

Nassau County 2030 Comprehensive Plan Transportation Element (T) Goals, Objectives and Policies

Goal 2.0

The County will Promote the development of a transportation system, which will provide for the safe and efficient movement of people and goods and the use of alternative modes of transportation.

OBJECTIVE ~~2.01~~T.01

The County will continue to maintain minimum acceptable Levels of Service for all roadway segments within the major roadway network.

Policy ~~2.01.01~~ T.01.01

~~Level of Service Standards. The minimum acceptable Level of Service for Peak Hour (PKHR) Traffic shall be as set forth in the Table below. Level of Service shall be measured by methodologies outlined in, 1998 Level of Service Handbook, Florida Department of Transportation, or as updated. In addition, associated traffic volumes for each designated LOS shall be consistent with Table 5-2 and Table 5-3 of the 1998 Level of Service Handbook, Florida Department of Transportation, or as updated (See the Appendix to this Element for tables). The County shall use the most recent updated version of FDOT Highway Capacity Manual definitions, or revisions thereof, for arterial levels of service.~~

Minimum Acceptable Level of Service for County Roads

Road Classification	Minimum LOS for Rural Segments		Minimum LOS for Segments that are in Areas Transitioning to Urban or Areas over 5000 not in Urbanized Areas
Freeways			
• I-95 (Intrastate Highway system)	B		C
• I-10 (Intrastate Highway system)	B		C
Principal Arterials			
• US 1	C		D
• SR 15	C		D
• US 90	C		D
• US 301/SR 200 from southern County line to I-95 (Intrastate Highway system)	B		C
• US 17	C		D
• SR 200 (non-intrastate portion)	C		D
• US 301 (non-intrastate portion)	C		D
Minor Arterials			
Collectors (Major and Minor)	D		D

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Level of Service for State, SIS and FIHS facilities

	<u>SIS AND FIHS FACILITIES</u>		<u>TRIP FUNDED FACILITIES AND OTHER STATE ROADS</u>	
	<u>Limited Access Highway (Freeway)</u>	<u>Controlled Access Highway(</u>	<u>Other Multilane</u>	<u>Two-Lane</u>
<u>Rural Areas</u>	<u>B</u>	<u>B</u>	<u>B</u>	<u>C</u>
<u>Transitioning Urbanized Areas, Urban Areas, or Communities</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Urbanized Areas Under 500,000</u>	<u>C(D)</u>	<u>C</u>	<u>D</u>	<u>D</u>
<u>Urbanized Areas Over 500,000</u>	<u>D(E)</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>Roadways Parallel to Exclusive Transit Facilities</u>	<u>E</u>	<u>E</u>	<u>E</u>	<u>E</u>
<u>Inside TCMAs</u>	<u>D(E)</u>	<u>E</u>	--	--
<u>Inside TCEAs2 and MMTDs2</u>	--	--	--	--
NOTES: 1. <u>Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.</u> 2. <u>For rural two-lane facilities, the standard is C.</u> 3. <u>FDOT must be consulted as provided by Section 163.3180(5), (7), or (15), Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMAs, MMTDs, or TCEAs respectively.</u> 4. <u>The level of service standards for non TRIP facilities may be set by local governments in accordance with Rule 9J-5.0055, F.A.C.</u> 5. <u>It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.</u> 6. <u>Level of service letter designations are defined in the Department's 2002 Quality/Level of Service Handbook.</u>				

Policy 2.01.02

Backlogged Facilities. Backlogged are roads operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of the Five-Year Schedule of Capital Improvements, contained in the Capital Improvements Element, and not constrained. The list of roadway segments hereby designated as backlogged is as follows: I-95.

The adopted level of service standard for roadways designated as backlogged shall be maintained. Any backlogged facility will be allowed to operate at levels that do not exceed a five percent increase in locally generated peak-hour traffic volumes at the time of plan adoption added to the traffic volumes at the time of backlogged designation.

Constrained Facilities. Constrained is defined as a road where a lane in each direction cannot be added due to physical or environmental conditions or policy.

