



City of Jacksonville Beach

11 North Third Street
Jacksonville Beach, Florida

Amended Agenda

City Council

Monday, November 21, 2022

6:00 PM

Council Chambers

MEMORANDUM TO:

The Honorable Mayor and
Members of the City Council
City of Jacksonville Beach, Florida

Council Members:

The following Agenda of Business has been prepared for consideration and action at the Regular Meeting of the City Council.

OPENING CEREMONIES: INVOCATION, FOLLOWED BY SALUTE TO THE FLAG

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

- A. Closed Executive Session held on November 7, 2022
- B. Regular City Council Meeting held on November 7, 2022
- C. Special City Council Meeting held on November 14, 2022

ANNOUNCEMENTS

COURTESY OF THE FLOOR TO VISITORS

MAYOR AND CITY COUNCIL

- A. Adopt the Declaration of Election results as provided by the Duval County Canvassing Board and certified by the State of Florida for the election results of the City of Jacksonville Beach General Election, held November 8, 2022
- B. Presentation of Resolution of Esteem to Council Member Georgette Dumont
- C. Presentation of Resolution of Esteem to Council Member Chester ("Chet") Stokes

CITY CLERK

- A. 1. Administer Oaths of Office

- Sandy Golding
- Cory Nichols
- Bill Horn
- Greg Sutton

- 2. New Council to be Seated

ROLL CALL**MAYOR AND CITY COUNCIL**

- A. Nominate and select a Council Member to serve as Mayor Pro-Tem, with the term beginning November 21, 2022, and expiring after the certification of the election results in 2024
- B. Request for Shade Meeting

CITY MANAGER

- A. Accept/Reject the Monthly Financial Reports for the month of October 2022
- B. Approve/Disapprove the purchase of two UAS drones from Skydio on the Sourcewell contract from Federal Equitable Sharing funds
- C. Approve/Disapprove the Scope of Services and Fees (Phase 1) for Halff and Associates for Design and Engineering Services for Latham Plaza in the amount of \$84,600.00
- D. Approve/Disapprove declaring the Board of Adjustment seat of member Jeff Truhlar vacant per Section 34-93(d)(2) of the Code of Ordinances
- E.
 - 1. Approve/Disapprove the appointment of Todd Smith to fill the remainder of the vacant Regular Member term of Daniel Elmaleh on the Board of Adjustment expiring December 31, 2025; and
 - 2. Approve/Disapprove the appointment of Jennifer Williams to fill the remainder of the vacant Regular Member term of Jeff Truhlar on the Board of Adjustment expiring December 31, 2023; **OR** Appoint Jennifer Williams as 1st Alternate on the Board of Adjustment to fill the remainder of the term of Todd Smith's 1st Alternate seat expiring December 31, 2025

RESOLUTIONS

- A. Adopt/Deny Resolution No. 2127-2022 adopting the Urban Trails Master Plan

ORDINANCES

- A. Approve/Disapprove Ordinance No. 2022-8186 on the first reading for a Redevelopment District RD Zoning District Rezoning for 201 5th Avenue North and schedule a second reading for December 5, 2022
- B. Approve/Disapprove Ordinance No. 2022-8187 on the first reading for a Text Amendment to the Land Development Code for Fence Height, and schedule a second reading for December 5, 2022

ADJOURNMENT**NOTICE**

In accordance with Section 286.0105, Florida Statutes, any person desirous of appealing any decision reached at this meeting may need a record of the proceedings. Such person may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

The public is encouraged to speak on issues on this Agenda that concern them. Anyone who wishes to speak should submit the request to the City Clerk or to the recording secretary prior to the beginning of the meeting. These forms are available at the entrance of the City Council Chambers for your convenience.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing a special accommodation to participate in this meeting should contact the City Clerk's Office at (904) 247-6299 no later than one business day before the meeting.

You may use this website <http://www.jacksonvillebeach.org/publichearinginfo> to find information concerning the hearing process. This information is also available in the City Hall first floor display case.

**Minutes of Executive Session of the City Council
held Monday, November 7, 2022, at 4:00 P.M.
in the Council Chambers, 11 North 3rd Street,
Jacksonville Beach, Florida**



CALL TO ORDER:

Mayor Hoffman called the meeting to order at 4:00 P.M.

The following Council Members were in attendance:

Mayor: Christine Hoffman

Council Members:	Georgette Dumont	Sandy Golding	Dan Janson (late)
	Fernando Meza	Cory Nichols	Chet Stokes

Also present were City Manager Mike Staffopoulos, City Attorney Sandra Robinson, the City's Outside Attorney Cliff Shepard, City Clerk Sheri Gosselin, and a Court Reporter.

Mayor Hoffman called the public meeting to order.

Mayor Hoffman announced the Council would go into an Executive Session to discuss possible offers of settlement to resolve VLSC v. City of Jacksonville Beach and City of Jacksonville Beach v. American Red Cross, Case Numbers 16-2022-CA 002089 and 16-2022-CA 006314. Participants would be limited to the City Council, Mayor Christine Hoffman, Mayor Pro Tem Cory Nichols, Council Members Georgette Dumont, Sandy Golding, Dan Janson, Fernando Meza, Chet Stokes, City Manager Mike Staffopoulos, City Attorney Sandra Robinson, outside legal counsel for the City Cliff Shepard, and a certified court reporter.

Mayor Hoffman said the City Council, City Manager, City Attorney, outside legal counsel for the City, and the court reporter would adjourn to the City Hall Second Floor Boardroom for the attorney-client session. The session was estimated to last approximately two hours.

After the closed session, the Council and officials would reconvene in public in the Council Chambers, and the Mayor would announce the termination of the Executive Session. Any decisions or actions would be voted on in a public meeting.

City Clerk Sheri Gosselin stated the public notice and the agenda for the Executive session were published on the City's website and posted in the display case at City Hall on November 3, 2022.

Mayor Hoffman closed the public meeting at 4:03 P.M.

Mayor Hoffman re-opened the public meeting at 5:59 P.M. to announce the termination of the closed attorney-client session.

Motion: It was moved by Ms. Golding, seconded by Mr. Janson, to authorize offers of settlement consistent with the parameters of their discussions in the Shade Meeting.

Roll Call Vote: Ayes – Dumont, Golding, Janson, Meza, Nichols, Stokes, Mayor Hoffman
The motion passed unanimously.

ADJOURNMENT:

There being no further business, the meeting adjourned at 6:00 P.M.

Submitted by: Sheri Gosselin
City Clerk

Approval:

Christine H. Hoffman, Mayor

Date: _____

**Minutes of Regular City Council Meeting
held Monday, November 7, 2022, at 6:00 P.M.
in the Council Chambers, 11 North 3rd Street,
Jacksonville Beach, Florida**



OPENING CEREMONIES: INVOCATION, FOLLOWED BY SALUTE TO THE FLAG

Council Member Janson provided the invocation, followed by the Pledge of Allegiance.

CALL TO ORDER:

Mayor Hoffman called the meeting to order at 6:05 P.M.

ROLL CALL:

Mayor: Christine Hoffman

Council Members:	Georgette Dumont	Sandy Golding	Dan Janson
	Fernando Meza	Cory Nichols	Chet Stokes

Also present were: City Manager Mike Staffopoulos, City Attorney Sandra Robinson, Chief Financial Officer Ashlie Gossett, Director of Planning and Development Heather Ireland, Budget Officer A.J. Souto, Parks and Recreation Office Administrator Molly Alleger, Deputy City Manager Karen Nelson, and City Clerk Sheri Gosselin.

APPROVAL OF MINUTES:

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, and passed unanimously to approve the following minutes:

- Closed Executive Session held on October 17, 2022
- Regular Council Meeting held on October 17, 2022
- Special Council Meeting held on November 2, 2022
- Council Briefing held on November 2, 2022

ANNOUNCEMENTS:

Council Member Meza thanked the Police Department for continuing to get guns off the streets and warned against private property vandalism.

Council Member Golding announced the process began for updating the City's Comprehensive Plan and Land Development Code with several workshops being held. She encouraged citizens to provide input at www.cojbupdate.com.

Mayor Hoffman recognized the Parks and Recreation Department and Paws Parks. She encouraged citizens to visit the farmer's market at Penman Park held every Saturday morning and briefly spoke about Tropical Storm Nicole. She stated Election Day was tomorrow [November 8, 2022] and noted the 16 ballot amendments.

Council Member Stokes read a prepared statement [on file] related to his resignation, which would be effective at midnight. He thanked the Council, City staff, and the residents of the City.

COURTESY OF THE FLOOR TO VISITORS:

- Kurtis Loftus, 1280 Mayport Landing Drive, Atlantic Beach, spoke about Deck the Chairs.

MAYOR AND CITY COUNCIL:

Item A Proclamation to Beaches Fine Art Series

Mayor Hoffman read the proclamation [on file].

CITY CLERK: *No items*

CITY MANAGER:

Item A Approve/Disapprove an amendment to the Agreement with Tyler Technologies to implement the Tyler Payments payment processor and purchase eight credit card terminals

Chief Financial Officer Ashlie Gossett provided background on the item.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve an amendment to the Agreement with Tyler Technologies to implement the Tyler Payments payment processor and purchase eight credit card terminals.

Discussion: *None*

Roll Call Vote: Ayes – Dumont, Golding, Janson, Meza, Nichols, Stokes, Mayor Hoffman.
The motion passed unanimously.

Item B Approve/Disapprove the Collective Bargaining Agreement with the Fraternal Order of Police for a three-year term effective October 1, 2022

Deputy City Manager Karen Nelson provided background on the item and summarized the revisions to the Agreement and the financial impact.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve the Collective Bargaining Agreement with the Fraternal Order of Police for a three-year term effective October 1, 2022.

Discussion: *None*

Roll Call Vote: Ayes – Golding, Janson, Meza, Nichols, Stokes, Dumont, Mayor Hoffman.
The motion passed unanimously.

Item C Approve/Disapprove the Collective Bargaining Agreement with the Laborers' International Union of North America for a three-year term effective October 1, 2022

Ms. Nelson provided background on the item and summarized the revisions to the Agreement and the financial impact.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve the Collective Bargaining Agreement with the Laborers' International Union of North America for a three-year term effective October 1, 2022.

Discussion: *None*

Roll Call Vote: Ayes – Janson, Meza, Nichols, Stokes, Dumont, Golding, Mayor Hoffman.
The motion passed unanimously.

Item D Approve/Disapprove the First Amendments to the Employment Agreements for the City Manager and City Attorney, providing for salary adjustments

Ms. Nelson explained this item would allow the City Manager and City Attorney to receive the same salary adjustments as executive management.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve the First Amendments to the Employment Agreements for the City Manager and City Attorney, providing for salary adjustments.

Discussion: *None*

Roll Call Vote: Ayes – Meza, Nichols, Stokes, Dumont, Golding, Janson, Mayor Hoffman.
The motion passed unanimously.

Item E 1. Approve/Disapprove Staff to proceed with developing an ordinance to establish an Outdoor Dining Pilot Program on 1st Avenue North, from 1st Street North to 2nd Street North, and

2. Approve/Disapprove the City Manager to execute a Right-of-way Use Permit for Jax Beach Town Center, LLC to eliminate on-street parking spaces adjacent to and south of the Town Center project, replacing in kind with an oversized sidewalk, and prohibiting use for outdoor dining until a pilot program is established

Director of Planning and Development Heather Ireland provided background on the item and reviewed the location.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve staff to proceed with developing an ordinance to establish an Outdoor Dining Pilot Program on 1st Avenue North, from 1st Street North to 2nd Street North.

Discussion:

A brief discussion ensued about the pilot program, the length of the program, and Community Redevelopment Agency (CRA) support.

Roll Call Vote: Ayes – Nichols, Stokes, Dumont, Golding, Janson, Meza, Mayor Hoffman.
The motion passed unanimously.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve the City Manager to execute a Right-of-way Use Permit for Jax Beach Town Center, LLC, to eliminate on-street parking spaces adjacent to and south of the Town Center project, replacing in kind with an oversized sidewalk, and prohibiting use for outdoor dining until a pilot program is established.

Discussion: *None*

Roll Call Vote: Ayes – Stokes, Dumont, Golding, Janson, Meza, Nichols, Mayor Hoffman.
The motion passed unanimously.

RESOLUTIONS:

Item A **Adopt/Deny Resolution No. 2113-2022 establishing a convenience fee for credit card, charge card, and debit card utility payments and providing for an effective date**

Mayor Hoffman requested the City Clerk read Resolution No. 2113-2022 by title only, whereupon Ms. Gosselin read the following:

“A RESOLUTION OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, ESTABLISHING A CONVENIENCE FEE FOR CREDIT CARD, CHARGE CARD, AND DEBIT CARD UTILITY PAYMENTS; AND PROVIDING FOR AN EFFECTIVE DATE.”

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Resolution No. 2113-2022, establishing a convenience fee for credit card, charge card, and debit card utility payments and providing for an effective date.

Discussion: *None*

Roll Call Vote: Ayes – Dumont, Golding, Janson, Meza, Nichols, Stokes, Mayor Hoffman.
The motion passed unanimously.

Item B **Adopt/Deny Resolution No. 2122-2022 amending the operating budget of the City of Jacksonville Beach for the Fiscal Year beginning October 1, 2021 and ending September 30, 2022**

Budget Officer A.J. Souto provided background on the item.

Mayor Hoffman requested the City Clerk read Resolution No. 2112-2022 by title only, whereupon Ms. Gosselin read the following:

“A RESOLUTION AMENDING THE OPERATING BUDGET OF THE CITY OF JACKSONVILLE BEACH, FLORIDA FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2021 AND ENDING SEPTEMBER 30, 2022.”

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Resolution No. 2122-2022 amending the operating budget of the City of Jacksonville Beach for the Fiscal Year beginning October 1, 2021, and ending September 30, 2022.

Discussion: *None*

Roll Call Vote: Ayes – Golding, Janson, Meza, Nichols, Stokes, Dumont, Mayor Hoffman.
The motion passed unanimously.

Item C Adopt/Deny Resolution No. 2125-2022 approving the honorary street name designation applications for Honorees Corbitt, Owens, and Reed

Parks and Recreation Office Administrator Molly Alleger provided background on the item.

The following spoke in support of the resolution:

- Lenny Jevic, 239 Seminole Road, Atlantic Beach

Mayor Hoffman requested the City Clerk read Resolution No. 2125-2022 by title only, whereupon Ms. Gosselin read the following:

“A RESOLUTION OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, APPROVING APPLICATIONS AND HONORARY STREET NAME DESIGNATION SIGN LOCATIONS FOR FALLEN WARTIME MILITARY VETERANS UNDER THE HONORARY STREET SIGN DESIGNATION POLICY; AUTHORIZING SIGN INSTALLATION; PROVIDING FOR ADOPTION OF RECITALS, REPEAL OF PRIOR INCONSISTENT RESOLUTIONS AND COUNCIL DECISIONS, SEVERABILITY, AND AN EFFECTIVE DATE.”

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Resolution No. 2125-2022, approving the honorary street name designation applications for Honorees Corbitt, Owens, and Reed.

Discussion:

Council Member Dumont announced the upcoming Veteran’s Day memorial event.

Roll Call Vote: Ayes – Janson, Meza, Nichols, Stokes, Dumont, Golding, Mayor Hoffman.
The motion passed unanimously.

Item D Adopt/Deny Resolution No. 2123-2022 amending the Position Classification and Pay Plan for Managerial, Professional, and Administrative (Nonunion) Positions, effective October 1

Ms. Nelson explained this Resolution would adopt changes to the Nonunion Position Classification and Pay Plan consistent with the increases made to both unions.

Mayor Hoffman requested the City Clerk read Resolution No. 2113-2022 by title only, whereupon Ms. Gosselin read the following:

“A RESOLUTION OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AMENDING ITS POSITION CLASSIFICATION AND PAY PLAN FOR MANAGERIAL, PROFESSIONAL AND ADMINISTRATIVE (NONUNION) POSITIONS; PROVIDING FOR ADOPTION OF RECITALS, ADOPTION OF THE PLAN, REPEAL OF PRIOR INCONSISTENT RESOLUTIONS, SEVERABILITY, AND AN EFFECTIVE DATE.”

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Resolution No. 2123-2022 amending the Position Classification and Pay Plan for Managerial, Professional, and Administrative (Nonunion) Positions, effective October 1.

Discussion: *None*

Roll Call Vote: Ayes – Meza, Nichols, Stokes, Dumont, Golding, Janson, Mayor Hoffman.
The motion passed unanimously.

Item E Adopt/Deny Resolution No. 2126-2022 amending City Personnel Policies

Ms. Nelson went over the amendments to the Nonunion Personnel Policies.

Mayor Hoffman requested the City Clerk read Resolution No. 2126-2022 by title only, whereupon Ms. Gosselin read the following:

“A RESOLUTION OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AMENDING ITS PERSONNEL POLICIES; PROVIDING FOR ADOPTION OF RECITALS, ADOPTION OF THE PLAN, REPEAL OF PRIOR INCONSISTENT RESOLUTIONS, SEVERABILITY, AND AN EFFECTIVE DATE.”

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Resolution No. 2126-2022, amending City Personnel Policies.

Discussion: *None*

Roll Call Vote: Ayes – Nichols, Stokes, Dumont, Golding, Janson, Meza, Mayor Hoffman.
The motion passed unanimously.

ORDINANCES:

Item A Adopt/Deny Ordinance No. 2022-8184 on the second reading amending the City Code of Ordinances, Chapter 2, Article V, Division 5, General Employees' Retirement System

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8184 by title only, whereupon Ms. Gosselin read the following:

“AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AMENDING CHAPTER 2, ARTICLE V, DIVISION 5, GENERAL EMPLOYEES’ RETIREMENT SYSTEM, OF THE CODE OF ORDINANCES OF THE CITY OF JACKSONVILLE BEACH, TO PROVIDE FOR AN INCREASE TO THE BENEFIT CAP; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.”

Mayor Hoffman read the following: “This ordinance is before this Council for a public hearing and consideration on its second reading. I will now open the public hearing on Ordinance 2022-8184.”

Public Hearing:

No one came forth to speak on the item. Mayor Hoffman closed the public hearing.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Ordinance No. 2022-8184 on the second reading amending the City Code of Ordinances, Chapter 2, Article V, Division 5, General Employees' Retirement System.

Discussion: *None*

Roll Call Vote: Ayes – Stokes, Dumont, Golding, Janson, Meza, Nichols, Mayor Hoffman.
The motion passed unanimously.

Item B Adopt/Deny Ordinance No. 2022-8185 on the second reading amending the City Code of Ordinances, Chapter 2, Article V, Division 6, Police Officers' Retirement System

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8185 by title only, whereupon Ms. Gosselin read the following:

“AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AMENDING CHAPTER 2, ARTICLE V, DIVISION 6, POLICE OFFICERS’ RETIREMENT SYSTEM, OF THE CODE OF ORDINANCES OF THE CITY OF JACKSONVILLE BEACH, TO PROVIDE FOR AN INCREASE TO THE ANNUAL BENEFIT CAP AND TO AMEND THE TERM OF OFFICE FOR MEMBER-

ELECTED TRUSTEES; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.”

Mayor Hoffman read the following: “This ordinance is before this Council for a public hearing and consideration on its second reading. I will now open the public hearing on Ordinance 2022-8185.”

Public Hearing:

No one came forth to speak on the item. Mayor Hoffman closed the public hearing.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Ordinance No. 2022-8185 on the second reading amending the City Code of Ordinances, Chapter 2, Article V, Division 6, Police Officers’ Retirement System.

Discussion:

Ms. Dumont recognized the passing of John Galarneau, who served on the Police Officers’ Pension Board.

Roll Call Vote: Ayes – Dumont, Golding, Janson, Meza, Nichols, Stokes, Mayor Hoffman.
The motion passed unanimously.

Item C Adopt/Deny Ordinance No. 2022-8181 on the second reading for a Small Scale Land Use Amendment for the Beach Boulevard Mixed-Use Neighborhood Center

Ms. Ireland noted there were no changes to the request at the first reading.

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8181 by title only, whereupon Ms. Gosselin read the following:

“AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AMENDING THE 2030 COMPREHENSIVE PLAN FUTURE LAND USE MAP, PROVIDING FOR A CHANGE OF FUTURE LAND USE DESIGNATIONS ON APPROXIMATELY 30.33 ACRES OF LAND LOCATED SOUTH OF BEACH BOULEVARD BETWEEN HOPSON ROAD AND JARDIN DE MER PLACE, FROM COMMUNITY COMMERCIAL (CC) TO HIGH DENSITY RESIDENTIAL (HDR), CONSERVATION (CON) AND RECREATION OPEN SPACE (ROS), FROM RECREATION OPEN SPACE (ROS) TO HIGH DENSITY RESIDENTIAL (HDR), FROM HIGH DENSITY RESIDENTIAL (HDR) TO RECREATION OPEN SPACE (ROS) AND FROM LOW DENSITY RESIDENTIAL TO CONSERVATION; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES, SEVERABILITY, AND AN EFFECTIVE DATE.”

Mayor Hoffman read the following: “This ordinance for the amendment to the text of the 2030 Comprehensive Plan is before this Council for a public hearing and adoption on its second reading. Under the laws of the State of Florida, an ordinance which changes the text of any Element of the City’s 2030 Comprehensive Plan, is a ‘quasi-legislative’ proceeding. A quasi-legislative proceeding means that a governing body is acting in its rule-making capacity.

It is the duty of the Council to arrive at sound decisions regarding proposed changes to the text of the adopted 2030 Comprehensive Plan. This includes receiving citizen input regarding any proposed text change.

The application has been reviewed by Staff and the Planning Commission for consistency with other portions of the Comprehensive Plan. The Council may hear from all interested parties in the legislative determination of an amendment to the text of the City’s 2030 Comprehensive Plan.

The Council’s decision on a Comprehensive plan amendment application is based on the criteria set forth in Section 34-182 of the Land Development Code. Each member of the Council has been provided a copy of the criteria.

I will now open the public hearing on Ordinance No. 2022-8181.”

Public Hearing:

Mayor Hoffman opened the public hearing.

- Agent for the applicant, Steve Diebenow, 1 Independent Drive, Suite 1200, Jacksonville, stated he was present to answer any questions.

The following spoke in opposition to the ordinance:

- Barbara Bauer, 604 13th Avenue South, Jacksonville Beach
- Lynn Hileman, 22 Hopson Road, Jacksonville Beach
- Duke Lewis, 18 Hopson Road, Jacksonville Beach
- Michelle Tipton, 2333 Azalea Drive, Jacksonville Beach
- Heather McConville, 619 14th Avenue North, Jacksonville Beach

Mr. Diebenow addressed concerns expressed by the public.

Mayor Hoffman closed the public hearing.

Mayor Hoffman read the following: “Before requesting a motion on this ordinance, beginning with myself, each of the members is requested to indicate for the record both the names of persons and the substance of any ex-parte communications regarding this application. An ex-parte communication refers to any meeting or discussion with a person or citizen who may have an interest in this decision, which occurred outside of the public hearing process.”

Ex-Parte Communications:

Mayor Hoffman, Mr. Stokes, Ms. Dumont, Mr. Meza, Mr. Janson, and Ms. Golding disclosed they had no ex-parte communications.

Mr. Nichols disclosed he received an email from Mr. Diebenow regarding changes.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Ordinance No. 2022-8181 on the second reading for a Small Scale Land Use Amendment for the Beach Boulevard Mixed-Use Neighborhood Center.

Mayor Hoffman read the following: “Before opening the floor for discussion or questions by the Council, please be reminded that our decision will be based on the criteria set forth in the Land Development Code, Staff’s report, the recommendation of the Planning Commission and the public input at all hearings.”

Discussion:

A discussion ensued about criteria for changes to the Comprehensive Plan, staff’s recommendations, the Planning Commission’s decision to not make a recommendation, the project’s traffic study, and the amendment.

Roll Call Vote: Ayes – Golding, Janson, Meza, Nichols, Stokes, Dumont, Mayor Hoffman.
The motion passed unanimously.

Item D **Adopt/Deny Ordinance No. 2022-8182 on the second reading for a Planned Unit Development: PUD District Rezoning for the Beach Boulevard Mixed-Use Neighborhood Center**

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8182 by title only, whereupon Ms. Gosselin read the following:

“AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA ESTABLISHING A PLANNED UNIT DEVELOPMENT: PUD ZONING DISTRICT WITHIN THE CITY OF JACKSONVILLE BEACH, FLORIDA, AS PROVIDED UNDER CHAPTER 34 OF THE CODE OF ORDINANCES OF SAID CITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES, SEVERABILITY, AND AN EFFECTIVE DATE.”

Mayor Hoffman read the following:

“This ordinance to amend the PUD zoning regulations of a property is before this Council for a public hearing and consideration on its second reading. Under the laws of the State of Florida, an application to amend the zoning regulations governing a property is handled as a ‘quasi-judicial’ proceeding. A quasi-judicial proceeding means that a governing body is now functioning in a manner similar to a court with the Mayor and Council sitting as impartial decision makers hearing testimony and questioning presenters, who are to provide substantial and competent evidence to support their side of the issue. It is the duty of the Council to arrive at sound decisions regarding the use of property within the City. This includes receiving citizen input regarding the proposed use on the neighborhood, especially where the input is fact-based and not a simple expression of opinion.

It is the applicant's burden to demonstrate that their application is consistent with the Land Development Code and the Comprehensive Plan. If the applicant is successful in showing consistency, then it is up to the local government to produce competent, substantial evidence of record that the application should be denied. The Council's decision on a zoning amendment application is based on the criteria set forth in Section 34-211 of the Land Development Code. Each member of the Council has been provided a copy of the criteria.

In addition, the Council has received a copy of the application and the staff and Planning Commission reports on this PUD zoning amendment request.

I will now open the public hearing on Ordinance No. 2022-8182."

Public Hearing:

Mayor Hoffman opened the public hearing.

- Agent for the applicant, Steve Diebenow, 1 Independent Drive, Suite 1200, Jacksonville, noted draft revisions to the conditions were sent to Council.

The following spoke in opposition to the ordinance:

- Duke Lewis, 18 Hopson Road, Jacksonville Beach
- Lynn Hileman, 22 Hopson Road, Jacksonville Beach

Mayor Hoffman closed the public hearing.

Mayor Hoffman read the following: "Before requesting a motion on this ordinance, beginning with myself, each of the members is requested to indicate for the record both the names of persons and the substance of any ex-parte communications regarding this application. An ex-parte communication refers to any meeting or discussion with a person or citizen who may have an interest in this decision, which occurred outside of the public hearing process."

Ex-Parte Communications:

Mayor Hoffman, Mr. Stokes, Mr. Meza, Mr. Nichols, and Mr. Janson disclosed they received an email from Mr. Diebenow with additional amendment text.

Ms. Dumont disclosed she received an email from Mr. Diebenow with additional amendment text and spoke with him on November 3, 2022.

Ms. Golding disclosed she received an email from Mr. Diebenow with additional amendment text and also spoke with him on the phone and discussed outstanding items the applicant was asked to address. She also noted they discussed the applicant providing funds for the viewing platform.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to adopt Ordinance No. 2022-8182 on the second reading for a Planned Unit Development: PUD District Rezoning for the Beach Boulevard Mixed-Use Neighborhood Center.

Mayor Hoffman read the following: “Before opening the floor for discussion or questions by the Council, please be reminded that our decision will be based on the criteria set forth in the Land Development Code, and the Council is required to approve a clear statement of specific findings of fact stating the basis upon which such facts were determined and the decision was made.”

Motion to Amend: It was moved by Ms. Dumont, seconded by Ms. Golding, to amend the application to bring the number of units down to 410.

Discussion:

Mr. Diebenow stated the applicant would agree to reduce the number of units to 415.

Motion to Amend the Amendment: It was moved by Ms. Dumont, seconded by Mr. Nichols, to amend the number of units to 415.

Discussion:

A brief discussion ensued about density. Mr. Diebenow stated the applicant would agree to 30 units of affordable housing based on 415 units.

A discussion ensued on the number of 3-bedroom units. Mr. Diebenow stated the applicant would agree to four 3-bedroom units.

A brief discussion continued about maximum density. Ms. Ireland addressed questions from the Council.

Amended Motion Roll Call Vote: Ayes –Janson, Meza, Nichols, Stokes, Dumont, Golding, Mayor Hoffman.
The motion passed unanimously.

Motion to Amend: It was moved by Ms. Dumont, seconded by Ms. Golding, to amend the number of affordable units from 7% to 30 units, of which at least four will be 3-bedroom units.

Discussion:

A brief discussion ensued about the 3-bedroom units. Mr. Diebenow reiterated they would agree to four 3-bedroom units but could not guarantee they would be affordable housing. They would also agree to 30 units, however not tied together. He noted the 3-bedroom units would be interspersed throughout the property and market-driven. The discussion continued about affordable housing.

Motion to Amend the Amendment: It was moved by Mr. Nichols, seconded by Mr. Janson, to amend the amendment so that the applicant will supply 30 total affordable [housing] units within the development.

Discussion: *None*

Amended Motion Roll Call Vote: Ayes – Meza, Nichols, Stokes, Golding, Janson, Mayor Hoffman
Nays – Dumont
The motion passed 6-1.

Amended Motion As Amended Roll Call Vote: Ayes – Nichols, Stokes, Dumont, Golding, Janson, Meza, Mayor Hoffman.
The motion passed unanimously.

Motion to Amend: It was moved by Mr. Stokes that the developer shall make 30 units of the total residential apartment units available for rent as affordable from time to time in accordance with Section 420.0004, Florida Statutes, for 15 years, so long as the residential units are made available for rent and those units shall be interspersed throughout the project.

After clarification by Ms. Robinson, Mr. Stokes withdrew his motion.

Motion to Amend: It was moved by Mr. Janson, seconded by Ms. Golding, that the applicant is required to have a minimum of four 3-bedroom units.

Discussion: *None*

Amended Motion Roll Call Vote: Ayes – Stokes, Dumont, Golding, Janson, Meza, Nichols, Mayor Hoffman.
The motion passed unanimously.

A discussion ensued about the viewing platform, walkway, easement, connectivity, and the developer's financial contribution.

Motion to Amend: It was moved by Mr. Nichols, seconded by Mr. Stokes, upon negotiation and adoption by the City Council of a reasonable easement permitting the connection to Shetter Avenue to the viewing platform, the developer will contribute \$25,000 towards the design and permitting of the connection to the viewing platform.

Discussion: *None*

Amended Motion Roll Call Vote: Ayes – Dumont, Golding, Janson, Meza, Nichols, Stokes, Mayor Hoffman.
The motion passed unanimously.

Motion to Amend: It was moved by Ms. Dumont, seconded by Ms. Golding, to amend [the first sentence of] Section E. to read, "The developer shall make a parcel of land available to the City through a perpetual easement, in a mutually agreeable location."

Discussion:

A brief discussion ensued about the parcel and easement.

Amended Motion Roll Call Vote: Ayes – Golding, Janson, Meza, Nichols, Stokes, Dumont, Mayor Hoffman.
The motion passed unanimously.

Motion to Amend: It was moved by Ms. Dumont, seconded by Ms. Golding, to amend Section G. to change any mention of “commercially reasonable easements” to just be “reasonable easements.”

Discussion: *None*

Amended Motion Roll Call Vote: Ayes – Janson, Meza, Nichols, Stokes, Dumont, Golding, Mayor Hoffman.
The motion passed unanimously.

A brief discussion ensued about the zoning district, Section E amendment, community impact, and the Comprehensive Plan.

Original Motion As Amended Roll Call Vote: Ayes – Meza, Nichols, Stokes, Dumont, Golding, Janson, Mayor Hoffman.
The motion passed unanimously.

Item E **Approve/Disapprove Ordinance No. 2022-8183 on the first reading for a Redevelopment District: RD Zoning District amendment for the Dolphin Depot RD District and schedule a second reading for November 21, 2022**

Director of Planning and Development Heather Ireland provided background on the item.

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8183 by title only, whereupon Ms. Gosselin read the following:

“AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AMENDING REDEVELOPMENT DISTRICT: RD DISTRICT ORDINANCE NO. 2017-8089, SUPPLEMENTING THE COMPREHENSIVE ZONING REGULATIONS AND PLAN FOR THE CITY OF JACKSONVILLE BEACH, FLORIDA, AS PROVIDED UNDER CHAPTER 34 OF THE CODE OF ORDINANCES OF SAID CITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES, SEVERABILITY, AND AN EFFECTIVE DATE.”

Mayor Hoffman read the following: “This ordinance for the *Redevelopment District: RD* rezoning of a property is before this Council for a public hearing and consideration on its first reading. Under the laws of the State of Florida, an application to amend the zoning regulations or map

governing a property is handled as a ‘quasi-judicial’ proceeding. A quasi-judicial proceeding means that a governing body is now functioning in a manner similar to a court with the Mayor and Council sitting as impartial decision makers hearing testimony and questioning presenters, who are to provide substantial and competent evidence to support their side of the issue. It is the duty of the Council to arrive at sound decisions regarding the use of property within the City. This includes receiving citizen input regarding the proposed use on the neighborhood, especially where the input is fact-based and not a simple expression of opinion.

It is the applicant’s burden to demonstrate that his or her application is consistent with the Land Development Code and the Comprehensive Plan. If the applicant is successful in showing consistency, then it is up to the local government to produce competent, substantial evidence of record that the application should be denied. The Council’s decision on a RD rezoning application is based on the criteria set forth in Section 34-347(c)(3)i of the Land Development Code. Each member of the Council has been provided a copy of the criteria.

In addition, the Council has received a copy of the application and the staff, Planning Commission, and CRA recommendations on this rezoning request.

I will now open the public hearing on Ordinance No. 2022-8183.”

Public Hearing:

Mr. Diebenow, 1 Independent Drive, Suite 1200, Jacksonville, spoke about adhering to the court order, providing some type of screening on 1st Street, and a proposed site plan to demonstrate the dumpster relocation [on file].

The following spoke on the item but did not indicate support or opposition:

- Gary Paetau, 725 Bonaire Circle, Jacksonville Beach

Mayor Hoffman closed the public hearing.

Mayor Hoffman read the following: “Before requesting a motion on this ordinance, beginning with myself, each of the members is requested to indicate for the record both the names of persons and the substance of any ex-parte communications regarding this application. An ex-parte communication refers to any meeting or discussion with a person or citizen who may have an interest in this decision, which occurred outside of the public hearing process.”

Ex-Parte Communications:

Mayor Hoffman disclosed she had no ex-parte communications.

Council Member Stokes disclosed he met with Mr. Diebenow and Cyndy Trimmer in the past to discuss the preliminary site plan.

Council Member Dumont disclosed she met with Mr. Diebenow and Cyndy Trimmer on October 11, 2022, to discuss the dumpster.

Council Member Meza disclosed he met with Mr. Diebenow a few months ago to briefly discuss the site plan.

Mayor Hoffman amended her ex-parte communications and disclosed she met with Mr. Diebenow to discuss the project. She stated she would send the date to the City Clerk.

Council Member Nichols disclosed he had no ex-parte communications.

Council Member Janson disclosed he met with Mr. Diebenow on October 3, 2022, and saw a visual representation of the plan but did not discuss it in detail.

Council Member Golding disclosed she had a Zoom meeting with Mr. Diebenow and Cyndy Trimmer in July 2022 to briefly discuss the project. She added she had a call with Mr. Diebenow today to discuss language not in the previous rezoning, specifically the exemption for distance requirements for bars.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve Ordinance No. 2022-8183 on the first reading for a Redevelopment District: RD Zoning District amendment for the Dolphin Depot RD District and schedule a second reading for November 21, 2022.

Mayor Hoffman read the following: “Before opening the floor for discussion or questions by the Council, please be reminded that our decision will be based on the criteria set forth in the Land Development Code, and the Council is required to approve a clear statement of specific findings of fact stating the basis upon which such facts were determined, and the decision was made.”

Discussion:

A discussion ensued about the trash, dumpsters, 1st Street aesthetics, conditional use language, and the distance requirement for bars.

Motion to Amend: It was moved by Ms. Dumont, seconded by Mr. Meza, to amend the motion so the dumpster on the original plan shall be moved to the interior of the property.

Ms. Ireland stated staff just received the revised site plan on this meeting date and requested time to allow Public Works and Beaches Energy Services to review the new location of the dumpster because the relocation also involved the generators and transformers on the site plan. She advised Council approval would include both the narrative and the site plan.

Ms. Dumont withdrew her motion.

Motion to Amend: It was moved by Ms. Golding, seconded by Ms. Dumont, to amend the application to remove the exclusion for the 500-foot distance requirement in the conditional use for bars, lounges, nightclubs, and taverns.

Discussion:

A discussion ensued about the distance exclusion, conditions, and upcoming Council meetings.

Ms. Golding withdrew her motion.

Motion: It was moved by Ms. Golding, seconded by Mr. Janson, to postpone definitely to the December 5, 2022, meeting.

Discussion: *None*

Roll Call Vote: Ayes – Nichols, Stokes, Dumont, Golding, Janson, Meza, Mayor Hoffman.
The motion passed unanimously.

ADJOURNMENT:

There being no further business, the meeting adjourned at 9:13 P.M.

Submitted by: Sheri Gosselin
City Clerk

Approval:

Christine H. Hoffman, MAYOR

Date: _____

The Special City Council meeting began at 5:00 P.M.

The following City Council Members were in attendance:

Mayor: Christine Hoffman

Council Members: Georgette Dumont Sandy Golding Dan Janson
 Fernando Meza Cory Nichols

Also present were City Manager Mike Staffopoulos, City Attorney Sandra Robinson, and City Clerk Sheri Gosselin.

Purpose of Special City Council Meeting

The purpose of the meeting was to appoint a Council Member to fill the vacant Seat 3 – At Large Council seat. Applicants for appointment were John Donnelly, Lisa Grossman, Jon McGowan, David McGraw, Gary Paetau, Ben Rubin, Chet Stokes, and Greg Sutton.

Mayor Hoffman explained the reason for the vacancy was due to the resignation of Chet Stokes. She stated nominations would be taken and then a vote by Council.

COURTESY OF THE FLOOR TO VISITORS:

- Mary Phillips, 934 10th Street North, Jacksonville Beach, expressed support for Ben Rubin, Greg Sutton, and Jon McGowan
- Chet Stokes, 142 33rd Avenue South, Jacksonville Beach, shared his reasons to be considered for reappointment
- Steve Jarrett, 3741 1st Street South, Jacksonville Beach, expressed support for Greg Sutton
- Greg Sutton, 47 Tallwood Road, Jacksonville Beach, shared his reasons to be considered for appointment
- Ken Marsh, 2011 Gail Avenue, Jacksonville Beach, expressed support for Gary Paetau, Greg Sutton, and Jon McGowan
- Gary Paetau, 725 Bonaire Circle, Jacksonville Beach, shared his reasons to be considered for appointment

MAYOR AND CITY COUNCIL:

Item A Nominate and appoint a Council Member to the Seat 3 – At Large Council seat effective November 21, 2022, to complete the unexpired term of Chet Stokes

Mayor Hoffman thanked all the applicants. She announced applicant John Donnelly no longer lived in Jacksonville Beach and was not eligible.

