

City of Neptune Beach, Florida



2021-2046 Comprehensive Plan

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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 9.5% 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.

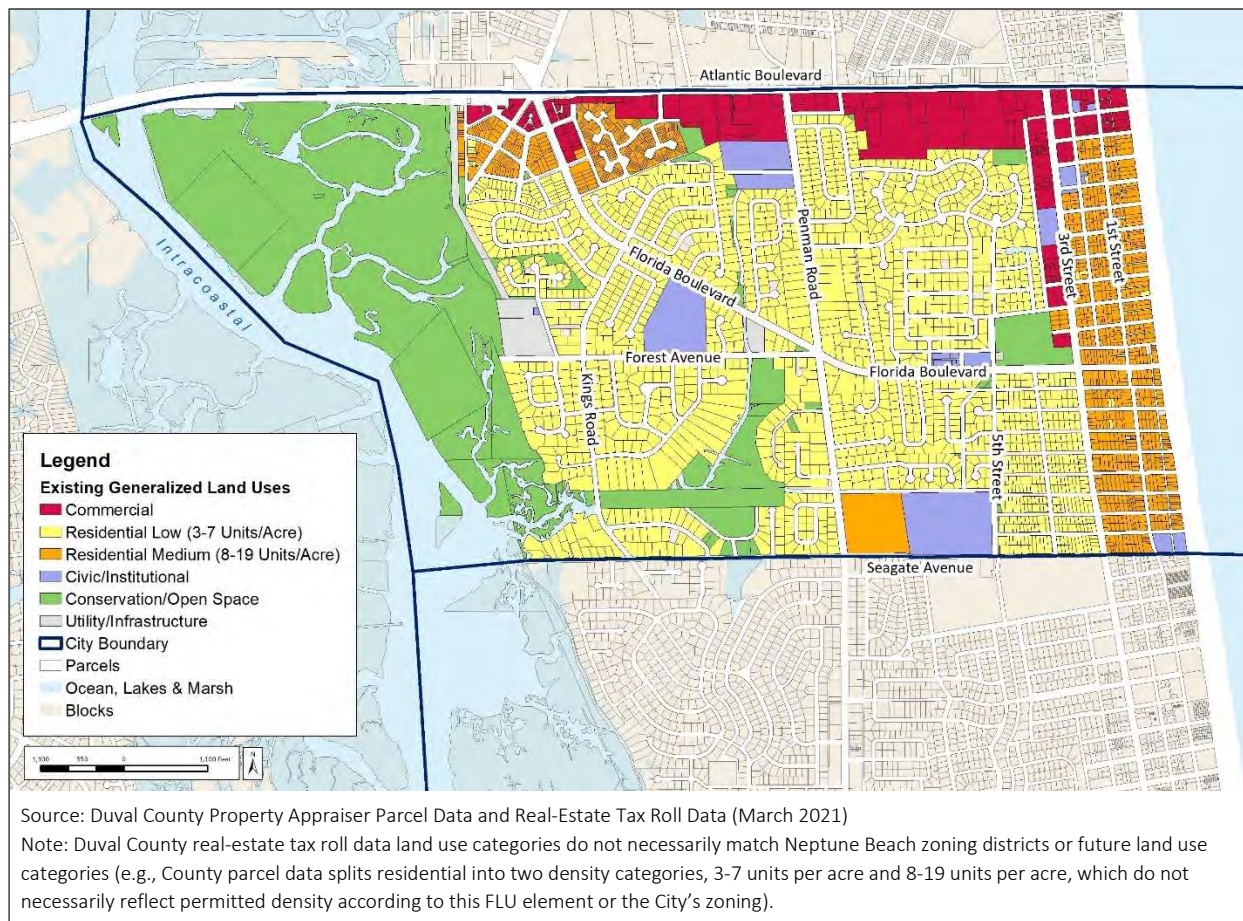
Table A-1: Inventory of Existing Generalized Land Uses

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 accommodate same 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 to protect its 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 crossovers, waterway accesses, and associated amenities. |
| A.1.1.6 | The City shall expand opportunities for passive and nature-based recreation, including more public access to the Intracoastal Waterway and associated creeks and marshes, and improvements to beach access points to better serve people of all ages and abilities. |

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, and 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) increased quality and opportunity for open spaces and recreation through shared streets, marsh walks, neighborhood squares and pocket parks, and kayak launches, 5) art and culture in public places, including gateways and murals, 6) mobility options such as shuttles, bike shares, and ride hailing services, and 7) sustainability and resilience 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 significant public participation, residential and mixed-use 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 To protect public health, safety, welfare, and aesthetics, building heights in Neptune Beach shall not exceed 35 feet, as established by referendum in the City Charter.

A.1.4.5 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 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 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

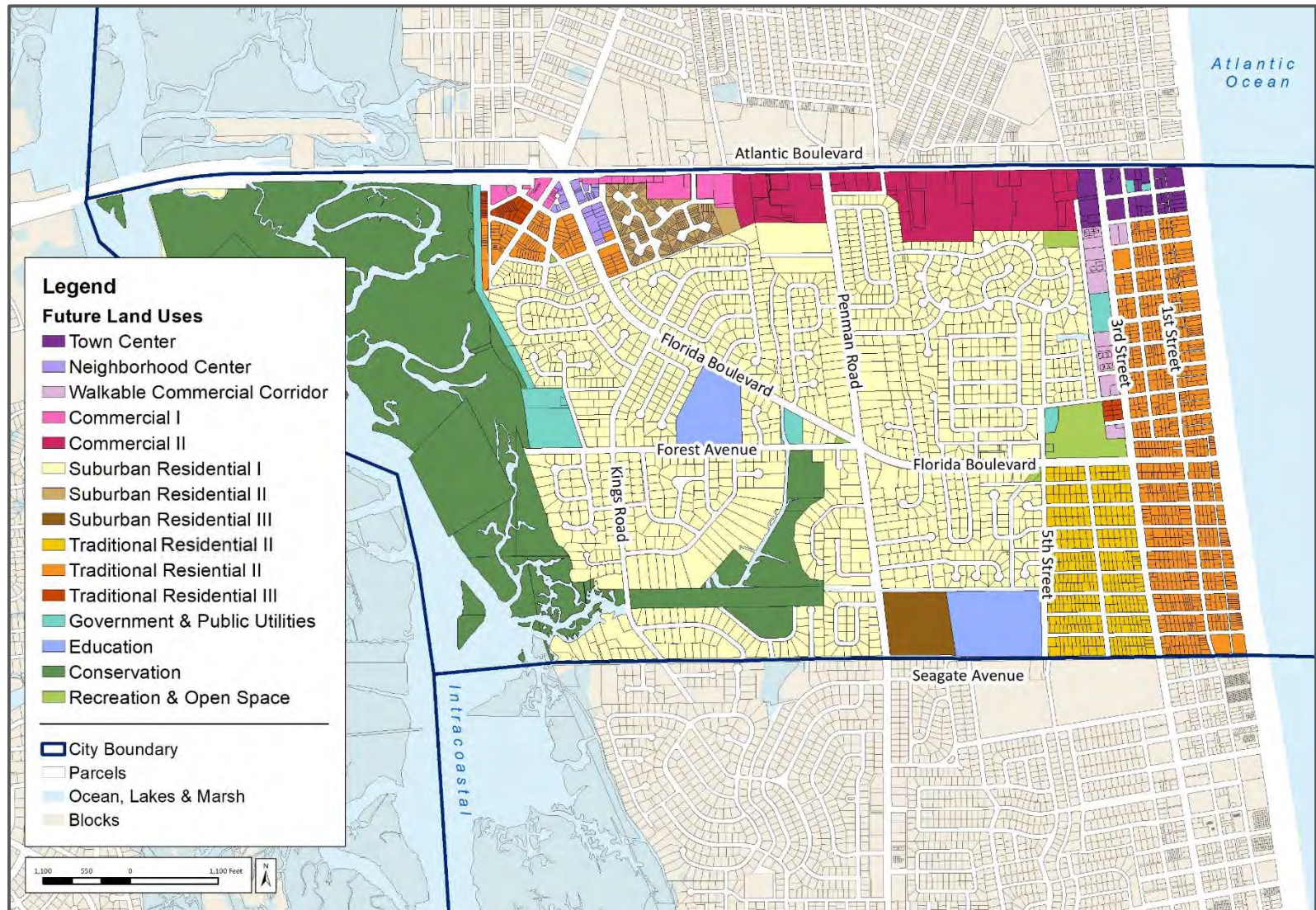
The City shall coordinate its planning and development activities with the resource management plans of the St. Johns River Water Management District, the Florida Department of Environmental Protection, the City of Jacksonville, the City of Atlantic Beach, the City of Jacksonville Beach, and other private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

Policies

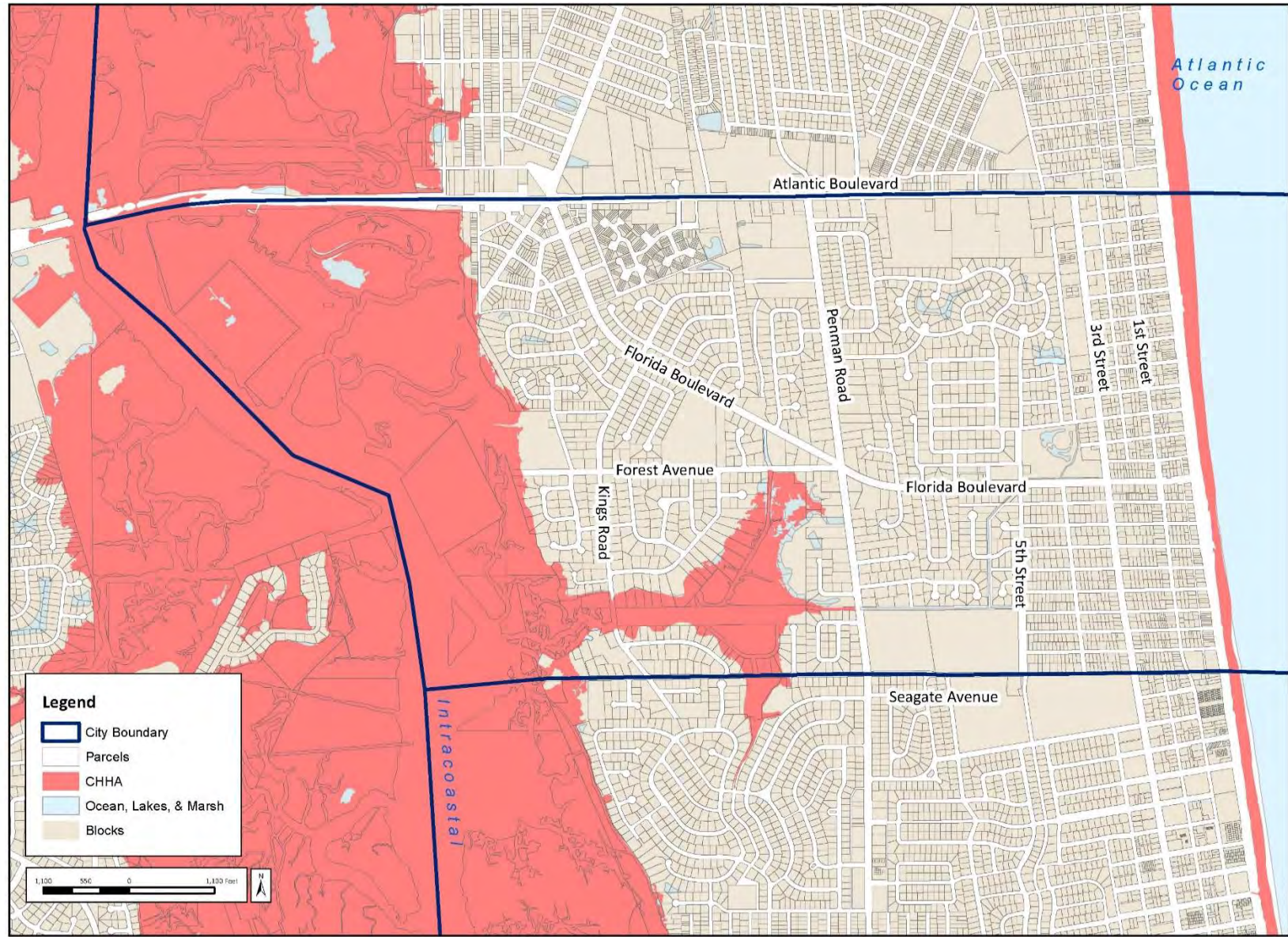
- A.1.10.1** The City shall develop and adopt regulations and policies which are consistent with resource management plans of other government agencies and any special districts within which the City is located.
- A.1.10.2** The City shall not issue local development permits prior to the issuance of 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.