A) CR 105A from Gerbing Road to the Royal Amelia Golf Club entrance in Julia Street.

B) SRA1A from Beach Lagoon Road to Amelia Island Parkway at the Ritz-Carlton Hotel

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intersection on SRAIA

C) — Amelia Island Parkway from Julia Street to the intersection of CR105A

D) — 14th Street from Lime to Atlantic Avenue;

Policy 2.01.03

~~In order to improve the level of service on I-95, Nassau County shall support and encourage FDOT to undertake activities aimed at removing the backlog status from I-95.~~

Policy T.01.02

The County will develop and adopt a long term concurrency management system in coordination with the Florida Department of Transportation. The long term concurrency management system will include addressing designated districts, areas or facilities where significant backlog exists, the cost of eliminating the backlog, identification of tax, proportionate fair share or other revenue-raising efforts, and the inclusion of FDOT in review and approval of methodology for projects impacting S.R. 200. The County's long term concurrency management system shall be adopted by December 31, 2011.

Policy ~~2.01.04~~ T.01.03

~~Within 12 months of adoption of the EAR-based amendments, update the island-wide transportation study (1986) to determine the proper LOS requirements on arterial and collector roadways.~~ The County, in collaboration with FDOT and DCA, shall develop innovative methods to address and improve constrained and backlogged facilities. The methods may include designation of a Transportation Concurrency Exception Area, Transportation Concurrency Management Area, Transportation Concurrency Backlogged Area, Multi-modal Transportation District or Long Term Concurrency Management System.

Policy T.01.04

The County **may** fund transportation improvements required to accommodate new growth through collection of impact fee, proportionate share mitigation and/or other county specific funding mechanisms to fund transportation needs.

Policy T.01.05

The County shall continue to require adequate public facilities at the adopted LOS, including traffic facilities, to be available concurrent with the impacts of development, or that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve the proposed development.

Policy T.01.06

The County shall continue efforts to address facilities operating below the adopted level of service and the strategies may include long term capital planning, strategies and funding other programs.

OBJECTIVE **2.02** T.02

The County shall develop, construct, and maintain a major roadway network, which is consistent with the existing and future land use patterns.

Policy **2.02.01** T.02.01

Roadway Improvement Program. The roadway improvement projects required for **Amelia Island, and Nassau County**, will be completed in the priority order indicated and consistent with the **five-year Schedule of Capital Improvements Schedule**.

Policy **2.02.02** T.02.02

Roadway Project Evaluation Criteria. Proposed roadway improvement projects shall be evaluated, ranked, and added to the Roadway Improvement Program based on the following guidelines:

- A) The project is needed to: protect the public health and safety; or, fulfill the county's legal commitment to provide facilities and services.
- B) The project is needed to: preserve or achieve full use of existing facilities; promote efficient use of existing facilities; or, prevent or reduce future maintenance or improvement costs.
- C) The project is needed to: provide service to developed areas lacking full service; or, promote in-fill development within existing urbanized areas.
- D) The project is needed to: provide service to development areas consistent with the Land Use and Transportation Plan; or, provide service to development areas, which may be approved as amendments to the Land Use and Transportation Plan.

Policy **2.02.03** T.02.03

Review of Development Proposals. Procedures shall be implemented and maintained such that all development proposals are reviewed prior to receipt of construction approval to insure consistency with the objectives and policies of the Land Use and Transportation Plan.

Policy T.02.04

The County will coordinate with the North Florida TPO and FDOT in the update of the Long Range Transportation Plan.

Policy T.02.05

The transportation improvements identified in the following tables shall be included as long term unfunded needs in the Nassau County Capital Improvements Element (CIE) and shall be considered by the County when it adopts annual updates to the Schedule of Capital Improvements. These lists of improvements shall also be considered in any transportation

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analysis prepared by an applicant for DRI approval as required for any development within the East Nassau Community Planning Area (ENCPA).