Mayor Hoffman opened the floor for nominations.

Council Member Nichols nominated Chet Stokes.

Council Member Golding nominated Greg Sutton.

There were no other nominations. Mayor Hoffman closed the nominations.

Discussion:

A conversation ensued, and Council members discussed their reasons for supporting or not supporting the nominated applicants.

Roll Call Vote:

Dumont – Sutton

Golding – Sutton

Janson – Sutton

Meza – Stokes

Nichols – Stokes

Mayor Hoffman – Sutton

Greg Sutton was appointed 4-3

Mr. Sutton will fill the remainder of the Seat 3 – At Large Council seat vacated by Chet Stokes, with a term expiring in November 2024.

There being no further business, the Special City Council Meeting adjourned at 5:36 P.M.

Submitted by: Sheri Gosselin
City Clerk

Approved:

Christine H. Hoffman, MAYOR

Date: _____



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Sheri Gosselin, City Clerk
DATE:	08/30/2022
SUBJECT:	Declaration of Election Results for the November 8, 2022, City of Jacksonville Beach General Election

BACKGROUND

The ballots cast at the November 8, 2022, General Election were reviewed by the Duval County Canvassing Board and certified by the State of Florida.

The City Council has the ministerial function of adopting the City Clerk's Declaration of Election Results for all City of Jacksonville Beach Municipal Elections.

FINANCIAL IMPACT

None

REQUESTED ACTION

Adopt the Declaration of Election results as provided by the Duval County Canvassing Board and certified by the State of Florida for the election results of the City of Jacksonville Beach General Election, held November 8, 2022

ATTACHMENTS

1. Declaration by City Clerk

**ELECTION DECLARATION BY CITY CLERK
CITY OF JACKSONVILLE BEACH, FLORIDA
FOR THE GENERAL ELECTION OF NOVEMBER 8, 2022**

**STATE OF FLORIDA
COUNTY OF DUVAL
CITY OF JACKSONVILLE BEACH**

The City Clerk for the City of Jacksonville Beach, Florida, has received the attached Certificate of County Canvassing Board (“the Certificate”) which constitutes the official results of votes cast at the November 8, 2022, General Election from the City of Jacksonville/Duval County Canvassing Board. Based on this Certificate, the undersigned City Clerk announces the results and declares the successful candidates for the following positions, which include all municipal officers who were eligible to be elected by the electors of the City of Jacksonville Beach in the General Election. Pursuant to the results provided,

IT IS DECLARED that the votes cast in the General election were as follows:

CANDIDATES

The following named candidates for the office of **Council Seat 4, District 1**, received the number of votes set opposite their respective names, listed below:

Cory Nichols	Unopposed
--------------	-----------

The following named candidates for the office of **Council Seat 5, District 2**, received the number of votes set opposite their respective names, listed below:

Bill Horn	Unopposed
-----------	-----------

The following named candidates for the office of **Council Seat 6, District 3**, received the number of votes set opposite their respective names, listed below:

Sandy Golding	Unopposed
---------------	-----------

As a result, the City Clerk declares that the following candidates are elected to office:

Council Seat 4, District 1
Cory Nichols

Council Seat 5, District 2
Bill Horn

Council Seat 6, District 3
Sandy Golding

REFERENDUMS

Jacksonville Beach – Referendum 1

Removing or making neutral all gender specific references in the City Charter

Received 4,499 Yes votes 6,529 No votes

Jacksonville Beach – Referendum 2

Eliminating/Correcting obsolete and outdated Charter provisions and making grammatical and punctuation corrections

Received 7,886 Yes votes 2,771 No votes

Jacksonville Beach – Referendum 3

Clarifying what constitutes a full term when applying term limits under the Charter

Received 8,923 Yes votes 1,698 No votes

Jacksonville Beach – Referendum 4

Clarifying that certain Charter provisions and powers are granted and limited by Florida law

Received 7,939 Yes votes 2,280 No votes

Jacksonville Beach – Referendum 5

Clarifying regular meeting schedule and procedure to call special meetings of City Council

Received 8,988 Yes votes 1,562 No votes

Jacksonville Beach – Referendum 6

Eliminating compelled meeting attendance by council members and acknowledging supermajority requirements

Received 4,243 Yes votes 6,076 No votes

Jacksonville Beach – Referendum 7

Establishing primary runoff elections and tie-breaking procedure after general elections

Received 8,472 Yes votes 2,114 No votes

Jacksonville Beach – Referendum 8

Recognizing Duval Supervisor of Elections authority to establish rules for use of voting equipment

Received 8,067 Yes votes 2,404 No votes

Jacksonville Beach – Referendum 9

Establishing filing fees and election assessments for candidates based upon percentage of office annual salary

Received 5,957 Yes votes 4,164 No votes

Jacksonville Beach – Referendum 10

Amending City Manager removal procedures, establishing deadline for final action approving removal

Received 6,710 Yes votes 3,477 No votes

Jacksonville Beach – Referendum 11

Making failure to cooperate in Council or Manager investigations grounds for termination, providing exceptions

Received 7,765 Yes votes 2,588 No votes

Jacksonville Beach – Referendum 12

Amending City Attorney removal procedures, establishing deadline for final action approving removal

Received 6,738 Yes votes 3,326 No votes

Jacksonville Beach – Referendum 13

Changing City Attorney compensation to salary and benefits to be set by contract

Received 7,242 Yes votes 2,902 No votes

Jacksonville Beach – Referendum 14

Requiring the City Attorney to review all ordinances and resolutions of the city

Received 8,571 Yes votes 1,681 No votes

Jacksonville Beach – Referendum 15

Creating initiative and referendum procedure allowing citizens to adopt or repeal certain types of ordinances

Received 8,487 Yes votes 1,780 No votes

Jacksonville Beach – Referendum 16

Providing for periodic review of the City Charter

Received 8,542 Yes votes 1,667 No votes

WITNESSED this 21st day of November 2022, by Sheri Gosselin, City Clerk.

Sheri Gosselin, City Clerk

*** Official Results ***
CERTIFICATE OF COUNTY CANVASSING BOARD
DUVAL COUNTY

We, the undersigned, ROBERTO ARIAS, County Judge, MIKE HOGAN, Supervisor of Elections, MICHAEL BOYLAN, City Council Member, constituting the Board of County Canvassers in and for said County, do hereby certify that we met on the Eighteenth day of November, 2022 A.D., and proceeded publicly to canvass the votes given for the Proposed Amendments to the Constitution of the State of Florida and Proposed Amendments to the Constitution of the State of Florida Referendums on the Eighth day of November, 2022 A.D. as shown by the returns on file in the office of the Supervisor of Elections. We do hereby certify from said returns as follows:

NO. 1
CONSTITUTIONAL AMENDMENT
ARTICLE VII, SECTION 4; ARTICLE XII, SECTION 42
LIMITATION ON ASSESSMENT OF REAL PROPERTY USED
FOR RESIDENTIAL PURPOSES

Proposing an amendment to the State Constitution, effective January 1, 2023, to authorize the Legislature, by general law, to prohibit the consideration of any change or improvement made to real property used for residential purposes to improve the property's resistance to flood damage in determining the assessed value of such property for ad valorem taxation purposes.

Yes for Approval	162,897	votes
No for Rejection	137,514	votes

NO. 2
CONSTITUTIONAL AMENDMENT
S.5, ART. II, S. 5, ART. XI, REPEAL S. 2, ART. XI, FLA. CONST.
ABOLISHING THE CONSTITUTION REVISION COMMISSION

Proposing an amendment to the State Constitution to abolish the Constitution Revision Commission, which meets at 20-year intervals and is scheduled to next convene in 2037, as a method of submitting proposed amendments or revisions to the State Constitution to electors of the state for approval. This amendment does not affect the ability to revise or amend the State Constitution through citizen initiative, constitutional convention, the Taxation and Budget Reform Commission, or legislative joint resolution.

Yes for Approval	159,391	votes
No for Rejection	137,974	votes

NO. 3
CONSTITUTIONAL AMENDMENT
ARTICLE VII, SECTION 6; ARTICLE XII
ADDITIONAL HOMESTEAD PROPERTY TAX EXEMPTION
FOR SPECIFIED CRITICAL PUBLIC SERVICES WORKFORCE

Proposing an amendment to the State Constitution to authorize the Legislature, by general law, to grant an additional homestead tax exemption for nonschool levies of up to \$50,000 of the assessed value of homestead property owned by classroom teachers, law enforcement officers, correctional officers, firefighters, emergency medical technicians, paramedics, child welfare services professionals, active duty members of the United States Armed Forces, and Florida National Guard members. This amendment shall take effect January 1, 2023.

Yes for Approval	182,164	votes
No for Rejection	123,843	votes

*** Official Results ***
CERTIFICATE OF COUNTY CANVASSING BOARD
DUVAL COUNTY

JACKSONVILLE BEACH REFERENDUM 1 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 1 Jacksonville Beach

Yes for Approval	4,499	votes
No for Rejection	6,529	votes

JACKSONVILLE BEACH REFERENDUM 2 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 2 Jacksonville Beach

Yes for Approval	7,886	votes
No for Rejection	2,771	votes

JACKSONVILLE BEACH REFERENDUM 3 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 3 Jacksonville Beach

Yes for Approval	8,923	votes
No for Rejection	1,698	votes

JACKSONVILLE BEACH REFERENDUM 4 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 4 Jacksonville Beach

Yes for Approval	7,939	votes
No for Rejection	2,280	votes

JACKSONVILLE BEACH REFERENDUM 5 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 5 Jacksonville Beach

Yes for Approval	8,988	votes
No for Rejection	1,562	votes

JACKSONVILLE BEACH REFERENDUM 6 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 6 Jacksonville Beach

Yes for Approval	4,243	votes
No for Rejection	6,076	votes

*** Official Results ***
CERTIFICATE OF COUNTY CANVASSING BOARD
DUVAL COUNTY

JACKSONVILLE BEACH REFERENDUM 7 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 7 Jacksonville Beach

Yes for Approval	8,472	votes
No for Rejection	2,114	votes

JACKSONVILLE BEACH REFERENDUM 8 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 8 Jacksonville Beach

Yes for Approval	8,067	votes
No for Rejection	2,404	votes

JACKSONVILLE BEACH REFERENDUM 9 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 9 Jacksonville Beach

Yes for Approval	5,957	votes
No for Rejection	4,164	votes

JACKSONVILLE BEACH REFERENDUM 10 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 10 Jacksonville Beach

Yes for Approval	6,710	votes
No for Rejection	3,477	votes

JACKSONVILLE BEACH REFERENDUM 11 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 11 Jacksonville Beach

Yes for Approval	7,765	votes
No for Rejection	2,588	votes

JACKSONVILLE BEACH REFERENDUM 12 JACKSONVILLE
BEACH

Jacksonville Beach Referendum 12 Jacksonville Beach

Yes for Approval	6,738	votes
No for Rejection	3,326	votes

*** Official Results ***
CERTIFICATE OF COUNTY CANVASSING BOARD
DUVAL COUNTY

JACKSONVILLE BEACH REFERENDUM 13 JACKSONVILLE BEACH

Jacksonville Beach Referendum 13 Jacksonville Beach

Yes for Approval	7,242	votes
No for Rejection	2,902	votes

JACKSONVILLE BEACH REFERENDUM 14 JACKSONVILLE BEACH

Jacksonville Beach Referendum 14 Jacksonville Beach

Yes for Approval	8,571	votes
No for Rejection	1,681	votes

JACKSONVILLE BEACH REFERENDUM 15 JACKSONVILLE BEACH

Jacksonville Beach Referendum 15 Jacksonville Beach

Yes for Approval	8,487	votes
No for Rejection	1,780	votes

JACKSONVILLE BEACH REFERENDUM 16 JACKSONVILLE BEACH

Jacksonville Beach Referendum 16 Jacksonville Beach

Yes for Approval	8,542	votes
No for Rejection	1,667	votes

We Certify that pursuant to Section 102.112, Florida Statutes, the canvassing board has compared the number of persons who voted with the number of ballots counted and that the certification includes all valid votes cast in the election.

COUNTY JUDGE

SUPERVISOR OF ELECTIONS

CITY COUNCIL MEMBER



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Sheri Gosselin, City Clerk
DATE:	10/25/2022
SUBJECT:	Election of Mayor Pro-Tem

BACKGROUND

Chapter I. - General Provisions, Section 5. - Mayor pro-tem, of the City Charter, requires the Council select a Mayor Pro-Tem at its first meeting following the certification of the election. The purpose of the Mayor Pro-Tem is if a vacancy should occur in the Office of the Mayor, or in the case of her absence or disability, the Mayor Pro-Tem shall act as the Mayor for the unexpired term or during the continuance of the absence or disability.

FINANCIAL IMPACT

None

REQUESTED ACTION

Nominate and select a Council Member to serve as Mayor Pro-Tem, with the term beginning November 21, 2022, and expiring after the certification of the election results in 2024

ATTACHMENTS



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Ashlie Gossett, Chief Financial Officer
DATE:	07/11/2022
SUBJECT:	Monthly Financial Reports for October 2022

BACKGROUND

Attached are the monthly financial reports for October 2022 as prepared by the Finance Department. These reports represent 1 month of activity, or 8.5% of the total annual budget, and are prepared on a cash basis.

Summary Budget Reports Exhibits 1 through 6 show the cumulative actual revenues and expenditures compared to the actual amounts at the same point in time as last fiscal year. Exhibit 7 compares actual revenues and expenditures to the budget in total by fund.

FINANCIAL IMPACT

For informational purposes only.

REQUESTED ACTION

Accept/Reject the Monthly Financial Reports for the month of October 2022

ATTACHMENTS

1. 2022-10 October Financials



SUMMARY BUDGET REPORT

October 31, 2022

8.5% of Year Elapsed

Exhibit 1

General Fund Revenues

Revenue Category	Current Year Revenue to Date	Current Year Revenue % of Budget	Prior Year Revenue to Date	Prior Year Revenue % of Budget	% Variance (Current Year less Prior Year)	\$ Variance (Current Year less Prior Year)
1 Taxes	154,487	0.9%	148,395	1.0%	-0.1%	6,092
2 Licenses & Permits	122,317	18.9%	80,615	13.3%	5.6%	41,702
3 Intergovernmental Revenue	555,657	12.9%	304,042	7.3%	5.6%	251,615
4 Charges for Services	18,070	4.0%	22,820	4.9%	-0.9%	(4,750)
5 Enterprise Contributions	316,283	8.3%	317,933	8.3%	0.0%	(1,650)
6 Miscellaneous Revenue	(8,281)	-3.0%	(12,718)	-3.8%	0.8%	4,437
7 Fines & Forfeitures	9,265	5.4%	9,259	5.7%	-0.3%	6
8 Interfund Transfers	31,000	6.0%	31,000	6.0%	0.0%	-
Total Revenues	\$1,198,798	4.5%	\$901,346	3.6%	0.9%	\$297,452

Current Year vs. Prior Year



Discussion

- General Fund revenues are under budget for the current year, due in part to the timing of ad valorem tax distributions
- Permit revenues are up because of an increase in construction activity compared to the same time in the prior year.
 - The increase in intergovernmental revenues is attributable to the timing of receipts from the City of Jacksonville.
 - Miscellaneous revenue includes interest on pooled investments, auction proceeds, facility rental fees, tennis fees, and cemetery lots purchased. The decrease from the prior year is due primarily to the adjustment to market value of the City's pooled investment assets.



SUMMARY BUDGET REPORT

October 31, 2022

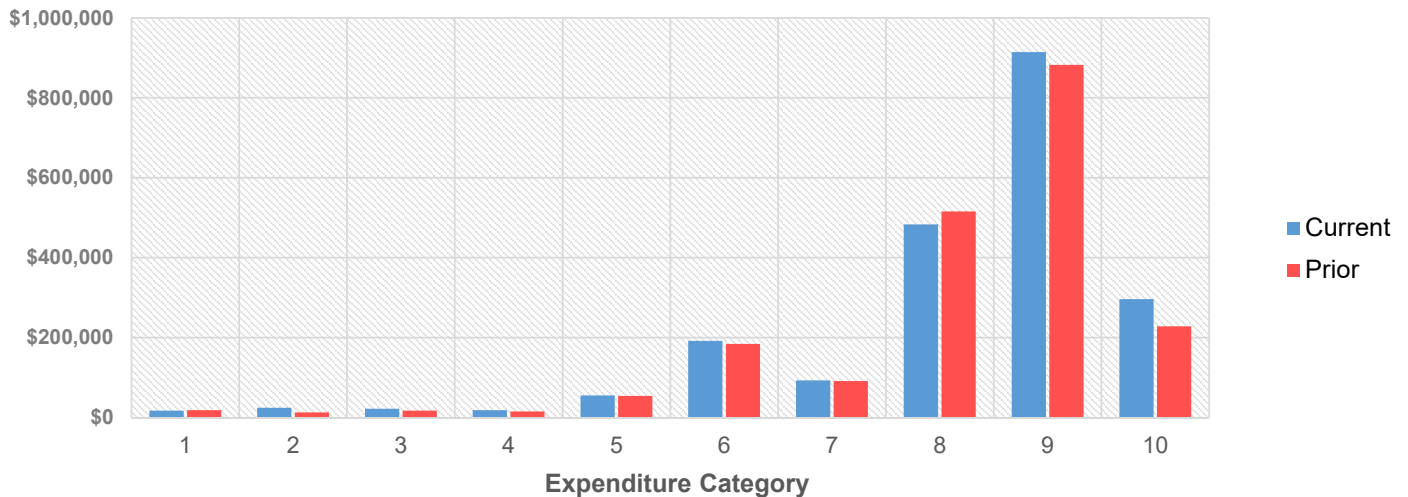
8.5% of Year Elapsed

Exhibit 2

General Fund Expenditures

Expenditure Category	Current Year Expenditures to Date	Current Year Expenditures % of Budget	Prior Year Expenditures to Date	Prior Year Expenditures % of Budget	% Variance (Current Year less Prior Year)	\$ Variance (Current Year less Prior Year)
1 City Administration	17,194	8.8%	18,277	10.2%	-1.5%	(1,083)
2 City Attorney	24,602	4.3%	12,980	2.7%	1.5%	11,623
3 City Clerk	22,061	4.6%	17,430	3.8%	0.8%	4,631
4 Building Maintenance	18,478	4.1%	15,430	3.5%	0.6%	3,047
5 Planning and Development	55,461	3.6%	54,147	4.5%	-0.8%	1,314
6 Parks and Recreation	191,831	4.6%	184,381	5.0%	-0.4%	7,449
7 Public Works	92,813	5.0%	91,170	4.7%	0.3%	1,643
8 Police	483,415	4.8%	515,727	5.2%	-0.4%	(32,311)
9 Fire Services	914,857	25.6%	882,574	26.3%	-0.7%	32,283
10 Non-Departmental	296,287	7.0%	228,482	6.7%	0.3%	67,805
Total Expenditures	2,116,999	7.8%	2,020,599	8.1%	-0.3%	\$96,400

Current Year vs. Prior Year



Discussion

Total General Fund Expenditures are in line with both the current budget and prior year expenditures on a percent of budget basis.

- 9 Fire Services expenditures include the annual contribution to the Fire Pension Plan unfunded actuarial accrued liability as part of the Fire Services Agreement with the City of Jacksonville. This is the 4th of 10 annual payments to satisfy this obligation.



SUMMARY BUDGET REPORT

October 31, 2022

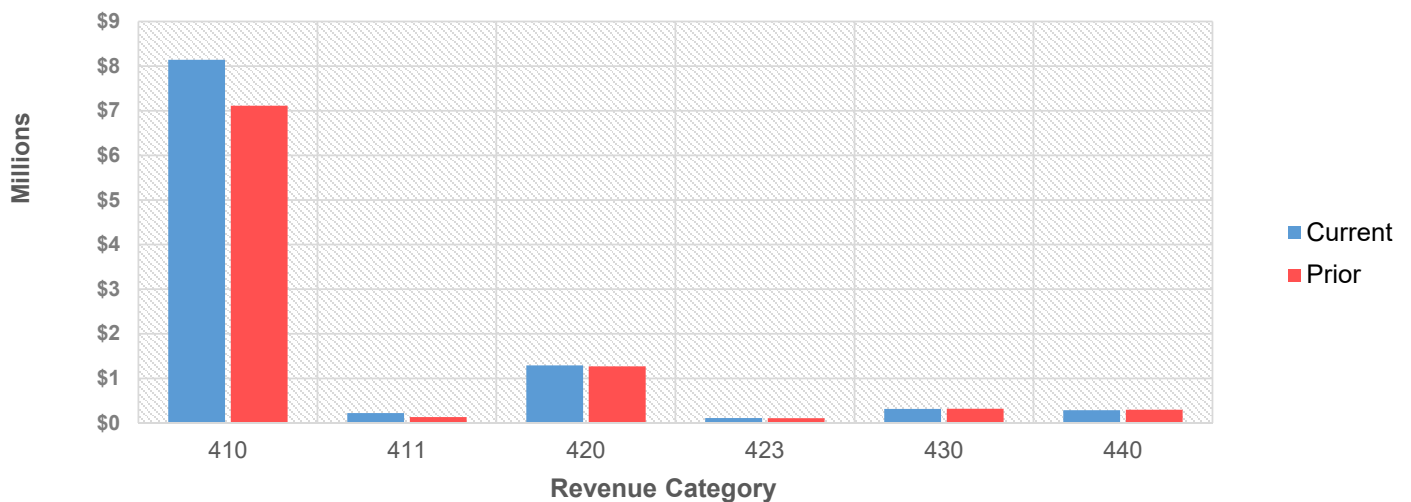
8.5% of Year Elapsed

Exhibit 3

Enterprise Fund Revenues

Revenue Category	Current Year Revenue to Date	Current Year Revenue % of Budget	Prior Year Revenue to Date	Prior Year Revenue % of Budget	% Variance (Current Year less Prior Year)	\$ Variance (Current Year less Prior Year)
410 Electric	8,140,496	8.5%	7,110,899	8.6%	-0.1%	1,029,597
411 Natural Gas	218,896	9.9%	131,105	6.5%	3.4%	87,790
420 Water & Sewer	1,287,190	8.1%	1,268,487	8.4%	-0.3%	18,703
423 Stormwater	107,436	7.6%	105,357	7.2%	0.3%	2,078
430 Sanitation	313,144	8.1%	315,135	8.9%	-0.8%	(1,991)
440 Golf Course	284,537	10.0%	294,192	12.9%	-2.9%	(9,655)
Total Revenues	\$10,351,698	8.5%	\$9,225,175	8.6%	-0.1%	\$1,126,523

Current Year vs. Prior Year



Discussion

Total Enterprise Fund revenues are in line with both budget estimates and prior year revenues on a percent of budget basis.

- 410 The increase in Electric revenues is due an increase in the pass-through bulk power cost adjustment used to pay for the rising cost of electricity from the City's provider.
- 411 The increase in Natural Gas revenues is attributable to increased customer consumption and an increase in the pass-through cost of gas adjustment used to pay for the rising cost of natural gas from the City's provider.
- 440 The decrease in golf course revenues is largely due to the termination of pro lesson revenues. The City no longer has agreements with independent contractors for this service.



SUMMARY BUDGET REPORT

October 31, 2022

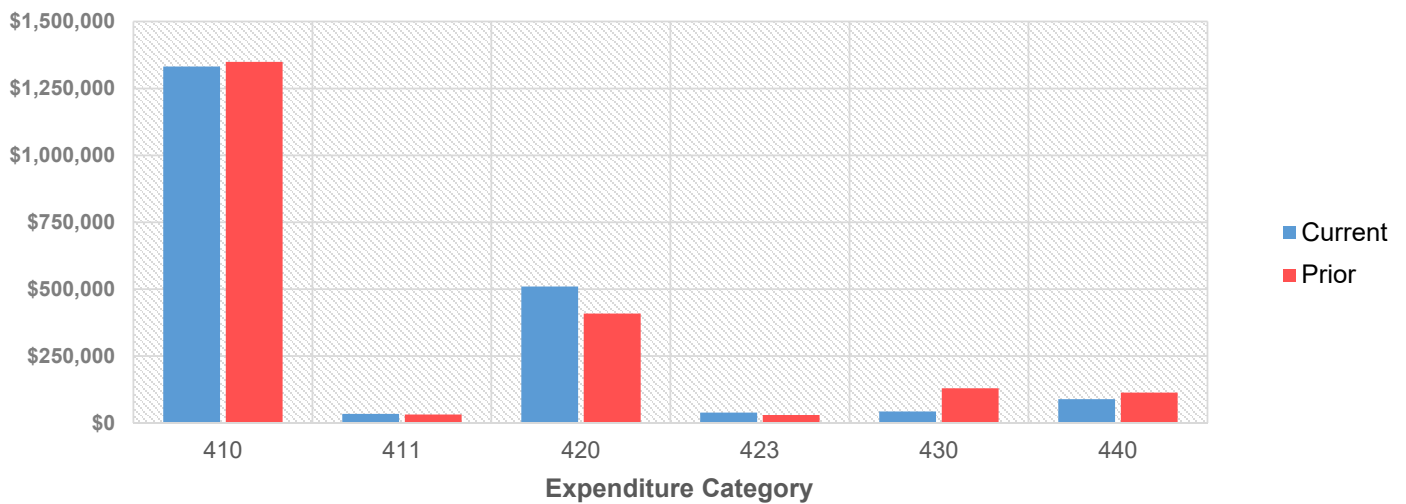
8.5% of Year Elapsed

Exhibit 4

Enterprise Fund Expenditures

Expenditure Category	Current Year Expenditures to Date	Current Year Expenditures % of Budget	Prior Year Expenditures to Date	Prior Year Expenditures % of Budget	% Variance (Current Year less Prior Year)	\$ Variance (Current Year less Prior Year)
410 Electric	1,331,811	1.3%	1,348,873	1.5%	-0.2%	(17,062)
411 Natural Gas	33,683	1.7%	31,288	1.5%	0.2%	2,395
420 Water & Sewer	509,761	2.7%	408,670	1.9%	0.8%	101,091
423 Stormwater	38,224	0.8%	29,502	1.1%	-0.3%	8,722
430 Sanitation	42,828	0.9%	129,406	3.1%	-2.2%	(86,578)
440 Golf Course	88,588	3.1%	113,424	5.0%	-1.8%	(24,836)
Total Expenditures	\$2,044,895	1.5%	\$2,061,163	1.7%	-0.2%	(\$16,268)

Current Year vs. Prior Year



Discussion

Total Enterprise Fund expenditures are under budget for the current year and in line with prior year expenditures on a percent of budget basis.



SUMMARY BUDGET REPORT

October 31, 2022

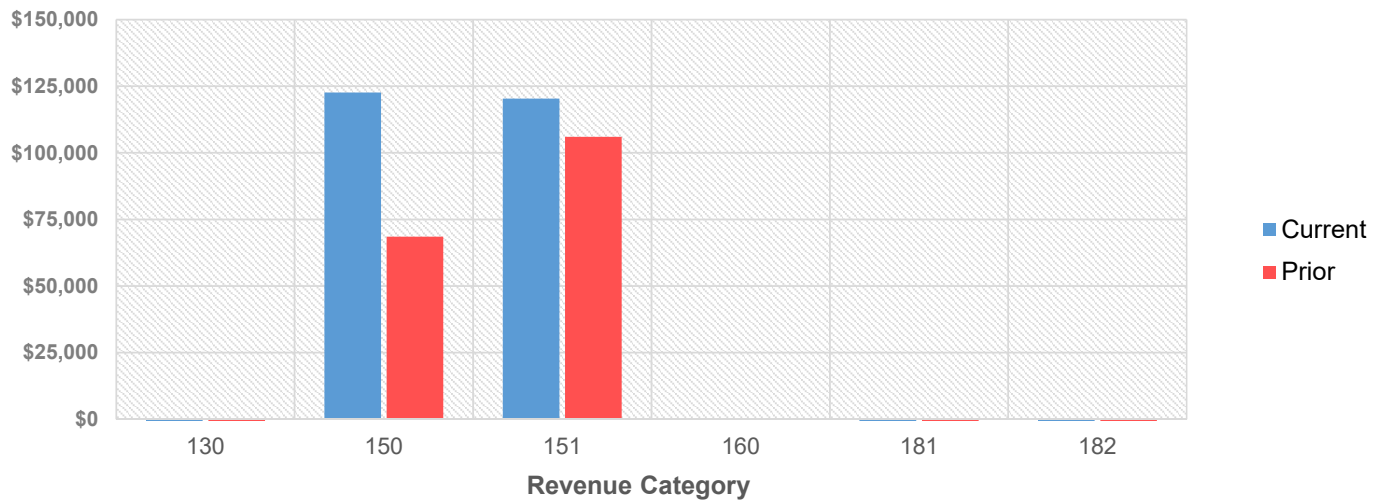
8.5% of Year Elapsed

Exhibit 5

Special Revenue Fund Revenues

Revenue Category	Current Year Revenue to Date	Current Year Revenue % of Budget	Prior Year Revenue to Date	Prior Year Revenue % of Budget	% Variance (Current Year less Prior Year)	\$ Variance (Current Year less Prior Year)
130 Convention Development	(2,713)	-0.6%	(2,479)	-0.7%	0.0%	(234)
150 Local Option Gas Tax	122,596	10.6%	68,578	8.6%	2.0%	54,018
151 Infrastructure Surtax	120,318	8.1%	105,951	7.5%	0.7%	14,367
160 Community Dev Blk Grant	-	0.0%	-	0.0%	0.0%	-
181 Downtown Increment Fund	(32,380)	-0.4%	(34,247)	-0.4%	0.1%	1,867
182 Southend Increment Fund	(16,455)	-0.6%	(23,860)	-0.9%	0.3%	7,405
Total Revenues	\$191,367	1.3%	\$113,944	0.9%	0.4%	\$77,423

Current Year vs. Prior Year



Discussion

Total revenues in the Special Revenue Funds are under budget for the current year and slightly ahead to the prior year actuals on a percent of budget basis.

130 Convention Development revenues are normally received two months in arrears.

160 Community Development Block Grant revenues are received on a reimbursement basis.

181/ The annual tax increment distribution will be received in December.

182



SUMMARY BUDGET REPORT

October 31, 2022

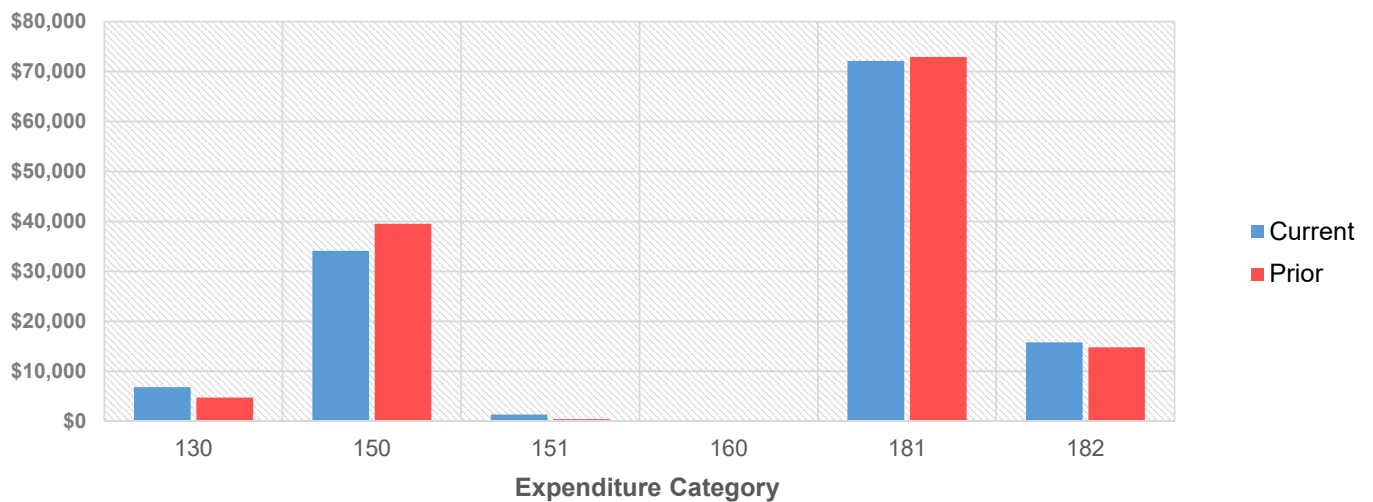
8.5% of Year Elapsed

Exhibit 6

Special Revenue Fund Expenditures

Expenditure Category	Current Year Expenditures to Date	Current Year Expenditures % of Budget	Prior Year Expenditures to Date	Prior Year Expenditures % of Budget	% Variance (Current Year less Prior Year)	\$ Variance (Current Year less Prior Year)
130 Convention Development	6,826	1.4%	4,755	0.8%	0.6%	2,071
150 Local Option Gas Tax	34,122	4.1%	39,525	4.9%	-0.8%	(5,404)
151 Infrastructure Surtax	1,365	0.1%	436	0.0%	0.1%	930
160 Community Dev Blk Grant	-	0.0%	-	0.0%	0.0%	-
181 Downtown Increment Fund	72,125	0.2%	72,928	0.7%	-0.5%	(803)
182 Southend Increment Fund	15,799	0.1%	14,794	0.1%	0.0%	1,006
Total Expenditures	\$130,237	0.3%	\$132,438	0.5%	-0.2%	(\$2,201)

Current Year vs. Prior Year



Discussion

In total, Special Revenue Fund expenditures are consistent with the prior year on a percent of budget basis.

160 Community Development Block Grant Fund expenditures will be reimbursed by grant funding.



SUMMARY BUDGET REPORT

October 31, 2022

8.5% of Year Elapsed

Exhibit 7

Summary Revenues and Expenditures

Fund Name	Budgeted Annual Revenues	Budgeted Revenues To Date	Actual Revenues To Date	Variance Favorable/(Unfavorable)
001 General Fund	26,657,072	2,264,025	1,198,798	(1,065,228)
130 Convention Development Tax	418,705	35,561	(2,713)	(38,274)
150 Local Option Gas Tax	1,154,613	98,063	122,596	24,533
151 Infrastructure Surtax	1,478,438	125,566	120,318	(5,248)
160 Community Dev. Blk. Grant	142,000	12,060	-	(12,060)
181 Downtown Increment Fund	8,978,030	762,518	(32,380)	(794,897)
182 Southend Increment Fund	2,948,523	250,423	(16,455)	(266,878)
410 Electric Utility	95,979,446	8,151,679	8,140,496	(11,183)
411 Natural Gas Utility	2,207,035	187,447	218,896	31,449
420 Water & Sewer Utility	15,972,798	1,356,594	1,287,190	(69,404)
423 Storm Water Management	1,416,541	120,309	107,436	(12,873)
430 Sanitation Fund	3,869,346	328,629	313,144	(15,485)
440 Golf Course Fund	2,838,334	241,064	284,537	43,473
460 Leased Facilities Fund	751,277	63,807	68,216	4,409
500 Internal Service Funds	15,749,360	1,337,617	1,190,646	(146,971)
Total Revenues	\$180,561,518	\$15,335,362	\$13,000,725	(\$2,334,637)

Fund Name	Budgeted Annual Expenditures	Budgeted Expenditures To Date	Actual Expenditures To Date	Variance Favorable/(Unfavorable)
001 General Fund	27,115,019	2,302,919	2,116,999	185,921
130 Convention Development Tax	484,620	41,160	6,826	34,334
150 Local Option Gas Tax	823,218	69,917	34,122	35,795
151 Infrastructure Surtax	1,104,378	93,796	1,365	92,431
160 Community Dev. Blk. Grant	142,000	12,060	-	12,060
181 Downtown Increment Fund	29,593,877	2,513,453	72,125	2,441,328
182 Southend Increment Fund	12,123,521	1,029,669	15,799	1,013,870
410 Electric Utility	101,578,531	8,627,218	1,331,811	7,295,407
411 Natural Gas Utility	2,037,749	173,069	33,683	139,386
420 Water & Sewer Utility	19,049,315	1,617,887	509,761	1,108,126
423 Storm Water Management	4,716,982	400,620	38,224	362,396
430 Sanitation Fund	4,598,841	390,586	42,828	347,758
440 Golf Course Fund	2,841,542	241,336	88,588	152,749
460 Leased Facilities Fund	927,353	78,762	49,898	28,864
500 Internal Service Funds	15,760,083	1,338,528	983,379	355,148
Total Expenditures	\$222,897,032	\$18,930,981	\$5,325,408	\$13,605,573

Fund Name	Net Income/(Loss)	Net Variance Favorable/(Unfavorable)
001 General Fund	(918,201)	(879,307)
130 Convention Development Tax	(9,539)	(3,940)
150 Local Option Gas Tax	88,475	60,329
151 Infrastructure Surtax	118,953	87,183
160 Community Dev. Blk. Grant	-	-
181 Downtown Increment Fund	(104,505)	1,646,430
182 Southend Increment Fund	(32,254)	746,992
410 Electric Utility	6,808,685	7,284,224
411 Natural Gas Utility	185,213	170,835
420 Water & Sewer Utility	777,429	1,038,722
423 Storm Water Management	69,212	349,523
430 Sanitation Fund	270,316	332,273
440 Golf Course Fund	195,949	196,221
460 Leased Facilities Fund	18,318	33,273
500 Internal Service Funds	207,267	208,177
Total	\$7,675,317	\$11,270,936



CASH AND INVESTMENTS BY TYPE

Fiscal Year to Date

October 31, 2022

Type of Investment	10/1/2022 Beginning Balance	Investment Earnings	Realized Gain/(Loss)	Unrealized Gain/(Loss)	Fees	Net Investment Income	Net Deposits (Withdrawals)	10/31/2022 Ending Balance	Weighted Net Return*
Sawgrass Asset Management	41,748,356	-	(7,706)	(159,576)	(21,268)	(188,549)	47,523	41,607,331	-0.08%
Galliard Capital Management	45,506,539	77,479	(132,947)	(155,253)	(6,466)	(217,187)	(0)	45,289,352	-0.10%
Garcia Hamilton & Associates	46,348,436	87,344	(38,152)	(139,687)	(6,023)	(96,518)	0	46,251,917	-0.04%
State Pooled Investment Fund	32,420,623	86,725	-	-	-	86,725	0	32,507,348	0.04%
Florida Trust	29,312,861	72,808	-	-	-	72,808	(0)	29,385,669	0.03%
Florida Municipal Investment Trust 0-2 Yr HQ Bond Fund	12,599,391	(23,406)	-	-	-	(23,406)	(0)	12,575,985	-0.01%
Operating Cash: Bank of America	20,569,228	21,268	-	-	(12,442)	8,827	(911,440)	19,666,614	0.00%
Petty Cash	6,725	-	-	-	-	-	-	6,725	0.00%
TOTAL CITY MANAGED INVESTMENTS AND CASH	228,512,159	322,218	(178,805)	(454,516)	(46,199)	(357,301)	(863,917)	227,290,940	-0.16%
Pension: Salem Mutual Fund	55,463,746	42,401	-	4,023,790	-	4,066,191	-	59,529,937	4.26%
Pension: Sawgrass Asset Mgt	23,681,641	51,623	(26,423)	(354,352)	(19,239)	(348,391)	0	23,333,250	-0.33%
Pension: Wells Capital	12,281,883	2,697	(171,374)	695,264	(2,434)	524,154	0	12,806,036	0.53%
Pension: JPMCB - Strategic Property Fund	6,819,791	-	-	-	-	-	-	6,819,791	0.00%
TOTAL PENSION INVESTMENTS	98,247,060	96,721	(197,797)	4,364,702	(21,673)	4,241,954	0	102,489,014	4.32%
TOTAL CASH AND INVESTMENTS	\$326,759,219	\$418,940	(\$376,601)	\$3,910,186	(\$67,872)	\$3,884,653	(\$863,917)	\$329,779,954	



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Mike J. Staffopoulos, City Manager
FROM:	Gene Paul N. Smith, Chief of Police
DATE:	10/17/2022
SUBJECT:	Purchase of Two Drones for the Police Department

BACKGROUND

The Police Department is requesting approval to purchase two Skydio Unmanned Aerial Systems (UAS drones). Although this technology is not new to law enforcement, the department took its time researching various UAS drones on the market, their capabilities, their costs, their physical limitations, and the required certifications for drone operations. The department also researched legal limitations, model policies, and testing requirements for pilots. The department created an approved policy for the drone program, and we have several licensed UAS drone pilots. Over the last three months, the department deployed a donated, inexpensive drone under certain circumstances with good results. This provided the department with hands-on experience to further refine the UAS drone program's parameters. Also, the experience identified situations where this technology could be utilized, as follows:

1. Public relations functions;
2. SWAT situations;
3. Missing children calls;
4. Missing adult/elderly calls;
5. Pre- and post-hurricane photography;
6. Large special events;
7. Demonstrations;
8. Crime scene photography/video and mapping;
9. Traffic crash photography/video and mapping; and
10. Fleeing suspect on foot.