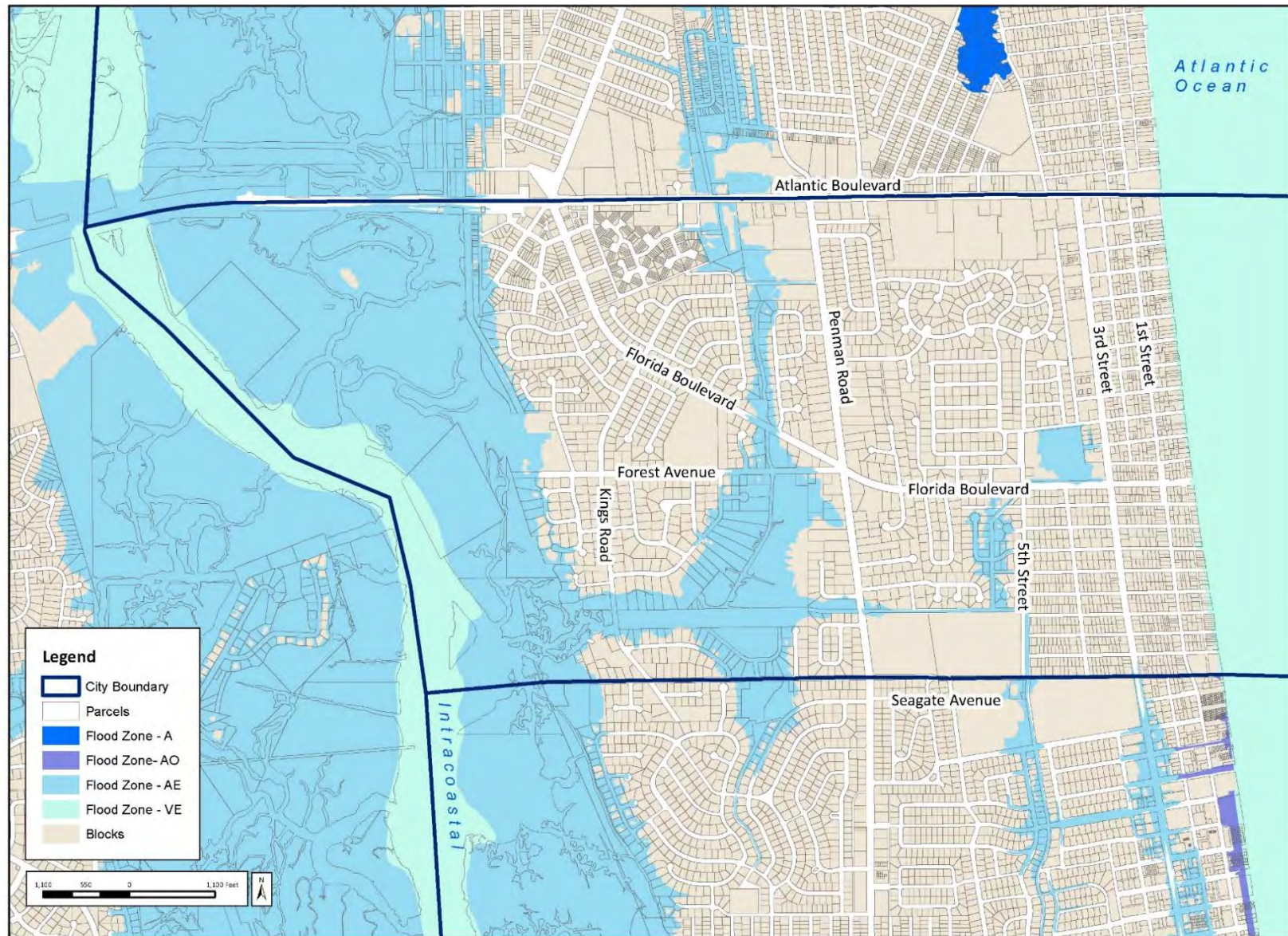
Map A-2: 2021 – 2046 Future Land Use Map (FLUM)



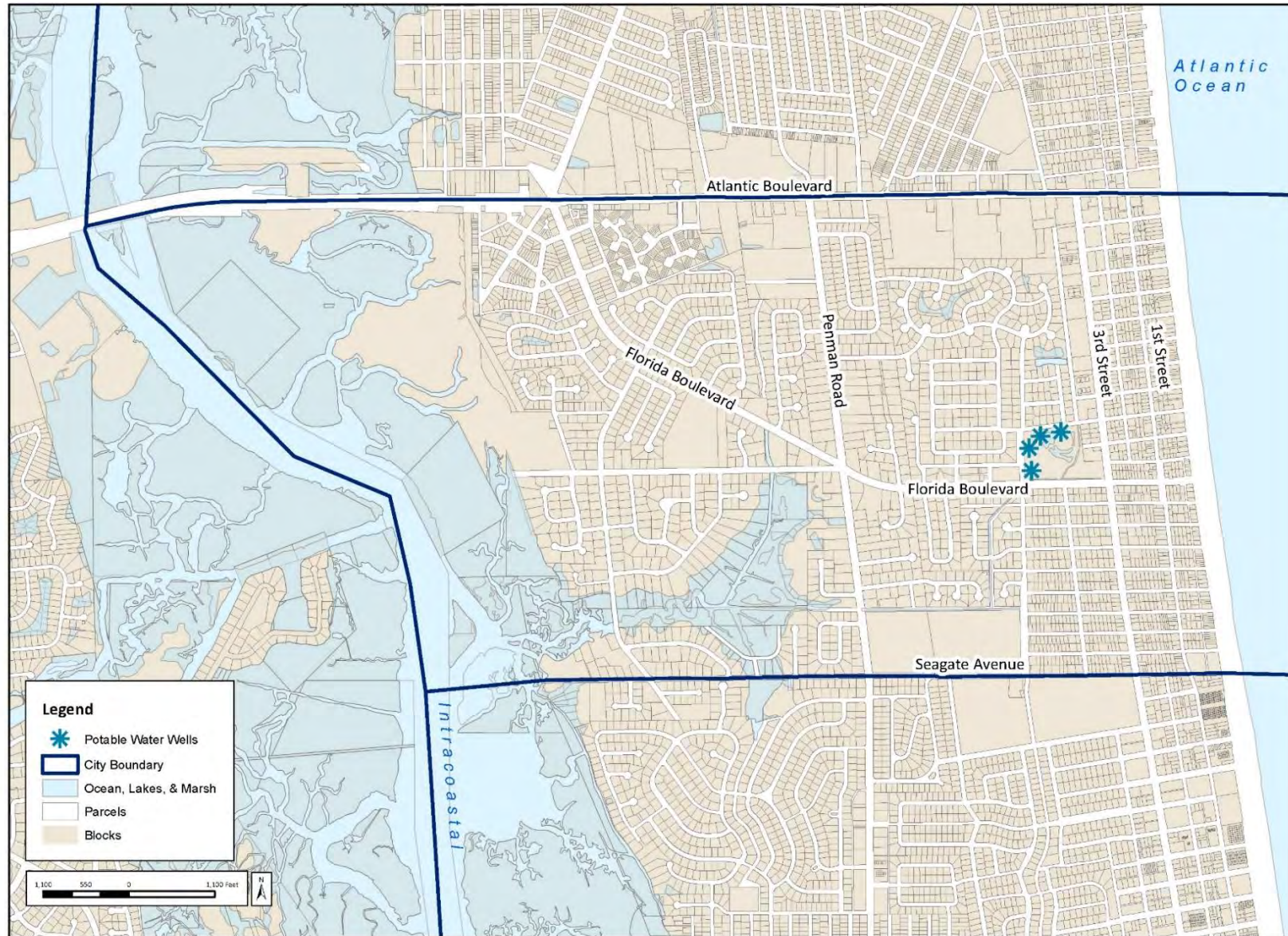
Map A-3: Coastal High Hazard Area (CHHA)



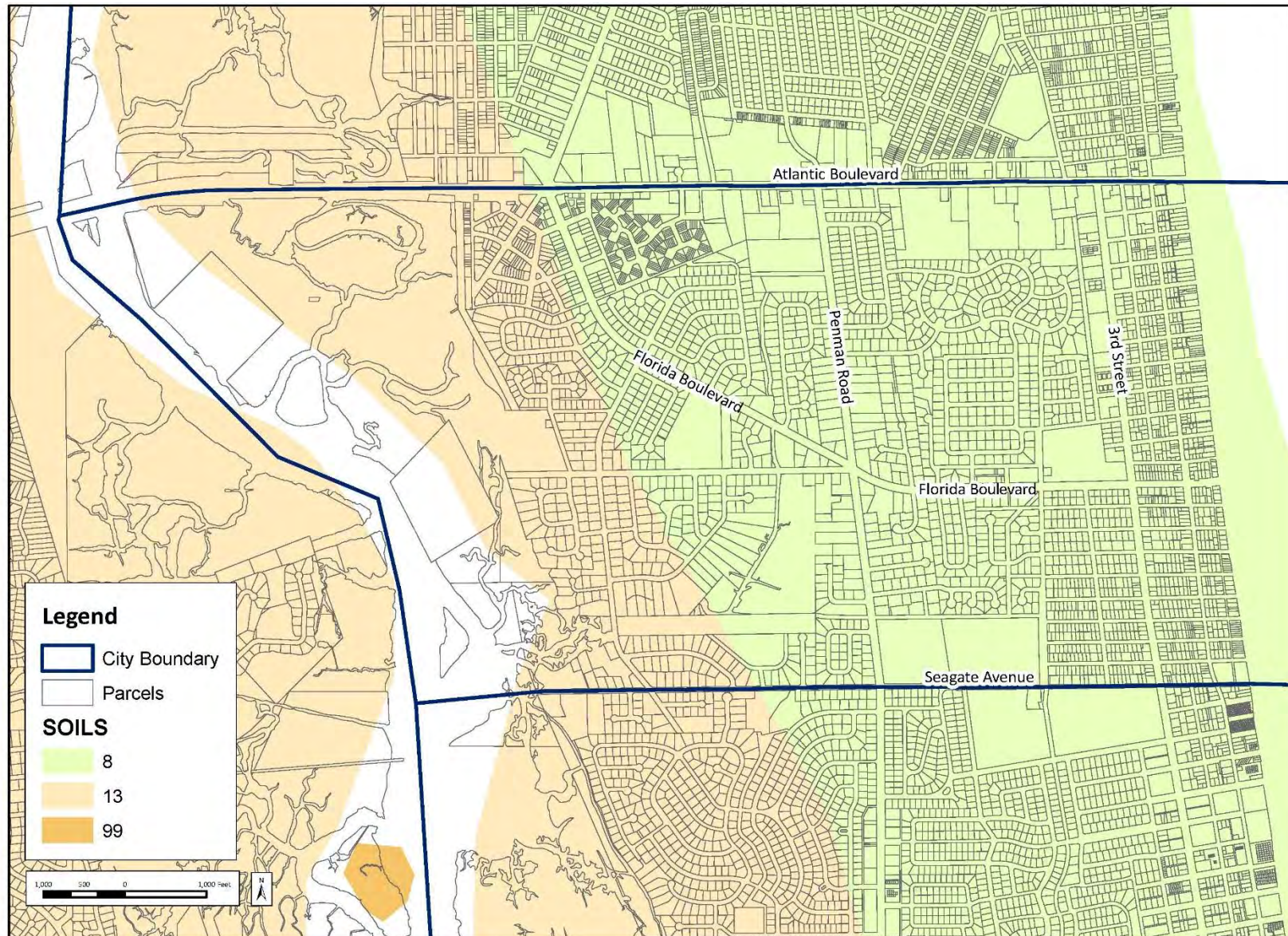
Map A-4: Flood Zones



Map A-5: Potable Water Wells



Map A-6: Mineral & Soils



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. This goal will be accomplished, in part, by expressly prohibiting in this Comprehensive Plan and in the City's land development regulations, any residential development in areas designated and or zoned as commercial herein. Only the area designated as "Town Center" may include appropriate residential as determined by City Council. 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.