Long Term Transportation Needs: Improvements to Existing Roadway Segments			
LinkID#	Road Segment	From	To
40	I-95	Duval County Line	SR 200/ A1A
41	I-95	SR 200/ A1A	U.S. 17/SR 5
44	SR 200/A1A	I-95	Yulee Rd
45/45A/46	SR 200/A1A	U.S. 17/SR 5	Blackrock Road
47/48	SR 200/A1A	Old Nassauville Rd	Amelia Island Parkway
49	Pages Dairy Road	U.S. 17/SR 5	Chester Road
52	Chester Road	SR 200/ A1A	Pages Dairy Road
53	Chester Road	Pages Dairy Road	Blackrock Road
54A	Miner Road	Haddock Road	SR 200/A1A
55	U.S. 17/SR 5	Duval County Line	Harts Road
57	U.S. 17/SR 5	SR 200/A1A	Pages Dairy Road
58	U.S. 17/SR 5	Pages Dairy Road	Goodbread Road
59	U.S. 17/SR 5	Goodbread Road	I-95
60	U.S. 17/SR 5	I-95	State Line

Long Term Transportation Needs: New Roadway Segments Within Urban Development Area		
Road Segment	From	To
CR 108 Extension	Chester Road	U.S. 17
East Nassau Connector	CR 108	East Frontage Road
East Nassau Connector	East Frontage Road	I-95 (New Interchange)
East Frontage Rd	U.S. 17	SR 200/A1A

Long Term Transportation Needs: Long Range Transit Improvements		
Station	From	To
Town Center	Regional Center TOD @ U.S. 17	-Duval County line*

* Coordinate with Duval County and JTA for extension to Jacksonville International Airport

Policy T.02.06

The County will consider and encourage, where feasible, greenways to link existing and proposed nature reserves, parks, cultural and historic sites with each other.

OBJECTIVE ~~2.03~~ T.03

The County shall ~~institute~~ maintain a program of protection and acquisition of rights of way for the major roadway network; to ensure continuity of the roadway network; and, to protect the existing and future roadway network from development and other encroachments ~~within 12 months of the adoption of the EAR-based amendments, the County shall institute a plan for protection and acquisition of rights-of-way.~~

Policy ~~2.03.01~~ T.03.01

Right of Way Standards. The following minimum right of way standards are set for existing and future segments of the roadway network:

<u>Roadway Classification</u>	<u>Right of Way Width</u>
Arterial (major and minor)	125 Feet
Collector (major and minor)	90 Feet
Local	60 Feet

Policy ~~2.03.02~~ T.03.02

County Right of Way Acquisition. Minimum right of way shall be acquired as part of roadway improvement projects undertaken on existing segments of the major roadway network, unless such acquisition is determined to be unreasonable by the Board of County Commissioners because of cost or funding.

Policy ~~2.03.03~~ T.03.03

Right of Way Dedication and Preservation. A program shall be instituted in connection with development approvals, which promotes and encourages the dedication, preservation, or other protection of rights of way for the existing and future major roadway network as defined ~~in the Land Use and Transportation Plan.~~ In addition to the minimum right-of-way cross section, additional right-of-way for expanded intersections (and turn lanes and tapers where feasible) will be acquired, dedicated or preserved according to the Transportation Analysis Spreadsheet and Future Needs Map.

Policy ~~2.03.03A~~ T.03.04

Rights-of-Way for planned improvement projects shall be protected through negotiated purchase or right-of-way contribution through the development review process, or other right-of-way preservation mechanisms permitted through State law.

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Policy 2.03.04

~~Centerline Setback Standards. The following minimum construction setback requirements are established for construction adjacent to major roadway network segments:~~

~~Roadway Classification Minimum Building Setback~~

Arterial	65 feet + Minimum Yard
Collector	45 feet + Minimum Yard

~~The minimum building setback will be measured from the centerline of the existing roadway or from the centerline of any proposed major roadway, which is located on the Right of Way Corridor Map to be developed in conjunction with the Land Development Regulations. The minimum yard set back will be the applicable minimum yard requirement as established by the land use zone.~~

Policy 2.03.05 T.03.05

Guidelines will be established in the Land Development Regulations to allow waivers to the right-of-way and road width standards as an incentive to encourage innovative design in mixed use or planned developments. For proposed development adjacent to arterial roadways, waivers will only be granted for the purpose for improving safety and access management.