The UAS drone project will be funded by the Federal Equitable Sharing account (seizure monies). The total amount of the purchase is \$39,383.40, and will include the following items:

1. Two Skydio UAS Drones (one full size, and one compact);
2. Two controllers, spare batteries, and spare propellers;
3. One-year basic warranty;
4. Additional two-year extended warranty;
5. One-year of software upgrades;
6. Additional two-year software upgrades; and
7. Training.

Both UAS drones have thermal imaging, six cameras, automatic scene mapping, and obstacle avoidance. They are listed on Sourcewell Contract #010720-AXN.



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FINANCIAL IMPACT

Funding for this request is available in the Federal Equitable Sharing Fund operating reserve. The funds will be spent from the following account: 631-09-0910-521-64-564000, and the budget will be amended as part of the FY2023 mid-year budget adjustment.

REQUESTED ACTION

Approve/Disapprove the purchase of two UAS drones from Skydio on the Sourcewell contract from Federal Equitable Sharing funds

ATTACHMENTS

1. Police Department Drone Policy
2. Florida Statute re Manufacturers
3. Florida Statute re Searches, Seizures, and Drones
4. Quote re Skydio-Axon Drone X2E (large)
5. Photo (large drone)
6. Quote re Skydio-Axon Drone S2+ (small)
7. Photo (small drone)

Police Department Drone Policy

411.00 UNMANNED AIRCRAFT SYSTEMS (DRONES) (New 08/2022)

Purpose

This policy is intended to provide personnel who are assigned responsibilities associated with the deployment and use of Unmanned Aircraft Systems (UAS) with instructions on when and how this technology and the information it provides may be used for law enforcement and public safety purposes in accordance with FS 934.50 and 14 CFR (Code of Federal Regulations) Part 107.

Policy

It is the policy of the agency to enhance its capabilities by employing the latest technologies in high risk incident situations through utilization of Unmanned Aircraft Systems (UAS). UAS will be operated by trained members of the agency who have satisfied the requirements set forth by the Federal Aviation Administration (FAA). All UAS equipment will be used and maintained in accordance with manufacturer recommendations and this policy.

A. Definitions

1. Digital Multimedia Evidence (DME) - Digital recording of images, sounds, and associated data.
2. Federal Aviation Administration (FAA) - The Federal authority that governs all air space in the United States.
3. Flight Time - This starts when the aircraft leaves the ground and stops when the aircraft returns to the ground. This term also can be used as a definition of a span of time that the aircraft can remain airborne in a location and return safely to the ground.
4. Small Unmanned Aircraft Systems (sUAS) - UAS systems that utilize UAVs weighing less than 55 pounds and are consistent with Federal Aviation Administration (FAA) regulations governing model aircraft.
5. UAS Flight Crewmember - A pilot, visual observer, payload operator or other person assigned duties for a UAS for the purpose of flight or training exercise.
6. Unmanned Aircraft (UA) or Unmanned Aerial Vehicle (UAV) - An aircraft or Remotely Piloted Aircraft (RPA), Remotely Operated Vehicle (ROV), or Drone that is intended to navigate in the air without an on-board pilot.

7. Unmanned Aircraft Pilot - A person exercising control over a UA/UAV/UAS during flight.
8. Pilot-in-Command – A sworn JBPD officer to operate the UAS who:
 - a. Exercises physical “hands-on” control over the UAS during flight;
 - b. Has been designated as the Pilot-in-Command prior to the start of the UAS operation; and
 - c. Holds a current Part 107 Small Unmanned Aircraft License issued by the FAA.

B. Procedures

1. Administration

All deployments of a UAS must be specifically authorized by the Division Commander or Unit Supervisor. The agency has adopted the use of UAS to provide an aerial visual perspective in responding to emergency situations and exigent circumstances, and for the following objectives:

- a. **Situational Awareness:** To assist decision makers (e.g., incident command staff; first responders; city, county, and state officials) in understanding the nature, scale, and scope of an incident—and for planning and coordinating an effective response;
- b. **Search and Rescue:** To assist missing person investigations, AMBER Alerts, Silver Alerts, and other search and rescue missions;
- c. **Tactical Deployment:** To support the tactical deployment of officers and equipment in emergency situations (e.g., incidents involving hostages and barricades, support for large-scale tactical operations and other temporary perimeter security situations);
- d. **Visual Perspective:** To provide an aerial visual perspective to assist officers in providing direction for crowd control, traffic incident management, special circumstances, and temporary perimeter security;
- e. **Scene Documentation:** To document a crime scene, accident scene or other major incident scene (e.g., disaster management, incident response, large-scale forensic scene investigation); and

- f. Terrorist Attack: To counter a high-risk terrorist attack by a specific individual or organization if the US Secretary of Homeland Security determines that credible intelligence indicates there is such a risk.

2. Callout Criteria

- a. Requests for UAS support for preplanned events should be made directly to the Supervisor of UAS Unit in advance.
- b. Requests for the UAS Unit will be made through the Unit Commander, designee, or higher authority 24 hours a day.
- c. Requests for UAS support will contain the following information:
 - 1). Whether the UAS request is an emergency request;
 - 2). The location of the search site, as well as the incident command post;
 - 3). A description of the person(s) or object(s) being searched for;
 - 4). The location where the person(s) or object(s) were last seen;
 - 5). The current weather conditions to include wind conditions and precipitation; and
 - 6). The approximate height and density of the vegetation (e.g., trees, bushes, etc.) and the presence of any obstructions (e.g., power lines, cranes, etc.) in the area to be searched.
- 3. The UAS will be operated only by personnel (pilots and crew members) who have been trained and certified in the operation of the system.
- 4. Per FAA policy, no UAS will be flown unless there are two people dedicated to the entirety of the flight. One person will be designated as the pilot, the other as the observer. The vehicle may be flown under both autonomous and semi-autonomous modes.
 - a. All flights will be conducted with visual line of site.
 - b. No UAS flight will exceed 400 feet above ground level.
 - c. All UAS platforms will be inspected for air worthiness prior to every flight.

- d. No UAS will be operational unless all systems have been checked by the pilot and confirmed by the observer.
 - e. No flight will exceed the recommended flight time of the battery system.
- C. Equipment malfunctions will be brought to the attention of the operator's supervisor and the UAS Coordinator as soon as possible so that an appropriate repair can be made or a replacement unit can be procured.
- D. The sUAS equipment and all data, images, video, and metadata captured, recorded, or otherwise produced by the equipment is the sole property of this agency.
- E. All flights will be documented on the agency's UAS flight log or database designed for that purpose, and all flight time will be accurately recorded. In addition, each deployment of the sUAS will include information regarding the reason for the flight. The following information will be documented:
 - 1. The time, date, location of the flight;
 - 2. The supervisor approving the deployment and the staff assigned; and
 - 3. The activities covered, actions taken, and the outcome from the deployment.
- F. **Where there are specific and articulable grounds to believe that the sUAS will collect evidence of criminal wrongdoing and/or if the sUAS will be used in a manner which may intrude upon reasonable expectations of privacy, the agency will obtain a search warrant prior to conducting the flight.**
- G. Digital Multimedia Evidence (DME) Retention and Management
 - 1. DME will be handled and retained in accordance with applicable law and agency policy.
 - 2. DME will be securely downloaded at the completion of each mission. The UAS certified operators will record information for each file that will include the date, time, location, and case reference numbers or other mission identifiers and identify the sUAS personnel involved in mission.
 - 3. Officers will not edit, alter, erase, duplicate, copy, share, or otherwise distribute in any manner, sUAS DME without prior written authorization and approval of the Chief of Police or designee.

4. All access to sUAS DME must be specifically authorized by the Chief of Police or designee, and all access are to be audited to confirm that only authorized users are accessing the data for legitimate and authorized purposes.
 5. Files should be securely stored in accordance with agency policy and state records retention laws and retained as necessary for purposes of training or for use in an investigation or prosecution.
- H. Tactical Beyond Visual Line of Sight (TBVLOS) – An additional waiver that allows a sworn JBPD officer assigned to the UAS Unit the ability to operate a UAS during exigent situations to safeguard human life.
- I. Visual Line of Sight – UAS must be flown within visual line of sight of the person operating the aircraft. The FAA interprets this requirement to mean:
1. The UAS must be visible at all times to the UAS pilot or visual observer; and
 2. The UAS pilot or visual observer must use his own natural vision (which includes vision corrected by standard eyeglasses or contact lenses) to observe the UAS.
- J. Visual Observer – A sworn JBPD officer assigned to assist the pilot-in-command during a UAS flight and operation. The visual observer will be designated before the UAS operation begins and will have the sole responsibility of visually observing the UAS and communicating with the pilot-in-command about any conditions that could create a hazard.
- K. Authorized UAS Equipment and Personnel
1. UAS Equipment
 - a. All UAS equipment and UAS aircraft will be operated within the guidelines established by the FAA.
 - b. No personally owned UAS aircraft or UAS equipment will be used during operations conducted by JBPD without permission of the Chief of Police or designee.
 - c. No UAS aircraft or UAS equipment owned or leased by JBPD will be used to conduct personal business of any type.
 - d. At the discretion of the Chief of Police or designee, UAS may be used for training, public demonstrations, and other community relations purposes.
 2. UAS Officers

- a. Only officers designated by the Chief of Police or designee are authorized to operate UAS aircraft and UAS equipment owned or leased by JBPD.
 - b. Unless conducting training events, all officers operating a UAS will be certified to do so by the FAA through 14 CFR Part 107 Small Unmanned Aircraft License.
 - c. At a minimum, per FAA policy, no UAS will be flown unless there are at least two people dedicated to the entirety of the flight, a pilot-in-command and a visual observer.
3. UAS operations will not be recorded unless deemed necessary for evidentiary purposes and/or training value. Any conflict on whether to record a flight can be resolved through the UAS Unit chain of command.

L. Responsibilities at the Scene

1. The Watch Commander requesting UAS support will maintain responsibility for the scene. However, the Pilot-in-Command will be in charge of the UAS operation.
2. Upon arrival at the scene, the Pilot-in-Command will:
 - a. Be responsible for making all decisions regarding use of the UAS aircraft and UAS equipment; and
 - b. Be authorized to refuse any UAS flight requests based on current meteorological conditions, physiological conditions, or for any other reason that may affect the safety of the flight.
3. The visual observer will not be assigned any other duties not related to the direct observation of the UAS and communicating these observations to the Pilot-in-Command.

M. Restrictions and Privacy Considerations

1. In light of diverse potential uses of UAS in the National Air Space (NAS), expected advancements in UAS technologies, and the anticipated increase in UAS use in the future, JBPD will take steps to ensure it maintains compliance with federal and state memorandums, policies, and laws relative to UAS operations and privacy protections.
2. The UAS Unit, prior to deployment of any new UAS technology and at least once

a year, will conduct an inspection of its UAS policies and procedures relating to the collection, use, retention, and dissemination of information obtained by UAS, to ensure all citizens' privacy, civil rights, and civil liberties are protected, and policies comply with federal and state laws. Any discrepancies discovered will be immediately reviewed and addressed, to include updating policies and procedures.

3. All UAS pilots and trained visual observers will strictly adhere to and comply with JBPD policies and federal and state laws to ensure the protection of civil rights and civil liberties of citizens.
4. F.S.S. 934.50, searches and seizures using a drone/Freedom from Unwarranted Surveillance Act, restricts the use of drones by individuals and government entities to conduct surveillance. The act prohibits law enforcement agencies from using a drone to gather evidence or other information with certain exemptions.

The following are exceptions listed in F.S.S. 934.50 for allowing the use of a UAS for the purpose of gathering evidence or other investigative information:

- a. To counter a high-risk of a terrorist attack by a specific individual or organization if the United States Secretary of Homeland Security determines that credible intelligence indicates there is such a risk;
- b. If the law enforcement agency first obtains a search warrant signed by a judge authorizing the use of a UAS;
- c. If the law enforcement agency possesses reasonable suspicion that, under particular circumstances, swift action is needed to prevent imminent danger to life or serious damage to property, to forestall the imminent escape of a suspect or the destruction of evidence, or to achieve purposes including, but not limited to, facilitating the search for a missing person;
- d. The law enforcement agency using the drone to provide an aerial perspective of a crowd of 50 people or more must have policies and procedures that include guidelines;
 - 1). For the agency's use of a drone,
 - 2). For the proper storage, retention, and release of any images or video captured by the drone,
 - 3). Addressing the personal safety and constitutional protections of the people being observed, and

- 4). The head of the law enforcement agency using the drone for this purpose provides written authorization for such use and maintains a copy on file at the agency.
 - e. To assist a law enforcement agency with traffic management; however, law enforcement acting under this paragraph may not issue a traffic infraction citation based on images or video captured by a drone;
 - f. To facilitate a law enforcement agency's collection of evidence at a crime scene or traffic crash scene; or
 - g. The assessment of damage due to a flood, a wildfire, or any other natural disaster that is the subject of a state of emergency declared by the state or by a political subdivision, before the expiration of the emergency declaration.
5. Absent a search warrant or the exceptions listed in F.S.S. 934.50, a UAS equipped with an imaging device may not be used to record an image of privately owned real property or of the owner, tenant, occupant, invitee, or licensee of such property, with the intent to conduct surveillance on the individual or property captured in the image in violation of such person's reasonable expectation of privacy without his/her written consent. For purposes of this section, a person is presumed to have a reasonable expectation to privacy on his/her privately owned real property if he/she is not observable by persons located at ground level in a place where they have a legal right to be, regardless of whether he/she is observable from the air with the use of a UAS.
6. UAS operations will not be undertaken for any outside agency without a formal request from the requesting agency's chief executive to the Chief of Police or his designee, following established mutual aid protocols. Once approved, operations must then be conducted in accordance with this policy.
7. Any questions as to the legal standing and authorization of any investigative flight will be resolved by the Commanding Officer of UAS Unit or higher authority.
8. When allegations of misconduct (e.g., violations of privacy, civil rights, and civil liberties) are presented to any member of JBPD in reference to UAS operations, members will review and conform to the guidelines for receiving and investigating complaints outlined in general orders.

N. Search Warrants

Anytime a UAS is requested for the collection of evidence or other information that falls

outside one of the exceptions listed in F.S.S. 934.50, a search warrant must be secured and incorporate the following language:

“NOW THEREFORE, you or either of you, with such lawful assistance, including the use of Unmanned Aerial Systems (“UAS”) pursuant to F.S.S. 934.50, entitled ‘Search and seizure using drones’, as may be necessary, are hereby commanded, in the daytime or in the nighttime, or on Sunday, as the exigencies of the occasion may require, to enter and search the Premises together with the yard and curtilage thereof and any vehicles parked therein reasonably believed to be connected with said illegal activity, and any person on the Premises reasonably believed to be engaged in or connected with said illegal activity, for the property described in this warrant, to-wit”.

O. Accident Reporting

No later than ten (10) days after an operation that meets the criteria of either paragraph (a) or (b) of this section, a remote pilot in command must report to the FAA, in a manner acceptable to the Administrator, any operation of the small unmanned aircraft involving at least:

1. Serious injury to any person or any loss of consciousness; or
2. Damage to any property, other than the small unmanned aircraft, unless one of the following is satisfied;
 - a. The cost of repair (including materials and labor) does not exceed \$500, or
 - b. The fair market value of the property does not exceed \$500 in the event of total loss.

P. Training

Prior to using a UAS, agency members must complete the following:

1. Attend the agency approved or the FAA Part 107 (40 hour) UAS pilot training course;
2. Pass the FAA small Unmanned Aircraft System test. (Unless exempt from taking the test); and
3. Complete five hours of practical flight time at the controls of an agency UAS, supervised by an authorized agency UAS pilot;
 - a. Agency members holding a FAA Airman Certificate are exempt from

having to take the sUAS test. These members must still obtain the FAA small Unmanned Aircraft System rating,

- b. Members obtaining the sUAS rating without taking the test will still be required to attend the agency approved UAS pilot training course and complete the flight time requirement before being authorized to fly an agency UAS for an official mission.

Q. Maintenance

1. The Unit Supervisor is responsible for the coordination, training and maintenance of all UAS owned by the agency.
2. All maintenance will be done in accordance with the manufacturer's recommendations and schedules.
3. Maintenance will be performed by a trained agency employee. Any repairs or modifications that are beyond the ability of the agency employee will be done by a manufacturer or their designee of that particular airframe.

Florida State Statute (934.50) Regarding Manufacturers

In accordance with section 934.50, Florida Statutes, as of January 1, 2022, a governmental agency (as defined in section 934.50, Florida Statutes) may only purchase or otherwise acquire a drone from a manufacturer on the approved list. Governmental agencies may continue to utilize drones not on the department's approved list until January 1, 2023.

Pursuant to section 934.50(7)(b), Florida Statutes, the department hereby provides the following list of approved manufacturers whose drones may be purchased or otherwise acquired and used by a governmental agency:

Skydio

Parrot

Altavian

Teal Drones

Vantage Robotics

Florida State Statute (934.50) Searches and Seizures Using a Drone

(1) **SHORT TITLE.**—This act may be cited as the “Freedom from Unwarranted Surveillance Act.”

(2) **DEFINITIONS.**—As used in this act, the term:

(a) “Drone” means a powered, aerial vehicle that:

1. Does not carry a human operator;
2. Uses aerodynamic forces to provide vehicle lift;
3. Can fly autonomously or be piloted remotely;
4. Can be expendable or recoverable; and
5. Can carry a lethal or nonlethal payload.

(b) “Image” means a record of thermal, infrared, ultraviolet, visible light, or other electromagnetic waves; sound waves; odors; or other physical phenomena which captures conditions existing on or about real property or an individual located on that property.

(c) “Imaging device” means a mechanical, digital, or electronic viewing device; still camera; camcorder; motion picture camera; or any other instrument, equipment, or format capable of recording, storing, or transmitting an image.

(d) “Law enforcement agency” means a lawfully established state or local public agency that is responsible for the prevention and detection of crime, local government code enforcement, and the enforcement of penal, traffic, regulatory, game, or controlled substance laws.

(e) “Surveillance” means:

1. With respect to an owner, tenant, occupant, invitee, or licensee of privately owned real property, the observation of such persons with sufficient visual clarity to be able to obtain information about their identity, habits, conduct, movements, or whereabouts; or
2. With respect to privately owned real property, the observation of such property’s physical improvements with sufficient visual clarity to be able to determine unique identifying features or its occupancy by one or more persons.

(3) **PROHIBITED USE OF DRONES.**—

(a) A law enforcement agency may not use a drone to gather evidence or other information, except as provided in subsection (4).

(b) A person, a state agency, or a political subdivision as defined in s. [11.45](#) may not use a drone equipped with an imaging device to record an image of privately owned real property or of the owner, tenant, occupant, invitee, or licensee of such property with the intent to conduct surveillance on the individual or property captured in the image in violation of such person’s reasonable expectation of privacy without his or her written consent. For purposes of this section, a person is presumed to have a reasonable expectation of privacy on his or her privately owned real property if he or she is not observable by persons located at ground level in a place where they have a legal right to be, regardless of whether he or she is observable from the air with the use of a drone.

(4) EXCEPTIONS.—This section does not prohibit the use of a drone:

(a) To counter a high risk of a terrorist attack by a specific individual or organization if the United States Secretary of Homeland Security determines that credible intelligence indicates that there is such a risk.

(b) If the law enforcement agency first obtains a search warrant signed by a judge authorizing the use of a drone.

(c) If the law enforcement agency possesses reasonable suspicion that, under particular circumstances, swift action is needed to prevent imminent danger to life or serious damage to property, to forestall the imminent escape of a suspect or the destruction of evidence, or to achieve purposes including, but not limited to, facilitating the search for a missing person.

(d) To provide a law enforcement agency with an aerial perspective of a crowd of 50 people or more, provided that:

1. The law enforcement agency that uses the drone to provide an aerial perspective of a crowd of 50 people or more must have policies and procedures that include guidelines:

a. For the agency's use of a drone.

b. For the proper storage, retention, and release of any images or video captured by the drone.

c. That address the personal safety and constitutional protections of the people being observed.

2. The head of the law enforcement agency using the drone for this purpose must provide written authorization for such use and must maintain a copy on file at the agency.

(e) To assist a law enforcement agency with traffic management; however, a law enforcement agency acting under this paragraph may not issue a traffic infraction citation based on images or video captured by a drone.

(f) To facilitate a law enforcement agency's collection of evidence at a crime scene or traffic crash scene.

(g) By a state agency or political subdivision for:

1. The assessment of damage due to a flood, a wildfire, or any other natural disaster that is the subject of a state of emergency declared by the state or by a political subdivision, before the expiration of the emergency declaration.

2. Vegetation or wildlife management on publicly owned land or water.

(h) By certified fire department personnel to perform tasks within the scope and practice authorized under their certifications.

(i) By a person or an entity engaged in a business or profession licensed by the state, or by an agent, employee, or contractor thereof, if the drone is used only to perform reasonable tasks within the scope of practice or activities permitted under such person's or entity's license. However, this exception does not apply to a profession in which the licensee's authorized scope of practice includes obtaining information about the identity, habits, conduct, movements, whereabouts, affiliations, associations, transactions, reputation, or character of any society, person, or group of persons.

(j) By an employee or a contractor of a property appraiser who uses a drone solely for the purpose of assessing property for ad valorem taxation.

(k) To capture images by or for an electric, water, or natural gas utility:

1. For operations and maintenance of utility facilities, including facilities used in the generation, transmission, or distribution of electricity, gas, or water, for the purpose of maintaining utility system reliability and integrity;
 2. For inspecting utility facilities, including pipelines, to determine construction, repair, maintenance, or replacement needs before, during, and after construction of such facilities;
 3. For assessing vegetation growth for the purpose of maintaining clearances on utility rights-of-way;
 4. For utility routing, siting, and permitting for the purpose of constructing utility facilities or providing utility service; or
 5. For conducting environmental monitoring, as provided by federal, state, or local law, rule, or permit.
- (l) For aerial mapping, if the person or entity using a drone for this purpose is operating in compliance with Federal Aviation Administration regulations.
- (m) To deliver cargo, if the person or entity using a drone for this purpose is operating in compliance with Federal Aviation Administration regulations.
- (n) To capture images necessary for the safe operation or navigation of a drone that is being used for a purpose allowed under federal or Florida law.
- (o) By a communications service provider or a contractor for a communications service provider for routing, siting, installation, maintenance, or inspection of facilities used to provide communications services.
- (p) By an employee of the Fish and Wildlife Conservation Commission or of the Florida Forest Service for the purposes of managing and eradicating invasive exotic plants or animals on public lands and suppressing and mitigating wildfire threats.

(5) REMEDIES FOR VIOLATION.—

- (a) An aggrieved party may initiate a civil action against a law enforcement agency to obtain all appropriate relief in order to prevent or remedy a violation of this section.
- (b) The owner, tenant, occupant, invitee, or licensee of privately owned real property may initiate a civil action for compensatory damages for violations of this section and may seek injunctive relief to prevent future violations of this section against a person, state agency, or political subdivision that violates paragraph (3)(b). In such action, the prevailing party is entitled to recover reasonable attorney fees from the nonprevailing party based on the actual and reasonable time expended by his or her attorney billed at an appropriate hourly rate and, in cases in which the payment of such a fee is contingent on the outcome, without a multiplier, unless the action is tried to verdict, in which case a multiplier of up to twice the actual value of the time expended may be awarded in the discretion of the trial court.
- (c) Punitive damages for a violation of paragraph (3)(b) may be sought against a person subject to other requirements and limitations of law, including, but not limited to, part II of chapter 768 and case law.
- (d) The remedies provided for a violation of paragraph (3)(b) are cumulative to other existing remedies.

(6) PROHIBITION ON USE OF EVIDENCE.—Evidence obtained or collected in violation of this act is not admissible as evidence in a criminal prosecution in any court of law in this state.

(7) SECURITY STANDARDS FOR GOVERNMENTAL AGENCY DRONE USE.—

(a) As used in this subsection, the term:

1. “Department” means the Department of Management Services.
2. “Governmental agency” means any state, county, local, or municipal governmental entity or any unit of government created or established by law that uses a drone for any purpose.

(b) By January 1, 2022, the department, in consultation with the state chief information officer, shall publish on the department’s website a list of approved manufacturers whose drones may be purchased or otherwise acquired and used by a governmental agency under this section. An approved manufacturer must provide appropriate safeguards to protect the confidentiality, integrity, and availability of data collected, transmitted, or stored by a drone. The department may consult state and federal agencies and any relevant federal guidance in developing the list of approved manufacturers required under this paragraph.

(c) Beginning on the date the department publishes the list of approved drone manufacturers under paragraph (b), a governmental agency may only purchase or otherwise acquire a drone from an approved manufacturer.

(d) By July 1, 2022, a governmental agency that uses any drone not produced by an approved manufacturer shall submit to the department a comprehensive plan for discontinuing the use of such a drone. The department shall adopt rules identifying the requirements of the comprehensive plan required under this paragraph.

(e) By January 1, 2023, all governmental agencies must discontinue the use of drones not produced by an approved manufacturer. The department shall establish by rule, consistent with any federal guidance on drone security, minimum security requirements for governmental agency drone use to protect the confidentiality, integrity, and availability of data collected, transmitted, or stored by a drone. The department may consult federal agencies in establishing the minimum security requirements required under this paragraph.

History.—s. 1, ch. 2013-33; s. 1, ch. 2015-26; s. 10, ch. 2017-150; s. 1, ch. 2020-131; s. 1, ch. 2021-165; s. 14, ch. 2022-142.



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-434284-44865.700SF

Issued: 10/31/2022

Quote Expiration: 12/31/2022

Estimated Contract Start Date: 01/01/2023

Account Number: 115297

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Business;Delivery;Other-101 Penman Rd S 101 Penman Rd S Jacksonville Beach, FL 32250-3348 USA	Jacksonville Beach Police Dept - FL 1460A Shetter Ave Jacksonville Beach, FL 32250-3432 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Kevin Boyle Phone: Email: kboyle@axon.com Fax:	Allan Ford Phone: (904) 270-1667 Email: Fax: (904) 247-6342

Quote Summary

Program Length	36 Months
TOTAL COST	\$24,858.88
ESTIMATED TOTAL W/ TAX	\$24,858.88

Discount Summary

Average Savings Per Year	\$0.00
TOTAL SAVINGS	\$0.00

Payment Summary

Date	Subtotal	Tax	Total
Dec 2022	\$20,861.36	\$0.00	\$20,861.36
Dec 2023	\$1,998.76	\$0.00	\$1,998.76
Dec 2024	\$1,998.76	\$0.00	\$1,998.76
Total	\$24,858.88	\$0.00	\$24,858.88

Quote Unbundled Price:	\$24,858.88
Quote List Price:	\$24,858.88
Quote Subtotal:	\$24,858.88

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
A la Carte Hardware									
100639	AXON AIR, SKYDIO CARE ENTERPRISE X2E 5GHZ COLOR/THERMAL 3YR NA	1			\$2,499.00	\$2,499.00	\$2,499.00	\$0.00	\$2,499.00
12222	AXON AIR, SKYDIO X2 DUAL CHARGER	1			\$439.00	\$439.00	\$439.00	\$0.00	\$439.00
12224	AXON AIR, SKYDIO X2 BATTERY	2			\$369.00	\$369.00	\$738.00	\$0.00	\$738.00
12221	AXON AIR, SKYDIO X2E STARTER KIT (5GHz, COLOR/THERMAL)	1			\$14,499.00	\$14,499.00	\$14,499.00	\$0.00	\$14,499.00
12230	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR X2E (1YR TERM)	1	36		\$166.58	\$166.58	\$5,996.88	\$0.00	\$5,996.88
12225	AXON AIR, SKYDIO X2 SPARE PROP BLADES	3			\$129.00	\$129.00	\$387.00	\$0.00	\$387.00
A la Carte Software									
100649	AXON AIR, SKYDIO ACADEMY ONLINE - ALL ACCESS (1-YEAR)	1			\$300.00	\$300.00	\$300.00	\$0.00	\$300.00
Total							\$24,858.88	\$0.00	\$24,858.88

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
A la Carte	100639	AXON AIR, SKYDIO CARE ENTERPRISE X2E 5GHZ COLOR/THERMAL 3YR NA	1	12/01/2022
A la Carte	12221	AXON AIR, SKYDIO X2E STARTER KIT (5GHz, COLOR/THERMAL)	1	12/01/2022
A la Carte	12222	AXON AIR, SKYDIO X2 DUAL CHARGER	1	12/01/2022
A la Carte	12224	AXON AIR, SKYDIO X2 BATTERY	2	12/01/2022
A la Carte	12225	AXON AIR, SKYDIO X2 SPARE PROP BLADES	3	12/01/2022
A la Carte	12230	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR X2E (1YR TERM)	1	12/01/2022

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	100649	AXON AIR, SKYDIO ACADEMY ONLINE - ALL ACCESS (1-YEAR)	1	01/01/2023	12/31/2025

Payment Details

Dec 2022

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	100639	AXON AIR, SKYDIO CARE ENTERPRISE X2E 5GHZ COLOR/THERMAL 3YR NA	1	\$2,499.00	\$0.00	\$2,499.00
Year 1	100649	AXON AIR, SKYDIO ACADEMY ONLINE - ALL ACCESS (1-YEAR)	1	\$300.00	\$0.00	\$300.00
Year 1	12221	AXON AIR, SKYDIO X2E STARTER KIT (5GHz, COLOR/THERMAL)	1	\$14,499.00	\$0.00	\$14,499.00
Year 1	12222	AXON AIR, SKYDIO X2 DUAL CHARGER	1	\$439.00	\$0.00	\$439.00
Year 1	12224	AXON AIR, SKYDIO X2 BATTERY	2	\$738.00	\$0.00	\$738.00
Year 1	12225	AXON AIR, SKYDIO X2 SPARE PROP BLADES	3	\$387.00	\$0.00	\$387.00
Year 1	12230	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR X2E (1YR TERM)	1	\$1,999.36	\$0.00	\$1,999.36
Total				\$20,861.36	\$0.00	\$20,861.36

Dec 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	12230	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR X2E (1YR TERM)	1	\$1,998.76	\$0.00	\$1,998.76
Total				\$1,998.76	\$0.00	\$1,998.76

Dec 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	12230	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR X2E (1YR TERM)	1	\$1,998.76	\$0.00	\$1,998.76
Total				\$1,998.76	\$0.00	\$1,998.76

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract Sourcwell Contract #010720-AXN is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at www.axon.com/legal/sales-terms-and-conditions), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

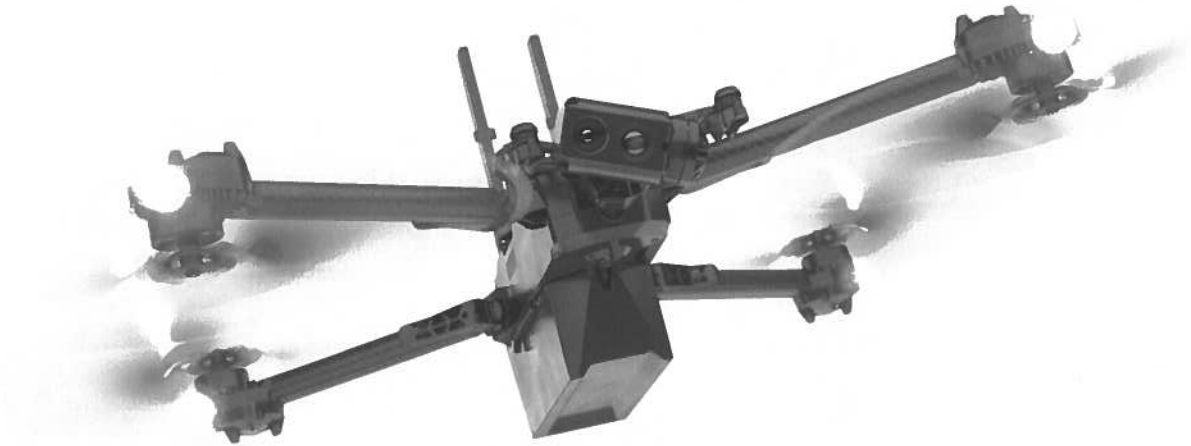
Date Signed

10/31/2022



Skydio X2

LARGE



Features:

- **360 Obstacle Avoidance**
- **Self-Piloting mode (Autonomy system)**
- **Night operations (GPS flight + strobe lighting)**
- **Dual color thermal system**
- **Enterprise-grade cybersecurity, encryption and firmware protection.**
- **3D scanning for scene documentation**
- **Range 3.7 miles (6.0 km)**
- **Flight time up to 35 minutes per battery**



LARGE



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-434265-44865.702SF

Issued: 10/31/2022

Quote Expiration: 12/31/2022

Estimated Contract Start Date: 01/01/2023

Account Number: 115297

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Business;Delivery;Other-101 Penman Rd S 101 Penman Rd S Jacksonville Beach, FL 32250-3348 USA	Jacksonville Beach Police Dept - FL 1460A Shetter Ave Jacksonville Beach, FL 32250-3432 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Kevin Boyle Phone: Email: kboyle@axon.com Fax:	Allan Ford Phone: (904) 270-1667 Email: Fax: (904) 247-6342

Quote Summary

Program Length	36 Months
TOTAL COST	\$14,524.52
ESTIMATED TOTAL W/ TAX	\$14,524.52

Discount Summary

Average Savings Per Year	\$0.00
TOTAL SAVINGS	\$0.00

Payment Summary

Date	Subtotal	Tax	Total
Dec 2022	\$7,029.59	\$0.00	\$7,029.59
Dec 2023	\$3,747.47	\$0.00	\$3,747.47
Dec 2024	\$3,747.46	\$0.00	\$3,747.46
Total	\$14,524.52	\$0.00	\$14,524.52

Quote Unbundled Price:	\$14,524.52
Quote List Price:	\$14,524.52
Quote Subtotal:	\$14,524.52

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
A la Carte Hardware									
100378	AXON AIR, SKYDIO 2+ BATTERY	1			\$115.00	\$115.00	\$115.00	\$0.00	\$115.00
100377	AXON AIR, SKYDIO 2+ ENTERPRISE KIT (HARDWARE), NORTH AMERICA	1			\$1,950.00	\$1,950.00	\$1,950.00	\$0.00	\$1,950.00
100406	AXON AIR, SKYDIO 2/2+ PROPELLERS	4			\$29.00	\$29.00	\$116.00	\$0.00	\$116.00
A la Carte Software									
100649	AXON AIR, SKYDIO ACADEMY ONLINE - ALL ACCESS (1-YEAR)	1			\$300.00	\$300.00	\$300.00	\$0.00	\$300.00
100464	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR S2+	1	36		\$62.41	\$62.41	\$2,246.76	\$0.00	\$2,246.76
100462	AXON AIR, SKYDIO 3D SCAN FOR S2+	1	36		\$249.91	\$249.91	\$8,996.76	\$0.00	\$8,996.76
A la Carte Warranties									
100448	AXON AIR, SKYDIO CARE ENTERPRISE	1			\$800.00	\$800.00	\$800.00	\$0.00	\$800.00
Total							\$14,524.52	\$0.00	\$14,524.52

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Estimated Delivery Date
A la Carte	100377	AXON AIR, SKYDIO 2+ ENTERPRISE KIT (HARDWARE), NORTH AMERICA	1	12/01/2022
A la Carte	100378	AXON AIR, SKYDIO 2+ BATTERY	1	12/01/2022
A la Carte	100406	AXON AIR, SKYDIO 2/2+ PROPELLERS	4	12/01/2022

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	100462	AXON AIR, SKYDIO 3D SCAN FOR S2+	1	01/01/2023	12/31/2025
A la Carte	100464	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR S2+	1	01/01/2023	12/31/2025
A la Carte	100649	AXON AIR, SKYDIO ACADEMY ONLINE - ALL ACCESS (1-YEAR)	1	01/01/2023	12/31/2025

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
A la Carte	100448	AXON AIR, SKYDIO CARE ENTERPRISE	1	01/01/2023	12/31/2025

Payment Details

Dec 2022

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	100377	AXON AIR, SKYDIO 2+ ENTERPRISE KIT (HARDWARE), NORTH AMERICA	1	\$1,950.00	\$0.00	\$1,950.00
Year 1	100378	AXON AIR, SKYDIO 2+ BATTERY	1	\$115.00	\$0.00	\$115.00
Year 1	100406	AXON AIR, SKYDIO 2/2+ PROPELLERS	4	\$116.00	\$0.00	\$116.00
Year 1	100448	AXON AIR, SKYDIO CARE ENTERPRISE	1	\$800.00	\$0.00	\$800.00
Year 1	100462	AXON AIR, SKYDIO 3D SCAN FOR S2+	1	\$2,999.52	\$0.00	\$2,999.52
Year 1	100464	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR S2+	1	\$749.07	\$0.00	\$749.07
Year 1	100649	AXON AIR, SKYDIO ACADEMY ONLINE - ALL ACCESS (1-YEAR)	1	\$300.00	\$0.00	\$300.00
Total				\$7,029.59	\$0.00	\$7,029.59

Dec 2023

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	100462	AXON AIR, SKYDIO 3D SCAN FOR S2+	1	\$2,998.62	\$0.00	\$2,998.62
Year 2	100464	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR S2+	1	\$748.85	\$0.00	\$748.85
Total				\$3,747.47	\$0.00	\$3,747.47

Dec 2024

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	100462	AXON AIR, SKYDIO 3D SCAN FOR S2+	1	\$2,998.62	\$0.00	\$2,998.62
Year 3	100464	AXON AIR, SKYDIO AUTONOMY ENTERPRISE FOR S2+	1	\$748.84	\$0.00	\$748.84
Total				\$3,747.46	\$0.00	\$3,747.46

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Contract Sourcwell Contract #010720-AXN is incorporated by reference into the terms and conditions of this Agreement. In the event of conflict the terms of Axon's Master Services and Purchasing Agreement shall govern.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

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ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

10/31/2022



Skydio 2+

Small



Features:

- **360 Obstacle Avoidance**
- **Self-Piloting mode (Autonomy system)**
- **Lightweight frame for indoor/narrow operations**
- **3D scanning for scene documentation**
- **Range 3.728 miles (6.0 km)**
- **Flight time up to 27 minutes per battery**



Smile



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director of Planning and Development
DATE:	10/24/2022
SUBJECT:	Design and Engineering Services for Latham Plaza (Phase 1)

BACKGROUND

On September 19, 2022, the City Council approved staff to proceed with negotiations for contract scope and fees with Halff and Associates, Inc. (Consultant) for design and engineering services for Latham Plaza. Staff worked out the details of the scope and project schedule with the project management team for Consultant.