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

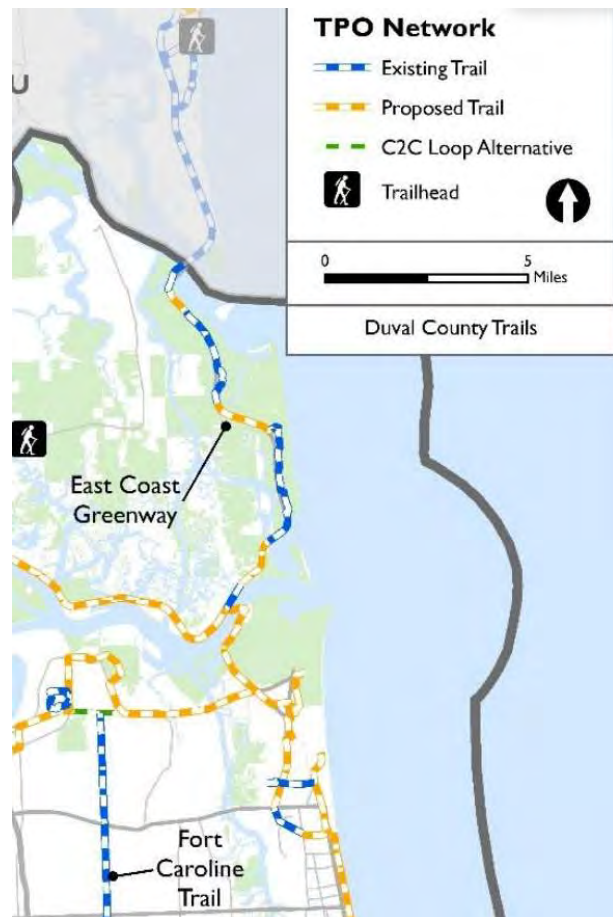
Jacksonville Transportation Authority offers “affordable, on-call transportation” to 11 communities in Jacksonville, including parts of Neptune Beach. Dubbed “ReadiRide,” this service facilitates pre-scheduled rides using the MyJTA app anywhere within a designated zone from Monday through Saturday (6 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

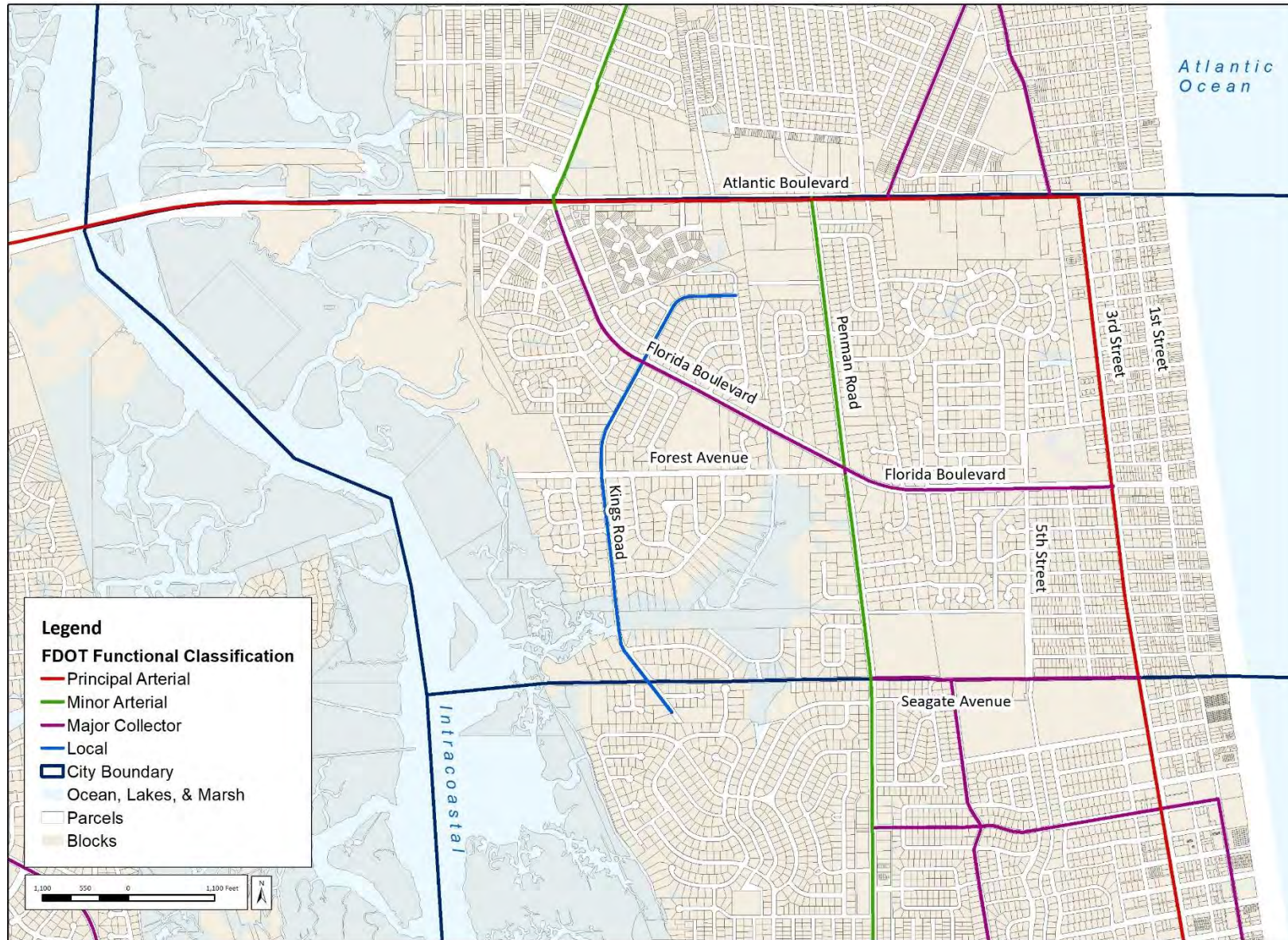
Coordination with Transportation Agencies and Partners

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.

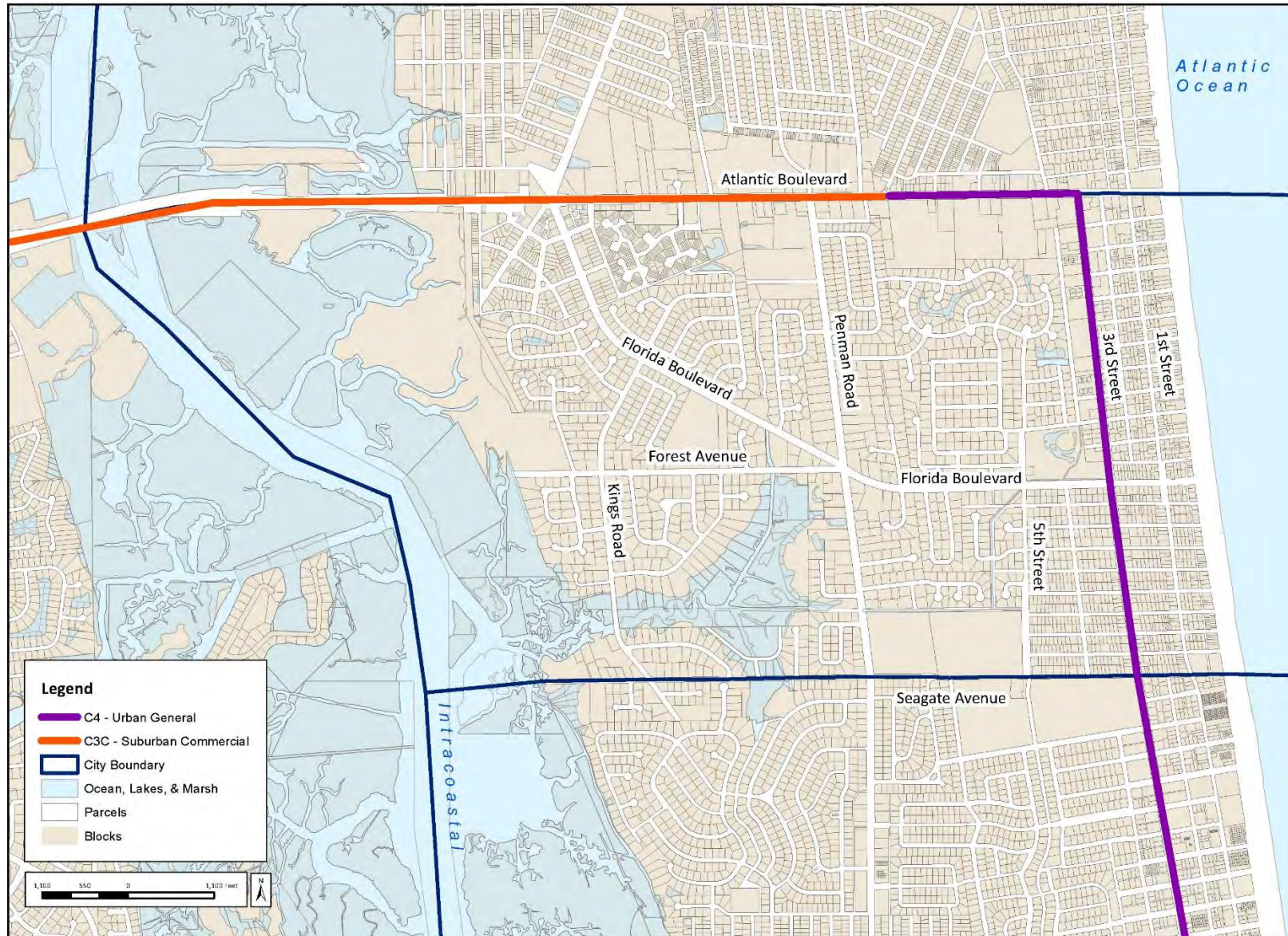
Policies

- 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.