Policy T.03.06

The County shall employ Transportation System Management Strategies to protect the right-of-way, improve efficiency and enhance safety.

OBJECTIVE 2.04 T.04

The County shall encourage and promote the safe integration and utilization of bicycle and pedestrian movement on the major roadway network, within public facilities, commercial development, residential areas, recreational facilities, and other areas that allow public access.

Policy 2.04.01

~~Bicycle Route Network. A bicycle route network shall be designated by the Board of County Commissioners within two years of adoption of the EAR-based Plan Amendment.~~

Policy 2.04.02

~~Within one year of the adoption of the EAR-based plan The Recreation Committee shall develop recommendations for a Bicycle Route Network to be presented to the Board of County Commissioners for consideration.~~

Policy 2.04.03 T.04.01

Bicycle and Pedestrian Facilities, in **P**ublic **P**roject **F**acilities and features shall be incorporated in public projects, as designated on the Bicycle Route Network as shown on Maps FTMS-7 and -8, to accommodate bicycle and pedestrian use. This shall include provision of paved shoulders

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and sidewalks on major roadway segments, especially those identified as part of the bicycle route network.

The Amelia Island Trail, as shown on Map FTMS-8, shall be implemented by requiring developments to construct that section related to their development. Such development shall receive appropriate credit from recreation and/or transportation impact fees.

~~Policy 2.04.04~~

~~The Amelia Island Bicycle Trail, as delineated, shall be implemented by requiring developments to construct that section related to their development. Such development shall receive appropriate credit from recreation and/or transportation impact fees.~~

Policy T.04.02

The County shall continue to participate and coordinate the Bicycle and Pedestrian paths with the North Florida TPO.

Policy T.04.03

The County shall work with developers to establish an interconnected system for the safe, convenient and efficient movement of pedestrian and bicycle.

OBJECTIVE ~~2.05~~ T.05

The County shall require that all developments and planned unit developments provide a circulation system which: provides adequate access to the major roadway network; provides for sound design of local and collector streets within such development; and otherwise provides for the objectives and policies of the Land Use and Transportation Plan.

Policy ~~2.05.01~~ T.05.01

Encourage Circulation within Development. Development shall include features and provisions, which encourage internal automobile circulation, bicycle use, pedestrian movement, and other features to minimize utilization of the major roadway network.

Policy ~~2.05.02~~ T.05.02

Consistency with Transportation System. The roadway and circulation systems of proposed developments should be developed in a manner consistent with the ~~objectives, policies, and standards of the Land Use and transportation plan.~~ the North Florida TPO and FDOT long term transportation plans.

Policy ~~2.05.03~~ T.05.03

Access to Arterial and Collector Roadways. Development, which provides access directly to arterial and collector roadways shall be designed to:

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- A) Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate;
- B) Prevent the creation of hazardous traffic conditions, such as excessive curb cuts, which impede traffic flow.

Policy ~~2.05.04~~ T.05.04

The County shall control the connections and access points of driveways and roads through land development regulations and recommendations to the FDOT concerning driveway permit applications. Land Development Regulations shall establish criteria for access road spacing consistent with FDOT Access Management Guidelines. In addition, the County shall request FDOT to purchase access rights for controlled access roads such as U.S. 301.