Initial work will include a review of the existing conceptual plans for Latham Plaza, which were developed as part of the Downtown Action, Implementation, and Management Plan, and scheduling public workshops to discuss the redesign of Latham Plaza. After many discussions with Consultant, staff and Consultant concluded the scope and fee should be broken out into two phases. The first phase should include the refinement of the DixHite concept, public engagement and meetings, and bringing the ideas and input to one final conceptual design. Once this phase is completed, Consultant will provide staff with a second scope and fee (Phase 2) to include the engineering, schematic design, construction documents, and any other documents/meetings necessary to bring the project to completion. Phase 1 scope of services includes the following:

- Conceptual Design and Community Engagement;
- Topographic and Tree Survey Services; and
- Potential Splash Pad and Fountain Engineering Services (if needed).

The detailed proposed project schedule and task list is provided as an attachment to this memo.

This scope and fee will be approved/denied by the Community Redevelopment Agency at its November 14, 2022 Regular Meeting.

FINANCIAL IMPACT

The total cost for delivery of the final updated design and engineering plans for Latham Plaza is \$84,600.00, for Phase 1 of the scope and fee. Funds are available within current FY2023 appropriations and will be spent from the following account: 181-16-1601-515-34-534000.

REQUESTED ACTION

Approve/Disapprove the Scope of Services and Fees (Phase 1) for Halff and Associates for Design and Engineering Services for Latham Plaza in the amount of \$84,600.00



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ATTACHMENTS

1. Latham Plaza Proposal - Phase 1



November 9, 2022

Taylor Mobbs
Project Manager
City of Jacksonville Beach
2508 South Beach Parkway
Jacksonville Beach, FL 32250

sent via email: tmobbs@jaxbchfl.net

**RE: AGREEMENT FOR PROFESSIONAL SERVICES
LATHAM PLAZA SCHEMATIC DESIGN & CONSTRUCTION PLANS:
PHASES 100-300 (SURVEY & CONCEPTUAL DESIGN)
JACKSONVILLE BEACH, FLORIDA 32250**

To Ms. Taylor Mobbs:

HALFF ASSOCIATES, INC is pleased to submit our proposal to provide Landscape Architecture and Civil Engineering services, preliminary budget estimating, and site permitting services for the referenced project described below.

Site Location:	Address: 161 Beach Boulevard	Zip Code: 32250
	City: Jacksonville Beach	County: Duval
		State: FL
	Latitude: 30.2900°N	Longitude: -81.3902°W

Absent a fully executed form of contract to the contrary, once signed by you or your authorized representative, this form of Agreement for Professional Services ("the Agreement") shall, for all purposes, constitute a binding contract upon CITY OF JACKSONVILLE BEACH (CLIENT) and HALFF ASSOCIATES, INC. (HALFF). In addition, once signed by you or your authorized representative, this Agreement shall serve as the Notice to Proceed with the work identified herein.

The abbreviated project description, scope of services, CLIENT'S responsibilities, schedule, compensation, and contract conditions are as follows:

I. ABBREVIATED PROJECT DESCRIPTION

The purpose of this proposal is to execute a multi-phase project that results in the renovations of Latham Plaza. The Plaza is a City of Jacksonville Beach-owned parcel of land, approximately 2.5 acres in total area, east of City Hall. The Plaza is bounded, to the north, by 1st Avenue North; to the south is a City-owned parking lot; to the west is 2nd Street; and to the east is Jacksonville Beach Boardwalk (a.k.a. promenade). The Plaza shares parcel 174006-000 which encompasses most of the city block from 1st Avenue North down to Beach Boulevard. HALFF understands the project area is approximately the northern one-third portion of the parcel.

HALFF staff met with CLIENT staff on the morning of Tuesday, 27 September 2022, to review the scope of work regarding Latham Plaza. HALFF's design challenge is to improve upon the original conceptual design by incorporating City staff and Community Redevelopment Agency (CRA) recommendations toward the conceptual design. Specifically, HALFF'S design should provide for the following:

- Create a “neighborhood park” feel in Latham Plaza for the residents of Jacksonville Beach; maintain the ability to accommodate weekend and holiday festivals that can attract tourists while activating the park for daily use by residents of all ages and ability groups.
 - Neighborhood parks provide safe green space for surrounding residents that are within walking, running, and bicycling distance (and other modes of travel such as e-bicycles, skateboards, etc.).
- Create a space that readily connects to the surrounding City Hall, local restaurants, Seawalk Pavilion, and Jax Beach Boardwalk (a.k.a. promenade).
 - Create a space that connects to a future mixed-used development replacing the existing parking lot to the south, which has potential to provide future public restroom facilities.
 - Provide locations for stand-alone public restrooms as alternative options to the mixed-use development.
 - Create a space for a future interactive water feature (i.e. splashpad), 2-5- and 5-12-year-old playground(s), public artwork, dynamic lighting, an alternative performance space (a.k.a. mini stage) and multiple seating options.
 - HALFF understands the Florida Department of Health requires a restroom facility for an interactive water feature using recirculated and/or filtered water.
 - Communicate to the CLIENT conflicts with the Code of Ordinances, and coordinate with CLIENT staff to incorporate pending changes to the Code of Ordinances.
 - Be cognizant of environmental concerns such of appropriate sea turtle lighting.
- Create a space that continues to support festivals, but that does not have to cater to festivals to attract people to the Plaza.
 - HALFF should consider space for food truck parking while being sensitive to competition with local restaurants.
 - Ensure electrical power outlets exist to provide for festival vendors and/or food trucks.
- Create a space that City staff can maintain for a reasonable amount of time, effort, and funding.
 - HALFF should consider synthetic turf to maintain the appearance of the central space and alleviate turf maintenance costs.
 - Create a space maintaining the existing Medjool date palm trees and coordinate with City staff and landscape contractors to select resilient plant species for the Plaza’s microclimate.
 - HALFF should consider design features to maximize the sense of public space and minimize features that promote sleeping, lodging, camping or the storage of personal property in Latham Plaza.
- Support the City to reopen Latham Plaza to the public prior to the 2025 Jacksonville Beach Centennial Event.
 - HALFF shall coordinate with City staff to review public survey data, gather stakeholder feedback, answer questions from City leadership, and help inform the Jax Beach community throughout the design process.
 - HALFF shall communicate with City staff to maintain important project benchmarks barring unforeseen circumstances that both parties acknowledge.

II. SCOPE OF SERVICES:

100. CONCEPTUAL DESIGN & COMMUNITY ENGAGEMENT

Per HALFF’s proposal to the CLIENT, Phase 100 shall start upon City Council approval and include the following project benchmarks:

1. HALFF shall retain the services of a surveyor to collect site data as well as coordinate with City staff for existing records (i.e. as-built drawings) pertaining to Latham Plaza (see Phase 200 below).
2. HALFF's design team shall conduct a code review and evaluation of the previously proposed concept to develop updated conceptual drawings (30% plans) based on the above design criteria.
 - a. Conceptual drawings shall include bubble diagrams depicting the location of above-mentioned design features and circulation routes to meet overall programming objectives.
 - b. Along with conceptual drawings, HALFF's design team shall start to create a products catalog (e.g. light poles, light fixtures, splashpads, playgrounds, paving materials) to provide options for brands, products, materials, and finishes.
3. HALFF's design team shall formally present at least two (2) conceptual drawings in 2D plan view with up to three (3) 2D elevations (i.e. 30% plans) and design recommendations for the CLIENT review, evaluate, and provide feedback to the design team for a single plan.
4. HALFF shall coordinate a Stakeholder/Public Engagement Plan that is integrated with the above-mentioned design process. HALFF understands the CLIENT will provide venues and advertising. HALFF will support with presentation material, such as poster boards and PowerPoint presentations, and staff to present and answer questions.
 - a. HALFF understands staff will attend at least four (4) meeting and no more than seven (7) meetings to present and answer questions about the conceptual designs:
 - i. 2-3 CRA Meetings
 - ii. 1-2 City Council Meetings
 - iii. 1-2 Community Design Vignettes
 - b. HALFF's design team understands feedback from the CLIENT and stakeholders shall provide guidance for presenting a final conceptual drawing in 2D plan view with up to five (5) elevations.

Phase 100 shall end when the CLIENT approves a final conceptual plan for HALFF's design team to provide a proposal for progressing into schematic design and construction documentation.

100 – Lump Sum Labor Fee \$51,500.00

200. TOPOGRAPHIC & TREE SURVEY SERVICES

HALFF will retain a licensed surveyor to collect site data necessary for design. The data collected will include the following in an electronic file HALFF will share with the CLIENT:

- Locate all improvements and utilities, as evidenced by above ground features or if designated and marked by the Utility Owners or their designated representative or a contracted service at the original time of field visit.
- Obtain spot elevations on natural ground and existing improvements suitable for interpolation of one-foot contours to be shown on the final drawing.
- Establish a minimum of two (2) site benchmarks.
- Topographic coverage.
- Horizontally locate and field mark (paint & flags) all public subsurface utility mains found excluding service lines, gravity sewer lines and irrigation.

200 – Lump Sum Labor Fee \$26,900.00

300. SPLASH PAD & FOUNTAIN ENGINEERING SERVICES

HALFF will retain WET Engineering, as a member of the design team, for advice on integrating water features into the conceptual designs during Phase 100.

300 – Lump Sum Labor Fee..... \$5,700.00

III. CLIENT'S RESPONSIBILITIES

- A. Payment of all impact, review and permitting fees.
- B. Provide HALFF with any information, agreements, and/or restrictions that may be in effect on the property and impact the design guidelines or criteria for the project.
- C. The CLIENT shall provide HALFF with access to the site for activities necessary for the performance of the services. HALFF will take precautions to minimize damage due to these activities but have not included in the fee the cost of restoration of any resulting damage.
- D. The CLIENT will advertise for any public meetings and provide venues HALFF shall attend.
- E. Provide HALFF with existing topographic survey data in the CLIENT's possession.
- F. Provide HALFF with existing public opinion survey data regarding the current and future programming of Latham Plaza in the CLIENT's possession.
- G. Keep HALFF informed of any changes to codes, regulations, policies, planning or desired programming that impacts the feasibility of conceptual and future design efforts.
- H. Provide HALFF with consolidated and coordinated review comments in Word or Excel.
- I. CLIENT shall provide timely responses to HALFF request for information.

IV. SCHEDULE

Upon receipt of a fully executed copy of this Agreement, HALFF shall perform its services and discharge the obligations imposed upon us in a prompt and timely manner and as expeditiously as is consistent with professional skill and care and the orderly progress of the work. HALFF acknowledges that the CLIENT is to be regularly and routinely consulted in connection with the performance hereunder.

V. SUPPLEMENTAL SERVICES

Services authorized in writing by the CLIENT other than those specifically listed in the Scope of Services, and which are agreed to be performed by CONSULTANT by written addenda to this Agreement, shall be considered Supplemental Services. The CLIENT shall compensate CONSULTANT at an agreed upon lump sum fee or based on current hourly rates for the actual personnel involved in the tasks (Hourly Services). Hourly Services will be invoiced based on the individual salary costs times 2.3 to cover overhead and profit (salary costs include the individual's raw labor cost and fringe benefit costs).

VI. EXCLUDED SERVICES

HALFF'S Scope of Services expressly does not include the following services which are the obligation of the CLIENT or Owner, as the case may be.

1. Environmental services.
2. Regulatory authority meeting fees, filing fees and submittal fees.
3. Recording of utility easements or other materials.
4. Environmental impact and cultural statements and assessments
5. Jurisdictional waters of the US determination.
6. Flood studies, conditional or final FEMA Letter of Map Revision.
7. Endangered species or wetland impact permitting.
8. Traffic studies.
9. Offsite roadway design, access, and right-of-way permitting services.
10. Subsurface Utility Engineering.
11. Offsite infrastructure capacity studies/assessments/analysis/designs.
12. Quality control and material testing services during construction.
13. Revisions to the plans requested by the Client after the plans are approved unless necessitated by discrepancy in the plans.
14. Civil engineering services.
15. Structural engineering.
16. Mechanical, Electrical, Plumbing (MEP) engineering.
17. Geotechnical engineering.
18. Opinions of probable costs.
19. Construction Administration or Observation (CA/CO).
20. LEED Services.
21. Sign design and permitting.
22. 3D modeling and renderings and/or animated videos unless otherwise noted.
23. Any services not specifically outlined in this scope.

VII. FEE SCHEDULE

Our fees for the described services are outlined in the following table. Lump Sum Fees and/or Hourly Fees do not include Reimbursable Expenses directly associated with this project (travel, mileage, reproduction, supplies, and other non-labor reimbursable costs). Reimbursable Expenses will be invoiced at their direct cost-plus fifteen percent (15%) for handling but will not exceed \$500.00 without prior written authorization.

Lump Sum fees will be invoiced monthly based on the status of each task (percent complete). Hourly Services will also be invoiced monthly based on the individual position rates provided

Scope of Services	Lump Sum Fee
100. Conceptual Design & Community Engagement	\$51,500.00
200. Topographic & Tree Survey Services	\$26,900.00
300. Splash Pad & Fountain Engineering Services	\$5,700.00
Reimbursable Expenses	\$500.00
SUM TOTAL	\$84,600.00

Upon receipt of a fully executed copy of this Agreement, HALFF shall perform its services and discharge the obligations imposed upon us in a prompt and timely manner and as expeditiously as is consistent with professional skill and care and the orderly progress of the work. We also acknowledge that the CLIENT is to be regularly and routinely consulted in connection with the performance per above scope. The signature below authorizes the work



herein described to proceed and does so on behalf of the CLIENT and warrants that he/she has authority to sign this Agreement on behalf of the Signatory and on behalf of the Owner of the land. The signature below further authorizes HALFF to serve notice to Owner of the land under this Agreement in accordance with Section 713.06, Florida Statutes. This Agreement is only valid if signed by both parties within thirty (30) days from the date of transmittal.

Approved:

HALFF ASSOCIATES, INC.

Digitally signed by
Dustin L Felix
Date: 2022.11.09
17:20:12 -05'00'

Dustin Felix, MLA, PLA
Planning | Landscape Architecture Team Leader
FL LA6667445

Approved:

CITY OF JACKSONVILLE BEACH

Signature: _____

Name: Mike Staffopoulos

Title: City Manager

Date: _____

CITY OF JACKSONVILLE BEACH

Signature: _____

Name: Christine Hoffman

Title: Mayor

Date: _____



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CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Sheri Gosselin, City Clerk
DATE:	11/02/2022
SUBJECT:	Board of Adjustment Regular Member Seats

BACKGROUND

The City Council appoints the Board of Adjustment (BOA) members. Five members and two alternates serve four-year terms.

Section 34-93(d)(2) of the Code of Ordinances states, "If any member of the board of adjustment fails to attend three (3) regular board of adjustment meetings without cause over a six (6) month period, the chairman of the board of adjustment shall notify the city council who shall declare the member's office vacant and fill the vacancy."

In a letter dated October 18, 2022, BOA Chair Alexi Strong Gonzalez notified the Mayor and City Council that two members, Jeff Truhlar and Dan Elmaleh, had missed more than three meetings within the last six months. A copy of Ms. Gonzalez's letter is attached.

- Mr. Truhlar was first appointed as a 1st Alternate on the BOA on March 13, 2014. He was appointed as a Regular Member on August 1, 2016, and reappointed on January 21, 2020. Mr. Truhlar's current term will expire on December 21, 2023.
- Mr. Elmaleh was first appointed as a 1st Alternate on the BOA on July 19, 2021. He was appointed as a Regular Member on January 18, 2021. Mr. Elmaleh submitted a letter resigning from the BOA to the Mayor on November 9, 2022. Mr. Elmaleh's term expires on December 31, 2025.

FINANCIAL IMPACT

None.

REQUESTED ACTION

Approve/Disapprove declaring the Board of Adjustment seat of member Jeff Truhlar vacant per Section 34-93(d)(2) of the Code of Ordinances

ATTACHMENTS

1. Letter from BOA Chair
2. Board resignation letter from Dan Elmaleh

October 18, 2022

Mayor and City Council,

In conformance with the duties of the chairman pursuant to Section 34-93(d)(2), I write to notify you that the following members have failed to attend three or more meetings within a six month period, Jeff Truhlar & Dan Elmaleh:

Meeting/Date	Jeff Truhlar	Dan Elmaleh
2/15/2022	√	Absent
3/1/2022	Absent	√
3/15/2022	√	Absent
4/5/2022	√	Absent
4/19/2022	√	Absent
5/3/2022	Absent	√
5/17/2022	Absent	√
6/7/2022	Absent	√
6/21/2022	Absent	√
7/5/2022	√	Absent
7/12/2022	√	Absent
7/19/2022	Absent	Absent
8/2/2022	1	1
8/16/2022	Absent	Absent
9/7/2022	Absent	1
9/20/2022	1	Absent
10/4/2022	Absent	Absent
17 meetings	9	10

City of

Jacksonville Beach

City Hall

11 North Third Street

Jacksonville Beach

FL 32250

Phone: 904.247.6231

Fax: 904.247.6107

Planning@jaxbchfl.net

www.jacksonvillebeach.org



For your reference, Section 34-93(d)(2) provides that *"If any member of the board of adjustment fails to attend three (3) regular board of adjustment meetings without cause over a six (6) month period, the chairman of the board of adjustment shall notify the city council who shall declare the member's office vacant and fill the vacancy."*

Please let me know if you require any additional information.
Thank you.

Sincerely,

Alexi Strong Gonzalez
Alexi Strong Gonzalez
Chair, Board of Adjustment.

From: [Dan](#)
To: [Chris Hoffman](#)
Cc: [Christian Popoli](#)
Subject: Adjustment Board resignation
Date: Tuesday, November 8, 2022 4:06:19 PM

Dear Mayor Hoffman, after reflecting on yesterdays conversation concerning my attendance at Adjustment Board meetings, I believe the best solution is for me to resign. Likely we will be spending more time, not less traveling and in Asheville, so a replacement vs making me an alternate is probably the best approach. I am happy to attend our next Board meeting (Tuesday 11/15?) and beyond subject to your discretion?

I'd also like to say that I've greatly enjoyed the opportunity to work with all my colleagues on the Board as well as your great support staff and wish everyone all the best going forward.

Thanks,
Dan Elmaleh
904-955-1881



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CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Sheri Gosselin, City Clerk
DATE:	11/02/2022
SUBJECT:	Board of Adjustment Appointments

BACKGROUND

The City Council appoints the Board of Adjustment (BOA) members. There are five members and two alternates who serve four-year terms.

In the preceding agenda item, the Council considered declaring the seat of Jeff Truhlar vacant per Section 34-93(d)(2) of the Code of Ordinances. Pending approval of that agenda item, and with the resignation of Regular Member Dan Elmaleh, per Section 34-93(e) of the Code of Ordinances, the City Council is required to fill any vacancy within 30 days.

There are two BOA alternates, 1st Alternate Todd Smith and 2nd Alternate Jennifer Williams, that currently have voting power in the absence of a Regular Member.

- Todd Smith was appointed as 1st Alternate on the BOA on January 18, 2022. Mr. Smith's term expires December 31, 2025. He was originally appointed as 2nd Alternate on December 6, 2021. Mr. Smith would like to be considered to fill the remainder of the term for the Regular Member seat vacated by Daniel Elmaleh. If appointed as a Regular Member, Mr. Smith's term expiration would be December 31, 2025.
- Jennifer Williams was appointed as 2nd Alternate on the BOA on January 18, 2022. Ms. Williams' term expires December 31, 2025. She would like to be considered to fill the remainder of the term for the Regular Member seat vacated by Jeff Truhlar, should it become vacant. If appointed as a Regular Member, Ms. Williams' term expiration would be December 31, 2023.

Staff recommends promoting the 1st and 2nd Alternates to fill the two vacant Regular Member seats and then fill the two alternate positions at a future Council meeting. Should the Council decide not to vacate Mr. Trular's seat, it is recommended to promote Ms. Williams to fill the remainder of the term for the 1st Alternate seat of Todd Smith.

FINANCIAL IMPACT

None

REQUESTED ACTION

1. Approve/Disapprove the appointment of Todd Smith to fill the remainder of the vacant Regular Member term of Daniel Elmaleh on the Board of Adjustment expiring December 31, 2025; and



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2. Approve/Disapprove the appointment of Jennifer Williams to fill the remainder of the vacant Regular Member term of Jeff Truhlar on the Board of Adjustment expiring December 31, 2023; **OR** Appoint Jennifer Williams as 1st Alternate on the Board of Adjustment to fill the remainder of the term of Todd Smith's 1st Alternate seat expiring December 31, 2025

ATTACHMENTS

1. Application of Todd Smith
2. Application of Jennifer Williams

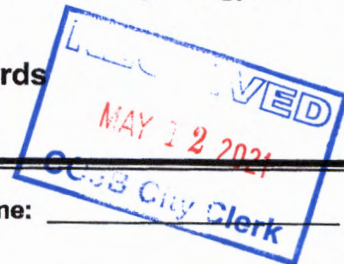
City of Jacksonville Beach
Office of the City Clerk
11 North 3rd Street
Jacksonville Beach, Florida 32250



Phone: (904) 247-6299
FAX: (904) 247-6256
E-mail: cityclerk@jaxbchfl.net

Application for Appointment to City Boards

Personal Information (Please print or type)



Name: Todd Smith Home Phone: _____
Home Address: 1443 10th Street North
E-Mail Address: saltman1222@gmail.com Cell Phone: 904-831-7986
Occupation: Manager Business Phone: 904-730-1281
Business Name: 230 Industrial Loop, Orange Park, FL 32073
Business Address: 230 Industrial Loop, Orange Park, FL 32073

Eligibility – Please Circle

Are you a resident of the City?	Yes ☒	No ☐	If yes, length of time: <u>2+ years</u>
Are you a registered voter?	Yes ☒	No ☐	If yes, what County: <u>Duval</u>
Do you own property in the City?	Yes ☒	No ☐	If yes, address: <u>1443 10th Street North</u>
Do you hold a public office?	Yes ☐	No ☒	If yes, Office name: _____
Are you employed by the City?	Yes ☐	No ☒	If yes, position: _____
Are you currently serving on a Board?	Yes ☐	No ☒	If yes, Board Name: _____
Have you been convicted of a felony?	Yes ☐	No ☒	If yes, provide date: _____
Have your civil rights been restored?	Yes ☐	No ☐	If yes, provide date: _____
Have you filed bankruptcy?	Yes ☐	No ☒	If yes, provide date: _____

Potential Conflict of Interest: Have you ever been engaged in the management/ownership of any business enterprise that has a financial interest with the City of Jacksonville Beach? Yes ☐ No ☒

If yes, please provide details: _____

City Boards (Please indicate your preferences by ranking - denote your Primary choice with a "1", Secondary choice with a "2".

Board of Adjustment

Planning Commission

Community Redevelopment Agency

Pension Trustee

Please list the type of City meetings you have attended: Board of Adjustment meetings

Education: FCCJ - 2 years

Qualifications (Briefly describe specific expertise, abilities, or qualifications):

Owned & operated Advanced Awning & Design for 26 years before selling the business two years ago. As such this has afforded me the opportunity to manage residential and commercial construction projects throughout my career inclusive of surveying, reading blueprints and pulling permits. Additionally I have been involved in Board of Adjustment meetings in the past as required. I have also been a resident of the beaches for over the last ten years.

Application for Appointment to City Boards (cont.)

State Reporting Requirements

Section 760.80, Florida Statutes, requires that the City annually submit a report to the Secretary of State disclosing race, gender, and physical disabilities of board members and elected officials. Please circle the appropriate responses.

Race

- ☐ African-American
☐ Asian/Pacific Islander
☐ American Indian/Alaskan

Gender

- ☒ Caucasian
☐ Hispanic
☐ Not Known

Physically Disabled

- ☐ Yes
☒ No

Florida's Public Records Law, Chapter 119, Florida Statutes, states: "It is the policy of this state that all state, county, and municipal records shall at all times be open for a personal inspection by any person." Your application when filed will become a public record and subject to the above statute. In addition, any appointed member of a board of any political subdivision (except members of solely advisory bodies) and all members of bodies exercising planning or zoning, are required to file a financial disclosure form (Form 1) within 30 days after appointment and annually thereafter, for the duration of the appointment as required by Chapter 112, Florida Statutes.

I understand that if I am appointed to one of the City's boards, I will be required to file a financial disclosure form - Form 1, as described above, and I am willing to comply with this requirement.

I understand that any false, incomplete, or misleading information given by me on the application is sufficient cause for rejection of this application. I understand and agree that any such false, incomplete, or misleading information discovered on this application at any time after appointment to a Board may result in my removal.

I also understand that all board appointments are for voluntary, uncompensated services. Additionally, if appointed, I am able to attend meetings and otherwise fulfill the duties of the office.

Applications are submitted to the City Council when vacancies occur and are effective for two years from date of completion.

By submitting this form, I declare the foregoing facts to be true, correct, and complete. Additionally I hereby authorize a criminal background check.

5/10/2021

Date

Applicant's Signature

SUBMIT APPLICATION

Please do not write below - Staff use

Date application received: 05/13/2021

Interviewed on: 10/13/2021

Eligible for appointment **Yes** No

If not eligible for appointment
Explanation:

Appointed to: 2nd Alternate to BOA

Date: 12/06/2021

Appointed to: 1st Alternate to BOA

Date: 01/18/2022

Appointed to:

Date:

TODD SMITH
1443 10th Street North, Jacksonville Beach, FL 32250
Saltman1222@gmail.com

EXECUTIVE HIGHLIGHTS

Executive with strong project management, operations, and construction experience. Proven talent for making rapid assessments of challenges, then developing and leading the resulting action plans. Building high performance teams and leading change in a competitive commercial and residential environment.

Exceptional problem solving and communications skills combined with expertise in:

- Operations Management
 - Strategic Planning
 - Logistic Management
 - Customer Service
 - Process Improvements
 - Project Management
-

PROFESSIONAL EXPERIENCE

Superior Metal Awning, Jacksonville, FL
Superior Shade & Awning, Jacksonville, FL

Sept 2020 - Present

Sales & Operations Manager

- Responsible for sales, building relationships, acquiring, and retaining construction industry clients.
- Responsible for sales and service for residential clients.
- Prepare and provide designs, pricing, and proposals in accordance with client requirements.
- Customer liaison.
- Manage each job installation, ensuring job accurately aligns with architect's blueprints.
- Order and maintain inventory and supplies.
- Organize operations and manage shop workload to drive timely completion.

Advanced Awning & Design, Jacksonville, FL

Apr 1995 – Jan 2020

Owner

- Responsible for sales, building relationships, acquiring, and retaining construction industry clients.
- Responsible for sales and service for residential clients.
- Prepared and provided designs, pricing, and proposals in accordance with client requirements.
- Customer liaison.
- Managed and scheduled customer installations.
- Managed each job installation, ensuring job accurately aligns with architect's blueprints.
- Ordered and maintained inventory and supplies.
- Organized operations and managed shop workload to drive timely completion.
- Managed 15 direct employees.

Todd Smith

Awning Systems of North Florida, Jacksonville, FL

Jan 1984 – April 1995

Sales and Operations Manager

- Responsible for sales, building relationships, acquiring, and retaining construction industry clients.
- Responsible for sales and service for residential clients.
- Prepared and provided designs, pricing, and proposals in accordance with client requirements.
- Customer liaison.
- Managed and scheduled customer installations.
- Managed each job installation, ensuring job accurately aligns with architect's blueprints.
- Ordered and maintained inventory and supplies.
- Organized operations and managed shop workload to drive timely completion.

EDUCATION / PROFESSIONAL CERTIFICATION

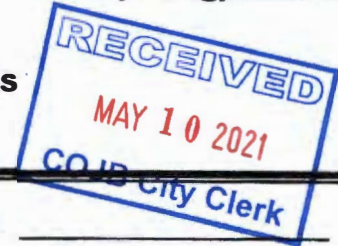
Florida Community College of Jacksonville – AA Degree

Jacksonville, FL



Application for Appointment to City Boards

Personal Information *(Please print or type)*



Name: Jennifer S. Williams Home Phone: _____
Home Address: 929 2nd Avenue North, Jacksonville Beach, Florida 32250
E-Mail Address: williamsjs909@gmail.com Cell Phone: 949/500-4858
Occupation: Attorney/Trust Officer Business Phone: 904/686-3520
Business Name: Bank of America Private Bank
Business Address: 824 A1A North, 3rd Floor, Ponte Vedra Beach, Florida 32082

Eligibility – Please Circle

Are you a resident of the City?	Yes	No	If yes, length of time: <u>Yes-5 years</u>
Are you a registered voter?	Yes	No	If yes, what County: <u>Yes-Duval County</u>
Do you own property in the City?	Yes	No	If yes, address: <u>Yes-Homeowner</u>
Do you hold a public office?	Yes	No	If yes, Office name: <u>No</u>
Are you employed by the City?	Yes	No	If yes, position: <u>No</u>
Are you currently serving on a Board?	Yes	No	If yes, Board Name: <u>No</u>
Have you been convicted of a felony?	Yes	No	If yes, provide date: <u>No</u>
Have your civil rights been restored?	Yes	No	If yes, provide date: <u>N/A</u>
Have you filed bankruptcy?	Yes	No	If yes, provide date: <u>No</u>

Potential Conflict of Interest: Have you ever been engaged in the management/ownership of any business enterprise that has a financial interest with the City of Jacksonville Beach? Yes No

If yes, please provide details:

No

City Boards *(Please indicate your preferences by ranking - denote your Primary choice with a "1", Secondary choice with a "2".)*

☒	Board of Adjustment	2	Planning Commission
1	Community Redevelopment Agency		Pension Trustee

Please list the type of City meetings you have attended: Only virtually.

Qualifications *(Briefly describe specific expertise, abilities, or qualifications)*

Education: Bachelors degree in Business Management from Northwood University, Magna Cum Laude JD from Florida Coastal School of Law with Honors. LL.M. Degree from University of Florida Graduate Tax Program focusing on Taxation. I practiced estate planning, business, and tax law with Grady H. Williams, JD, LL.M., 2004-2013. Worked as a Senior Trust Officer for Wells Fargo from 2013-2016, and now work as a Senior Vice President, Senior Trust Officer for Bank of America Private Bank. I work with high net worth clients advising and administering their assets/estate. I was a board member for AMI Kids (2018-2019). I co-chaired the elder law (2010-2013) and the estate planning (2017-2019) sections of the Jacksonville Bar Association. Experience working with clients interpreting and advising on matters associated with their real property in connection with their planning. Also experienced in assisting clients in addressing homeowners association issues with clients.

Application for Appointment to City Boards (cont.)

State Reporting Requirements

Section 760.80, Florida Statutes, requires that the City annually submit a report to the Secretary of State disclosing race, gender, and physical disabilities of board members and elected officials. Please circle the appropriate responses.

Race

☐ African-American
☐ Asian/Pacific Islander
☐ American Indian/Alaskan

☒ Caucasian
☐ Hispanic
☐ Not Known

Gender

☒ Female
☐ Male

Physically Disabled

☐ Yes
☒ No

Florida's Public Records Law, Chapter 119, Florida Statutes, states: "It is the policy of this state that all state, county, and municipal records shall at all times be open for a personal inspection by any person." Your application when filed will become a public record and subject to the above statute. In addition, any appointed member of a board of any political subdivision (except members of solely advisory bodies) and all members of bodies exercising planning or zoning, are required to file a financial disclosure form (Form 1) within 30 days after appointment and annually thereafter, for the duration of the appointment as required by Chapter 112, Florida Statutes.

I understand that if I am appointed to one of the City's boards, I will be required to file a financial disclosure form - Form 1, as described above, and I am willing to comply with this requirement.

I understand that any false, incomplete, or misleading information given by me on the application is sufficient cause for rejection of this application. I understand and agree that any such false, incomplete, or misleading information discovered on this application at any time after appointment to a Board may result in my removal.

I also understand that all board appointments are for voluntary, uncompensated services. Additionally, if appointed, I am able to attend meetings and otherwise fulfill the duties of the office.

Applications are submitted to the City Clerk and are valid for two years from the date they are submitted. All applicants are interviewed following their application submittal. When vacancies occur, the City Council considers all eligible applicants and votes to make board appointments.

By submitting this form, I declare the foregoing facts to be true, correct, and complete. Additionally I hereby authorize a criminal background check.

05/07/2021
Date

Jennifer S. Williams
Applicant's Signature

Please do not write below – Staff use

Date application received: 05/10/2021

Interviewed on: 10/14/2021

Eligible for appointment **Yes** No

If not eligible for appointment
Explanation:

Appointed to: 2nd Alternate on BOA

Date: 01/18/2022

Appointed to:

Date:

Appointed to:

Date:

Jennifer S. Williams, Esq., LL.M

929 2nd Ave North
Jacksonville Beach, FL 32250
Telephone: (949) 500-4858
Email: williamsjs909@gmail.com

Core Qualifications and Experience

Experienced Senior Vice President with a demonstrated history of working in the financial services industry with high net worth, multigenerational clients. Practiced as an attorney in the areas of Tax, Estate and Trust planning and administration and Elder Law. Skilled in interpreting sophisticated areas of law, advising clients on relevant laws and planning options relative to retirement decisions and elections, estate and income tax planning, asset allocations and investment implementation.

Experience

Sr. Trust Officer, Sr. Vice President, Bank of America Private Bank

March, 2016- current

Experience assisting high net worth clients in connection with their wealth structuring, retirement planning, and charitable giving strategies. Working collaboratively with client's internal and external advisors to ensure successful outcomes that address client's goals. Proactive engagement with clients to anticipate potential law or circumstance changes.

Sr. Trust Officer, Vice President, Wells Fargo Private Bank

April, 2013- March, 2016

Experience working with high net worth clients to develop estate plans to address their goals, interpreting and administering all types of planning structures on the investment platform, advising clients on law changes, working with their internal and external advisors to ensure all aspects of clients' needs are being addressed.

Grady H. Williams, Jr., LL.M., Attorneys at Law, P.A.-

August, 2004- April 2013

Experience representing a diverse group of clients in estate, trust, probate, elder law, business law, and guardianship law. Met with clients to develop estate transition and asset protection strategies based on client's needs. Consistently achieved favorable results in reaching settlements in adversarial matters, assisting clients through crisis planning, protecting assets, and limiting tax liability exposure. Experience interpreting and advising on matters associated with real

property in connection with planning. Also experience in assisting clients addressing small homeowners association matters.

Education

University of Florida-Graduate Tax Program, Gainesville, Florida

LL.M., Taxation

Graduated in December 2003

Florida Coastal School of Law, Jacksonville, Florida

Juris Doctor *with Honors*

Graduated in December, 2001

Northwood University, West Palm Beach, Florida

BS degree in Business Administration, *Magna Cum Laude*

Graduated in December, 1998



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Trevor Highes, Chief of Parks Maintenance and Development
DATE:	10/21/2022
SUBJECT:	Resolution No. 2127-2022 Urban Trails Master Plan

BACKGROUND

In October 2021, the City Council approved a contract with CHW to provide professional planning and design services to produce an Urban Trails Master Plan ("Master Plan"). The scope of work included the following:

- Design of a city-wide network, mapping safe transportation for pedestrians and bicyclists between neighborhoods, parks, commercial areas, schools, and the beach;
- A summary of existing and proposed policies and codes that could be modified or incorporated into the City's developmental regulations; and
- Develop a catalogue of potential funding opportunities and strategies.

At a City Council Briefing in July 2022, the City Council reviewed a draft of the Master Plan and recommended changes thereto. All recommended changes from that meeting have been included in the proposed final Master Plan attached to Resolution No. 2127-2022 as Attachment A.

Following the adoption of the Master Plan, staff will begin prioritization of a phased implementation plan over the next several years.

FINANCIAL IMPACT

The FY2023-2027 Capital Improvement Plan has budgeted a total of \$2.7 million dollars for urban trails & connectivity corridors. Should additional funding be required, staff will submit a request to the Community Redevelopment Agency and to the City Council for consideration.

Funding Source	FY2023	FY2024	FY2025	FY2026	FY2027
Downtown Tax Increment	\$300,000	\$300,000			
Southend Tax Increment	\$300,000	\$300,000			
Convention Development	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Total	\$900,000	\$900,000	\$300,000	\$300,000	\$300,000



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

REQUESTED ACTION

Adopt/Deny Resolution No. 2127-2022 adopting the Urban Trails Master Plan

ATTACHMENTS

1. Resolution No. 2127-2022
2. Urban Trails Master Plan

Introduced by: _____
Adopted: _____

RESOLUTION NO. 2127-2022

A RESOLUTION OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, ADOPTING THE URBAN TRAILS MASTER PLAN; PROVIDING FOR ADMINISTRATIVE ASSIGNMENT AND AUTHORIZATION, REPEAL OF PRIOR INCONSISTENT RESOLUTIONS AND COUNCIL DECISIONS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the design, development, and use of an urban trail system that connects residents to parks, schools, commercial districts, and the beach has been identified as Priority 2: Public Safety, Goal 2: Create a well-maintained multi-modal transportation network, Objective 2, in the Strategic Plan for Fiscal Years 2022 through 2025 adopted by the City Council on November 15, 2021, by Resolution No. 2095-2021; and

WHEREAS, in October 2021, the City Council approved a contract with CHW to provide professional planning and design services to produce an Urban Trails Master Plan; and

WHEREAS, at the City Council Briefing on July 25, 2022, the City Council reviewed a draft of the Master Plan and requested certain changes to be made to it by CHW; and

WHEREAS, CHW has made all changes requested by the City Council to the Urban Trails Master Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, THAT:

SECTION 1. Adoption of the Urban Trails Master Plan. The City Council hereby adopts the Urban Trails Master Plan dated October 3, 2022, attached hereto as Attachment A and incorporated by reference as if fully set forth herein, and further designates that said Urban Trails Master Plan shall serve as a guide relative to the general or approximate location, character, feature of, or related to, all future commercial and residential development proposed within the City of Jacksonville Beach, including the development of transportation facilities and infrastructure.