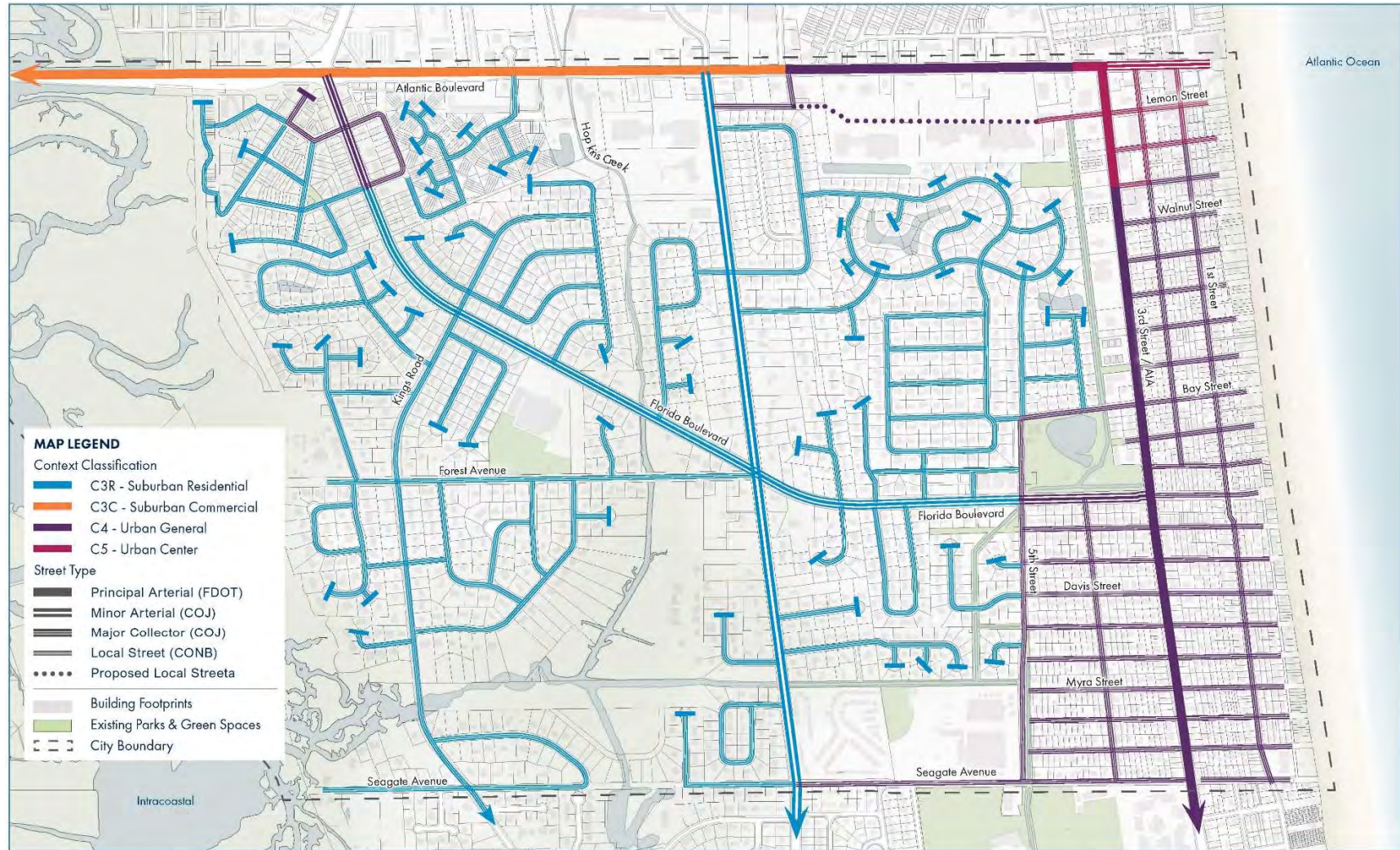
Map B-1 Existing Functional Classification Map



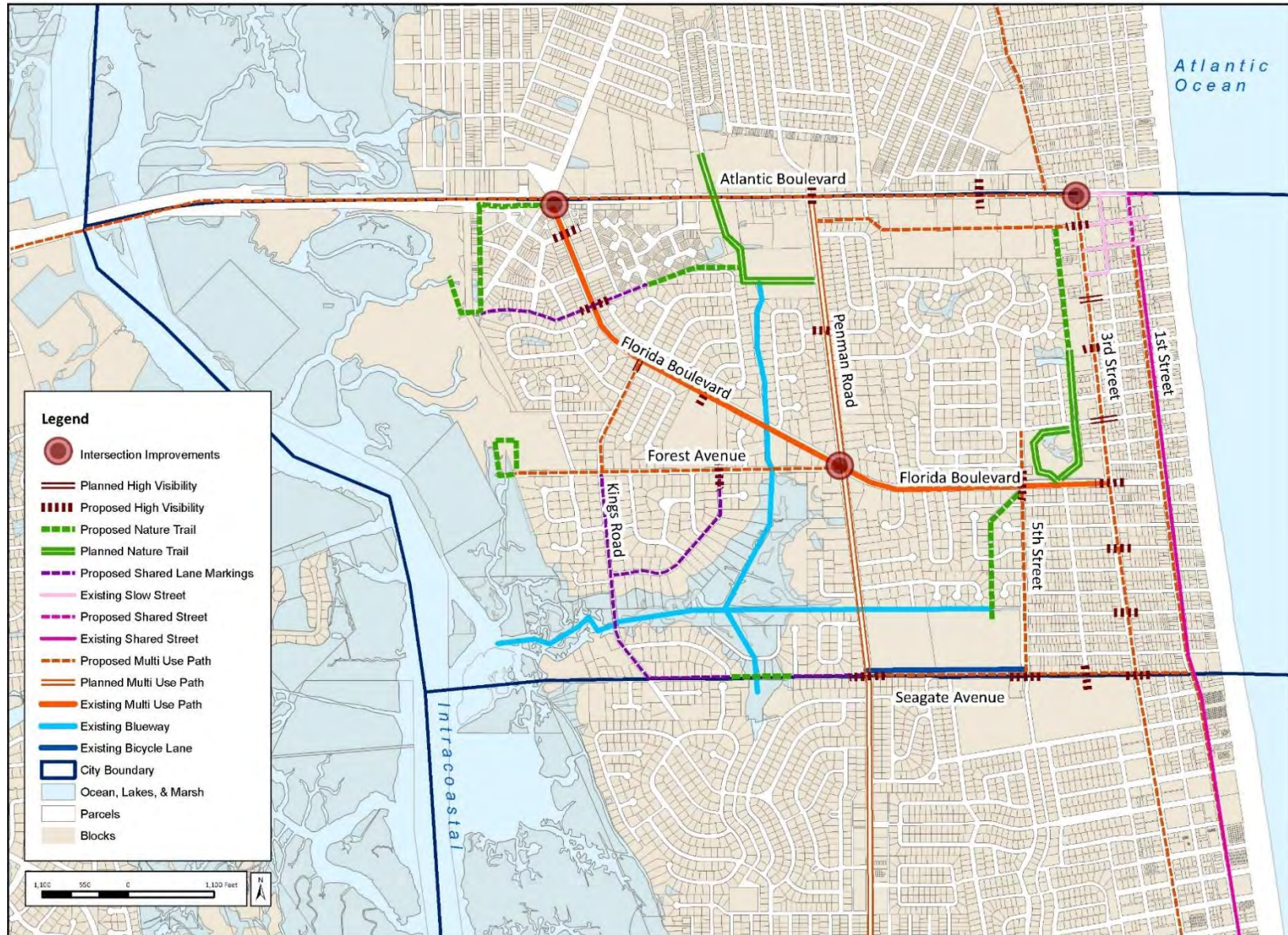
MAP B-2: Existing Context Classification Map



MAP B-3: Future Context Classification Map



MAP B-4: Existing and Future Bicycle Facilities



C. Housing Element



Housing Element

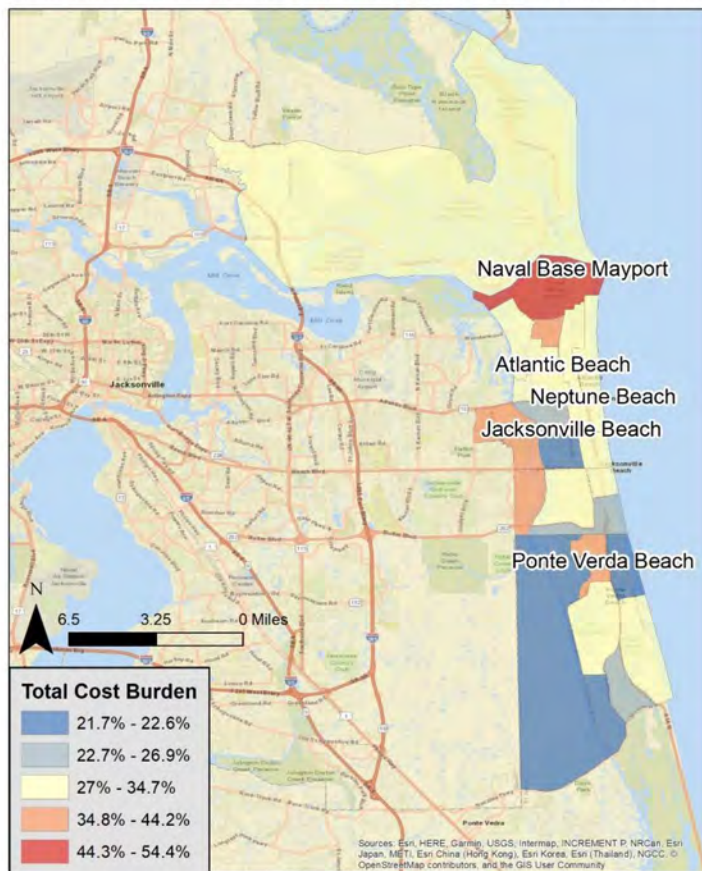
INVENTORY AND ANALYSIS

**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 percentage of cost-burdened households measures about 23-35% according to the Florida Housing Coalition’s 2020 “Housing Affordability and the Beaches” study as shown on the map to the left, also from that 2020 study.

GOALS, OBJECTIVES, AND POLICIES

Nothing within this element shall require the City to allow development that is inconsistent with the objectives and policies described within the Future Land Use element. 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 in residential areas 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 F.S. 420.9072(1)(a)-F.S. 420.9072(5)(a-b), 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