Policy ~~2.05.05~~ T.05.05

All new developments, redevelopments and additions to existing developments shall make provisions for safe and convenient internal traffic flow and adequate off-street parking facilities for motorized and non-motorized vehicles ~~through the Land Development Regulations Code, which will establish on-site parking regulations.~~

Policy ~~2.05.06~~ T.05.06

The following techniques shall be applied on a countywide basis to manage traffic access:

- A) Public roadways shall be classified according to function and planned, designed, and managed to preserve their functional integrity.
- B) Allowable levels of access shall be assigned to functionally classified roadways to preserve the safety and efficiency of these important transportation facilities.
- C) Direct access to major arterials and collectors shall be controlled to preserve the safety, efficiency, and character of the transportation route. Individual property access shall not be provided to arterial roadways where alternative access is available as defined in the LDR's.
- D) Raised medians shall be incorporated into the design of all arterial roadways with posted speeds of 45 mph or greater
- E) Driveway connections shall not be permitted in the functional area of the intersections of arterial or major collector roadways
- F) Signalized access points on arterial and major collector roadways shall not be approved where they substantially disrupt the ability to synchronize signals and maintain continuous traffic progression.
- G) Properties under the same ownership, consolidated for development or part of phased development plans shall be considered one property for the purposes of access control. Access points to such developments shall be the minimum necessary to provide reasonable access and not the maximum available for that property frontage.

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- H) New residential subdivisions shall include an internal street layout that connects to the streets of surrounding developments unless constrained to accommodate travel demand between adjacent neighborhoods without the need to use the major thoroughfare system.

Policy ~~2.05.07~~ T.05.07

~~Consistent with Policy 1.02.05-H. of the Future Land Use Element, the~~ The SR 200/A1A Access Management Overlay District is created. The SR 200/A1A Access Management Overlay District provides a further means for the County to manage development along SR 200/A1A. The purpose of this district is to reduce traffic congestion. Development that takes place within this district will be managed with the aim of protecting the public investment in the existing transportation system and reducing the need for expensive remedial measures. In addition, the policies of this overlay district will further the orderly layout and use of land, protect community character and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned division of land. This district is shown in map form as part of the Future Land Use Map Series. It lies generally within 1000 feet of each side of SR 200/A1A and stretches from Edwards Road (which is one mile west of the I-95 and SR 200/A1A interchange) to the Intracoastal Waterway. In addition to the policies in 2.05.06 above, the following added policies shall also apply to development within this district: Nassau County shall continue to implement, through the LDC, the provisions of the A1A Access Management Overlay District. Nassau County shall consider, additional FDOT access management activities aimed at reducing congestion, and improving safety on SR 200/A1A.

- ~~1. Direct access to SR 200/A1A shall be controlled as defined by FDOT to preserve the safety, efficiency, and character of this regionally important transportation route. Individual property access shall not be provided to SR 200/A1A where alternative access is available, or can be provided by the land developers, as defined in the LDR C's.~~
- ~~2. Accessibility to land development along SR 200/A1A shall be provided through the use of parallel roads side streets, joint access driveways and cross access easements connecting adjacent developments.~~
- ~~3. Unified access and circulation systems shall be required for activity centers. This shall include requiring access to property that does not have access to SR 200/A1A. A unified access and circulation system for activity centers will provide an alternative to strip development with individual driveways.~~
- ~~4. Activity centers shall be centered at and extend outward in a radius at the following intersections as identified in the Future Land Use Element.~~

~~SR 200/A1A and I-95
SR 200/A1A and SR 107
SR 200/A1A and SR 107 (Nassauville Road)
SR 200/A1A and US 17
SR 200/A1A and SR 200A (Old Chester Road)~~

- ~~5. Development standards for Activity Centers shall include:~~

~~Driveways within 500 feet of the activity center's intersection shall be prohibited unless there is no other option.~~

~~Adjacent non-residential properties shall provide a cross access drive and pedestrian access to allow circulation between sites.~~

~~All other standards of the SR 200/A1A Overlay District shall apply to development proposed within the Activity Center as defined in Policy 2.05.07,4).~~

- ~~6. In Accordance with the State Road 200/A1A Management Study, Florida Department of Transportation, 1995, future developments should be set back an additional 25 feet on each side of the existing right-of-way~~
- ~~7. When issuing any permit for access to any State Road in Nassau, the County shall document that it has followed the criteria and procedures for State Highway System Connection Permits in F.A.C. Rule 14-96. In addition, the County shall require the applicant, as appropriate, to document that the permit request is consistent with the Florida Department of Transportation's Access Management Rule (F.A.C. Rules 14-96 and 14-97), the Access Management Classification System and Standards in F.A.C. Rule 14-97.~~