SECTION 2. Administration Assignment and Authorization. The City Council hereby authorizes and directs the City Manager to commence all steps necessary to implement, administer, and promote the Urban Trails Master Plan, and to delegate any tasks and activities relative thereto and in furtherance thereof to staff, as the City Manager deems appropriate in his sole discretion.

SECTION 3. Repeal of Prior Inconsistent Resolutions and Council Decisions. All prior resolutions or parts of resolutions in conflict herewith are hereby repealed to the extent of the conflict.

SECTION 4. Severability. If any section, sentence, clause, or phrase of this resolution should be held invalid, unlawful, or unconstitutional, said determination shall not be held to

invalidate or impair the validity, force, or effect of any other section, sentence, phrase, or portion of this resolution not otherwise determined to be invalid, unlawful, or unconstitutional.

SECTION 5. Effective Date. This resolution shall become effective immediately upon passage and adoption by City Council.

AUTHENTICATED this ____ day of _____, 2022.

Christine H. Hoffman, Mayor

Sheri Gosselin, City Clerk

Approved as to form and legal sufficiency:

Sandra R. Robinson, City Attorney



BEACH

PARKS & REC



URBAN TRAILS **MASTER PLAN**

FINAL REPORT MASTER PLAN

10.03.22

CH2M HILL AVRES AG

TOC

CHAPTER 1

Acknowledgements

CHAPTER 2

Underlying Objectives

CHAPTER 3

Existing Conditions

CHAPTER 4

Public Involvement & Input

CHAPTER 5

Trail Types

CHAPTER 6

Trail Design Guidance & Standards

CHAPTER 7

Policy Considerations

CHAPTER 8

Operations & Maintenance

CHAPTER 9

Funding Sources

CHAPTER 10

Implementation & Recommendations

APPENDIX

ACKNOWLEDGEMENTS



CH2M HILL AVRES AG

Mayor & City Council

CITY OF JACKSONVILLE BEACH

Christine Hoffman	Mayor
Fernando Meza	At-Large, Seat 1
Dan Janson	At-Large, Seat 2
Chet Stokes	At-Large, Seat 3
Cory Nichols	District 1, Seat 4
Georgette E. Dumont	District 2, Seat 5
Sandy Golding	District 3, Seat 6

Stakeholders

CITY OF JACKSONVILLE BEACH

Mike Stafopoulous	City Manager
Jason Phitides	Director of Parks and Recreation
Dennis Barron	Public Works Director
Matt Seely, PE	Project Engineer
Kayle Moore, PE	Project Engineer
Heather Ireland, AICP	Planning Director
Jacob Board	Communications Manager
Molly Allegor	Office Administration
Trevor Hughes	Golf Course Superintendent
Karen Nelson	Deputy City Manager
Derek Dixon	FDOT District Two
Nick Hope	FDOT District Two
Colin Moore	Neptune Beach Resiliency Manager



URBAN TRAILS MASTER PLAN



UNDERLYING OBJECTIVES

CHAPTER 2

MISSION

To create a multi-modal urban trails network for the City of Jacksonville Beach that provides safe access and usability for all ages and abilities of residents and visitors.

- ▶ **CREATE A MULTI-USE TRAIL NETWORK FOR PEDESTRIANS, JOGGERS/RUNNERS, BICYCLISTS, ROLLER BLADERS, SKATEBOARDERS.**
- ▶ **DEVELOP A CONCEPT AND DESIGN STRUCTURE TO GUIDE FUTURE PUBLIC INFRASTRUCTURE INVESTMENTS.**
- ▶ **INTRODUCE POLICIES, PROCESSES, AND REGULATIONS THAT ENHANCE THE NETWORK AND USE OF THE NETWORK.**
- ▶ **ENSURE A COMPREHENSIVE, SAFE SYSTEM THROUGH EVALUATION AND DESIGN THAT PROVIDES A TRAIL NETWORK AVAILABLE FOR THE ENJOYMENT OF ALL USERS.**

GOALS

CREATE MULTI-USE TRAIL NETWORK

GUIDE FOR FUTURE INFRASTRUCTURE INVESTMENTS

POLICIES, PROCESSES, REGULATIONS

COMPREHENSIVE, SAFE SYSTEM

INTRODUCTION

In 2021, the City of Jacksonville Beach embarked on an effort to develop an **Urban Trails Master Plan**. The goal was to provide City residents and visitors of all ages and abilities a **high-quality network of urban trail** infrastructure that would serve as a **multi-modal transportation network** as well as provide a system for activity and recreation.

This Urban Trails Master Plan provides a framework for implementing such a comprehensive trail system. Utilizing public input obtained from discussions with the community, the trail plan identifies

- > A **vision and framework** for a city-wide, multi-use trail system.
- > **Links between neighborhoods, beaches, parks, commercial focal points, and natural areas.**
- > **Routes**, providing design parameters and concepts for various facility types.

Design concepts were developed using best practices with considerations for the desired user groups. This document also serves as a guide for implementing and directing future investments in the right-of-way (R.O.W.) by delineating an approach for realizing a built network through **identifying priorities** for future capital improvement funding and potential grant opportunities.

The Plan also provides **policy guidance for designing the corridor** as well as considerations for **new development and connections to neighboring communities**. A significant regional trail, the East Coast Greenway Trail (ECG Trail), is also discussed within the Plan. Jacksonville Beach is one of the communities that the ECG Trail will pass through and by providing a corridor that is consistent with the guidelines, will **create a regionally significant asset in the community**.

This Plan is a **culmination of community, stakeholder, staff input, and latest planning and design practices**. Public input provided a clear list of goals and objectives for the Plan and became the basis for concept designs and routing.



BENEFITS OF TRAILS

The development of a comprehensive trail system often takes a considerable amount of time. Planning, designing, and constructing a trail system all rely on financial programming. Most communities expect to take years to complete a comprehensive trail system. Though single projects are funded through the typical annual budgeting process, the road to completion often feels “slow” and “drawn out” to the community. The communities that do have large portions of a trail network in place today can testify to the decades-long drive necessary to reach that point. Therefore, it is important during the long process of trail network development to remain focused on why multi-use trails are important and beneficial to a community.



BENEFITS OF TRAILS

ECONOMIC ACTIVITY AND VITALITY

.....

RECREATIONAL ACTIVITY

.....

RESILIENT TRANSPORTATION CHOICES

.....

HEALTH ENHANCEMENT

.....

COMMUNITY IDENTITY

ECONOMIC ACTIVITY AND VITALITY

The economic advantages of a comprehensive trail network are numerous and benefit the entire community. While many property owners are sometimes unsure if trails increase their property values, the effect of multi-use trails on property value is clear. Both studies and anecdotal evidence definitively show that access and proximity to trails raises home values and promotes the influx of capital into local economies. (References: National Association of Realtors and National Association of Home Builders, 2020, Consumers Survey on Smart Choices for Home Buyers; CEOs for Cities, 2009, Walking the Walk: How Walkability Raises Home Values in U.S. Cities; Trust for Public Land, The Economic Benefits of Parks and Open Space; Rails to Trails Conservancy, 2005, Economic Benefits of Trails and Nature trails.) Location and proximity to trails also provide additional forms of access to local businesses. While heavy vehicular traffic can be prohibitive for trip planning, a trail system can provide alternative modes of transportation that bypasses vehicular traffic. Tourism is enhanced through multi-use trail systems. Visitors to an area with a comprehensive trail system may view the alternative modes of transportation, such as bicycling or walking, as a part of the experience created by the community they are visiting.

RESILIENT TRANSPORTATION CHOICES

Compared to owning and operating a motor vehicle, multi-use trail systems offer low-cost alternative modes of transportation, especially when such systems are well-integrated and make businesses and destinations more accessible. A safe and convenient city-wide trail network opens the opportunity for these low-cost options of travel. From an ROI (return on investment) perspective, a multi-use trail that costs several hundred thousand dollars per mile is much more cost-effective than a roadway that costs multiple, if not tens of millions of dollars to implement.

HEALTH ENHANCEMENT

Lack of physical activity is a major health consideration in our society today. The Centers for Disease Control and Prevention report that obtaining the recommended amount of daily physical activity could prevent or reduce chronic diseases, yet only one in four adults do. This lack of physical activity equates to an estimated \$117 billion in annual health care costs (Centers for Disease Control and Prevention, 2022, Lack of Physical Activity). Having a trail within a 4-minute walk of every residential dwelling unit could have a profound impact on community health and activity for the City of Jacksonville Beach.

COMMUNITY IDENTITY

Trails, open spaces, and parks create a sense of community and a sense of place. A trails network becomes a place of interaction and community involvement. These characteristics are not always possible in a traditional transportation network environment. Trails bring people out and about and create opportunities to better experience and enjoy the community they live in.

PROJECT APPROACH

CHW DETERMINED OUR PROJECT APPROACH WOULD INCLUDE THREE (3) IMPORTANT PHASES FOR DESIGN AND IMPLEMENTATION OF THE URBAN TRAILS MASTER PLAN. **LEARN. VISION. IMPLEMENT.**

These established phases encompassing our strategic tasks and subtasks will help deliver the Urban Trails Master Plan with ease, on time, and on budget.

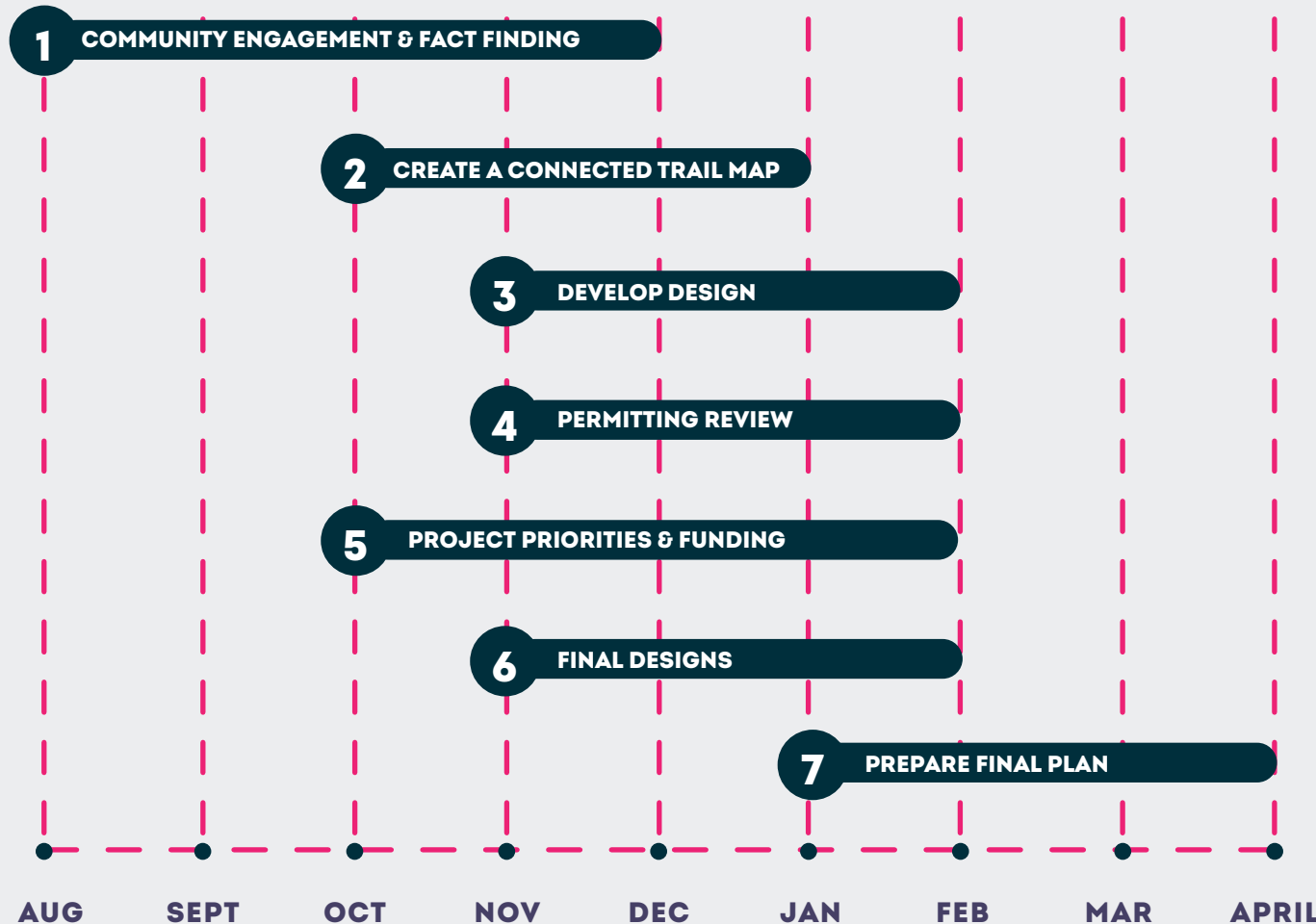
LEARN

VISION

IMPLEMENT

TASK 1	COMMUNITY ENGAGEMENT	TASK 1	IDENTIFY THE NETWORK	TASK 1	PROJECT PRIORITIES AND FUNDING
Subtask 1	Research and Present Ideas, Inspiration	Subtask 1	Getting from A to B	Subtask 1	Project Priorities
Subtask 2	Meet with Community Residents, Businesses, Stakeholders	Subtask 2	Defining a Corridor Hierarchy	Subtask 2	Catalog of Funding Opportunities and Strategies
Subtask 3	Community Design Workshops	--	--	--	--
TASK 2	ASSET INVENTORY AND ANALYSIS	TASK 2	DESIGN ELEMENTS	FINAL DELIVERABLES	
Subtask 2	Origin and Destinations	Subtask 2	Corridor Map	Assets	Maps, Photos, Illustrations, Infographics
Subtask 1	Today's Infrastructure	Subtask 1	Cross Section Menu	Document	Public Participation Plan Report
Subtask 3	Opportunities Analysis	Subtask 3	Amenity Elements	Document	Master Plan Final Report
Deliverables	Public Engagement Plan	Deliverables	Draft Master Plan Concept Policy Analysis Existing Conditions Report	Document	Master Plan Executive Summary

PROJECT SCHEDULE



The CITY OF JACKSONVILLE BEACH PARKS AND RECREATION and our professional consultants **CHW, AGG, AYERS**, are excited to introduce and engage with you on the **URBAN TRAILS MASTER PLAN PROJECT** by hosting a **COMMUNITY MEETING**.

JOIN US IN THE RESEARCH AND DISCOVERY PROCESS ON OCTOBER 27, 2021, as we host an open community meeting to introduce the project, our goals and objectives, answer questions. We believe thoughtful design that reflects the character and history of the local community while making it functional and affordable. The goal is to provide our residents, visitors, of all ages and abilities, a high-quality pedestrian and bicycle network that serves as a safe and active for fun recreation and transportation. We intend to collaborate with you to unveil the city's rich history, charm, and sense of place that will protect our natural resources and provide recreational, cultural, and social opportunities to the city of Jacksonville Beach for generations to come.

MEETING INFORMATION

RSVP BY 10.22.21:

Title: City of Jacksonville Beach Parks and Recreation Urban Trails Master Plan Community Meeting

Consultants: CHW + AGG

Date: Wednesday, October 27, 2021

Time: 4:00pm - 7:00pm

Address: 2001 S. Beach Parkway, Jacksonville Beach, FL 32250

RSVP Questions: jacobbeach@chwa-agg.com

Website: www.jacksonvillebeach.org/4233/Parks-Recreation

Email: jacobbeach@chwa-agg.com **Phone:** 904.235-4805 **CHW+AGG**



COMMUNITY ENGAGEMENT

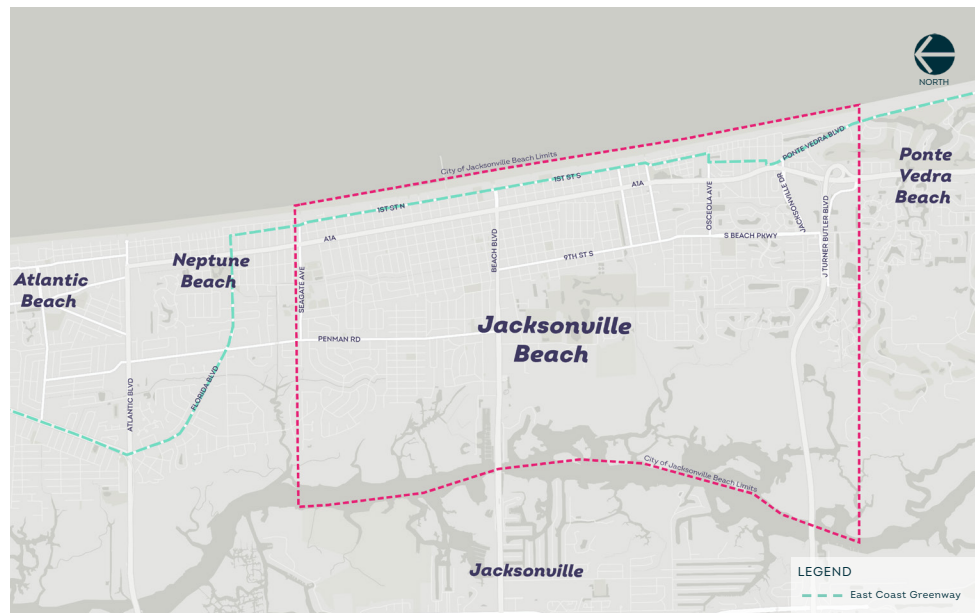
- 10.27.21 Public Workshop
- 12.01.21 Community Meeting
- 12.20.21 Stakeholder Meeting
- 01.12.22 Stakeholder Meeting
- 01.24.22 City Council Meeting
- 01.26.22 Stakeholder Meeting
- 02.09.22 Stakeholder Meeting
- 02.23.22 Stakeholder Meeting
- 03.23.22 Stakeholder Meeting



EXISTING CONDITIONS

CHAPTER 3

REGIONAL CONTEXT MAP



PROXIMITY

32 MILES

JACKSONVILLE INTERNATIONAL AIRPORT

184 MILES

TALLAHASSEE

142 MILES

ORLANDO

EXISTING CONDITIONS



Pedestrian walkway through greenspace is constrained for multiple users



Minimum width shaded walkway is separate from the roadway.



Greenspace provides an opportunity for trail and landscaping.



Bicycle parking is limited and inconvenient



Off street parking must backup across pedestrian and bicycle facilities.



Minimum width sidewalk and bikelane without separation from the travel lanes.



On street parking pushes bicyclist to the travel lane and constrains the pedestrian walkway.



Formal parking adjacent to semi-formal grass parking.



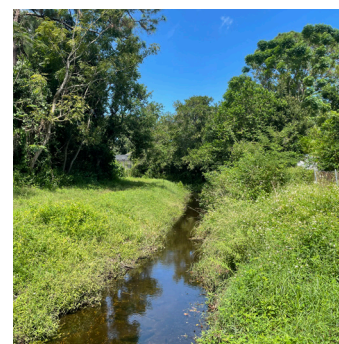
Sidewalk used for "other" purposes results in constrained pedestrian areas.



Wider right of ways create opportunities for trail widths that accommodate multiple users.



Wider right of ways create opportunities for trail widths that accommodate multiple users.



Opportunity to convert greenspaces to trail resulting in varied experiences throughout the network.

DATA COLLECTION & FIELD WORK SUMMARY

Extensive field work and desktop research of the proposed trail corridors was conducted to gather the necessary data and information for this project.

First, a desktop analysis was conducted to gather available information. The desktop analysis listed each corridor and priority number outlined from the City of Jacksonville Beach's Request For Proposals (RFP). Information gathered included:

- R.O.W. width (perceived)
- R.O.W. width (actual)
- Estimated sidewalk width, and if sidewalks are present
- Estimated bike lane width, and if bike lanes are present
- Curbs and gutters present
- Utility constraints
- Street type (residential v.s. commercial)
- Owner
- Street lighting
- Stretch without roadway
- Significant features
- Other additional notes

The next step was to develop a field work plan, which laid out the strategy for visiting the project sites. Prior to site visits, a project spreadsheet was developed to organize information and determine the primary objectives for observation during site visits:

- **Verify** desktop analysis (any changes or new construction)
- **Identify** tree canopy/pedestrian comfort
- **Identify** community landmarks/destinations/origins
- **Locate** open space, parks, & existing/potential nature trails
- **Locate** utilities not observed in desktop analysis
- **Collect** photos of existing conditions
- **Locate** street lighting
- **Locate** bike racks
- **Identify** potential public areas for parking
- **Note** general observations/opportunities/constraints

FIELD WORK GOALS

GAIN AN UNDERSTANDING OF THE AREA, CORRIDORS, AND FAMILIARITY WITH THE COMMUNITY.

INVENTORY EXISTING CONDITIONS AND VERIFY DESKTOP ANALYSIS FOR CORRIDORS IDENTIFIED BY THE CITY.

COLLECT INFORMATION AND PHOTOS THAT WILL BE USED TO CREATE THE FINAL MASTER PLAN DOCUMENT.

UTILIZE A MULTI-DISCIPLINARY APPROACH TO COLLECT AND ANALYZE DATA.



Two multi-disciplinary teams consisting of landscape architects, planners, and engineers were created and assigned areas of focus. One team was assigned the area north of Beach Boulevard and the other was assigned the area south of Beach Boulevard.

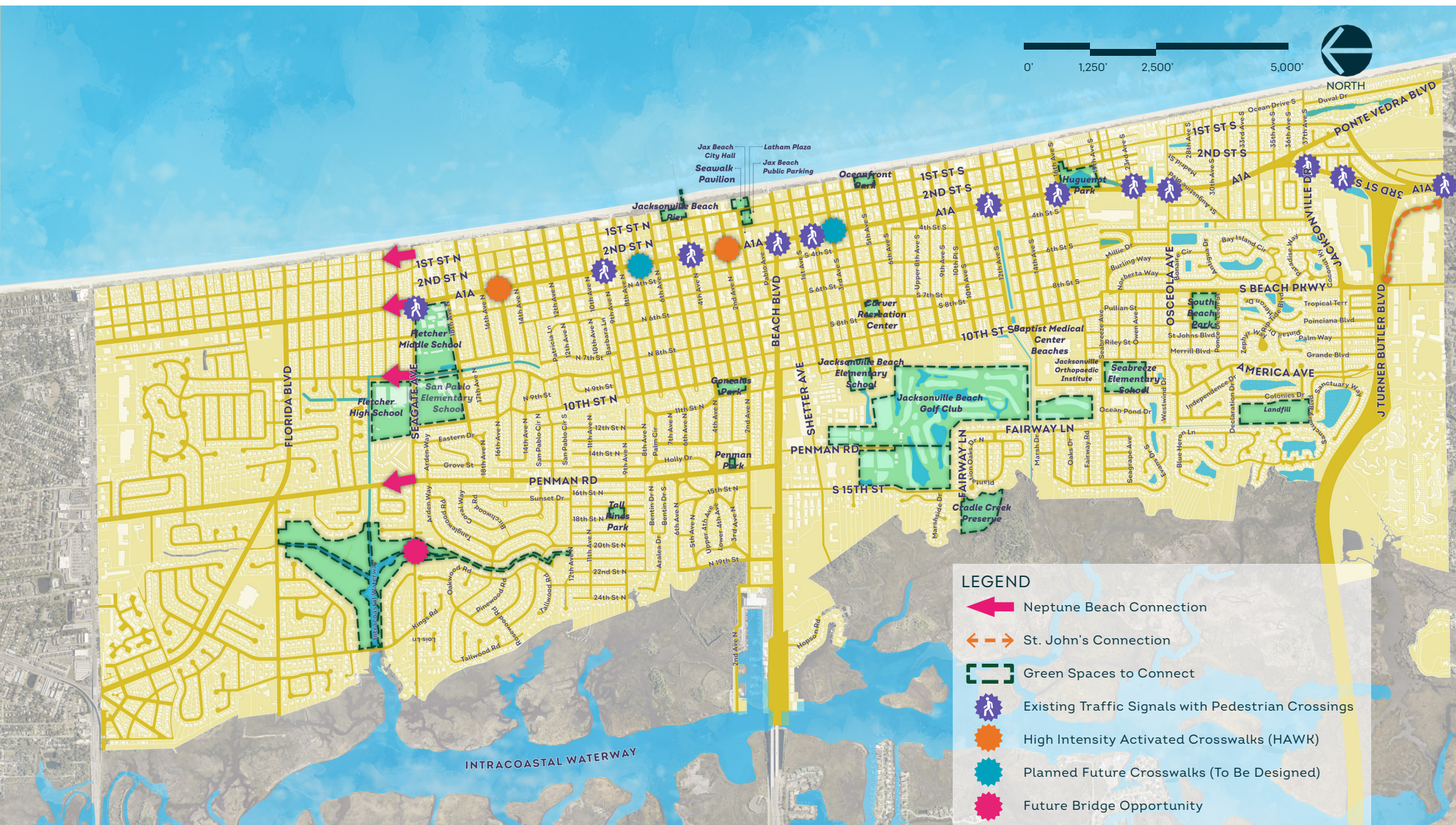
Each team was responsible for walking, biking, and driving the trail corridors in their assigned area to make observations and collect information. Scheduling for site visit days was coordinated between team captain and co-captain with available members able to attend to collect data. Captains worked together to prioritize time and effort to focus on high priority corridors and ensure consistency.

Maps that included necessary base information were created from Google Earth. Maps were created and named utilizing the corridors identified by the City of Jacksonville Beach during the RFP process.

Upon completion of field work, all of the data (maps, photos, and other relevant notes) were saved and the analysis process began.



OPPORTUNITIES & CONSTRAINTS MAP



OPPORTUNITIES & CONSTRAINTS

The following opportunities were identified through the design process. These opportunities were discovered as a result of the data collection, research, and community and stakeholder workshops process, as well as extensive conversations with City of Jacksonville Beach Staff.

- > ADJACENT MUNICIPALITIES CONNECTIONS TO THE NORTH & SOUTH
- > EXISTING GREEN SPACES
- > EXISTING TRAFFIC SIGNALS WITH PEDESTRIAN CROSSINGS
- > HIGH INTENSITY ACTIVATED CROSSWALKS (HAWK)
- > FUTURE CROSSWALKS
- > CONTINUATION OF THE EAST COAST GREENWAY TRAIL
- > PLANNED PENMAN ROAD IMPROVEMENTS

With the data collection and field work phase completed, the design team began to identify the opportunities and constraints existing within the Jacksonville Beach area. Identifying potential connections throughout the City's network of existing open spaces, parks and the beach was important to the development of the trail network.

Opportunity: Connection to Neighboring Communities

Regional opportunities include potential connections to the adjacent areas of St. Johns County and The City of Neptune Beach. Both were involved in the process and have several of their own ongoing trails projects. It will be to the City of Jacksonville Beach's benefit to connect with these projects, creating a transportation and recreational network that extends beyond Jacksonville Beach.

Opportunity: Incorporation of Existing Traffic Signals

During our meetings with stakeholders and staff, the design team was able to learn about the many proposed future and underway projects within the City. There are several High Intensity Activated Crosswalks (HAWK) that are planned for future installation along A1A. These pedestrian-focused crosswalks provide key infrastructure to cross a corridor that would otherwise be a barrier for the community.

Improvements are planned for Penman Road. Using a complete streets approach, the City of Jacksonville is creating a vital, multi-modal north south corridor that will be part of an urban trail network spine throughout the City of Jacksonville Beach.



Image of HAWK Beacon

OPPORTUNITIES & CONSTRAINTS

Opportunity: Connection to Parks

The genesis of the trails master plan was to provide an urban trail network that connects the community to city parks. The network was organized around the location of the parks, with links to other points of interest included thereby creating a network that would serve a variety of users and purposes.

PARK	ADDRESS	AMENITIES
Cradle Creek Preserve	15th Street S and Fairway Lane	Nature trails, Boardwalks, Observation platform (Pablo Creek), Canoe/Kayak landing
Gonzales Park	2nd Avenue N and 10th Street N	Ballfields, Basketball courts, Picnic areas with BBQ grills, Play-ground
Huguenot Park	3rd Street between 16th and 19th Avenue S	Lake with fishing pier, Jacksonville Beach tennis club, Basketball courts, Playground
Lathan Plaza and Seawalk Pavilion	11 1st Street N	Event pavilion, Beach front
Oceanfront Park	1st Street S between 5th and 6th Avenue S	Beachfront, Picnic shelters, Sand volleyball, Playground, Dune walk-overs
Paws Dog Park	468 Penman Road S	Off leash dog park
Rotary Park	2293 2nd Avenue North	Boat ramp, Fishing pier, Picnic tables, Playground
South Beach Park	2514 S Beach Parkway	Turf field, Basketball court, Pickle ball courts, Playground, Fitness trail, Picnic shelters with BBQ grills, Splash pad, Tennis court, Sand volleyball
Tall Pines Park	9th Avenue N, west of Penman	Basketball court, Picnic pavilion with BBQ grill, Playground
Wingate Park	South Penman Road	Softball fields, Football fields, T-ball fields, Little league baseball fields
Carver Recreations Center	5th Avenue South at SW 8th Street	Community programs and activities, outdoor recreation activities
12th Avenue South - Park	12th Avenue South	Passive park and waterway

Constraint: Urban Nature of the Region

The City of Jacksonville Beach is significantly built-out. This can pose a challenge when attempting to prioritize safety and accessibility for trail users. A1A is a high traffic, heavily used vehicular-focused corridor separating the majority of Jacksonville Beach from beach access and the downtown area. The crossing of A1A can be dangerous and difficult and since it is a State Road, improvements will require extensive coordination and approval with the FDOT.

Constraint: Narrow Rights-of-Way

The developed, urban nature of the City adds the challenge of working within constrained right-of-way corridors. Consideration was also given to use of the right-of-way by adjacent property owners. Parking in a narrow right-of-way could be eliminated to accommodate a trail. However, doing so could result in a future enforcement problem if drivers choose to park on the trail anyway. While some of the right-of-way widths are narrow, the trail network improvements are recommended in corridors where larger right-of-way widths are available, while still maintaining a logical, intuitive network.

Constraint: Stormwater Requirements

With narrow rights-of-way, accommodating stormwater mitigation will be a challenge. The trail should be planned for the wider corridors, so that stormwater requirements can be met.

EAST COAST GREENWAY TRAIL

The EGC is over 30 years in the making. Overall, the collaborative effort of communities and organizations along the east coast of the United States has attracted more than \$1 billion in public investment, with the goal of connecting communities along the east coast from Maine to Florida.

To achieve its vision, the EGC design guide identifies implementation criteria, design features, and standards.

These parameters include:

- > **Connect people to places**
- > **Provide free accessibility to the public year-round**
- > **Avoid steep grades**
- > **Make the trail wide enough for shared use (consistency with AASHTO Standards)**
- > **Construct the trail of a firm surface**
- > **Make the trail safe for all**
- > **Separate the trail from traffic to protect trail users from motor vehicles**

ECG MISSION TO PARTNER WITH LOCAL, STATE, AND NATIONAL AGENCIES AND ORGANIZATIONS TO PROMOTE THE ESTABLISHMENT, STEWARDSHIP, AND PUBLIC ENJOYMENT OF A SAFE AND ACCESSIBLE MULTI-USER NATURE TRAIL LINKING CITIES AND TOWNS FROM MAINE TO FLORIDA.

ECG VISION A 3,000-MILE ROUTE FOR BIKING, WALKING, AND OTHER ACTIVE MEANS FROM MAINE TO FLORIDA. BY PROVIDING FUN, SAFE, AND ACCESSIBLE INFRASTRUCTURE FOR EVERYTHING FROM A LOCAL COMMUTE TO A LONG ADVENTURE, THE NATURE TRAIL WILL FOSTER HEALTHY, SUSTAINABLE, AND PROSPEROUS COMMUNITIES THROUGHOUT THE EASTERN SEABOARD, LINKING CITIES AND TOWNS FROM MAINE TO FLORIDA.

The design guidelines for the ECG trail are consistent with those discussed in this Master Plan for the City of Jacksonville Beach.

The ECG design guide recommends a shared-use trail width of twelve feet. Location-specific conditions, such as user volume and environmental factors, could result in differing widths. Generally, the ECG trails are expected to be built according to federal standards and best practices.

A suitable surface for any trail should take into consideration the potential user groups, the volume of users, and the environmental context of the trail corridor. Through Jacksonville Beach, the most likely surface would be asphalt or concrete. Generally, asphalt has a lower installation cost than concrete. While concrete is more expensive to install than asphalt, the life of the material is longer with fewer maintenance requirements.

A key goal and attribute of the ECG trail is the criterion of separation between the trail and traffic. Nature trails meet this criterion, but providing protection is challenging when the trail is located within the road right-of-way, as is the case in Jacksonville Beach.

According to the design guide, the East County Greenway Alliance (ECGA) may designate trails that share the right-of-way or even roadway as part of the ECG trail provided there is a physical barrier separation from the vehicle travel lanes. The term “physical barrier” includes firm, fixed objects, concrete separators, planters, railing, and/or guardrails. Bike lanes separated by flexible delineators is generally not accepted.

To be considered part of the ECG, the City of Jacksonville Beach would need to construct a trail, recommended at twelve feet in width, with a buffer/physical barrier from the adjacent roadway. The preferred corridor for this trail would be along 1st Street, most near the beach.



All images on this page sourced from East Coast Greenway Trail website, <https://www.nature>



PUBLIC INVOLVEMENT & INPUT

CHAPTER 4

PUBLIC ENGAGEMENT

Public engagement for this planning process began in the Fall of 2021 and continued throughout the approval process and plan completion. Early on, City of Jacksonville Beach staff determined the overall engagement goal for this project to be collaborative with the public through an iterative process. This means that the design team and City of Jacksonville Beach staff worked directly with the public and stakeholders throughout the process to ensure that perspectives were consistently understood, considered, and reflected in project decisions.

The genesis of the plan originated with the public. A comprehensive and safe trail network usable for all ages was repeatedly mentioned at a series of Community meetings with the City Manager. In developing this Master Plan, two Community Workshops and six Stakeholder Meetings were held to gain input and opinions about the multi-use trail network. The first public meeting was a workshop held to engage the Community and identify objectives, concerns, and goals. The second meeting was held to demonstrate and conceptualize suggestions offered at the first meeting through examples and design ideas to ensure that the developing concepts were consistent with the information provided at the first workshop. The Stakeholder meetings were held to guide and develop the trail network and implementation plan.



QUESTIONS/TOPICS

WHAT MAKES A SUCCESSFUL TRAIL SYSTEM?

HOW WILL YOU USE THE TRAIL SYSTEM?

ORIGINS & DESTINATIONS: WHERE ARE YOU GOING?

PREFERRED MODES OF TRANSPORTATION: HOW ARE YOU GETTING THERE?

STICKY PLACES: MEMORABLE PLACES/TRAILS THAT HAVE STUCK WITH YOU

VISUAL PREFERENCES BOARD

BARRIERS TO USE

COMMUNITY WORKSHOPS

Utilizing an open house format, several questions were posed to attendees and their responses were used to develop the corridors and design concepts.

QUESTION: WHAT WOULD BE YOUR PREFERRED MODE OF TRANSPORTATION ON THE TRAIL?

Overwhelmingly (73%), the community would use the trail system for walking and bicycling.

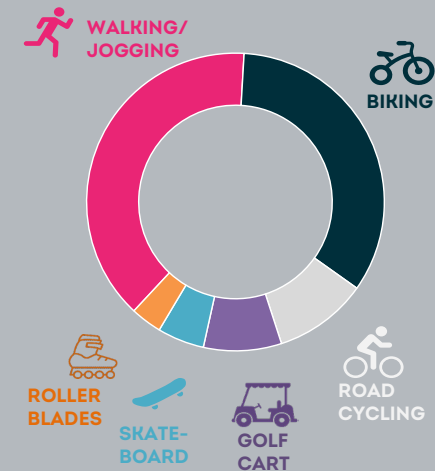
QUESTION: WHAT WOULD MAKE THE JACKSONVILLE BEACH URBAN TRAIL SYSTEM SUCCESSFUL?

Attendees indicated that a successful Jacksonville Beach trail system would provide connectivity throughout the community, be well organized and clearly defined, and be open to all typical multi-use trail modes. A consistent focus in public comments was safety. The system would need to provide clear separation from vehicles and trail users to create a safe and comfortable experience for all users.

QUESTION: WHAT WOULD DISCOURAGE YOU FROM USING THE URBAN TRAIL SYSTEM?

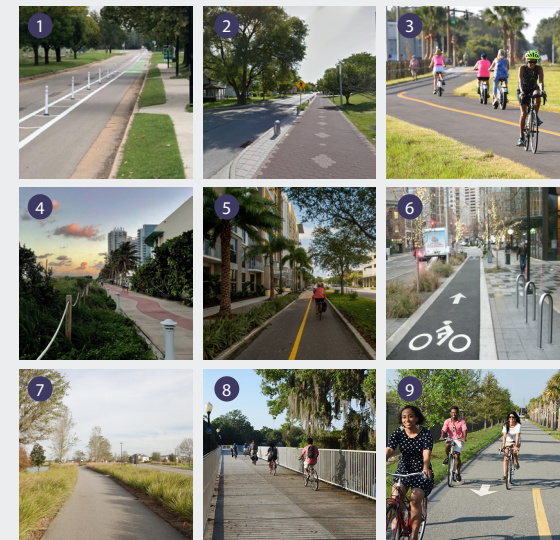
Considerations that would discourage trail use focused on a lack of safety. Interactions with higher speed vehicles such as golf carts, electric bikes, and electric scooters were also identified as issues that would discourage trail use. Using the existing sidewalk network as the trail system was also expressed as being insufficient for promoting trail use.