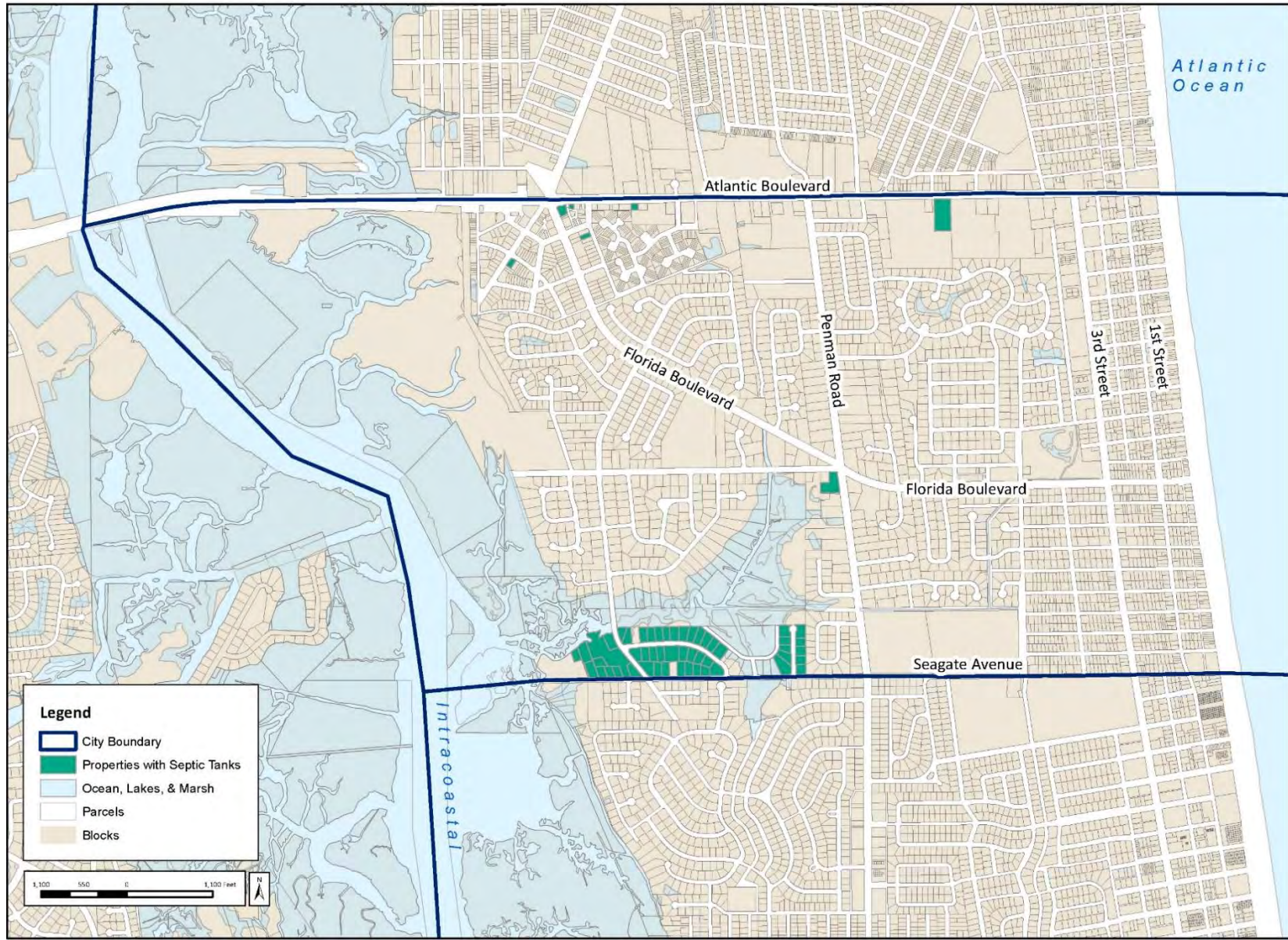
Protection of Aquifer Recharge Areas

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

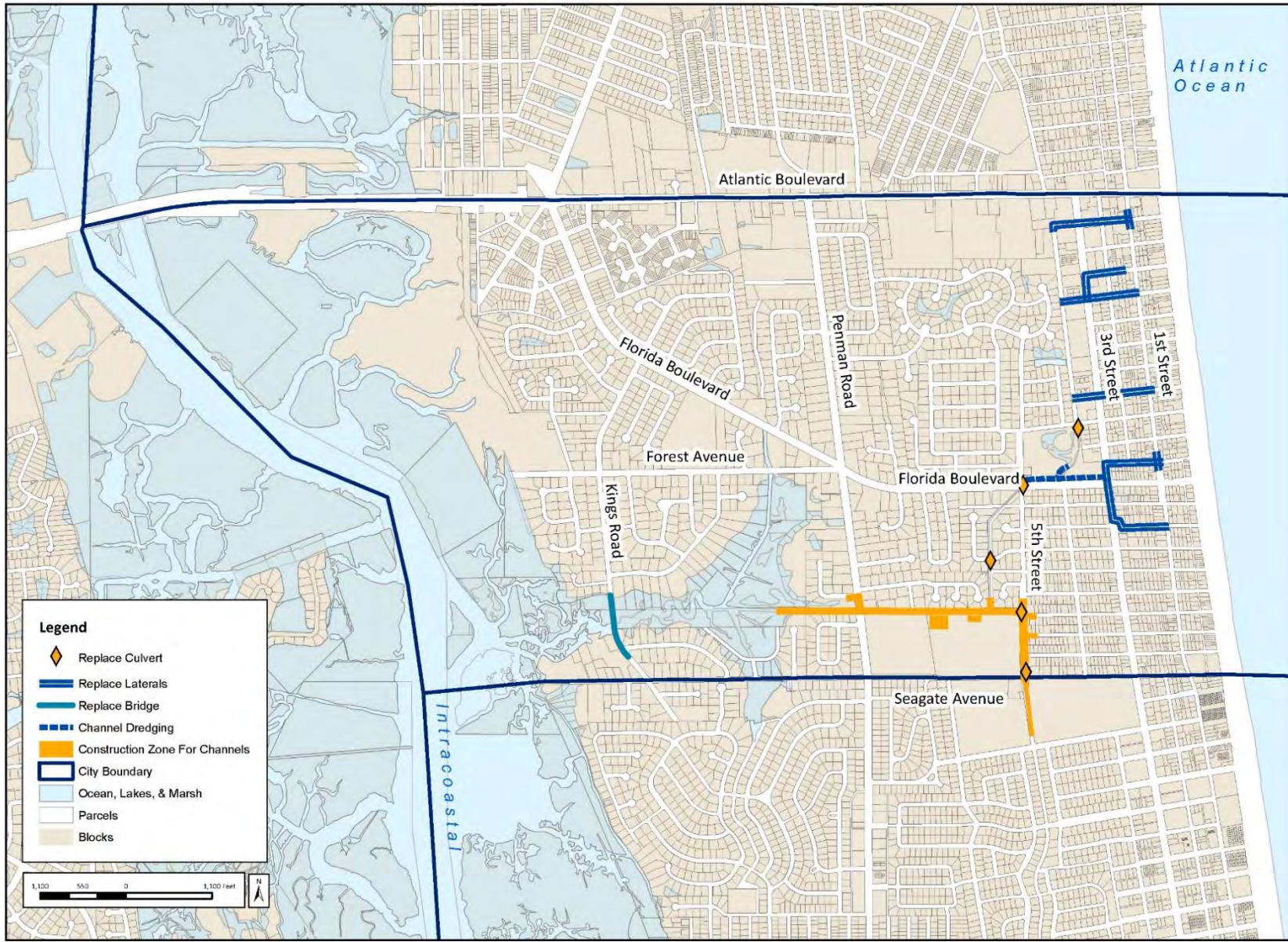
Policies

- 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.

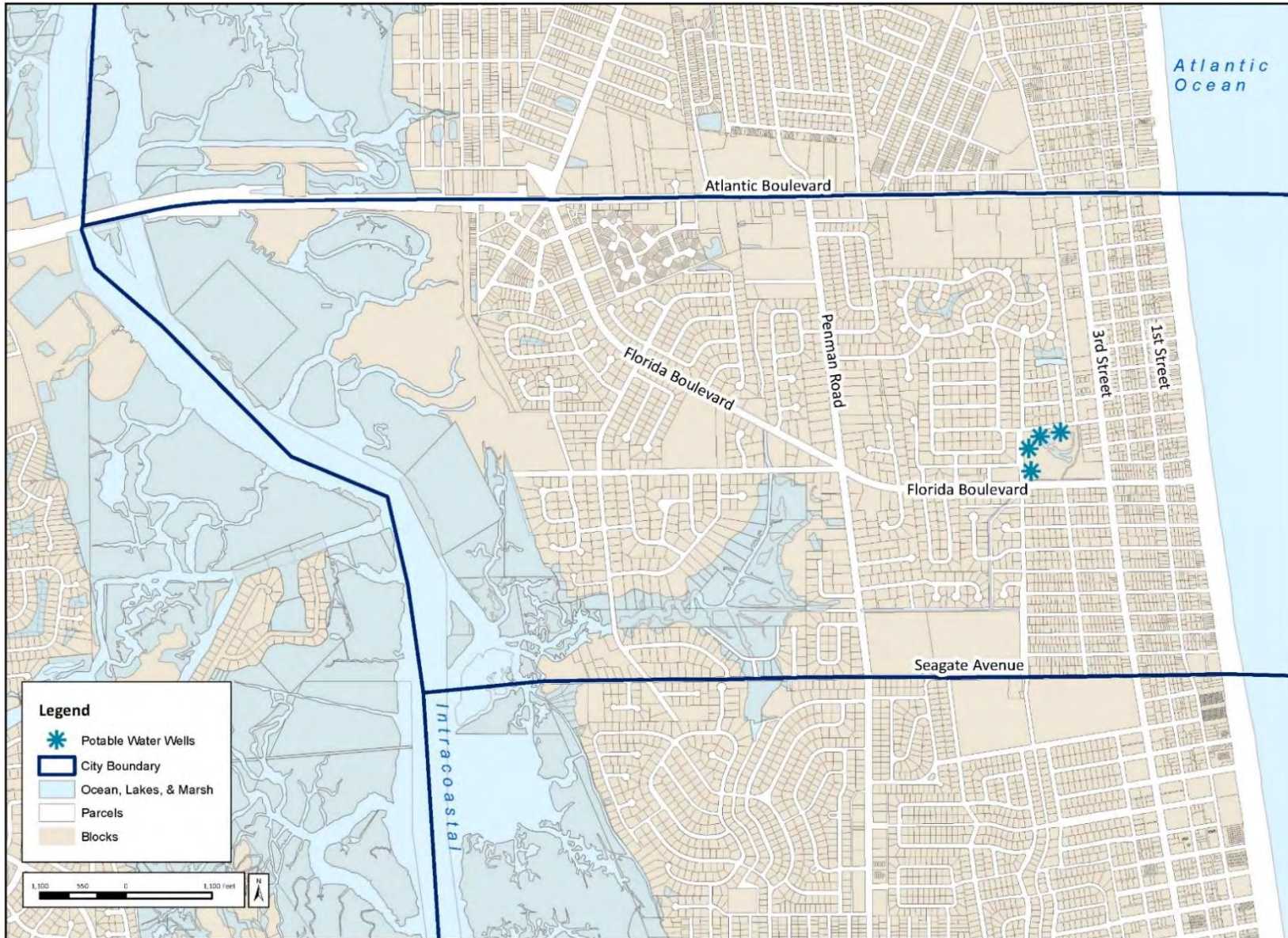
Map D-1: Properties with Septic Tanks



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. (F.S. 163.3177(6)(d)2.d and F.S. 163.3177(6)(d)2.e).

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** 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.1.1.8** The City will prioritize land areas for protection based on their capacity to support coastal ecosystem migration.
- E.1.1.9** 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** 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.1.2.5** 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.1.2.6** 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.1.2.7** 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.1.2.8** 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.1.2.9** 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.1.2.10** 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.1.2.11** 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 percentage of native vegetation to be protected, preserved, or replaced within Environmentally Sensitive Areas during and following site development or construction activities.
 - A buffer zone of natural vegetation around wetland and deep water habitats.
 - 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. As indicated in Policy 1.4.4, 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 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