Policy 2.05.08

~~The County shall request the FDOT PD&E study for SR 200/A1A to include an analysis of roadway capacity, alternatives to road widening such as frontage and parallel roads where feasible.~~

OBJECTIVE 2.06 T.06

The County will coordinate transportation activities with other agencies, local governments, and state agencies having planning and implementation responsibilities for highway, mass transit, railroad, air, and port facilities.

Policy 2.06.01 T.06.01

Coordination with Department of Transportation Standards and Programs. Transportation activities will be accomplished by the minimum standards of the Florida Department of Transportation unless other standards are set by the Board of County Commissioners.

Policy 2.06.02

~~The Amelia Island Joint Advisory Planning Committee shall continue to serve in an advisory capacity to the Nassau County Board of Commissioners and the Fernandina Beach City Council with respect to Land Use and Transportation Planning issues.~~

Policy 2.06.03 T.06.02

~~Consistent with Policy 8.01.05, Transportation Disadvantaged.~~ The ~~the~~ County shall supplement the requirements of Chapter 427, F.S., by providing local participation to the designated official planning agency and "coordinating board" and in meeting in the prescribed duties thereof.

Policy 2.06.04 T.06.03

The County, in conjunction with FDOT, shall develop and update annually a computer based countywide traffic model to coordinate land uses with roadway improvements. Traffic models may

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include, but are not limited to the Northeast Regional Planning Model (NERPM). County staff shall provide data to update the model by maintaining a list of certificates of concurrency and certificates of occupancy in a format that can be used by the model.

Policy ~~2.06.05~~ T.06.04

The County will coordinate transportation activities in the following manner:

- A) Concurrency issues will be coordinated with adjacent local governments, and transportation entities such as the North Florida TPO, FDOT and JTA if for proposed development ~~will that may~~ have an impact on the adjacent local government.
- B) The County will coordinate concurrency issues with FDOT for all state maintained roads.
- C) All roadway, new trips added and access issues on state roadways shall be coordinated with FDOT.
- D) The County will continue efforts to coordinate and participate in, when feasible, in regional transportation studies which encourage and promote transit initiatives. The County will continue to work with JTA, North Florida TPO, FDOT and other transportation agencies to educate and encourage transit in the region.
- E) The County shall continue to work with the Nassau County Council on Aging and support the Northeast Florida Regional Council, in obtaining state grant money for the Transportation Disadvantaged Program.
- F) When issuing any permit for access to any State Road in Nassau, the County shall document that it has followed the criteria and procedures for State Highway System Connection Permits in F.A.C. Rule 14-96. In addition, the County shall require the applicant, to acquire all necessary permits from FDOT.

~~NOTE: The following policies are added to address 9J-5.019(4) (c) 13, FAC: One or more policies are required for the "Establishment of strategies to facilities local traffic to use alternatives to the Florida Intrastate Highway System to protect its interregional and intra-state functions.~~

~~Policy 2.06.06~~

~~The County shall initiate a Special Area Study of the Yulee Planning District. The Special Area Study shall include principals and guidelines that provide for the continued and improved coordination of land use with the transportation system. In addition, the Special Area Study will provide additional strategies for limiting urban sprawl and for advancing the efficient use of land and other resources.~~

~~Policy 2.06.07 Reserved.~~

Policy ~~2.06.08~~ T.06.05

~~Within one year of adoption of the EAR based Plan Amendment~~ The Nassau County shall undertake the following actions aimed at assisting the private sector or other private or public non/profit organizations implement transportation operations that will serve as alternatives to the Florida Intrastate Highway System:

A) The County shall continue it's coordination effort with the JTA and North Florida TPO to assess, where feasible, service options for transit.

B) Nassau County shall refer to the Nassau Country Transit Study to coordinate efforts for transit options with JTA and the North Florida TPO.