PREFERRED MODE OF TRANSPORTATION



VISUAL PREFERENCES BOARD

image board



TRAIL LOCATIONS

Neighborhood Street, Oklahoma City, OK ❶
 Neighborhood Street, Indianapolis, IN ❷
 Legacy Trail, Sarasota, FL ❸
 Miami Beach Boardwalk, Miami Beach, FL ❹

The Pinellas Trail, St. Petersburg, FL ❺
 Downtown Blue Line, Seattle, WA ❻
 Orlando Southeast Trail, Orlando, FL ❼
 Orlando Urban Trail, Orlando, FL ❽
 Orlando Urban Trail, Orlando, FL ❾

COMMUNITY WORKSHOPS

QUESTION: STICKY PLACES – WHAT PLACES HAVE STUCK WITH YOU? WHAT ARE MEMORABLE TRAILS?

Many examples were offered in response to this question, and while some of the trails mentioned were in urban settings, most were nature trails with an open nature experience—largely free from roadways and vehicles.

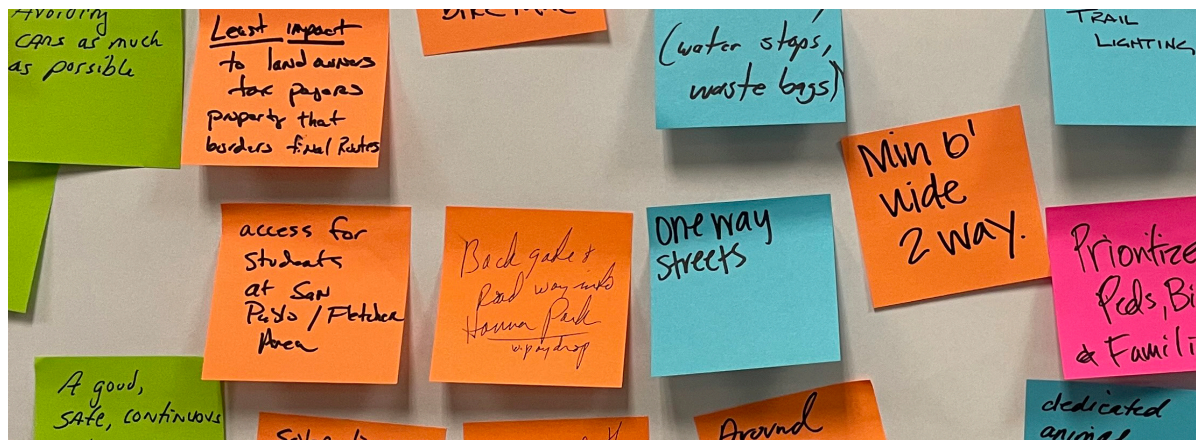
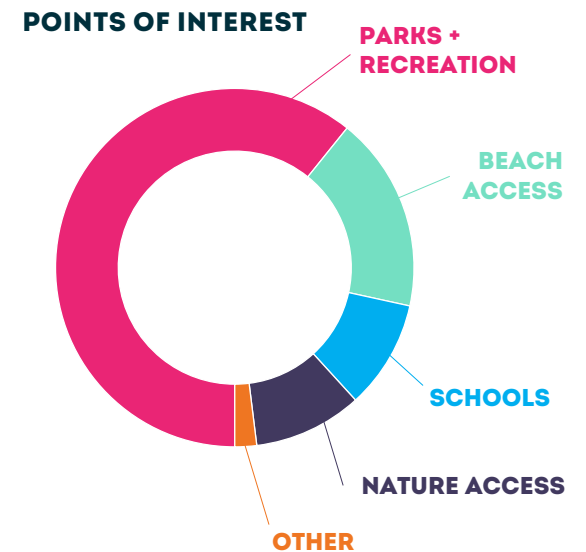
QUESTION: WHAT ARE THE SIGNIFICANT ORIGINS AND DESTINATIONS?

The most obvious focus for the multi-use trail network would be beach access. The community also desired access to the City's parks via the trail system. Additionally, many of the shopping areas were identified as destinations along the trail network.

COMMUNITY PROPOSED IDEAS

The first Public Workshop also included a map and comment exercise, where attendees could post sticky notes with suggestions along the map provided. This station received significant attention at the Workshop. The community was invited to introduce its ideal network features:

- > **A trail route through the golf course.**
- > **Creating a loop system that would allow user experience more than just an “out and back” route.**
- > **Use of the old landfill for a route and possible single-track off-road experience.**
- > **Enhancements at major roadway crossing locations (especially AIA and Penman Road).**



PUBLIC INFLUENCE ON NETWORK & DESIGN

The input from the two workshops played an important role in the network and design aspects of the multi-use trail.

NATURE TRAILS

The community's desire for a "nature trail" type of corridor lead to design that prioritized layout of the network across the widest possible rights-of-way. When possible, corridors were aligned to access open, natural areas.

SAFETY

The key aspects for safety focus on design and use. For the design, the goal is to provide as wide a trail as possible to minimize adverse interaction of uses. Additionally, the maximizing the space between the trail and roadway would produce the greatest level of safety. Operationally, consideration would need to be given to define trail use through speed limits and strict prohibitions of certain user types.

NETWORK HIERARCHY

Many of the streets throughout the City have sidewalks, thus a hierarchy of trails should allow users to work their way to primary trails. Sidewalks would provide local, immediate access to residences, while secondary trails would connect the sidewalks to primary trails.

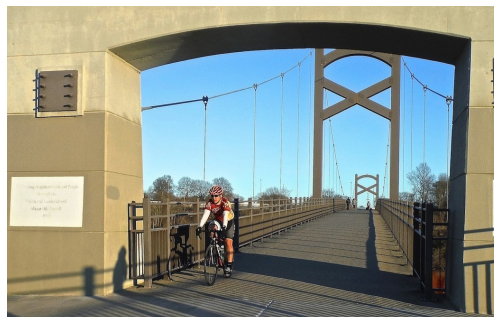


MEMORABLE TRAILS

As part of the workshopping process, the public was asked to identify places or trail systems they had visited that left a lasting impression. Each of the responses were reviewed and the standout characteristics of the corridors or networks were factored into the priorities for Jacksonville Beach. One such place was adjacent to Jacksonville Beach, the Florida Boulevard Path located in Neptune Beach, FL; an urban trail path located within the road right-of-way but separated from vehicle travel lanes. Some of the other popular and memorable places are shown below:



Pinellas Trail (St. Pete, Florida)



Music City Bikeway (Nashville, TN)



Monterey Bay Coastal Recreation Trail (Monterey, CA)



Monterey Bay Coastal Recreation Trail (Monterey, CA)



Austin Urban Trails Program (Austin, TX)



Silver Comet Trail (Atlanta, GA)

STAKEHOLDER MEETINGS

The City of Jacksonville Beach and professional consultants CHW, ADG, and AYRES presented to the public in a series of Stakeholder Meetings. The goal was to engage the public and provide information concerning the master plan as the project progressed and allow for comments to help guide the project.

Meetings were advertised through various mediums for public outreach, presented, and recorded. Communications and documentation of the presentations were posted on the City's website and social media.

The impact of stakeholder participation throughout the master planning process was extremely important in guiding the process' trajectory and outcomes, ensuring that many voices were being heard, documented, and considered. The developed Master Plan is truly the result of a robust public participation process that occurred at a variety of scales over the course of the project.

The most prominent results of engagement in the master plan focused on

One Way conversion of 1st Street may be problematic

Policy on design parameters and implementation of the plan

Feedback from Law Enforcement on trail users, trail safety, and types of vehicles

Coordination with City of Jacksonville Design Concepts for Penman Road.

Comments on the maps and document layout to review additional corridors. Reviewed trail type concepts and made modifications based on public input.

Created a series of concepts for the levels of impact to 1st Street.

Stakeholder Meeting Presentations and Recordings Can Be Found On The City Of Jacksonville's Website At www.jacksonvillebeach.org/540/Urban-Trails-Master-Plan-Project



STAKEHOLDER MEETINGS

MEETING DATES & TOPICS

Meeting #1 – December 20, 2021

- > Introductions
- > Review Results from Public Workshop
- > Establish Project Goals

Meeting #2 – January 12, 2022

- > Secondary Corridors in the Network
- > Capital Improvement Program
- > Concepts for 1st Avenue

Meeting #3 – January 26, 2022

- > Policy Review
- > Smart Trail Concept
- > Trail Experience Enhancements and Feature Areas

Meeting #4 – February 9, 2022

- > Penman Road Corridor Concepts and Coordination
- > Connections to Neptune Beach; Seagate Design Concepts
- > A1A Crossings and Supporting Trail Network

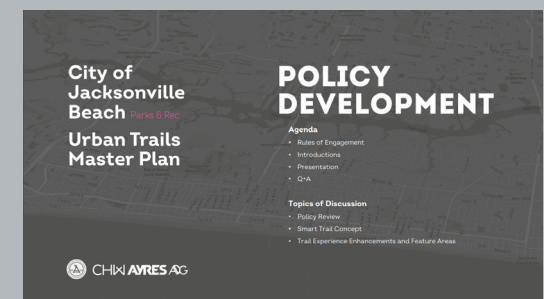
Meeting #5 – February 23, 2022

- > Review Draft “Urban Trails Master Plan” Document

Meeting #6 – March 23, 2022

- > 1st Street Business District Concept, Discussion with Business Owners
- > Nature trails and Impacts to Backyards
- > Penman Road Collaboration

Presentations

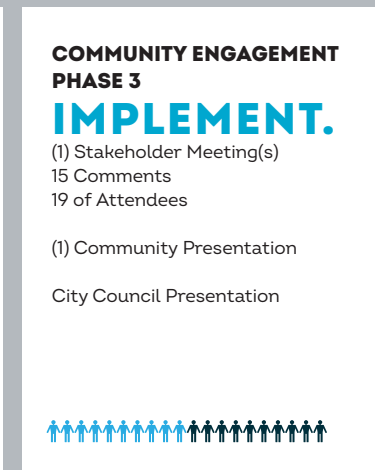
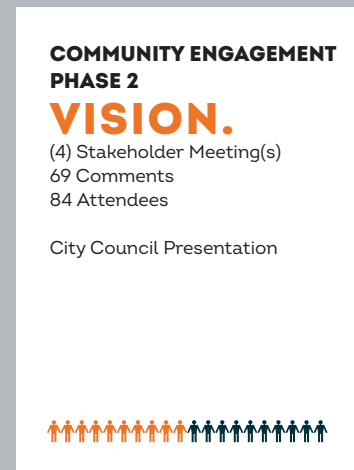
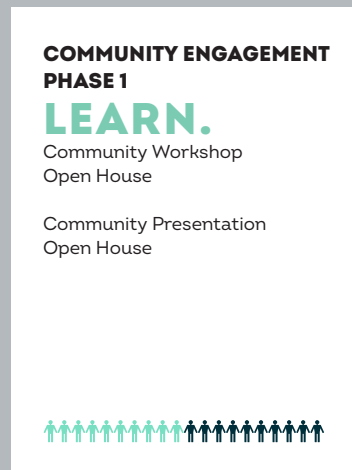
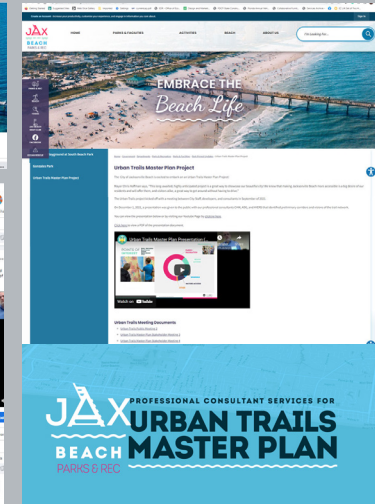
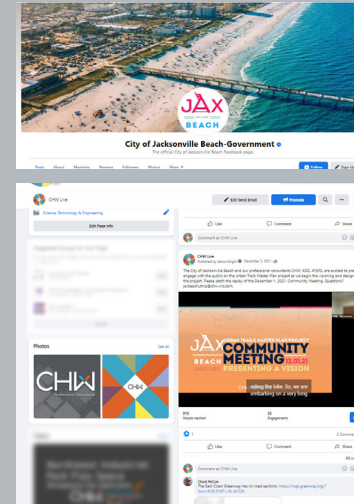


COMMUNITY ENGAGEMENT

OUTREACH

Outreach and data gathering activities include the following:

- Advertisements
- Mass email communication (Next Door app)
- Specific project email contact
- Announcements on City of Jacksonville Beach website
- Meeting Invitations
- Social Media
- Public workshop
- Community meetings
- Stakeholder meetings
- Visualization techniques
- Presentations
- Website repository for project updates and information

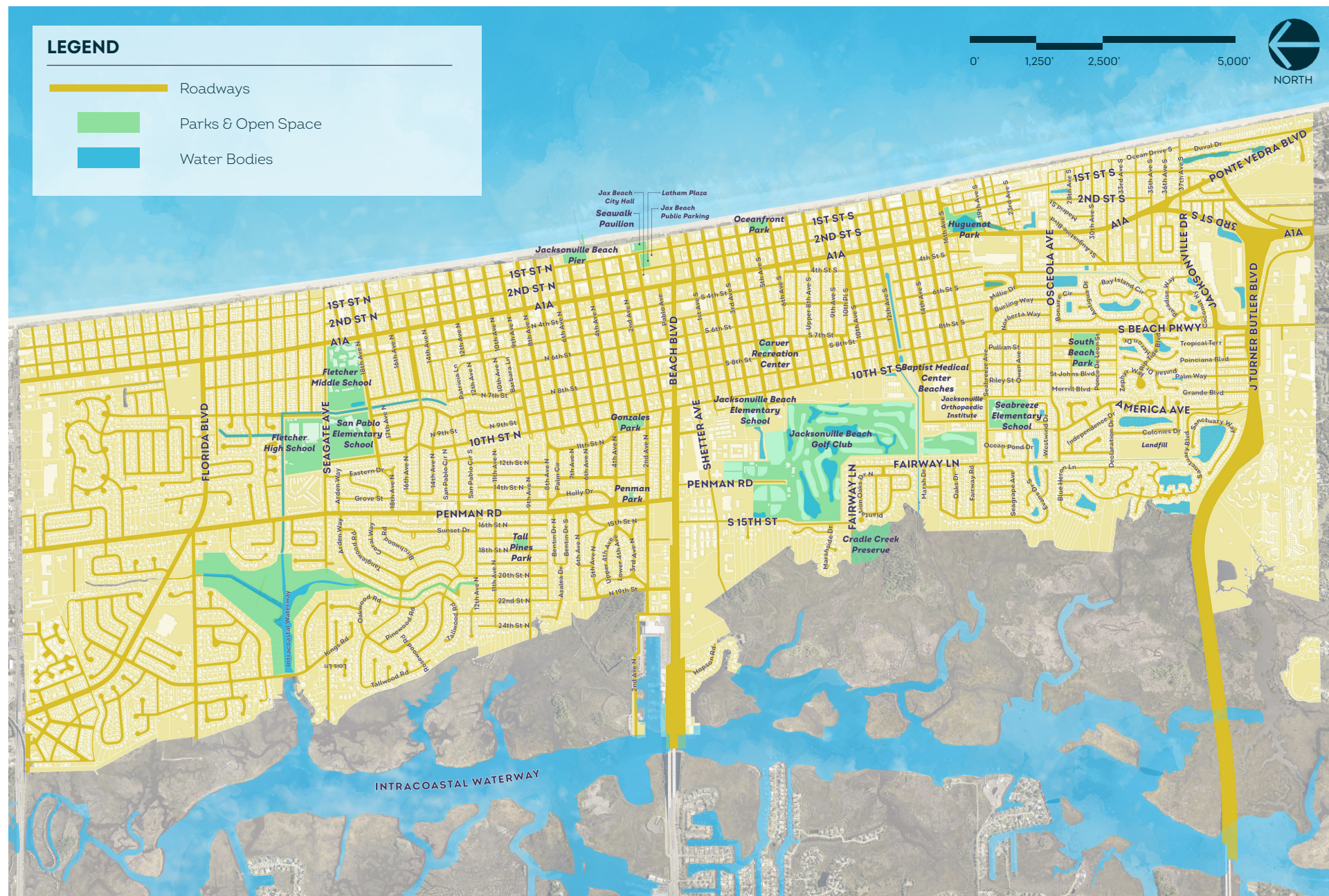




TRAIL TYPES

CHAPTER 5

EXISTING CONDITIONS MAP

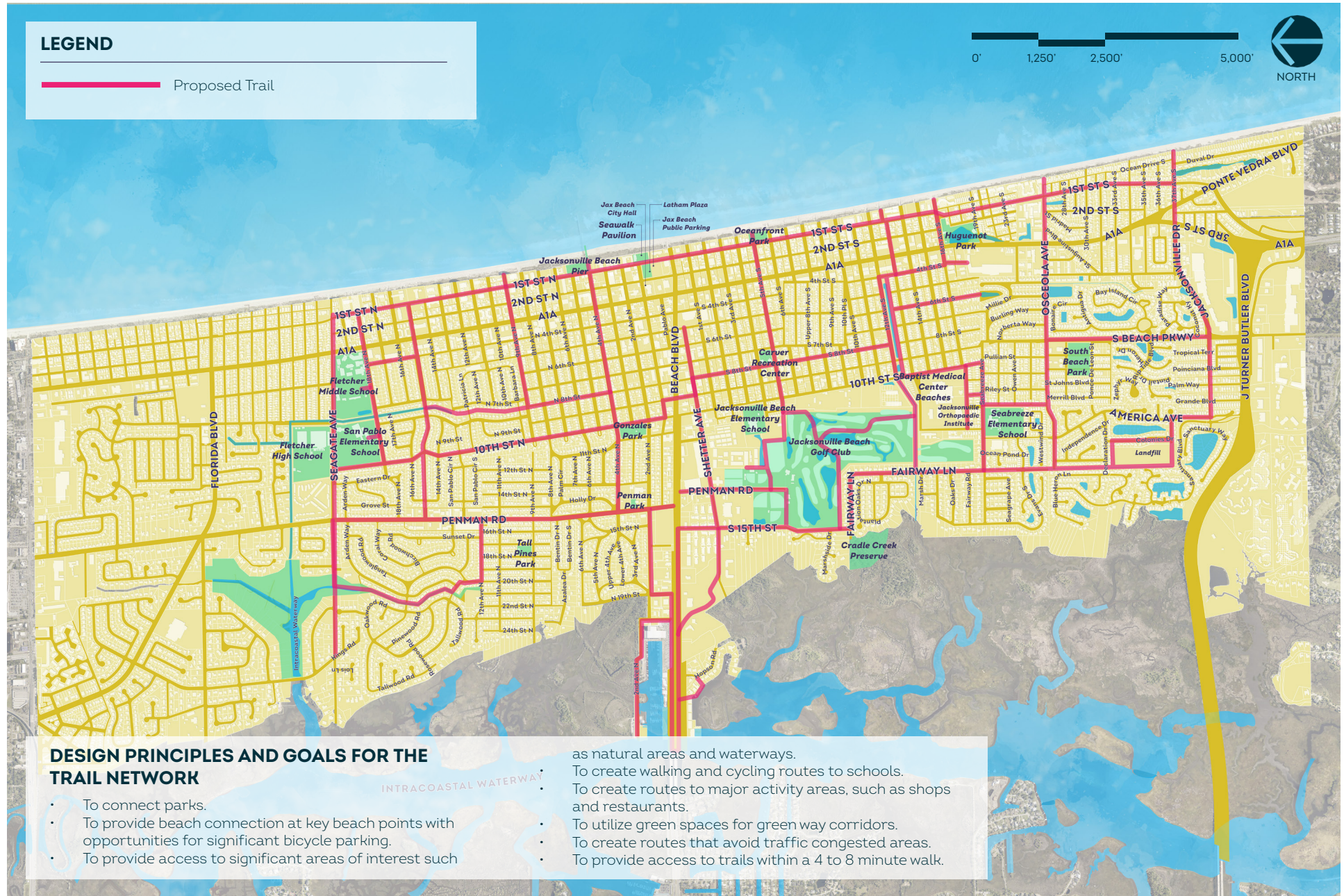


PROPOSED NETWORK MAP

LEGEND

Proposed Trail

0' 1,250' 2,500' 5,000'



DESIGN PRINCIPLES AND GOALS FOR THE TRAIL NETWORK

- To connect parks.
- To provide beach connection at key beach points with opportunities for significant bicycle parking.
- To provide access to significant areas of interest such

as natural areas and waterways.

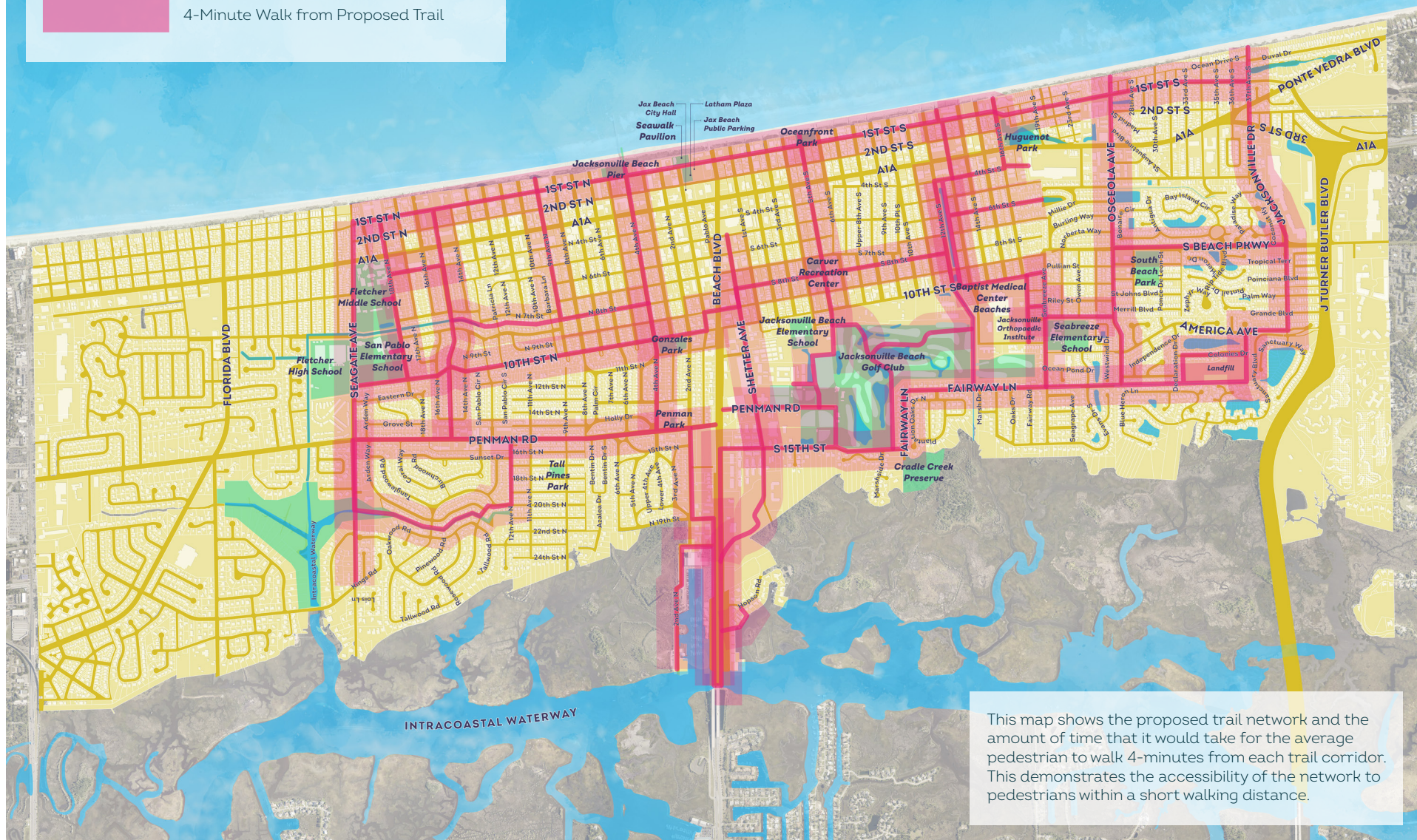
- To create walking and cycling routes to schools.
- To create routes to major activity areas, such as shops and restaurants.
- To utilize green spaces for green way corridors.
- To create routes that avoid traffic congested areas.
- To provide access to trails within a 4 to 8 minute walk.

4-MINUTE WALK MAP

LEGEND

- Proposed Trail
- 4-Minute Walk from Proposed Trail

0' 1,250' 2,500' 5,000'

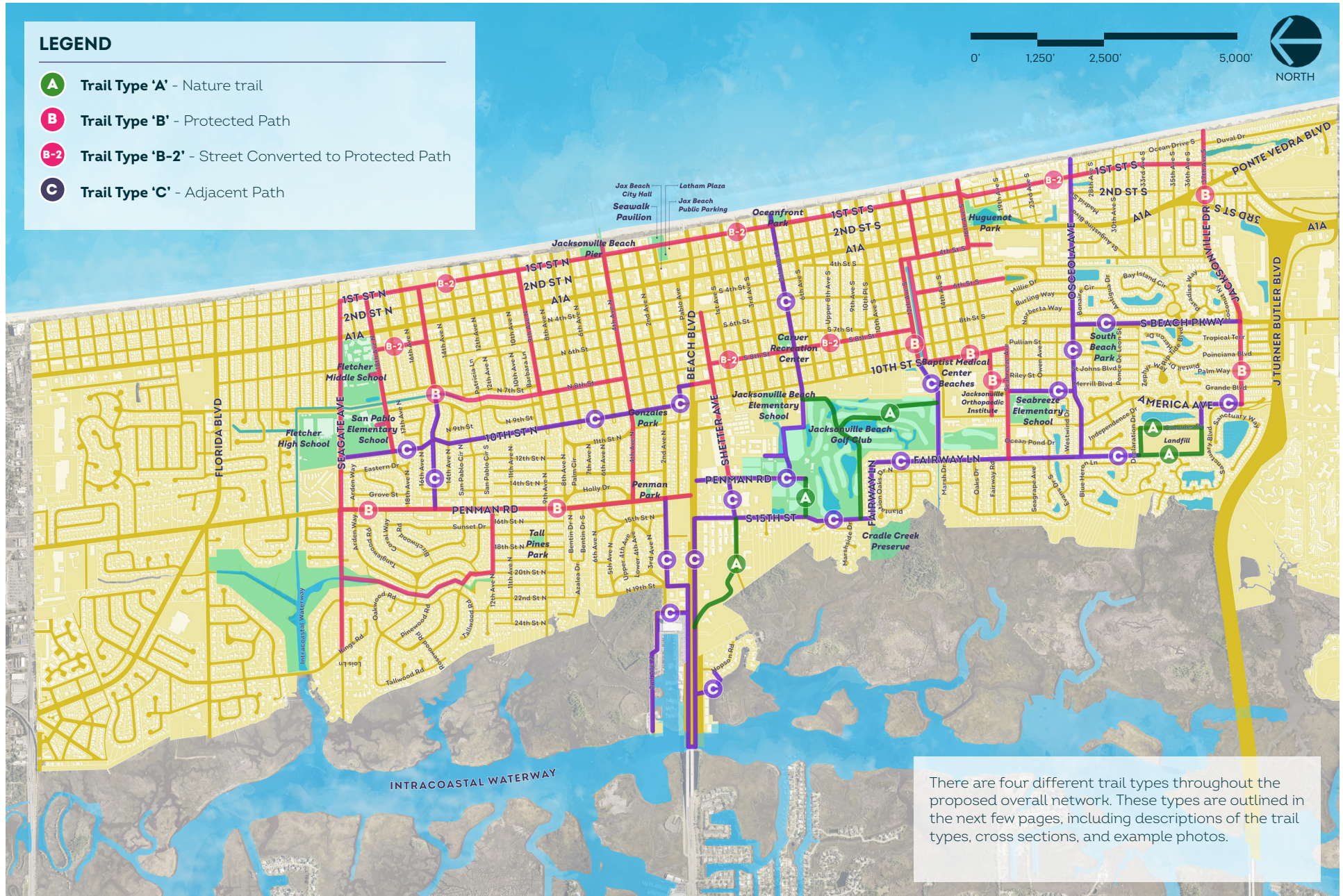


TRAILS TYPES MAP

LEGEND

- A** Trail Type 'A' - Nature trail
- B** Trail Type 'B' - Protected Path
- B-2** Trail Type 'B-2' - Street Converted to Protected Path
- C** Trail Type 'C' - Adjacent Path

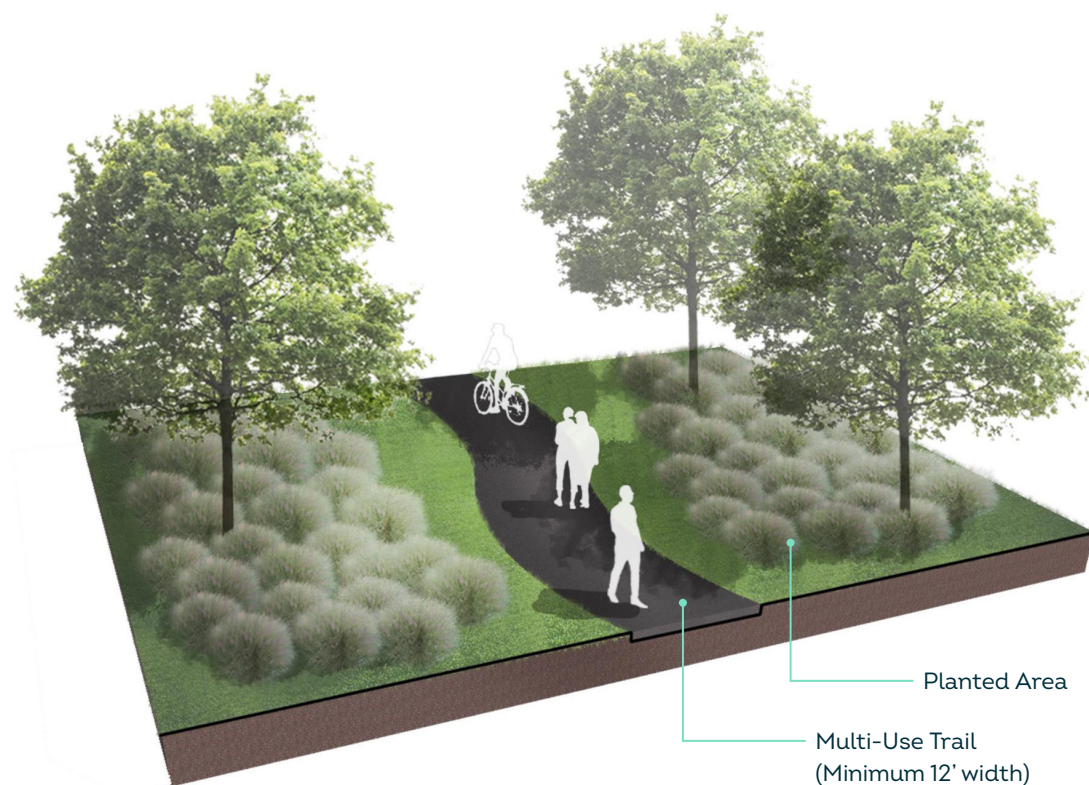
0' 1,250' 2,500' 5,000'



There are four different trail types throughout the proposed overall network. These types are outlined in the next few pages, including descriptions of the trail types, cross sections, and example photos.

TYPE A: NATURE TRAIL

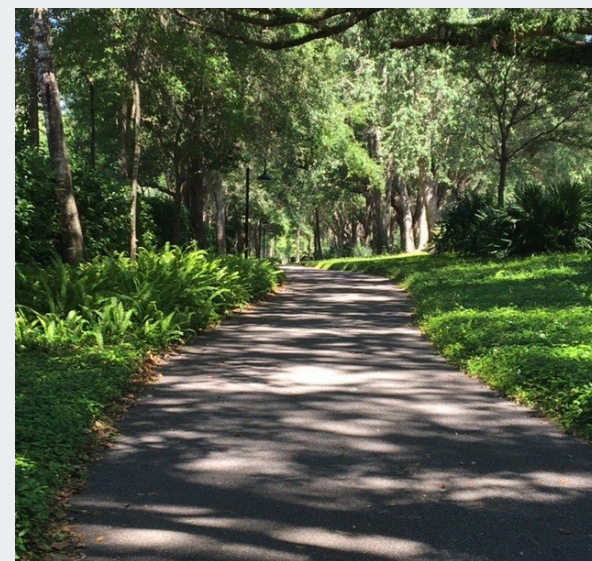
- > A dedicated corridor through green belt or similar area
- > Nature-oriented
- > Little exposure along trails (although there may be roadway crossings)
- > Safe environment for all levels of experience and ages of users



LEGACY TRAIL, SARASOTA, FL



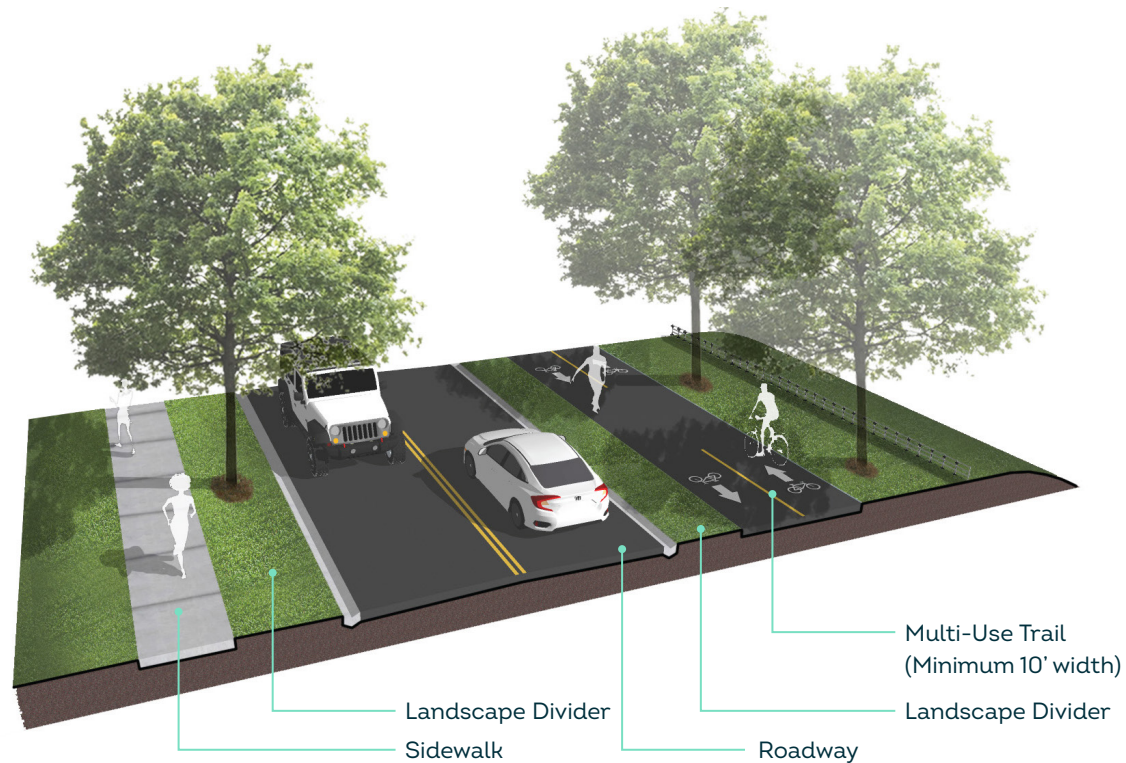
LEGACY TRAIL, SARASOTA, FL



TOWN OF TIOGA, NEWBERRY, FL

TYPE B: PROTECTED PATH

- > **Corridor within the road right-of-way**
- > **Separated by distance, typically greater than 10 feet, provides a safer environment and comfort for multi-modal users**
- > **Space between the edge of roadway and trail may include significant landscaping**
- > **Roadway and driveway crossings minimized**
- > **Safe environment for diverse user group**



WALNUT CREEK URBAN TRAIL, AUSTIN, TX



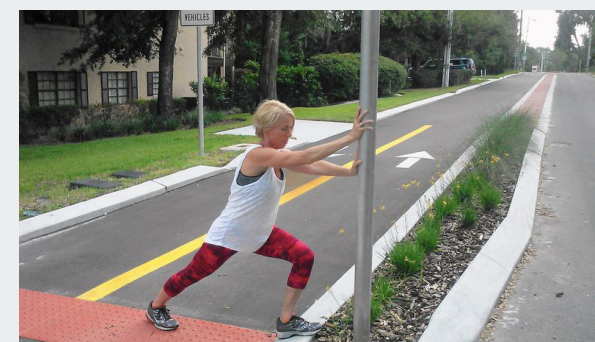
ORLANDO URBAN TRAIL, ORLANDO, FL



THE ESPLANADE NORTH, VENICE, FL

TYPE B2:**STREET CONVERTED TO PROTECTED PATH**

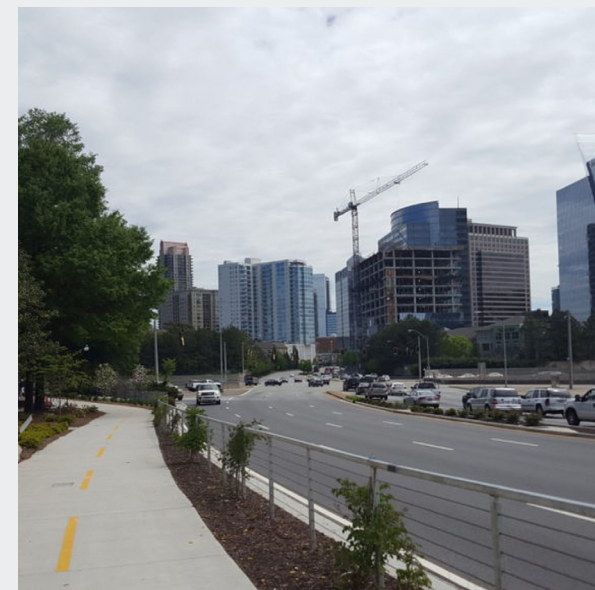
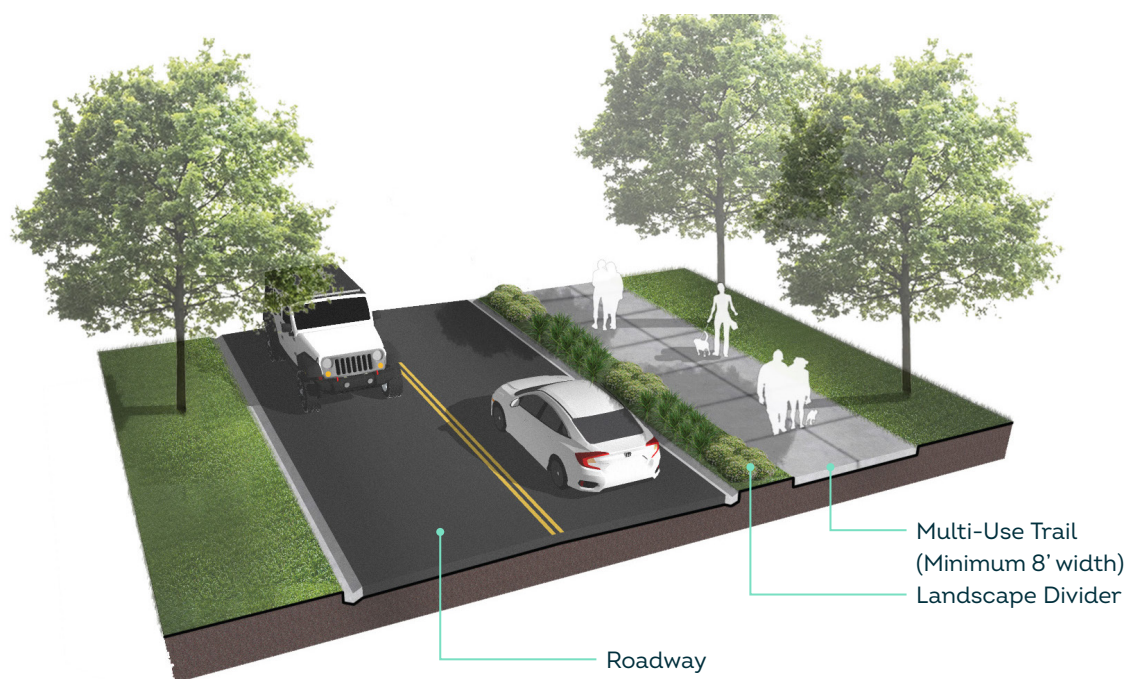
- > Provides a trail separated from traffic
- > Converts one of two lanes to a trail corridor, remaining corridor repurposed for a trail separated from the vehicle travel way
- > Remaining lane becomes one lane/one way or single lane vehicle path providing local access
- > Safe environment for diverse user group



MOUNT DORA, FL

TYPE C: ADJACENT PATH

- > Corridor within the road right-of-way, along one side of the road
- > Separation between the trail and edge of vehicle traffic way is minimal (less than 10 feet, but typically 5 feet)
- > The proximity of the multi-use trail to the edge of the roadway can result in a less comfortable user experience, especially on higher volume roadways
- > Area between trail and travel way may be planted with groundcovers due to a narrow planting area



BUCKHEAD, ATLANTA, GA



JORDAN RIVER TRAIL, UT



GREENWOOD, IN

CORRIDOR EXPERIENCE DESCRIPTION: SHARED STREET CONCEPT

A commercial shared street environment should be considered when pedestrian volumes are high and traffic volumes are low or are desired to be low.