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

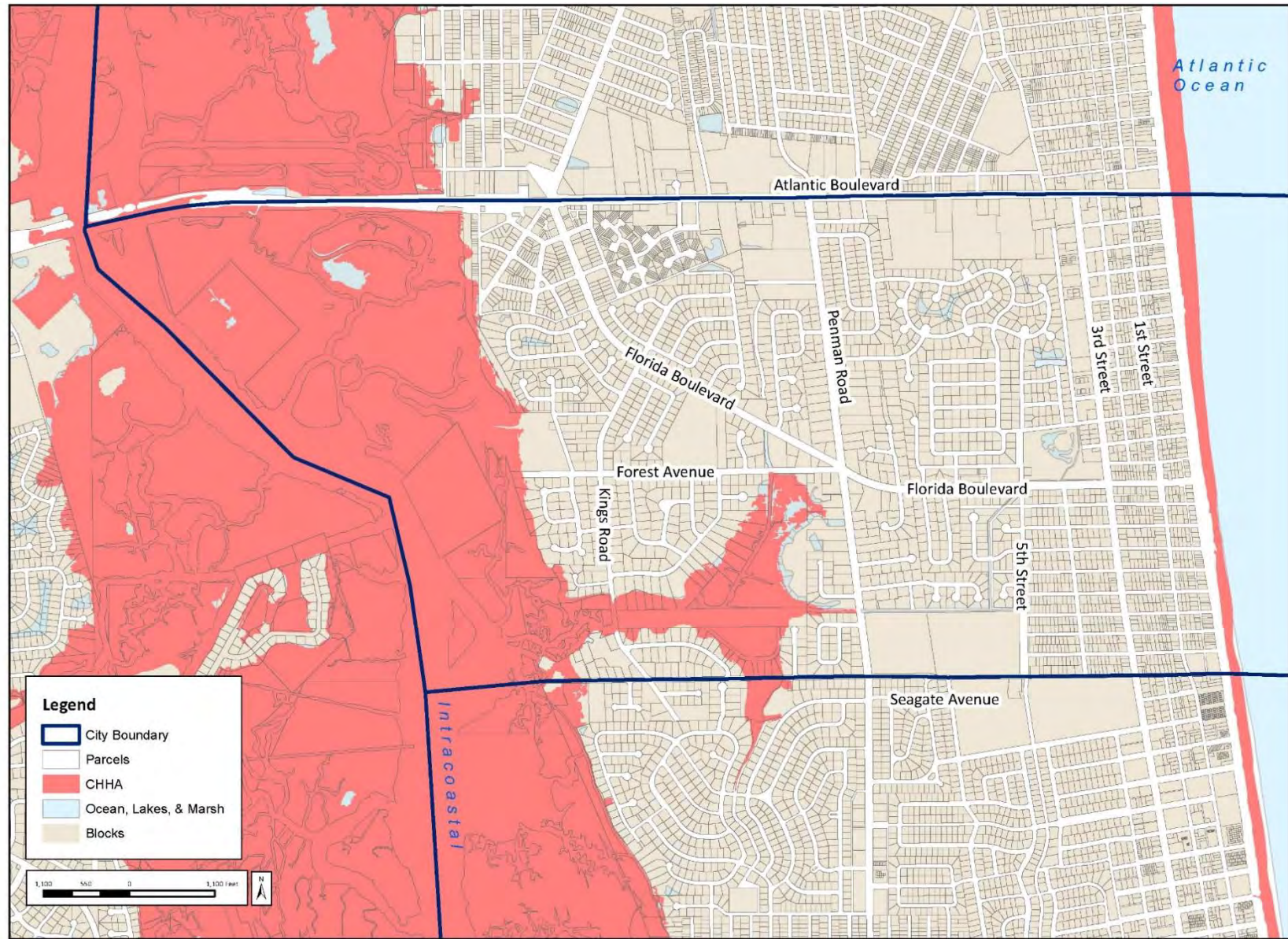
City Buildings and Equipment

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

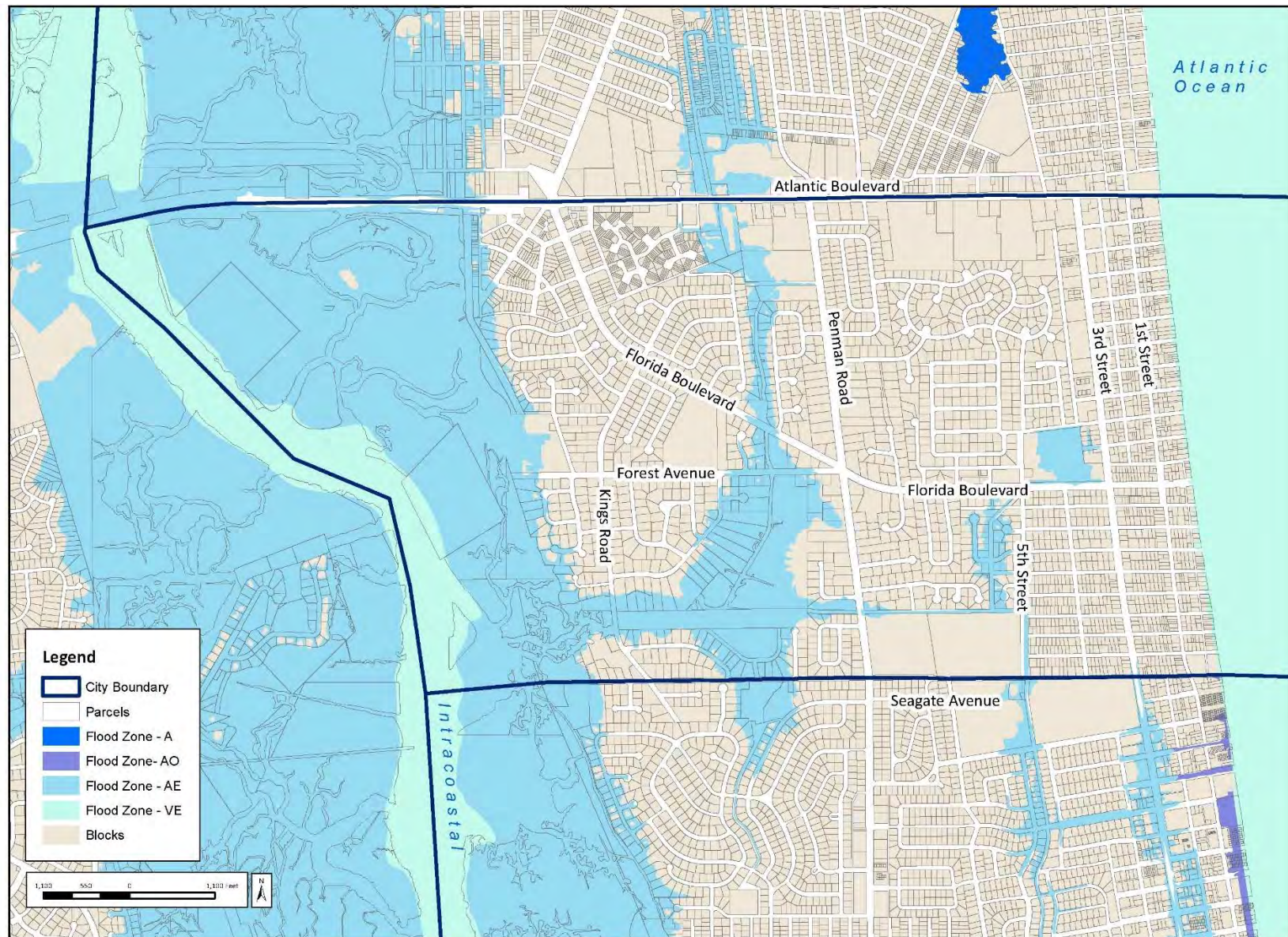
Policies

- 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.4.2.4** 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.

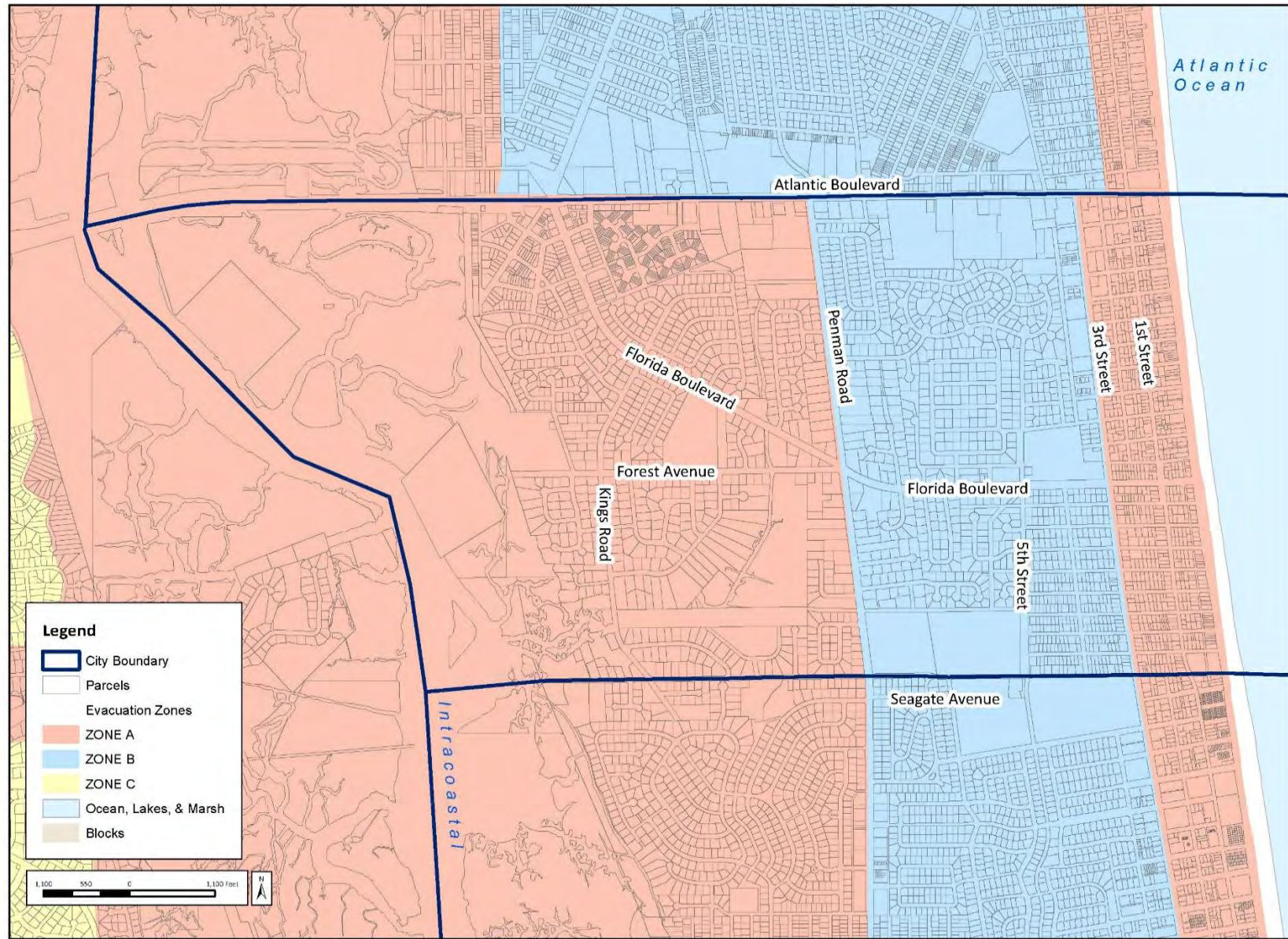
Map E-1 Coastal High Hazard Area (CHHA)