~~1. Study the feasibility of implementing the service options for providing new transit services as discussed in Section 10 of the Nassau County Transit Study, May 2000.~~

~~2. For service options that are feasible, the County will pursue federal and state grants to implement them.~~

~~3. Options that are to be considered for implementation, shall include, but not be limited to:~~

~~a. Develop a Rideshare/Park and Ride Program.~~

~~b. Develop a transit service to connect residential neighborhoods on Amelia Island with the various services and activities in Fernandina Beach and other areas of the Amelia Island.~~

~~c. Develop a Mainland transit service to connect the Yulee area with Fernandina Beach.~~

~~d. Study feasibility of parallel reliever roads to improve local road connectivity.~~

Policy 2.06.09

~~The County shall make available information on major trip generators and attractors as documented in the Nassau County Transit Study, May 2000 and the FSUTMS Transportation Model. This information will be made available to help evaluate whether a public transit service is economically viable. It may also be useful to public and private organizations that provide transportation services to persons with social needs and to the transportation disadvantaged.~~

OBJECTIVE 2.07

~~The County shall require facilities and services to meet adopted LOS standards and require that such facilities and services be available concurrent with the impacts of development, or that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve the proposed development and that facilities that provide utility service to the various land uses are authorized at the same time as the land uses are authorized.~~

Policy 2.07.01

~~The County shall require adequate public facilities at the adopted LOS, including traffic facilities, to be available concurrent with the impacts of development, or that development orders and permits are specifically conditioned on the availability of the facilities and services necessary to serve the proposed development.~~

OBJECTIVE ~~2.08~~ T.07

~~Upon Plan adoption, the County shall implement the following policies to protect ports, airports and related facilities from encroachment of incompatible land uses.~~

~~Land Development Regulations shall be adopted which set standards for buffering and separation between land uses so as to protect ports, airports and related facilities from encroachment of incompatible land uses.~~

~~The County shall adopt and implement land use controls that require incompatible land uses to maintain minimum set-back distances from each other.~~

The County shall implement the following policies to protect ports, airports and related facilities from encroachment of incompatible land uses.

Policy T.07.01

The County shall adopt Land Development Codes that set standards for minimum setback distances, buffers and other methods to protect ports, airports and related facilities from encroachment by incompatible land uses.

Policy T.07.02

The County shall continue to implement height restrictions and encroachment limitations in the unincorporated portions of Nassau County surrounding the Fernandina Beach Municipal Airport and Hilliard Air Park.

OBJECTIVE T.08

The County recognizes that the use of gasoline creates a large portion of the green house gas emissions and shall incorporate transportation strategies to address the reduction of these green house gas emissions.

Policy T.08.01

The County shall identify and pursue strategies to reduce the vehicle miles traveled.

- A) Establish locations with the Urbanized Area for compact mixed use development.
- B) Increase opportunities for job creation proximate to higher density residential.
- C) Facilitate future opportunities for transit-oriented developments
- D) Locating multi-modal transportation opportunities adjacent to existing rail lines, airports and ports.
- E) Encourage continuation of silviculture and its attendant carbon sequestration in the rural areas of Nassau County.
- F) The County shall encourage existing and new developments to be connected by roadways, bikeways, and pedestrian systems that encourage travel between

neighborhoods and access to transit without requiring use of the major thoroughfare system.

- G) Require opportunities for neighborhood shopping and personal services within one mile of residential development in the rural transitioning areas.

Policy T.08.02

In support of a stronger jobs-to-housing balance and a reduction in the average Vehicle Miles Traveled (VMT), especially within the designated Urban Development Area (UDA) and adjacent Economic Development Opportunity Areas (EDOA), Nassau County shall encourage Transit Oriented Developments (TOD) along Interstate 95, U.S. Highway 17 and the existing railroad corridor. TODs shall be designed to include an ample mix of transit-supportive uses, with the highest concentration of residential and employment activity located in close proximity to planned multimodal transit centers.