These shared streets are different than pedestrian malls, which are defined by retail shops (hence the term 'mall') and only allow pedestrian traffic. On the other hand, a commercial shared street allows vehicles.

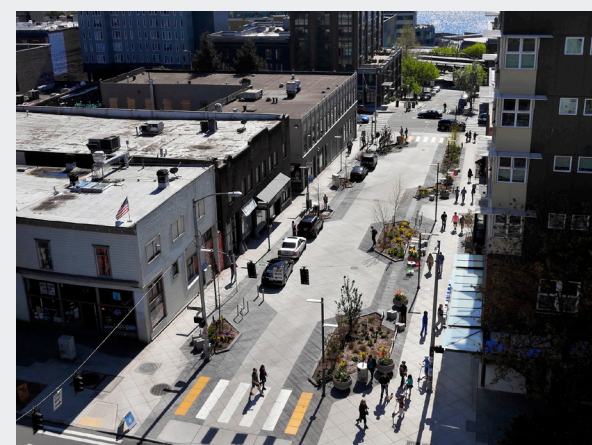
Commercial shared streets maintain accessibility for vehicles, although certain times vehicular traffic may be prohibited. This type of shared implementation helps accommodate the heaviest pedestrian traffic and prioritizes and enhances the pedestrian experience. During periods of lower pedestrian activity, vehicular traffic can be allowed to facilitate easy access to businesses for customers and deliveries.

Even if vehicular access is always permitted, it is allowed at low speeds. Low vehicular speeds are accomplished through regulation, environmental cues to drivers, and the prominence of pedestrian activity.

Existing to Future Conditions

Sidewalks. Pedestrian activity is prioritized on a shared street. For decades, typical sidewalks have been constructed at a width of five feet. This width is adequate for orderly walking, but additional activities or higher pedestrian traffic make the five-foot width inadequate.

Two people, walking side-by-side can easily fit on a five-foot-wide sidewalk. Thus with minimal use, sidewalk capacity is not an issue. However, additional pedestrians traveling in opposing directions requires groups of pedestrians to move into a single file line. This congestion or crowding may force people into planter areas or into the street. Both can be safety hazards due to the trip hazards (planters and curbs) or vehicle interactions.



Addressing the profile difference between the traditional pedestrian area and the street reduces capacity constraints. Pedestrians organically claim the space based on need according to the volume of pedestrians. Drivers then recognize this shift and change their behavior, slowing down to speeds more compatible with pedestrians. For example, drivers experience this frequently in parking lots, where the drive aisles are full of both vehicles and pedestrians using the same space.



Pavement Texture and Color.

Pavement changes in texture and color can notify the pedestrian and the driver of a unique use. Pavers, stamped concrete, or pigmented concrete are techniques commonly used to indicate a specialized area for travel.

In some cases, a curb is used to set apart the vehicle path, although this can create a clear delineation that reduces the desired affect of a shared street by creating a step and possible trip hazard for pedestrians. Other delineations should be considered as an alternative to curbs. These alternatives could include ribbon curbs or gradual slope separation (usually with the incidental benefit of managing stormwater).

Street Furniture. Street furniture includes benches, tables, planters, lighting, and bollards, to name a few. These items change the character of the corridor and signal to the driver that other uses may be present. These items can also be used to delineate a vehicle travel lane or trail.

CORRIDOR EXPERIENCE DESCRIPTION: 1ST STREET

Jacksonville Beach's 1st Street has been raised repeatedly in public meetings as a key bicycle/pedestrian environment. The route is bound by Seagate Avenue on the north and Ponte Vedra Boulevard on the south, near the southern city limits. The corridor can be described as consisting of three distinct segments.

The northern segment (Seagate Avenue to 6th Avenue North) serves as access to both single family and multi-family residential development. The roadway is generally a two-lane undivided roadway with bike lanes and sidewalks.

The middle segment (south of Beach Boulevards) is also residential. Where the north segment is more multi-family, the middle segment is more single family. This part of the corridor consists of two travel lanes with bike lanes, but the sidewalk only exists in a portion of the corridor.

The southern portion of the 1st Street corridor, south of 25th Avenue South, is a one-way street (northbound). The one-way segment has one 14-foot-wide travel lane for vehicles, a single bike lane, and on-street parking within the 30 feet of pavement.

Over the three segments, there may be different objectives for converting 1st Street to a one-way street, or even to a primarily pedestrian oriented street. Developing a multi-use trail close to the coast that accommodates bicycles and pedestrians (and everything in between) has been repeated as a community goal. There is ample room to provide such a trail within the existing pavement cross sections while still maintaining access to all developments, both residential and commercial.

The design of the corridor should be uniform and consistent from north to south. Due to the location of the trail along the coast (one block west of the beach) and through the downtown/commercial area, use could be significant if designed correctly to provide a safe and comfortable experience. The commercial portion of 1st Street presents a different opportunity. The cross section currently has flush pavement with a two-way travel lane. There are many examples of similar commercial streets that are completely



closed to traffic or have limited access at certain times to allow for deliveries.

Implementing one-way traffic through the commercial area would allow pedestrian activities to expand through the use of street furniture and planters and by providing ample room for a multi-use trail corridor.

This concept is typically referred to as a commercial shared street. This shared street type is considered when pedestrian volumes are high (or have the potential to be high) and traffic volumes are low or are desired to remain low.

A commercial shared street allows vehicles. This shared implementation is done to accommodate the heaviest pedestrian use times by prioritizing and enhancing the pedestrian experience over accommodating a vehicle. During periods of lower pedestrian activity, vehicular traffic can be allowed to facilitate easy access to businesses for customers and deliveries.

Even if vehicular access is always permitted, it is permitted at low speeds. The low vehicular speeds are accomplished through regulation, environmental cues to drivers, and the prominence and possibility of pedestrian activity.

As a shared street, pedestrian activity is considered the priority. For decades, typical sidewalks have been constructed at a width of five feet. Two people, side-by-

side can easily fit on a 5-foot-wide sidewalk and with minimal use, sidewalk capacity is not an issue. However, adding pedestrians in opposing directions requires groups of walkers to walk single file.

This congestion or crowding may force people into planter areas or into the street. Both can be safety hazards due to the trip hazards (planters and curbs) or vehicle interactions.

Moving street furniture into the right-of-way and further delineating a travel lane would allow vehicular use when necessary or desired.

RECOMMENDATIONS

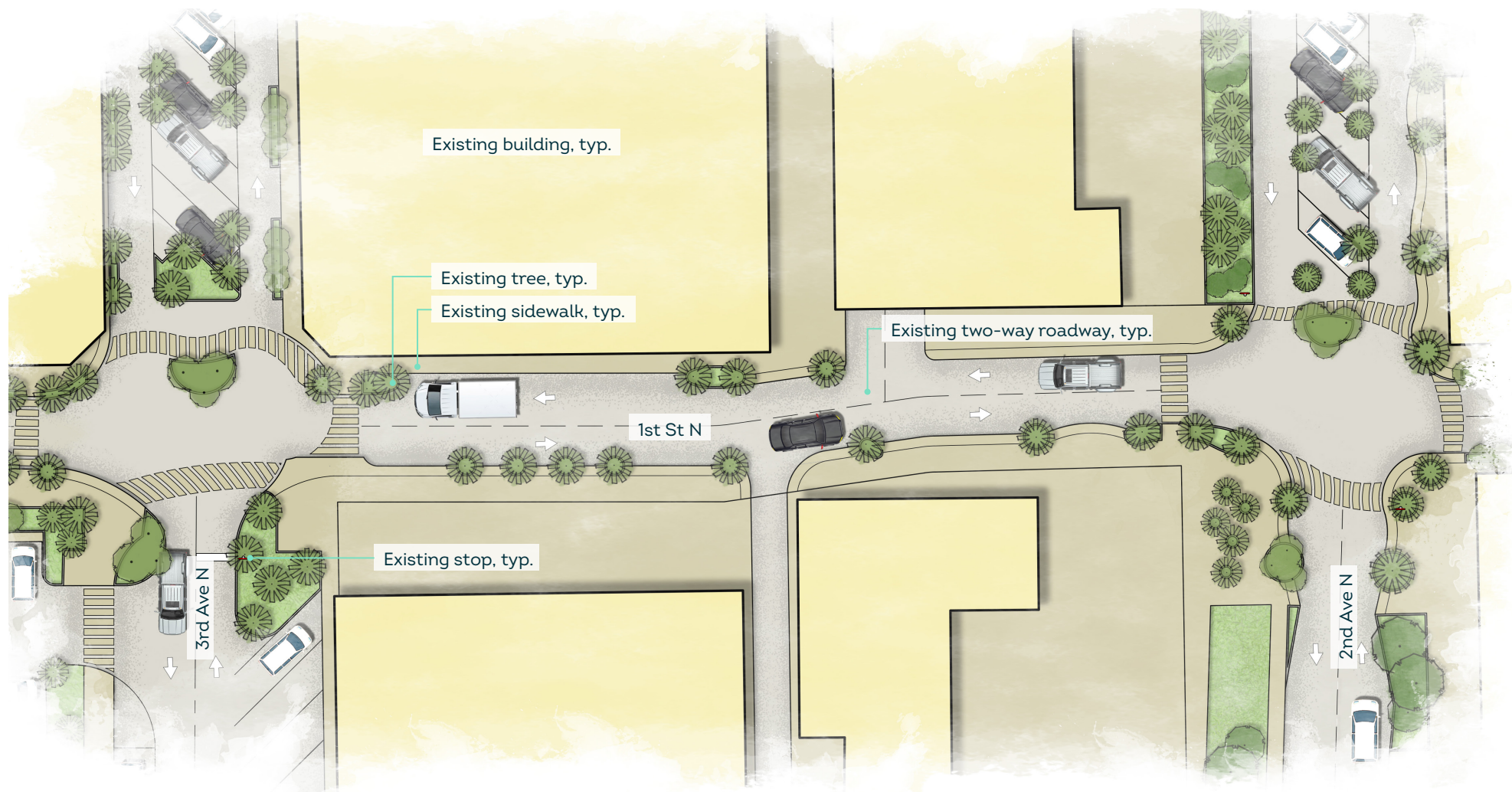
In the residential segments north and south of downtown:

- > Implement one-way travel lanes for vehicles with a multi-use trail corridor and a barrier/buffer between the trail and vehicle travel lane.

In the downtown/commercial area:

- > Close the roadway from 6th Avenue North to just north of Beach Boulevard. Encourage pedestrian use as the primary activity with local delivery and maintenance access at certain times.

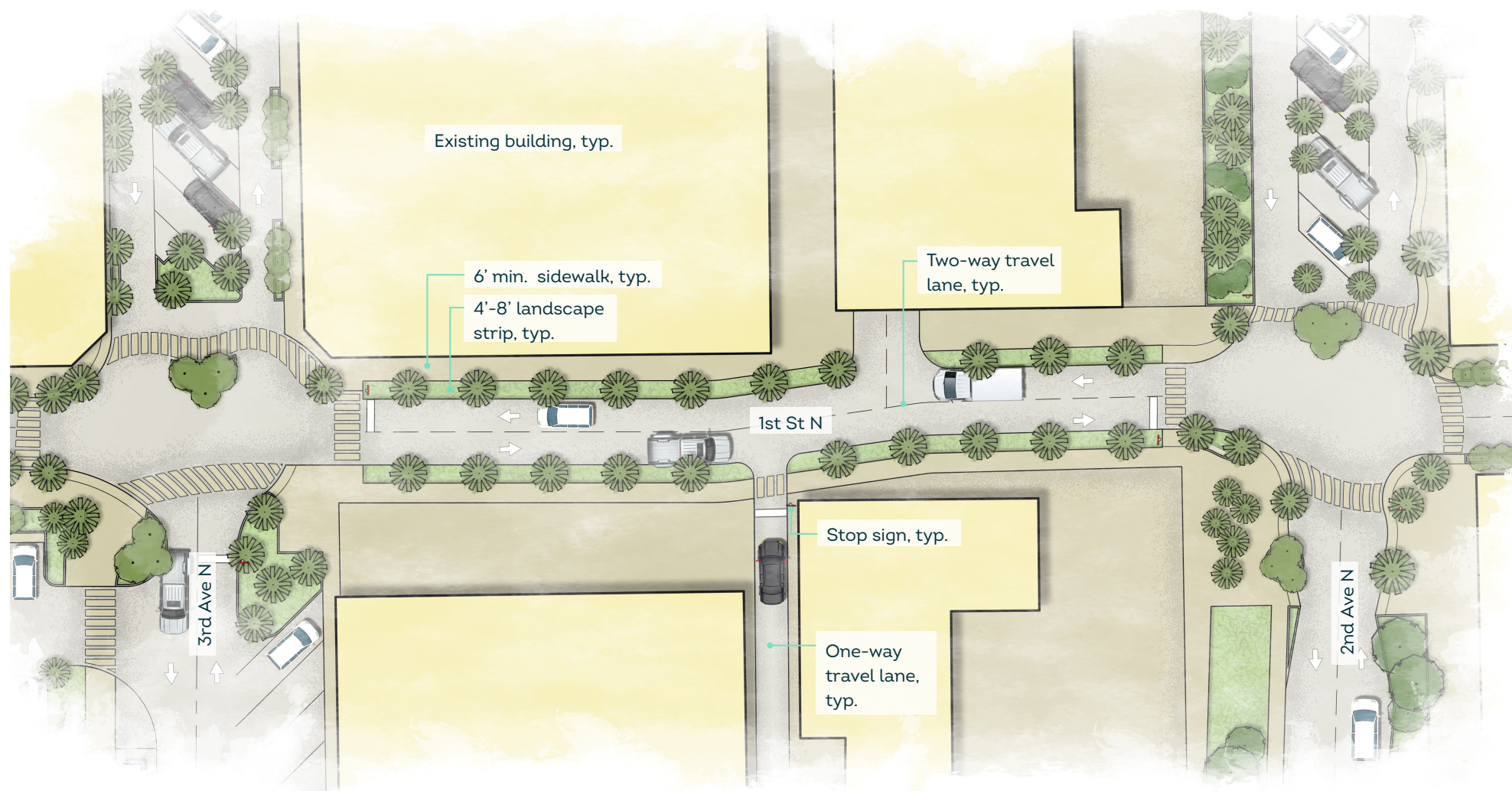
1ST STREET STREETSCAPE EXISTING CONDITIONS



The existing roadway has 12 foot travel lanes with on-street parallel parking in some areas. The sidewalk varies in width between 5 feet and 10 feet, depending on the location. The travel lanes, parking, and sidewalks are separated by curbed planting areas



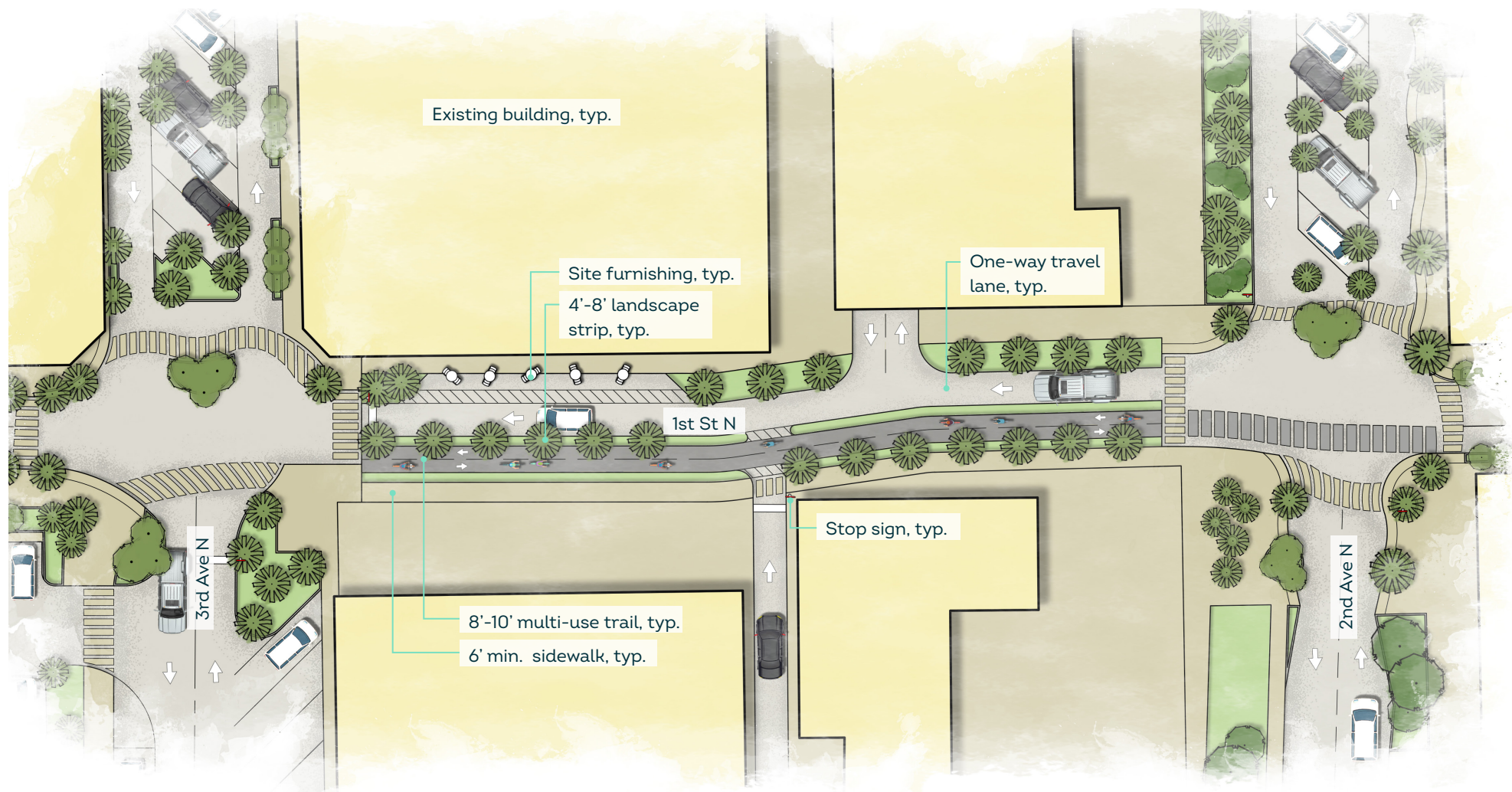
1ST STREET STREETSCAPE CONCEPT 'A'



To enhance walkability, separation from the travel lanes could be further delineated by replacing the parking with additional planting areas or moveable planters. Lanes could be reduced to 10 feet. Loading areas could be added or permitted in the travel lane for short periods.



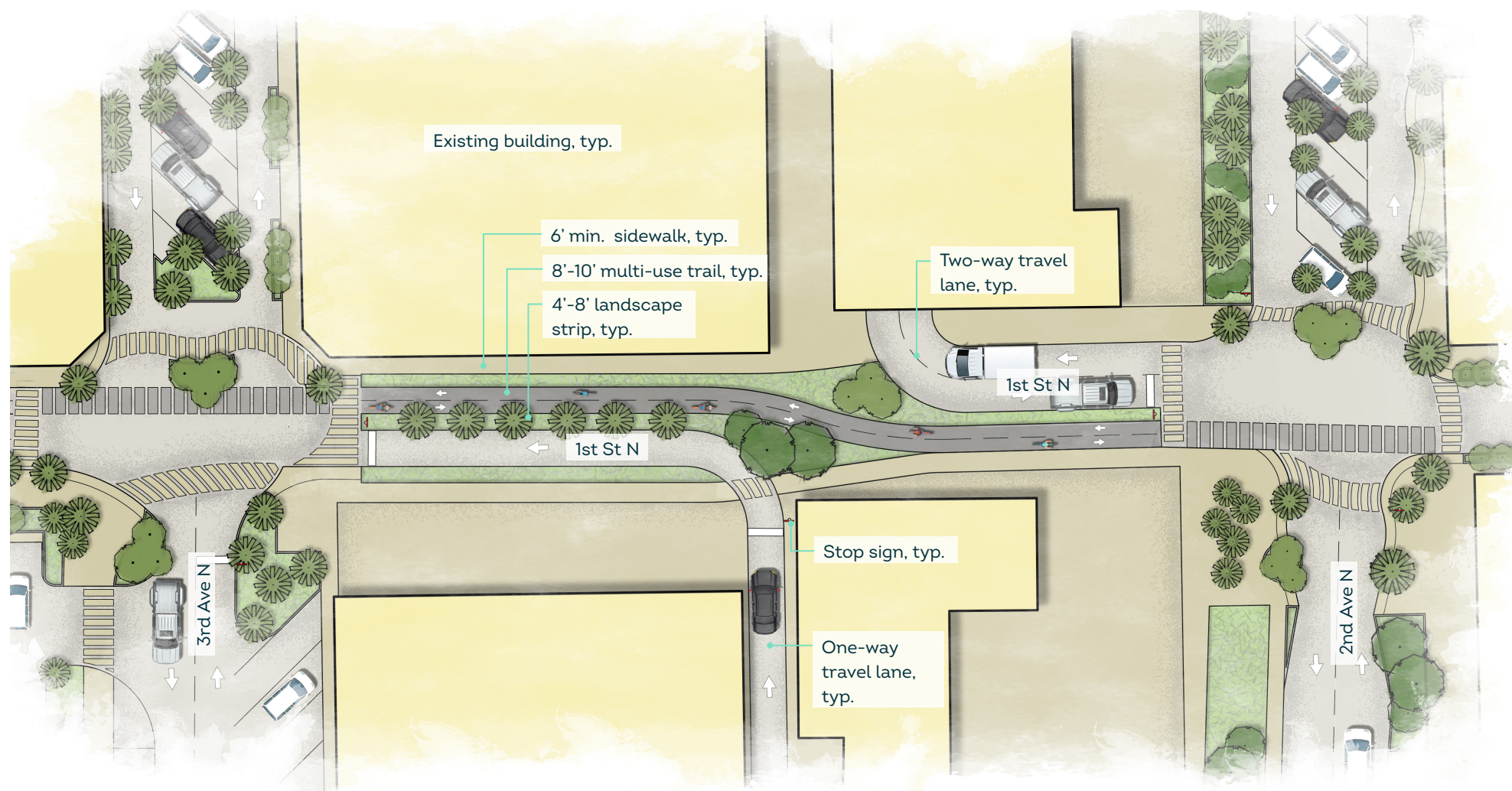
1ST STREET STREETSCAPE CONCEPT 'B'



Add a trail corridor by repurposing one vehicle travel lane. The remaining travel lane would allow one-way traffic only. Access to parking areas or alleys would be maintained, but with one-way travel in the corridor. The trail adds a level of separation between pedestrians and vehicular traffic, which would enhance the pedestrian experience on the one side of the corridor. The one-way travel will also limit the amount of vehicular traffic in the corridor, which also enhances trail and pedestrian use.



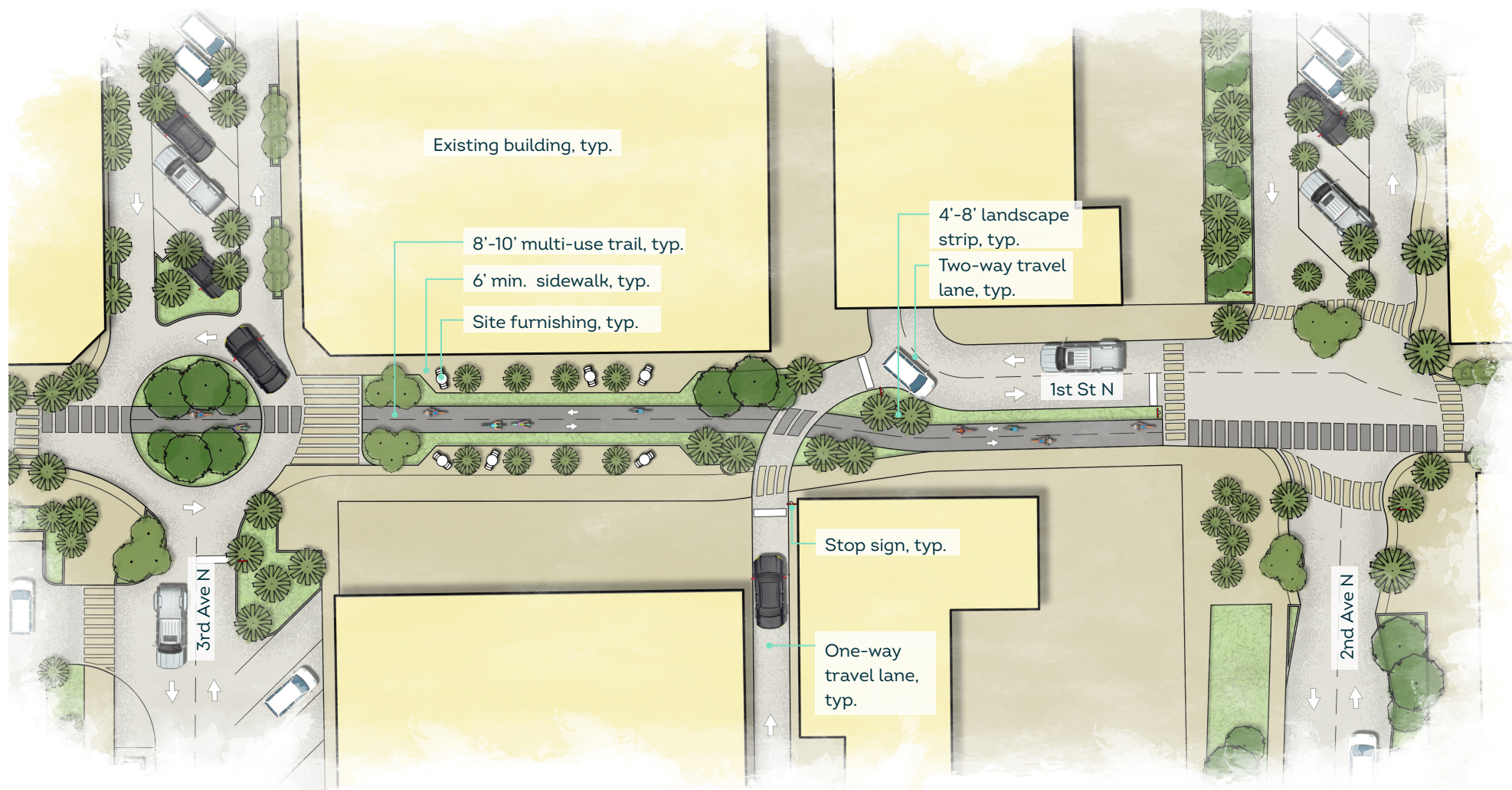
1ST STREET STREETSCAPE CONCEPT 'C'



Pedestrians and the trail become the priority use in the corridor. The street is closed to through traffic, while local access is maintained through a short segment of roadway or driveway extension. The design allows for greater multi-modal use of the corridor. Traffic volumes are reduced as the roadway becomes the trail.



1ST STREET STREETSCAPE CONCEPT 'D'



Similar to CONCEPT C, the trail and pedestrians become the primary use in the corridor. Access to parcels is routed such that a portion of the corridor is completely closed to vehicular traffic. This approach to closing the street to vehicular traffic allows the greatest pedestrian use of the area and adds a dedicated trail through the corridor.



A NOTE ON IMPLEMENTATION

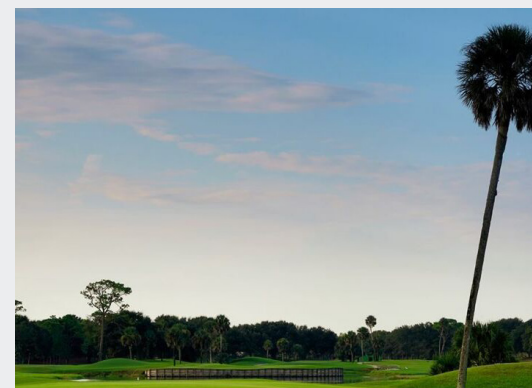
These four concepts are shown as design options for the commercial sections of 1st Street. They are presented in order of level of change to the existing conditions. Although any of these could be immediately implemented with one project, implementation could also be gradual, evolving from one option to the next. This process would allow the community to experience different iterations of 1st street and would provide opportunities for the community to inform possible changes to the corridor. Choosing which option to implement and how to do so is a question of policy.

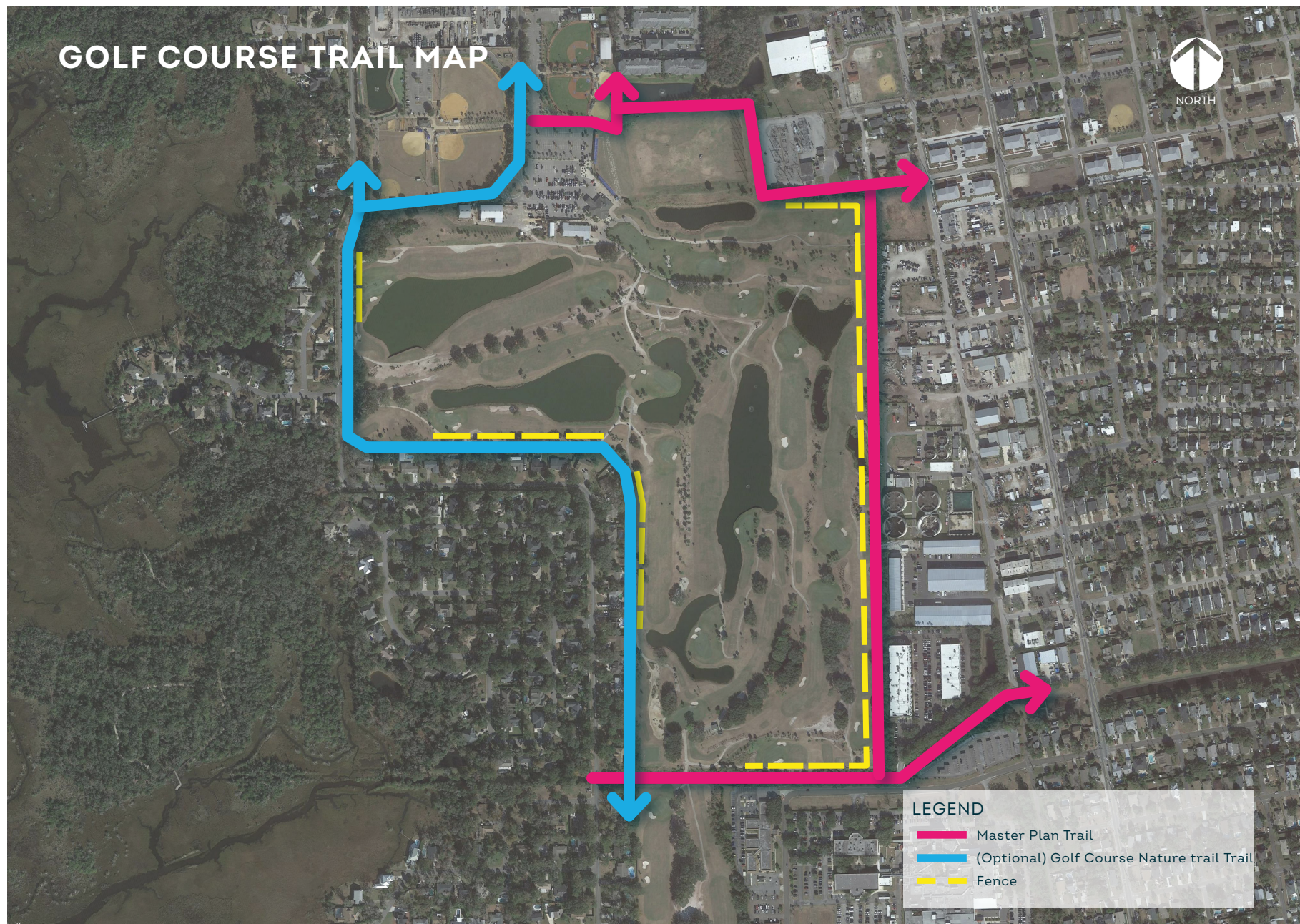
CORRIDOR EXPERIENCE DESCRIPTION: JACKSONVILLE BEACH GOLF CLUB

During the public workshops, several Jacksonville Beach residents advocated for a trail route through the Jacksonville Beach Golf Club. The idea also introduces more nature trail opportunities throughout the region, another stated goal of the community.

Trails through or around the golf course are not a foreign idea. Several communities have laid out routes through or along golf courses. Mitigating the exposure of trail users to flying golf balls is the most significant concern along with mitigating conflicts with golf carts.

Several members of the community suggested that a trail be constructed around the golf course. The concept was reviewed and is feasible. If the City of Jacksonville Beach proceeds with the golf course trail, a detailed design would be recommended to identify the best locations for the trail and the length of protective fencing if necessary.





CASE STUDY: KYRENE CANAL TRAIL

KEN MCDONALD GOLF COURSE, TEMPE, ARIZONA

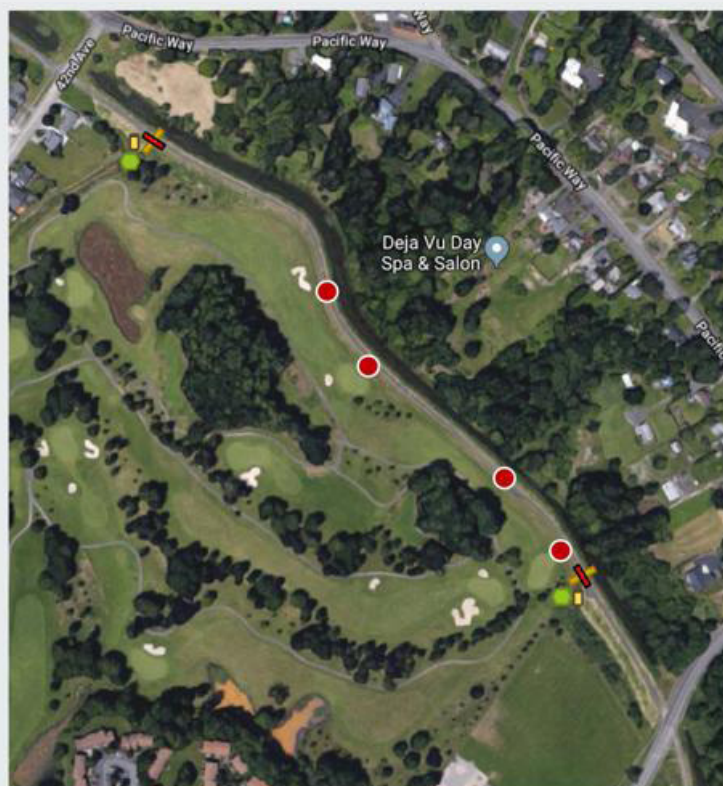
Portions of the Kyrene Canal Trail run along several holes of the Ken McDonald Golf Course. At the closest point, the trail is 40 feet from the edge of the fairway. Through the most vulnerable area, trail users are protected by arched chain link fencing. The fence is next to the trail on the golf course side and arches over the trail users. The fence has a small mesh to deflect golf balls. Landscaping can soften the look of the fence from the golf course if necessary.



CASE STUDY: MINT VALLEY GOLF COURSE

LONGVIEW, WASHINGTON

The trail runs along two holes for a little more than ½ mile. The center of the trail is between 30 and 50 feet of the edge of the fairway or green on each hole. The trail does sit atop a drainage way berm, which may add a level of comfort to trail users, even though the trail is well within the hitting area of the golf course. The golf course does provide notification to trail users (see signing program below) of possible flying golf balls, including warning signs at the entry to the golf course property as well as warning signage where the trail is closest to the course.

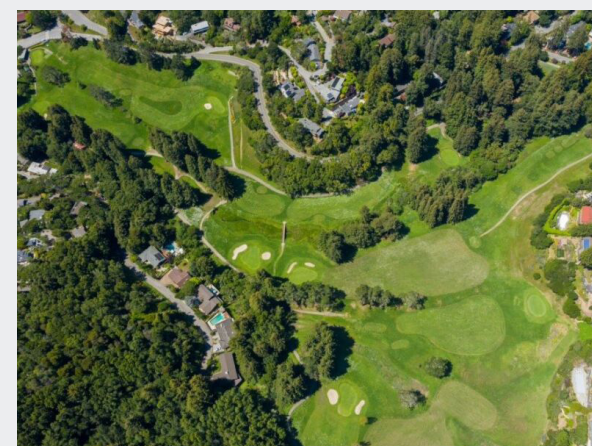
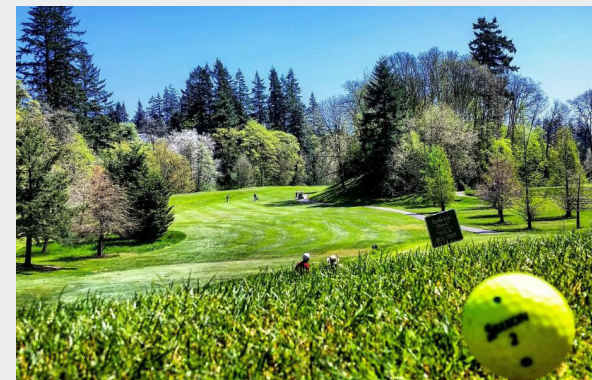


-  Vehicle Gates
-  Rules Signs
-  Warning – Entry Signs
-  Warning – Path Signs
-  Mutt Mitt/Trash Cans

Signs are not to scale and locations are approximate.

