2,585	\$72,380.00
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$72,380.00

Note: attached supporting documentation

Description: Item No. 16 to be changed to Anchor Base 5" OD polyester coated steel light poles 25' to be mounted to a 6' deep 18' diameter concrete base with 1' x 40' anchor bolts

Justification for the request: Avoids project delays and allows for easier maintenance of courts and lighting

Contractor Signature: Heather McManidon

Date: 5/23/2021

Printed Name: Heather McManidon

Title: managing partner

00660-5

SECTION 00660

Change Order Request Form

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: Fixtures	Ea	44	1,500	\$66,000.00
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$66,000.00

Note: attached supporting documentation

Description: Item No. 17 to be changed to attached

Justification for the request: Comparable fixture that avoids project delays and has higher CRI

Contractor Signature: Heather Mcmanden

Date: 5/23/2021

Printed Name: Heather Mcmanden

Title: managing partner

00660-6



Jacksonville, Florida

www.sescolighting.com

RFI

CITY OF NEPTUNE BEACH - JARBOE PARK

April 29, 2021

Review the following information prior to release of this project:

TYPE FIXUTRES (BLX-III-4)- TO BE PROVIDED WITH 90CRI.

TYPE FIXUTRES (BLX-III-6)- TO BE PROVIDED WITH 90CRI. PLEASE NOTE THAT FOUR OF THE BLX-III-6 FIXTURES IN THE VOLLEYBALL COURT NEED TO BE ADJUSTED TO 30 DEGREE TILT IN THE FIELD.

TYPE POLE- BLACK FINISH.



BLX-III ARRAY ROADWAY LED Specifications



Project Name:

Catalog Number:

Type:

The **BLX-III Array Roadway** Series is designed for maximum flexibility while providing major energy and maintenance savings. Separating the extruded aluminum driver housing and the individual linear die-cast aluminum LED engines, optimizes the life of the LEDs and the driver(s), and maximizes the lumen output of the fixture.

Each of the individual LED light engines come with 32 LED Arrays for a max total of 256 LED Arrays.

Available in 3000, 4000 or 5000 Kelvin temperature.

The **BLX-III Array Roadway** is an exceptional choice and the new standard for roadway lighting applications, bringing LED technology with long life and low maintenance.

Ordering Information

MODEL	OPTICS	LUMENS	KELVIN	VOLTAGE	MOUNTING	FINISH	OPTIONS	OPTIONS
BLX-III-3	T1 Type 1	20L	3K 3000K	UNV 120-277V	PT Post Top	GY Grey	PCR-120 Photocell & Receptacle	RPP Round Pole Plate Adaptor For 3"Ø - 5"Ø Pole
		25L	4K 4000K	8 347V	SMA Standard Mast Arm Fitter	SL Silver Metallic	PCR-208 Photocell & Receptacle	UPMA-S Universal Square Pole Mount Adaptor *Not available with BLX-II-8
	T2 Type 2	30L	5K 5000K	5 480V	MA Mast Arm Fitter	BK Black	PCR-240 Photocell & Receptacle	UPMA-R Universal Round Pole Mount Adaptor *Not available with BLX-II-8
		35L			KM Knuckle Mount	SBK Smooth Black	PCR-277 Photocell & Receptacle	DS Decorative Shroud
	T3 Type 3	40L			SBOA Standard Bolt-On Arm	WH White	PCR-347 Photocell & Receptacle	ROT-R Rotated Optics Right Side
T3L Type 3 Long	45L			BOA Bolt-On Arm	SWH Smooth White	PCR-480 Photocell & Receptacle	ROT-L Rotated Optics Left Side	
BLX-III-4	T4 Type 4	50L			AM Arm Mount Extended arm is needed for the BLX-III-6 & BLX-III-8 in D9, T9, T120 & QD configurations	BZ Bronze	PER 3 Pin Photo Receptacle w/shorting cap	VWC Visionaire Wireless Controls *Consult Factory
		55L			TM Trunnion Mount	GP Graphite	5PINPER 5 Pin Photo Receptacle w/shorting cap Requires Dimming Driver	WSC-8 Motion Sensor 8' Mounting Height
	60L			WM Wall Mount BLX-III-3 & BLX-III-4 Only	CC Custom Color	7PINPER 7 Pin Photo Receptacle w/shorting cap Requires Dimming Driver	WSC-20 Motion Sensor 9-20' Mounting Height	
BLX-III-6	T4A Type 4 Automotive	65L			AWM Adjustable Wall Mount BLX-III-3 & BLX-III-4 Only		DIM 0-10v Dimming Driver *No Controls	WSC-40 Motion Sensor 21-40' Mounting Height
		70L			BAWP Bolt-On Arm Wall Plate *BLX-III-3 & BLX-III-4 only		BHS Back House Side Shield	ZFP Zinc-Free Primer
	T5SR Type 5 Short Round	80L			BAWP-XL Bolt-On Arm Wall Plate-XL *BLX-III-6 & BLX-III-8 only			
BLX-III-8	T5LR Type 5 Long Round	90L						
		100L						
	T5LS Type Long Square	110L						
BLX-III-8	T5LS Type Long Square	120L						
		130L						
		145L						



SECTION 00660

Change Order Request Form

Description	Unit	Quantity	Unit Cost	Extended Cost
Labor				\$
Materials: 197 LF of curbing	Ea	1	8,500	\$8,500.00
Equipment				\$
Maintenance of Traffic				\$
Bonding				\$
General Conditions				\$
Overhead and Profit				\$
				\$
				\$
Total firm fixed cost not to exceed amount:				\$8,500.00

Note: attached supporting documentation

Description: Concrete Ribbon curb, 6" wide & 18" deep along perimeter of ball courts

Justification for the request: Requested by Owner as added protection for eastern edge of courts

Contractor Signature: Heather McManador
 Printed Name: Heather McManador

Date: 5/23/2021
 Title: managing partner

00660-7