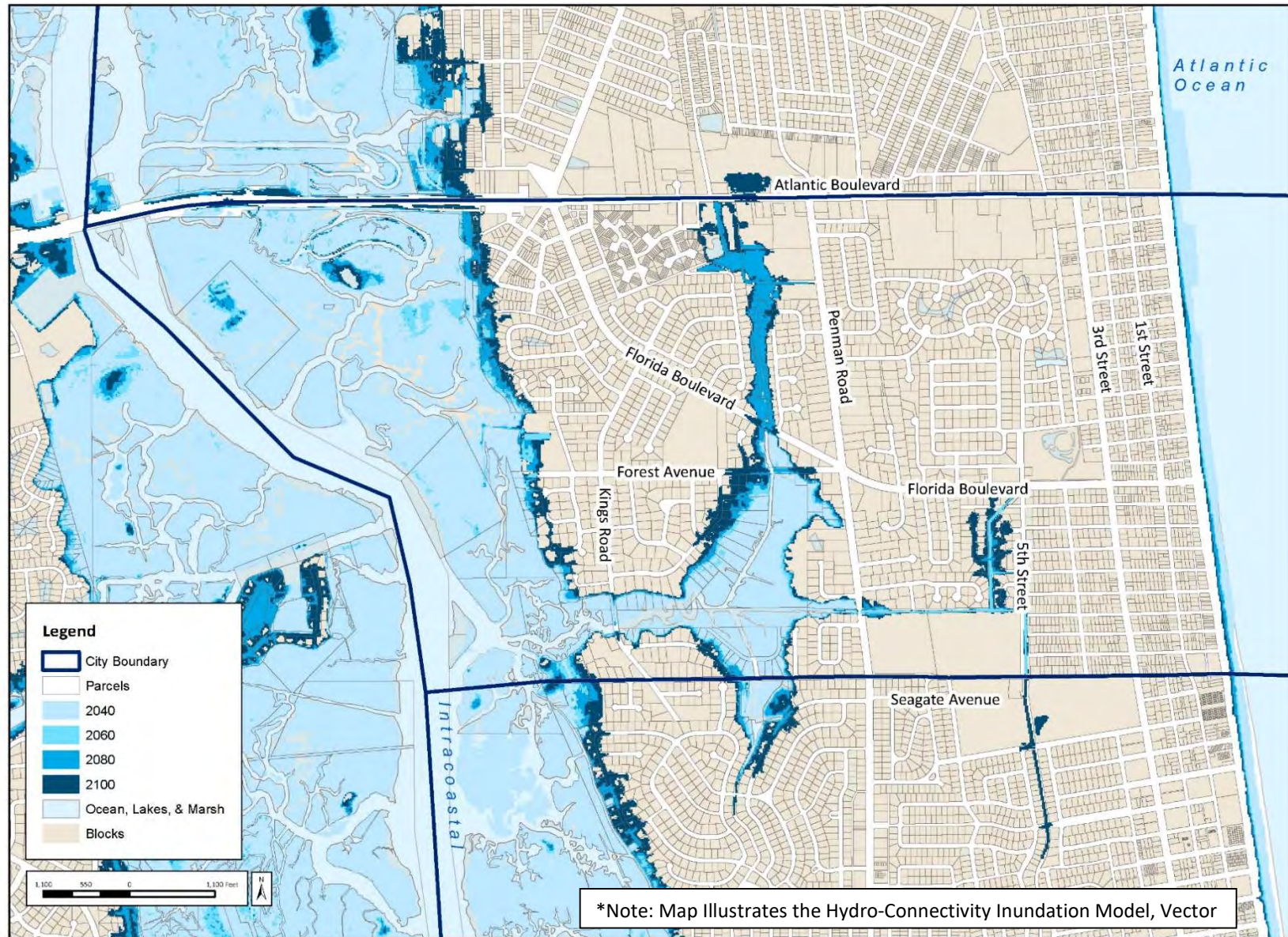
Map E-2 Flood Zones



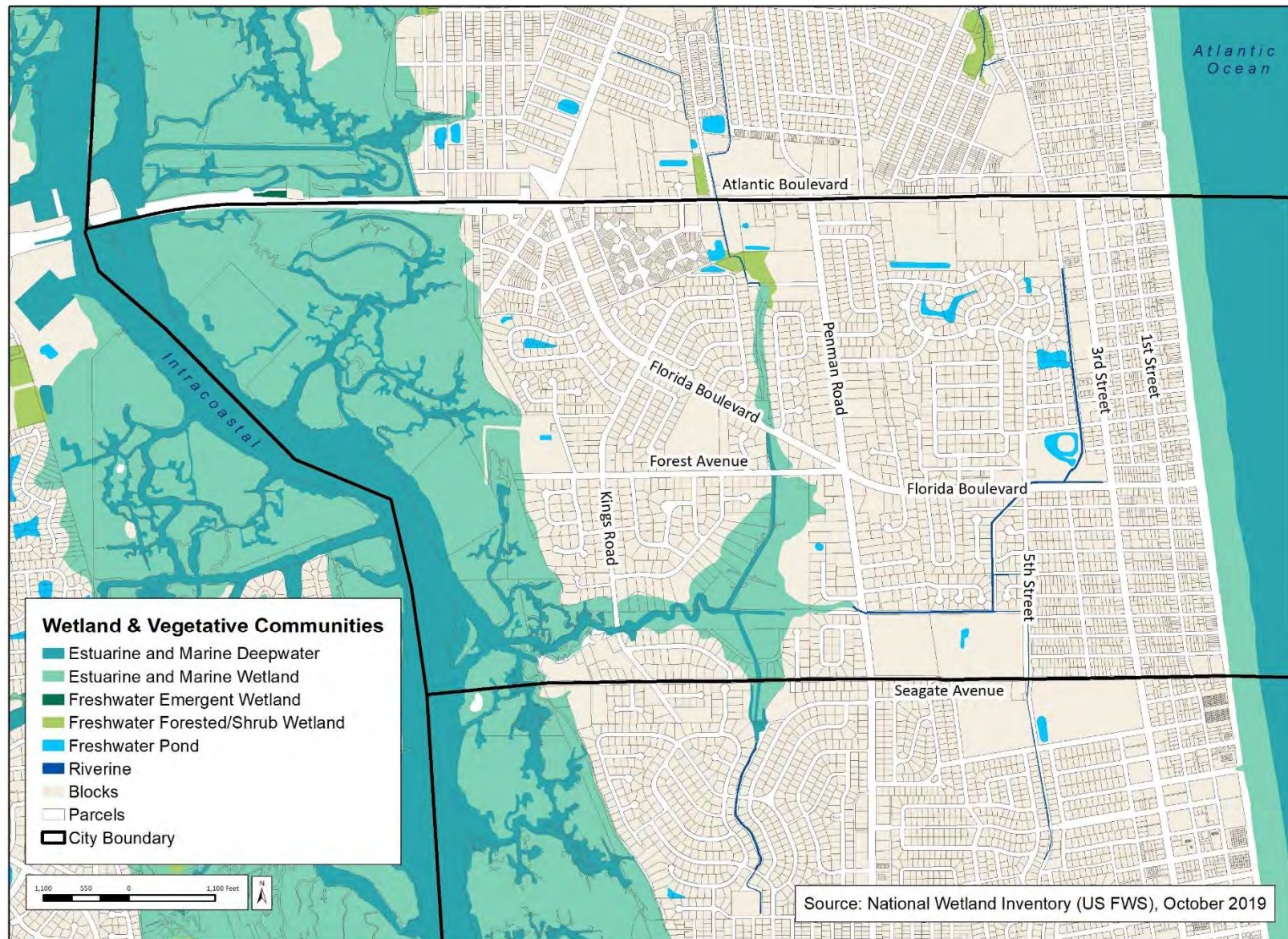
Map E-3 Hurricane Evacuation Zones



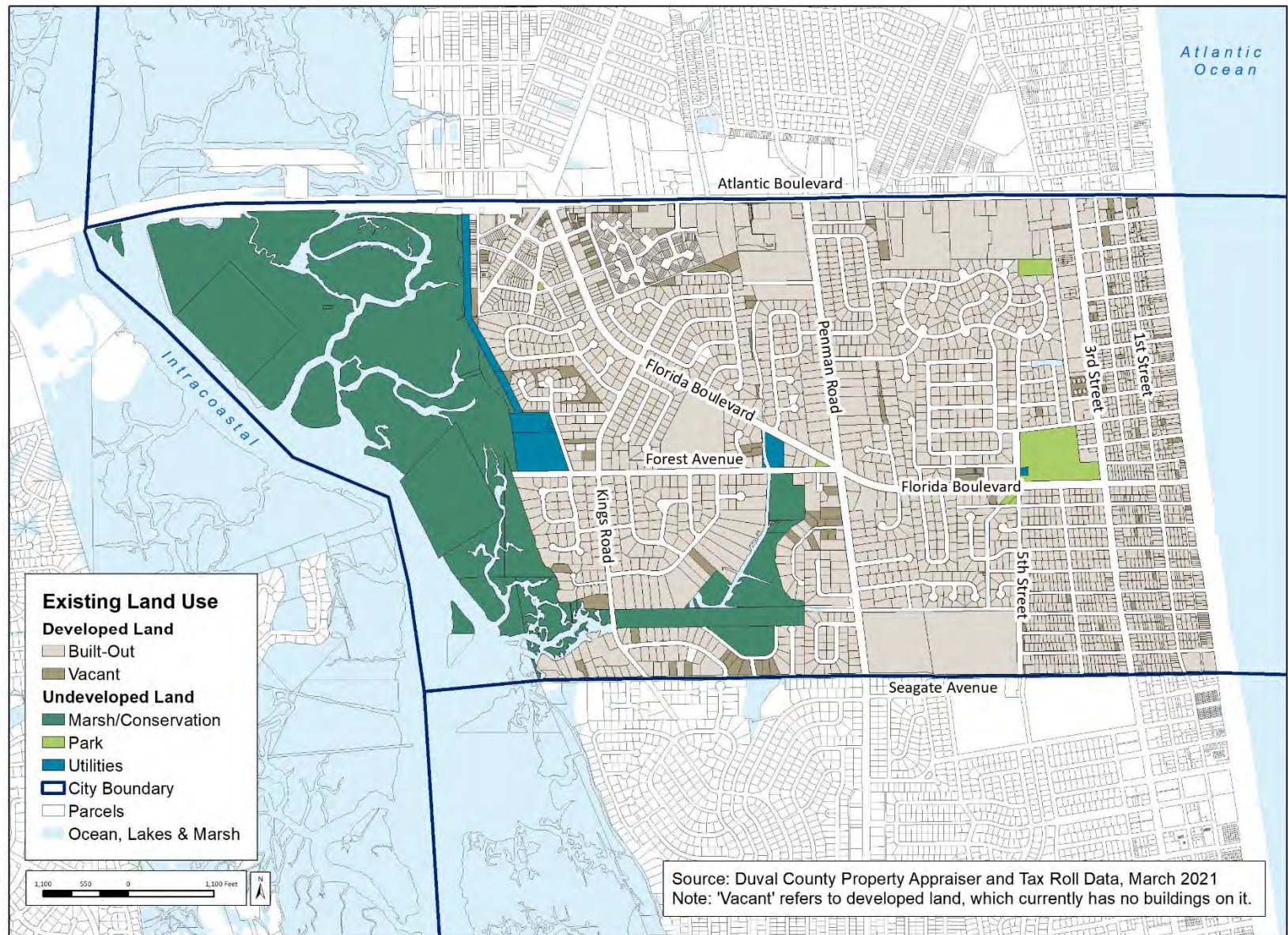
Map E-4 Sea-Level Rise (NOAA Intermediate High Projection)



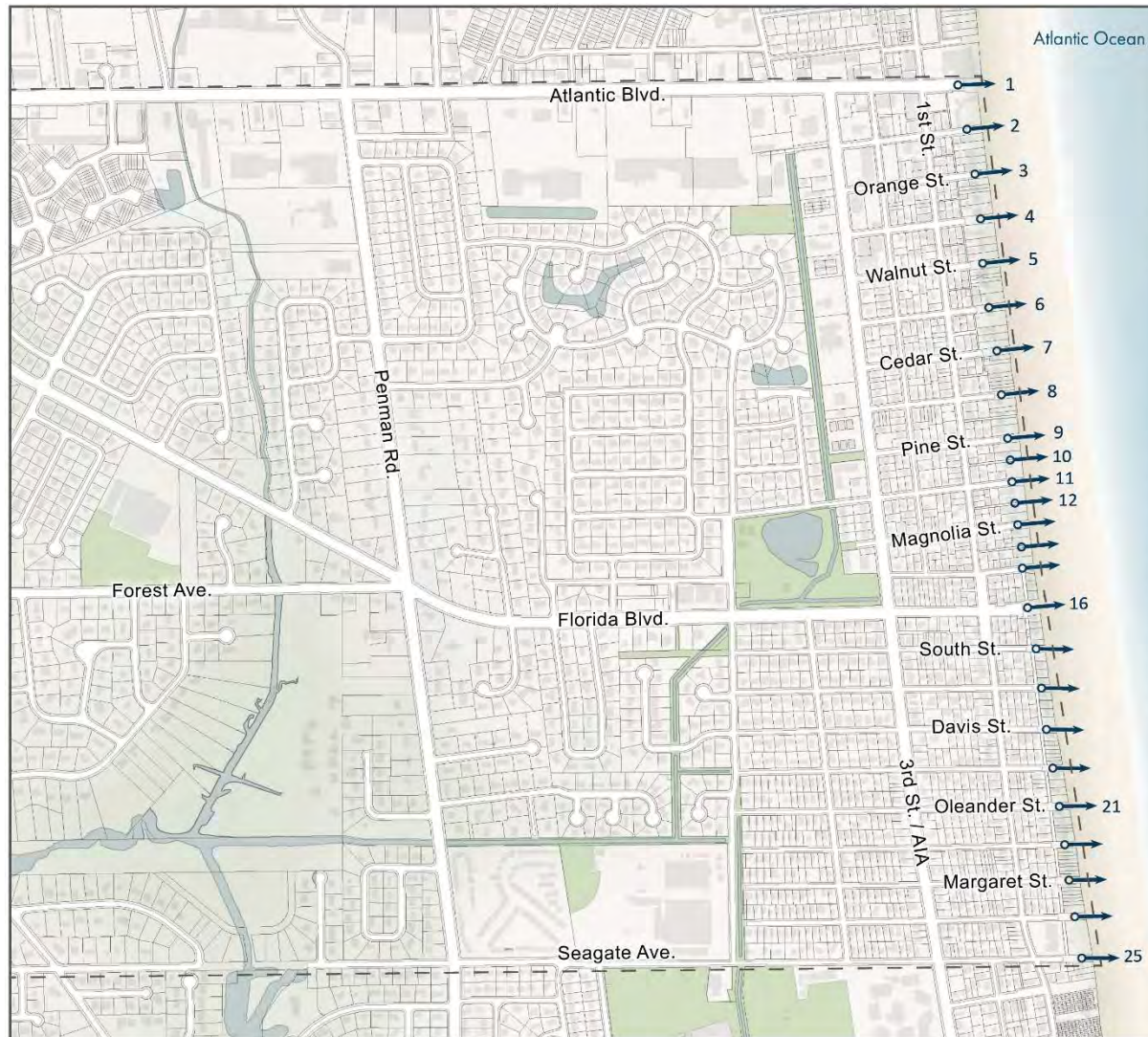
Map E-5 Wetland & Vegetative Cover



Map E-6 Existing Developed & Undeveloped Land



Map E-7 Public Beach Access Points



SUVERY OF EXISTING BEACH ACCESS POINTS

	Access Street	Dune Walkover	Bike	Dedicated Car Spaces
1	Atlantic Blvd.	Flat Sand Path	-	15 (ADA-1)
2	Lemon St.	Yes	60	10 (ADA-4)
3	Orange St.	No	-	Limited*
4	Cherry St.	No	-	Limited*
5	Walnut St.	Yes	2	Limited*
6	Myrtle St.	Yes	2	Limited*
7	Cedar St.	Yes	-	Limited*
8	Oak St.	Yes	-	Limited*
9	Pine St.	Yes	-	Limited*
10	Azalea Pl.	No	-	Limited*
11	Bay St.	Yes	-	Limited*
12	Palm Pl.	No	-	Limited*
13	Magnolia St.	Yes	-	Limited*
14	Rose Pl.	No	-	Limited*
15	North St.	Yes	2	Limited*
16	Florida Blvd.	Yes	15	Limited*
17	South St.	Yes	6	Limited*
18	Bowles St.	Yes	-	Limited*
19	Davis St.	Yes	-	1 (ADA-1)
20	Lora St.	Yes	-	Limited*
21	Oleander St.	Yes	-	Limited*
22	Myra St.	Yes	-	Limited*
23	Margaret St.	Yes	-	Limited*
24	Hopkins St.	Yes	4	2 (ADA-2)
25	Seagate Ave.	Flat Sand Path	2	Limited*

* Many of the residential streets that lead to beach access points have limited and scattered public on-street spaces for beach goers

LEGEND

Beach Access Point

City Boundary

0 400 800 1,600 Feet



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.

CAPITAL IMPROVEMENT PROJECT LIST

Appendix A contains a comprehensive list of planned capital improvement projects, as well as the conceptual and proposed projects laid out in the Vision Plan. The goal of creating a centralized list of needed and desirable capital improvement projects is to help the City as it begins to formalize its yearly Capital Improvements Plan (CIP) process. Creating a project list like this one also makes it easier to track the status of project from early conceptual phases through construction. The following matrix organizes capital improvement by the five main plan categories and goals. Each project is also accompanied with key additional information, provided that information is able at this point in time.

Priority: Identifies project as low, medium, or high priority based on community input and planned construction budgets at the local and regional agency level

Project Name: Short description of the project

Responsible Party: Lists the lead agencies responsible for implementing the project

Potential Partners: Describes any potential partner agencies, city departments, private stakeholders, or organizations that can help implement the project

Project Phase: Identifies what general phase of implementation the project is in:

Conceptual: The project is still in the earliest phases of conception without any definite design, scope, or rigorous analysis

Proposed: The project has been identified by the responsible parties as something worth implementing and passed initial feasibility checks

Planned: The project has funding allocated for it and design and/or construction drawing are being prepared

Construction: The project is being built

Time Frame: Describes the anticipated schedule for completion for each project. If the project already has a scheduled year for completion, it has been noted in the table; if not, more general time frames have been identified as follows:

Short-Term: 1 - 3 years

Mid-Term: 4 - 9 years

Long-Term: 10+ years

Estimated (Est.) Cost: The estimated cost for implementing an activity, defined by:

\$\$\$\$ >\$500,000

\$\$\$ \$250,000 - \$500,000

\$ \$100,000 - 250,000

\$ < \$100,000

Funding Source: Describes the possible funding sources and mechanisms for each project (operating funds, impact fees, grants, etc.)

Appendix A

Capital Improvements Project List

CATEGORY	PRIORITY	PROJECT NAME	RESPONSIBLE PARTY	
Parks, Recreational Amenities & Open Spaces	Low	Seagate Avenue Marsh View Pocket Park Improvements	CONB	
Parks, Recreational Amenities & Open Spaces	Low	Seagate Avenue & Nightfall Pocket Park & Kayak Launch	CONB	
Parks, Recreational Amenities & Open Spaces	Low	Shadow Lane Kayak Launch	CONB	
Parks, Recreational Amenities & Open Spaces	Medium	Marshwalk Trail (Seagate Ave. Connection)	CONB, COJB	
Parks, Recreational Amenities & Open Spaces	Medium	1st Street Woonerf (Atlantic Blvd. to Orange St.)	CONB	
Parks, Recreational Amenities & Open Spaces	Low	Atlantic Plaza (1st St. to the beach)	CONB, COJ, COAB	
Parks, Recreational Amenities & Open Spaces	Medium	Florida Boulevard Beach Access Improvements	CONB	
Parks, Recreational Amenities & Open Spaces	Low	Lifeguard House Beach Access & Bathroom Facilities	CONB	
Parks, Recreational Amenities & Open Spaces	Medium	Additional Beach Access Improvements (Bicycle Parking)	CONB	
Street Improvements, Biking & Walking Trails	Low	Canal Nature Trail III (Florida BLVD to Fletcher High)	CONB	
Street Improvements, Biking & Walking Trails	Medium	Kings RD Shared ST (Seagate AVE to Forest AVE)	CONB	
Street Improvements, Biking & Walking Trails	Medium	Indian Woods DR Shared ST (Kings RD to Forest AVE)	CONB	
Street Improvements, Biking & Walking Trails	Medium	Seagate AVE Shared ST (Kings RD to Penman RD)	CONB, COLB	
Street Improvements, Biking & Walking Trails	High	Seagate AVE Multi-Use Path (Penman RD to 3rd ST)	CONB, COJB	
Street Improvements, Biking & Walking Trails	High	1st ST Shared Street Redesign (Orange ST to Seagate AVE)	CONB	
Intersection, Crossing & Safety Improvements	Medium	3rd Street & Davis Street Crossing	FDOT	
Intersection, Crossing & Safety Improvements	Medium	3rd Street & Myra Street Crossing	FDOT	
Intersection, Crossing & Safety Improvements	High	3rd Street & Seagate Avenue Crossing Improvements	FDOT	
Intersection, Crossing & Safety Improvements	High	Penman Road & Seagate Avenue Crossing	COJ	
Intersection, Crossing & Safety Improvements	High	Seagate Avenue & 5th Street Crossing	CONB, COJB	

	POTENTIAL PARTNERS	PROJECT PHASE	TIME FRAME	POTENTIAL FUNDING SOURCES	COST ESTIMATE
		Conceptual	Mid- to Long-Term	Grants, General Fund	\$
		Conceptual	Mid- to Long-Term	Grants, General Fund	\$
		Conceptual	Mid- to Long-Term	Grants, General Fund	\$
		Conceptual	Mid-Term	Grants, General Fund	\$\$\$
	Beaches Town Center	Conceptual	Mid- to Long-Term	General Fund, TIF (Potentially), BID	\$\$\$\$
	Beaches Town Center	Conceptual	Long-Term	General Fund, TIF (Potentially), BID	\$\$\$\$
		Conceptual	Mid-Term	Grants, General Fund	\$-\$\$
	COJ, COAB	Conceptual	Long-Term	Grants, General Fund	\$\$
		Conceptual	Mid-Term	Grants, General Fund	\$-\$\$ Per AccessPoint
	Duncan Fletcher High School	Conceptual	Long-Term	General Fund, RTP Grant	\$\$\$
	JTA	Conceptual	Mid-Term	JTA Safe Routes to School, COJB, Grants General Fund	\$\$\$
	JTA	Conceptual	Mid- to Long-Term	JTA Safe Routes to School, COJB, Grants General Fund	\$\$\$
	JTA	Conceptual	Mid-Term	JTA Safe Routes to School, COJB, Grants General Fund	\$\$\$
	JTA	Conceptual	Mid-Term	JTA Safe Routes to School, COJB, Grants General Fund	\$\$\$
		Conceptual	2022-2023	Grants General Fund	\$\$\$\$
	CONB	Conceptual	Mid Term	FDOT, Grants, General Fund	\$\$
	CONB	Conceptual	Mid- to Long-Term	FDOT, Grants, General Fund	\$\$
	CONB, COJB, JTA	Conceptual	Short-Term	FDOT, JTA Safe Routes to School, Grants, General Fund	\$
	CONB, COJB, JTA	Conceptual	Short-Term	COJ	Built into Penman Road CompleteStreets Budget
	JTA, Duncan Fletcher High School	Conceptual	Short-Term	JTA SRTS, COJB, Grants, General Fund	\$

Appendix A

Capital Improvements Project List

CATEGORY	PRIORITY	PROJECT NAME	RESPONSIBLE PARTY	
Intersection, Crossing & Safety Improvements	High	Seagate Avenue & 4th Street Crossing	CONB, COJB	
Stormwater Infrastructure & Utilities	High	Davis Culvert	CONB	
Stormwater Infrastructure & Utilities	High	Forest Street Culvert	CONB, COJ	
Stormwater Infrastructure & Utilities	High	Septic Tank Conversions	CONB	
Stormwater Infrastructure & Utilities	High	Waterline Rehab: 600 blk Davis Street	CONB	
Stormwater Infrastructure & Utilities	High	Waterline Rehab: 600 blk Oleander Street	CONB	
Stormwater Infrastructure & Utilities	High	Waterline Rehab: Neptune Grove East & West	CONB	
Stormwater Infrastructure & Utilities	Medium	Force main Upgrade	CONB	
Stormwater Infrastructure & Utilities	High	Sewer Line Improvements: 600 blk Oleander Street	CONB	
Stormwater Infrastructure & Utilities	High	Sewer Line Improvements: Neptune Grove East & West	CONB	
Stormwater Infrastructure & Utilities	Medium	Remediate Gravity Sewer Conflict with Storm Sewer on Forest Avenue	CONB	
Stormwater Infrastructure & Utilities	Medium	Under Grounding Power Lines on Seagate Avenue	CONB, COJB	
Stormwater Infrastructure & Utilities	Medium	Hopkins Creek Restoration	CONB	

	POTENTIAL PARTNERS	PROJECT PHASE	TIME FRAME	POTENTIAL FUNDING SOURCES	COST ESTIMATE
	JTA, Duncan Fletcher High School	Conceptual	Short-Term	JTA Safe Routes to School, COJB, Grants, General Fund	\$
	JTA, Duncan Fletcher High School	Conceptual	Short-Term	JTA Safe Routes to School, COJB, Grants, General Fund	\$
		Planned	2023	Stormwater Fee, Grants	\$750,000
		Planned	2025	Stormwater Fee, Grants	\$750,000
		Planned	2024	General Fund, Clean Water State Revolving Fund	\$1,500,000
		Planned	2022	General Fund	\$250,000
		Planned	2023	General Fund	\$250,000
		Planned	2024	General Fund	\$250,000
		Planned	2025	General Fund, Clean Water State Revolving Fund	\$877,500
		Planned	2024	General Fund	\$350,000
		Planned	2025	General Fund	\$350,000
		Proposed	Mid- to Long-Term	General Fund, Clean Water State Revolving Fund	\$1,382,100
		Conceptual	Mid-term	Grants, General Fund, COJB	\$\$\$\$
		Proposed	2021-2024	Grants, General Fund	\$1,000,000

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 Element (PSE), 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 6 shall be identified as backlogged facilities and an interim level of standard within CSA 6 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 6 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 6. 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), or the specific geographic units within a school district in which school concurrency is applied and measured for the purpose of measuring school concurrency, as the areas within which an evaluation is made as to 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 PSE 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.