Path signs will be coordinated with CDID and the golf course for permission and best placement.

Map courtesy of
The DailyNews





Jacksonville Beach
Fishing Pier

NO
SMOKING

NATIONAL
HOTEL & TOUR
800-362-5675

TRAIL DESIGN GUIDANCE STANDARDS

CHAPTER 6

DESIGN F.A.Q.

Q: How do we make a trail safe for all users?

PHYSICAL DESIGN

Designing the correct width for the appropriate volume of different types of users is a key to safety. An 8-foot-wide trail may be appropriate in areas we used is limited and volumes are low. Nature trails or short neighborhood access points would likely see limited use and therefore conflicts would be minimal. Where the volume of users is higher a wider trail, 12 feet or wider, may be warranted. This would allow pedestrians and bicycles to operate on the same facility while minimizing conflicts.

Pavement markings are used by some communities. Unlike streets, continuous pavement marking on trails is not a universal standard across communities. At a minimum, in the heaviest use areas or congested areas (i.e. street intersections, constrained points, and high volume crossings) may require pavement markings, signage, or messaging to address the conflict.

COMPATIBLE USER GROUPS

User groups should generally “operate” at the relatively same speed in the same vicinity. With higher volumes of users conflicts increase. Speed is a big factor in the compatibility of users. For example, a bicycle can easily operate on a trail with walkers, provided the bicycle is traveling at a comparable speed (i.e., 7 to 10 mph) and the space is wide enough to accommodate both users side by side.

ETIQUETTE

Etiquette is key to safety with multiple users. Reducing speeds and users announcing their presence is vital to ensuring conflicts are minimized and collisions are avoided. Being predictable is also important and understanding some users, by nature, may not be predictable. Smaller children typically fit into this category.

Q: What is the appropriate width for a trail corridor?

The width of a trail corridor is different than the width of the paved surface of the trail. The corridor, at minimum, includes the paved surface and clear zone from the paved surface. The corridor may also include buffers and facilities for other uses. For example, some communities elect to separate bicycle use from pedestrian use. This division is largely due to the volume of bike and/or pedestrian traffic; with higher volumes, conflicts should be reduced for the safety of the users.

The City of Jacksonville Beach is an urban/suburban setting, and the overall corridor width will likely be driven by availability of right-of-way. The primary location of trails throughout Jacksonville Beach will be within the roadway right-of-way, where that space will be shared with the street, possibly a sidewalk, and utilities.

With the trail within the right-of-way, several goals have developed during design:

- > Create a safe experience for the user and adequate room to provide necessary signage.
- > When feasible, add plantings to enhance the experience.
- > Provide a maximum separation between the trail surface and adjacent roadway.

A successful and safe trail experience will provide the user with a clear sense of separation and relief from the nearby vehicular traffic. The ideal separation between the trail and vehicular traffic is at least eight (8) feet. This places the trail outside of the clear zone of the roadway and allows for the installation of substantial landscape. Separations between the trail and roadway greater than eight feet will enhance the experience even further.

The minimum separation between the trail and vehicular traffic should be five (5) feet. Five (5) feet allows for the provision of minimal plant material and accommodates typical signage of a standard size.

In the most urbanized parts of Jacksonville Beach, constraints will be encountered that make it difficult to provide the ideal width of eight (10) feet. Every effort should be made to maintain the ideal width and minimum width separation should be optimized. Separation between the trail and adjacent street that are narrower than the minimums should only be used when constraints make accomplishing the minimum width not physically or financially feasible.

Q: What is the best pavement width for the trail?

The Jacksonville Beach multi-use trail network has a target width of twelve feet of pavement. However, due to the typical urban constraints, widths may vary, and narrower trails may be the only option. In general, to ensure safety and increase usability, the multi-use trails should be eight to twelve feet wide, with the width being driven by expected use and anticipated number of users.

DESIGN F.A.Q.

Q: Why not opt for a narrower width so that the construction funds will go further?

Volume and variety of users should be the driving variable for the pavement width of a trail. Consideration of physical space will also play a factor in the width, at least over short segments where there are existing conditions that cannot be adjusted.

A width of eight (8) to twelve (12) feet provides a true multi-use experience. Groups of recreational bicyclists typically desire to ride next to each other. Groups of walkers seldom walk in a single file line. When encountering other users, single file use will be the norm, but a narrow trail that always requires single file use feels cramped and crowded.

Q: How wide should the clear zone be for a twelve foot paved trail?

Like roadways, trails also have clear zones. The standard clear zone on a multi-use trail is 2 feet on each side. The goal is to provide a safe transition area, rather than a drop off or barrier, if a user veers off the paved surface.

Q: How are roadway intersections handled along the trail corridors?

Intersection with motor vehicles fall into three categories.

1) TRAIL INTERSECTION WITH STREETS. A decision should be made at each intersection as to which use should logically have the priority. Signage and pavement designs should clearly convey the intent for each user, both trail users and motor vehicles. If necessary, traffic signals or **z (High intensity Actuated, crossWalkK)** signals should be considered on high volume routes.

Minor roadway crossings will be the biggest challenge, where only signage and pavement markings are used. Motor vehicles tend to believe they have the right-of-way (which is not supported by State of Florida law). Multi-use trail users sometimes tend to use a “glance and go” technique to crossing. Both approaches create a safety issue. Clear signage, along with pavement marking and design can help reduce safety concerns at these locations.



2) TRAIL INTERSECTION WITH DRIVEWAYS. Driveway/trail intersections present “surprises” for motor vehicles and frustration for trail users. The general goal should be to prioritize a trail user over a motor vehicle entering/exiting a driveway. This is done by messaging to motor vehicles the “rule of the road” through signage and pavement markings on the roadway corridors of a multi-use trail. For trail users, clearly identifying the driveway crossing is key.

One method of delineating the right-of-way at driveways is to provide consistent pavement for the priority use. If an asphalt trail crosses a concrete driveway, maintaining the asphalt through the driveway will provide a subtle message to both motor vehicle and trail user who has the right-of-way.

3) TRAIL INTERSECTIONS WITH OTHER TRAILS. Trails crossing other trails should be handled similarly to streets crossing other streets. If one route clearly has priority of the other, it should be evident to users of both routes. Alternatively, treating the intersection with signage and pavement markings similar to a four-way stop is likely the best approach.

Each crossing location will need to be examined and treated on a case-by-case basis. Following the Manual on Uniform Traffic Control Devices (MUTCD) standards is key to providing a predictable environment and safe experience. The National Association of City Transportation Officials (NACTO) guides also provide excellent examples and schematics for best practice designs at intersections.

Q: What can be done to keep motorized vehicles off the trails?

This may be an issue in some areas of Jacksonville Beach, with parking on or across the trail being the most likely situation. Signage and education will be important to maintain the integrity of the trail corridor use without the impact of vehicles.

As part of the planning process for this Master Plan, the City of Jacksonville Police Department recommends an educational component followed by an enforcement campaign, if necessary. Some communities have implemented “User Groups” that assist with this education, by distributing flyers explaining violations.

Clear city ordinances that prohibit motor vehicles parking or driving on the trail should be adopted to make the requirements clear, understandable, and enforceable.

Q: What about items like e-bikes, e-scooters, e-skate boards, and one-wheels?

Electrically assisted bikes and similar vehicles are fast becoming a popular means of recreation and commuting.

DESIGN F.A.Q.

The scale of the device is consistent with the typical uses of a multi-use trail facility, in other words, a bicycle and an e-bike are the same size with the same basic maneuverability. However, the top speed of these devices (which affects maneuverability) is the difference and presents a potential incompatibility.

As a comparison, Florida Statutes identify limitations for electrically assisted vehicles when used in State Parks or on State-maintained multi-use trails. While bicycles (human-powered) are allowed, the State limits the use of electrically assisted and electrically powered bicycles. These limitations focus on the operating speed (Florida State Statutes 316.20655).

Use of e-vehicles on the trail is ultimately a policy decision to be made by the City of Jacksonville Beach. It is recommended that if e-vehicles are allowed, a speed limit for the trail is implemented and enforced to ensure that compatibility is maintained through multiple users.

The City of Jacksonville Beach recommended a clear delineation for enforcement purposes. Prohibiting “motorized vehicles” is clear but ultimately may not allow electrically assisted vehicles. The policy of prohibiting certain vehicles should focus more on the operation than on the vehicle itself, with a focus on limitations on speed and compatible maneuverability.

Q: Should golf carts or low speed vehicles be allowed on the multi-use trails?

Low speed vehicles have a designation in the Florida Statutes and are permitted on roadways under certain conditions. Golf carts can fall into the category of a low-speed vehicle if modified appropriately. Both can be permitted on public roadways. Generally, low speed vehicles and golf carts are not permitted on multi-use trails. This is usually an issue addressed by local policy.

The policy question is one of compatibility and comparable speeds. Pedestrians, skateboards, roller blades and bicycles operate at comparable speeds. The speeds and maneuverability allow for easy adjustment if there is a conflict. Golf carts and low speed vehicles have a much higher operating speed and maneuverability is different and inconsistent with other users of trail system.

A properly equipped low speed vehicle is much more suitable to travel on roadways, especially local roadways. Based on consistency of speeds and maneuverability, a prohibition of low-speed vehicles and golf carts on trails should be implemented.



(Image of the 606 Recreational Trail in Chicago, Brian Cassella / Chicago Tribune)

Q: What is the best trail surface?

Trails can be constructed of several different materials. Natural or loose materials may reduce accessibility for some users; the most common paved surfaces are asphalt or concrete pavement. Asphalt is typically the preferred material for urban multi-use trails as it accommodates a greater variety of users. While bicyclists can operate easily on either asphalt or concrete, walkers, joggers, and inline skaters prefer asphalt due to the smoother nature of the surface. Concrete surfaces require expansion/contraction joints that may increase trip hazards, although saw joints would help reduce this concern. However, environmental conditions may prohibit asphalt and concrete surfaces due to either installation issues or the environmental impact of the surface. Although there is a multitude of trail types, the most common and likely to be utilized by the City of Jacksonville Beach are summarized in the table below:

TRAIL SURFACE TYPE	ADVANTAGES	DISADVANTAGES
Asphalt	Versatile, multi-use. Long lasting material (with high use) – 7 to 15 years. Immediate use. Favorable walking, jogging, and running material.	Difficult construction in constrained areas. Tree roots may create uneven surfaces.
Concrete	Versatile, multi-use. Longest lasting material 25 years or more.	Rigid material, subject to tree root “jacking.” Unpopular with joggers and runners due to extremely hard material.
Gravel, crushed stone	Holds up under heavy use. Pervious material to address stormwater runoff.	Not completely multi-modal. May present accessibility constraints.
Mulch	Blends well with environment. Minimizes permitting requirements and environmental impacts. Allows for immediate installation at low cost.	Requires frequent replacement and maintenance due to material degradation. May present accessibility constraints.
Natural Earth	Minimizes permitting requirements and environmental impacts.	Inconsistent surface, resulting in possible muddy or low areas. Low volume uses. May present accessibility constraints.

For the proposed trails throughout Jacksonville Beach, the most likely and recommended surface material is asphalt. In some corridors, there may be existing concrete sidewalks, making a concrete trail most sensible when widening or extending that existing infrastructure. Gravel, mulch, or natural earth could be used on the City’s nature trail corridors but would only be recommended for low user volume areas or to address environmental concerns.

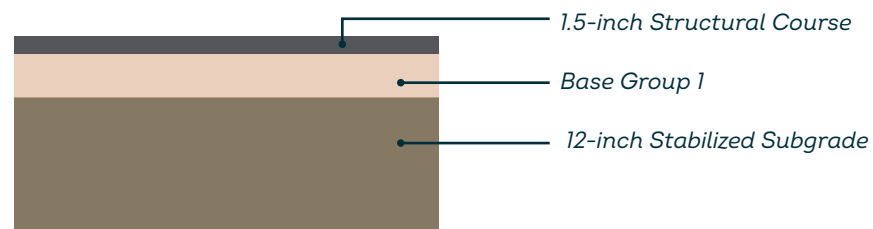


The 606, Chicago, Illinois

PAVEMENT STANDARDS

Shared use paths, also known as multi-use trails, are paved facilities physically separated from motorized vehicular traffic by an open space or barrier. These paths also introduce a pedestrian/bike lane riding against motor vehicle traffic, which is contrary to the normal rules of the road.

To ensure safety through these corridors, the pedestrian safety shall be in accordance with the most current American Disabilities Act (ADA) requirements for curb ramps and overall path geometry. Along with slope and access constraints, the trail must provide a pavement design equivalent to standard shoulder pavement, according to the FDOT Design Manual, [Section "224 Shared Use Path"](#), which includes:



Pavement design decision should be made on a case-by-case basis for each unique conditions, such as locations that may experience normal vehicular traffic (such as driveway or maintenance access to adjacent facilities) or drainage issue (such as high water tables or exposure).

**BIKE RACKS****TREES & SHADE****POINTS OF INTEREST****REST AREAS****WATER STATIONS****LIGHTING**

ANCILLARY IMPROVEMENTS

Additional improvements along the trails will provide places of rest, hydration, and points of interest along the trail. Lighting is crucial to ensure pedestrian safety when using trails after daylight hours. Adequate tree plantings and structures can provide the necessary shade to help shade trail users from the hot sun.

USER TYPES

PEDESTRIANS (WALKING)

TYPICAL USER DIMENSIONS

Eye height:	4'-6" to 6'
Presence width:	1'-10" to 2'-6"
Minimum accommodating pathway:	2'-6"
Preferred accommodating pathway:	5'
Operating speed:	3 to 4 miles per hour



WHEELCHAIR

TYPICAL USER DIMENSIONS

Eye height:	3'-9"
Presence width:	2'-6"
Minimum accommodating pathway:	3'
Preferred accommodating pathway:	5' (allows easy turning)
Operating speed:	3 miles per hour



JOGGERS

TYPICAL USER DIMENSIONS

Eye height:	4'-6" to 6'
Presence width:	2'-6"
Minimum accommodating pathway:	4'
Preferred accommodating pathway:	5'
Operating speed:	4 to 6 miles per hour



ROLLERBLADERS

TYPICAL USER DIMENSIONS

Eye height:	4'-9" to 6'-6"
Presence width:	2'-6"
Minimum accommodating pathway:	5'
Preferred accommodating pathway:	6' (allows easy turning)
Operating speed:	8 to 16 miles per hour



SKATEBOARDS

TYPICAL USER DIMENSIONS

Eye height:	4'-6" to 6'
Presence width:	1'-9"
Minimum accommodating pathway:	4'
Preferred accommodating pathway:	5'
Operating speed:	8 miles per hour



BICYCLE

TYPICAL USER DIMENSIONS

Eye height:	5'
Presence width:	2'-6"
Minimum accommodating pathway:	4'
Preferred accommodating pathway:	5'
Operating speed:	7-18 miles per hour (beginner to intermediate)



USER TYPES

E-BIKE

TYPICAL USER DIMENSIONS

Eye height:	5'
Presence width:	2'-6"
Minimum accommodating pathway:	4'
Preferred accommodating pathway:	5'
Operating speed:	up to 28 miles per hour



SCOOTERS

TYPICAL USER DIMENSIONS

Eye height:	5'-0" to 6'-6"
Presence width:	1'-9"
Minimum accommodating pathway:	4'
Preferred accommodating pathway:	5'
Operating speed:	15-24 miles per hour



GOLF CARTS

TYPICAL USER DIMENSIONS

Eye height:	5'-6"
Presence width:	4'
Minimum accommodating pathway:	6'
Preferred accommodating pathway:	12'
Operating speed:	14 to 25 miles per hour



RESOURCE DOCUMENT SUMMARY

There are many resources to guide the design and provide the standards for recreational trails or urban trails. Design and guides from the United States and abroad can both be valuable for designing, building, and maintaining trail system. Guides and standards from outside the United States should be used with some caution so as to not conflict with the base design and standards of the United States and Florida.

THE MANUAL OF UNIFORM MINIMUM STANDARDS FOR THE DESIGN, CONSTRUCTION, AND MAINTENANCE OF STREETS AND HIGHWAYS, ALSO KNOWN AS THE “FLORIDA GREENBOOK” BY THE FLORIDA DEPARTMENT OF TRANSPORTATION

The Florida Greenbook is a design and standards resource for public transportation facilities. This includes bridges, sidewalks, curbs and curb ramps, bicycle facilities used for vehicle, bicycle, and pedestrian travel. While adopted by the State of Florida, the content is intended for use by local officials on all projects not within the State or Federal highway system. The Florida Greenbook includes chapters that specifically address Pedestrian Facilities, Bicycle Facilities, Residential Street Design, and Traditional Neighborhood Development.

URBAN BIKEWAY DESIGN GUIDE BY THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS & URBAN STREET DESIGN GUIDE BY THE NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS

NACTO is an association of 89 major North American cities and transit agencies formed to exchange ideas, insights, experience, and concepts regarding the transportation issues facing cities. The book provides excellent examples and schematics to address design challenges experienced by transportation engineers and designers.

Like the Urban Bikeway Design Guide, the Street Guide provides excellent design concepts and schematics showing how to design and construct urban streets that enhance the non-motorized transportation experience. Both guides provide an invaluable resource for design and implementation of safe multi-modal transportation systems.

GUIDE FOR THE PLANNING, DESIGN, AND OPERATION OF PEDESTRIAN FACILITIES BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY TRANSPORTATION OFFICIALS

The book provides guidance on the design and planning of pedestrian facilities and identifies effective measures for accommodating pedestrians on roadways and public rights-of-way. The primary audience is planners, roadway engineers, and transportation engineers. While this book focuses on pedestrians and pedestrian facilities, the strategies presented are effective and consistent with multi-use trail design.

ENVIRONMENTAL CONSIDERATIONS

Overview

Most of the Jacksonville Beach trail network spans developed lands and rights-of-way, likely minimizing permitting requirements. In some cases, the trail system is planned to traverse a waterway or environmental system for which more extensive permitting and processes will be required. While the actual permits, process, and mitigation methods required are determined during project design and construction, anticipated permitting requirements are summarized below for planning purposes.

Environmental Resource Permit (ERP)

The ERP governs the construction, alterations, operations, and maintenance of stormwater management systems located in, on, or over wetlands and other surface waters. 62-330.051(10), F.A.C. exempts the construction of recreational paths for pedestrians, bikes, and golf carts, from state permitting, with stipulations pertaining to wetland impact, size, and use. Generally, the trail is likely to be exempt from state permitting except where it crosses wetlands and surface waters.

12th Avenue

12th Avenue appears to be adjacent to the water and crosses over an existing bridge at 9th Street. An added trail may require entirely new pavement/path adjacent to the bridge. These factors may not meet ERP permitting exemption requirements for paving/repaving of existing municipal roads and repair or replacement of bridges. However, the crossing may qualify for a de minimis exemption pursuant to Section 363.406(6) Florida Statutes, which would require a case-by-case review from FDEP St. Johns River Water Management District.

Seagate Avenue

At Seagate Ave, construction of a new pedestrian bridge would require an Environmental Resource Permit. DEP concerns include wildlife movement, fencing to limit access, reduced speed zones, and vertical and horizontal clearance for watercraft. National Pollutant Discharge Elimination System (NPDES)

Florida's NPDES stormwater program regulates stormwater discharges. Where the total project disturbs more than one acre of land, a general stormwater permit for construction from FDEP is required, though permitting is tiered depending on acreage.



National Pollutant Discharge Elimination System (NPDES)

Florida's NPDES stormwater program regulates stormwater discharges. Where the total project disturbs more than one acre of land, a general stormwater permit for construction from FDEP is required, though permitting is tiered depending on acreage.

Clean Water Act

Federal Section 404 Clean Water Act also requires that projects that would require filling or dredging in a waterway also be reviewed under the Clean Water Act in a joint ERP application.

Local Requirements

Floodways

The City also regulates roads and watercourse crossings in regulated floodways under Section 34-467 of the municipal ordinances. Crossings must meet limitations in 34-467(a)(10)c.1.(f) if there is filling or grading in a flood hazard area and permits are obtained from the Planning and Development Department.

Municipal Stormwater

Ordinance 34-466(d) states "The clearing of land which is to be used solely for conservation, recreation, agriculture, or open space provided no disruption of natural surface waters or impoundment of surface water will result. This exemption will not apply where clearing and drainage may directly or indirectly impact areas defined as conservation/protected areas pursuant to the comprehensive plan."

The City of Jacksonville Beach Comprehensive Plan identifies a conservation area to the north of the Seagate Avenue crossing, outside city limits. This may require coordination with the neighboring community depending on the trail alignment and the location of the jurisdictional boundary.

Ponds are not typically required for construction. If the trails do not meet the state exemption requirements, stormwater mitigation may include additional stormwater management features, such as swales.

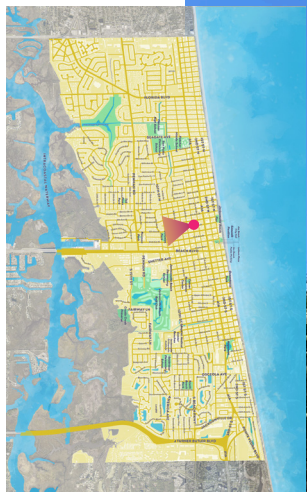
12TH AVENUE SOUTH (LOOKING WEST) - BEFORE



12TH AVENUE SOUTH (LOOKING WEST) - AFTER



4TH AVENUE NORTH (LOOKING WEST) - BEFORE



4TH AVENUE NORTH (LOOKING WEST) - AFTER



NEAR LIBERTY LANE (LOOKING NORTH) - BEFORE



NEAR LIBERTY LANE (LOOKING NORTH) - AFTER



1ST STREET NORTH (LOOKING SOUTH) - BEFORE



1ST STREET NORTH (LOOKING SOUTH) - AFTER



WILLIAMS STREET (LOOKING NORTH) - BEFORE



WILLIAMS STREET (LOOKING NORTH) - AFTER



1ST STREET NORTH DOWNTOWN (BEFORE)



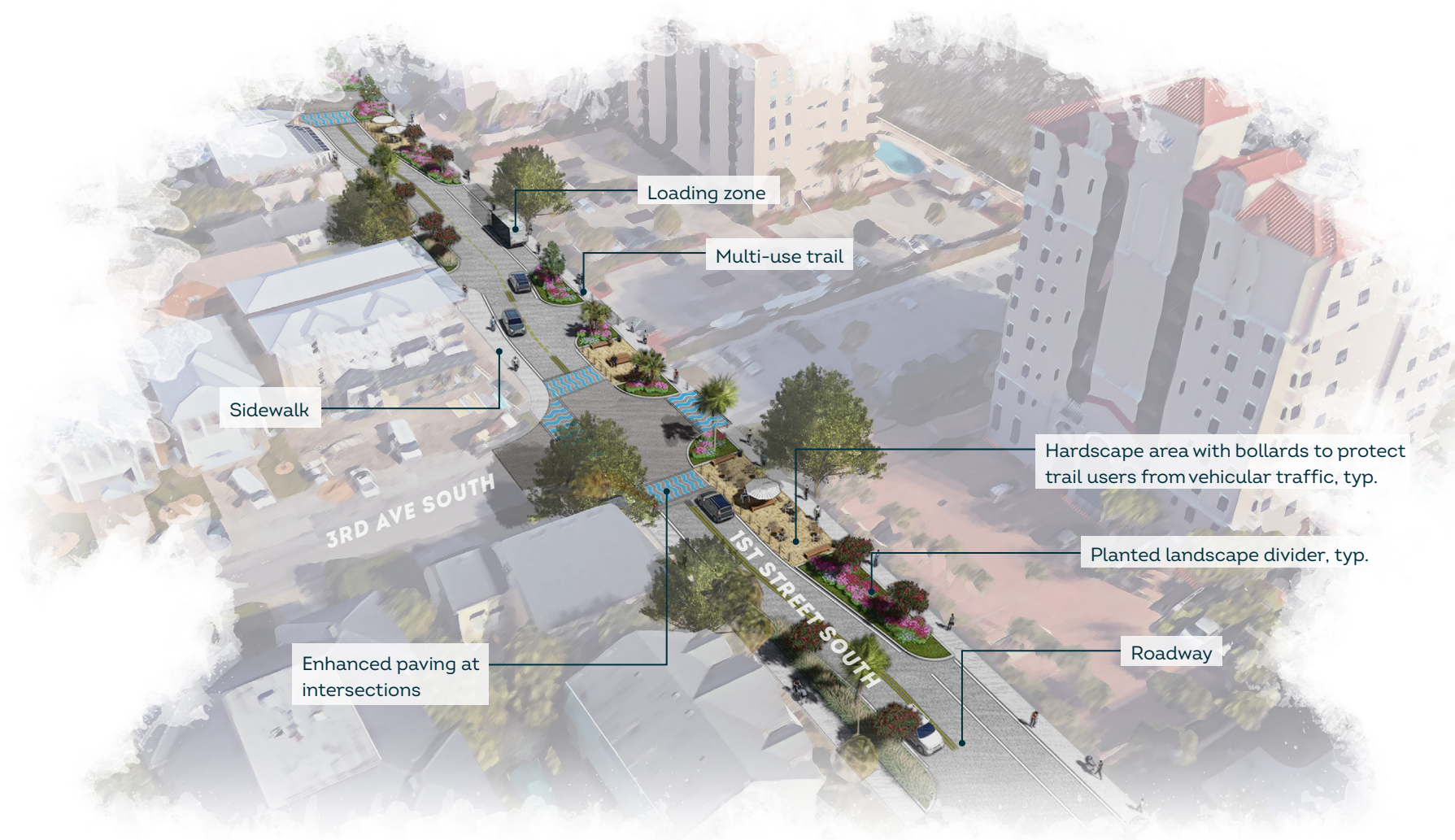
1ST STREET NORTH DOWNTOWN (AFTER)



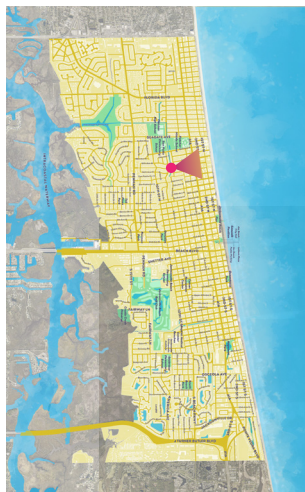
1ST STREET DOWNTOWN (BIRD'S EYE) - BEFORE



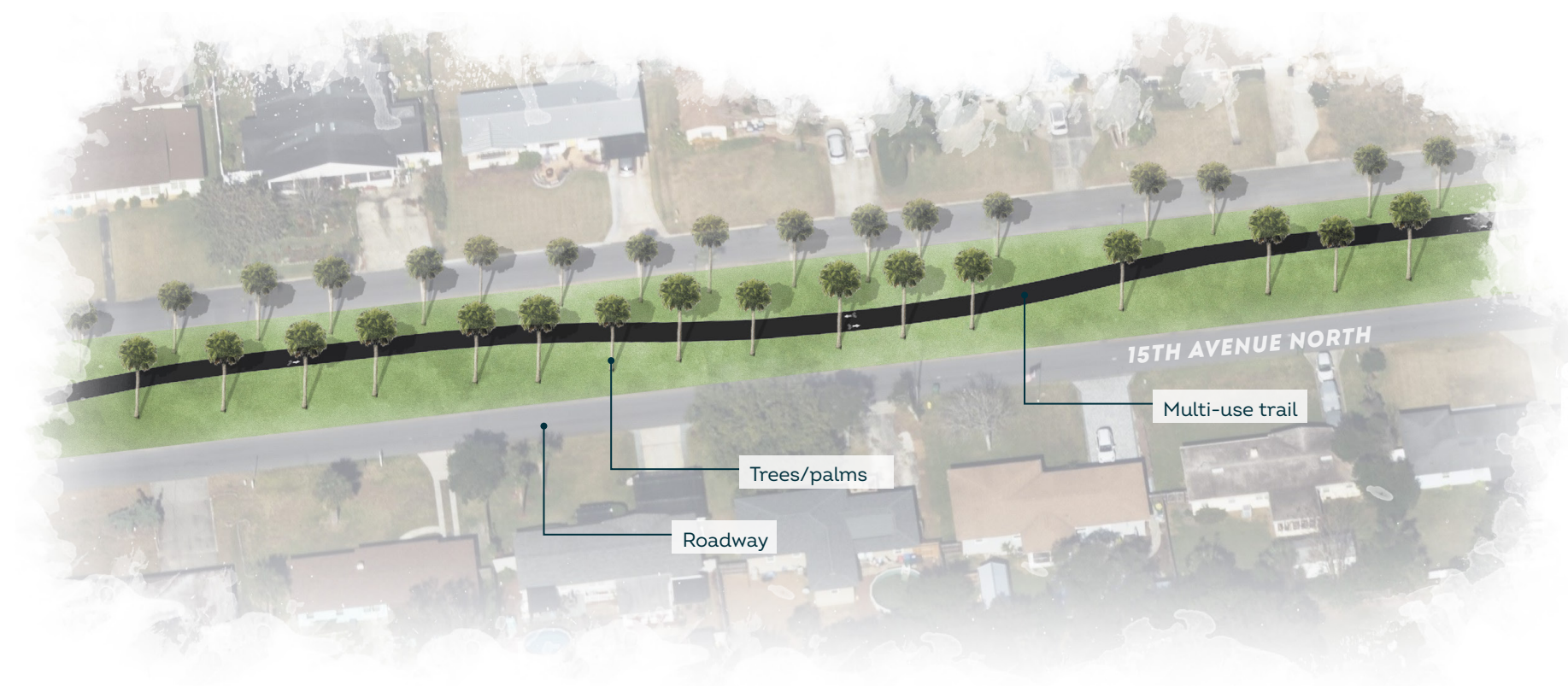
1ST STREET DOWNTOWN (BIRD'S EYE) - AFTER



15TH AVENUE NORTH (BIRD'S EYE) - BEFORE



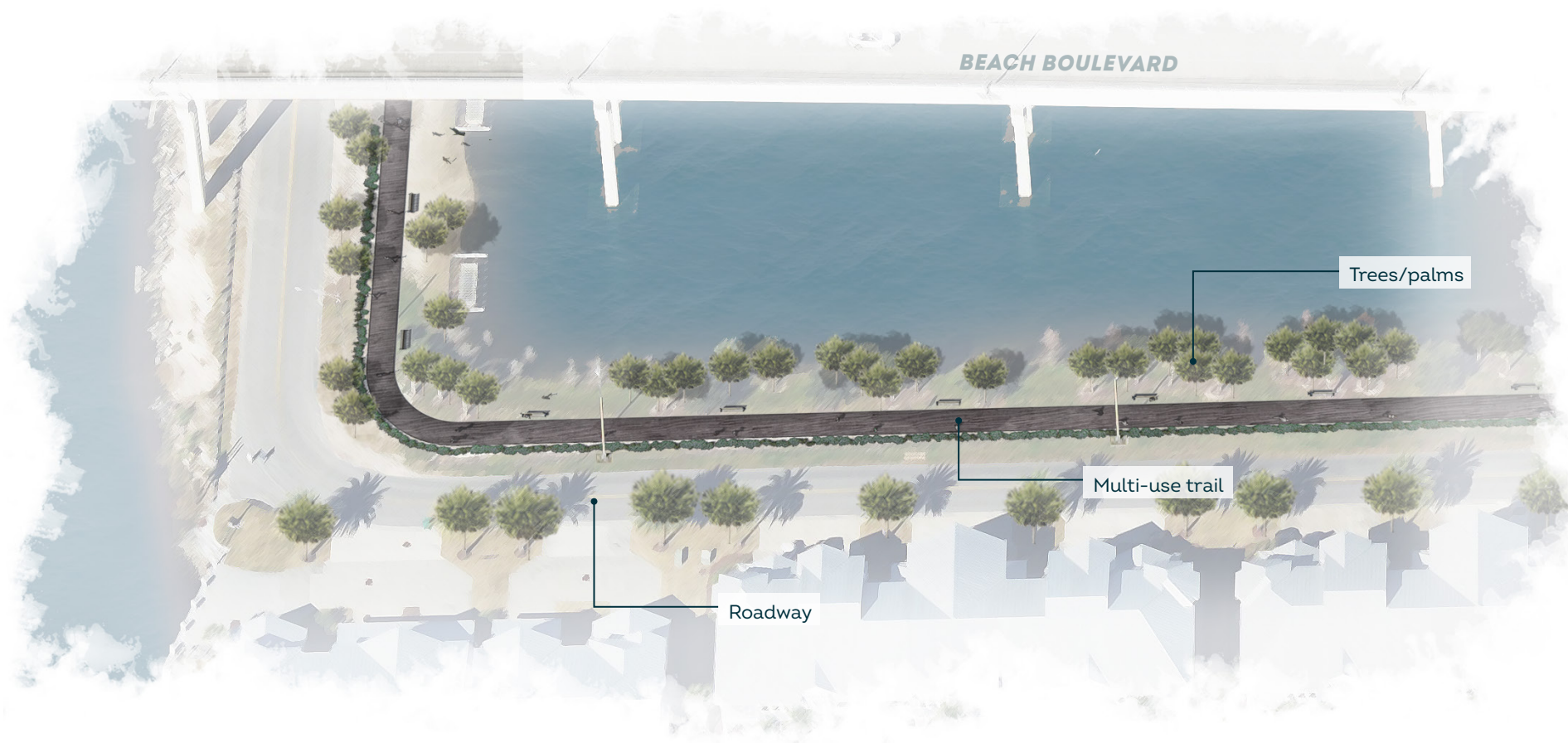
15TH AVENUE NORTH (BIRD'S EYE) - AFTER



BEACH BOULEVARD (BIRD'S EYE) - BEFORE



BEACH BOULEVARD (BIRD'S EYE) - AFTER



8TH STREET SOUTH (BIRD'S EYE) - BEFORE



8TH STREET SOUTH (BIRD'S EYE) - AFTER





POLICY CONSIDERATIONS

CHAPTER 7

INTRODUCTION

As the City's Urban Trails Master Plan becomes a reality, regulations on trail design, trail usage, and trail-adjacent development should be considered for adoption. This document outlines policy issues that are worth considering as the City moves forward, and provides examples from other communities, options, and considerations for how to proceed.

TRAIL FRONTAGE DEVELOPMENT STANDARDS

Understanding

Standards may be needed to define how development can occur for properties abutting an urban trail. Regulations may include setbacks, building frontage, glazing, and other architectural standards.

Existing Jacksonville Beach Standards

No trail frontage development standards currently exist in the City of Jacksonville Beach's Land Development Code. Road setback standards exist and are implemented by each zoning district.



SPECIFIC STANDARDS BY USE TYPE: SINGLE-FAMILY RESIDENTIAL, MULTIFAMILY RESIDENTIAL, NON-RESIDENTIAL, MIXED-USE

- > Developers of single-family residential projects may want the trails further from their developments, but still accessible.
- > Developers of multifamily residential projects may want their projects to be closer to the trail.
- > Retail developments may appreciate proximity to the trail, as it would allow ease of access to a broader range of shoppers.

STRATEGY FOR INCORPORATION

- > Currently, City of Jacksonville Beach Land Development Code (LDC) lists zoning district setback requirements in each zoning district's individual code section. CHW recommends doing this with trail frontage standards as well.
- > Additionally, trail frontage standards could be provided in a standalone section, applicable across zoning districts.

TRAIL HIERARCHY

- > CHW recommends that development standards be based on Primary and Secondary Trail designations.

CONSTRUCTION CONTRIBUTION REQUIREMENTS

FOR TRAILSIDE DEVELOPMENT

The City will need to define how development on property that abuts existing and planned trail corridors works with and contributes to trail construction.

Existing Jacksonville Beach Standards

Currently, the City of Jacksonville Beach has a Mobility Fee program, as outlined in LDC Sec. 34-565. This program applies a fee system to new development based on a mobility fee calculation. This calculation is centered on automobile vehicle miles traveled.

The Jacksonville Beach Mobility Fee program includes a provision that offers an offset to the calculated mobility fee, with conditions, if a developer or landowner constructs a transportation improvement project identified in the 2030 Mobility Plan.

Examples

City of Jacksonville

The City of Jacksonville requires property owners developing land that abuts a street, park, or public place in the City to construct a sidewalk, curb, and gutter along its frontage at the time the parcel is developed.

The City of Jacksonville also offers an In-Lieu Sidewalk program, also referred to as the “Sidewalk Construction Special Revenue Fund.” If a developer is unable to construct sidewalks based on a set of criteria, a contribution to the In-Lieu Sidewalk Program can be paid as substitute, with City approval. Finally, the City of Jacksonville has a mobility fee. The funding from this fee funds mobility plan projects based on a development’s mobility zone.

City of Sarasota

The City of Sarasota established a Multimodal Transportation Impact Fee. This requires new development to pay a pro rata share of the reasonably anticipated expansion costs of new multimodal transportation facilities created by new growth and development.

Options & Considerations

TRAIL CONCEPTUALIZATION

- > Is an urban trail any different from a sidewalk for the sake of a development? If a development that abuts a planned urban trail would be required to construct a sidewalk, would it instead be required to construct a portion of the trail?

CASE BY CASE DEVELOPMENT V.S. FEE PAYMENT

- > One option is to require development occurring adjacent to planned trail segments to construct the portion of trail that abuts their property. This could potentially result in piecemeal trail development.
- > An alternative would be to require new development adjacent to planned trail segments to pay into a fund that is then utilized to build trail segments of the City’s choosing.

TRAILSIDE LANDSCAPING & HARDSCAPING STANDARDS

Understanding

Similar to the need for trail frontage development standards, landscaping standards may also be needed for property fronting the trails. Enhanced landscaping and hardscaping can improve trail experience by the provision of shade and a diversity of view.

Existing Jacksonville Beach Standards

No trailside landscaping standards currently exist in the City of Jacksonville Beach's LDC. The LDC does include landscape buffering requirements separating parking lots from public rights-of-way. These buffers are required to be five (5) ft. in width, have one (1) shade tree / 25 ft. of frontage, and have a hedge or nonliving barrier up to two (2) ft. tall along the parking lot side.

Sec. 28-5. establishes that it is the duty of abutting landowners to care for and protect sidewalks and parkways adjacent to their lot(s). This provision makes it lawful for landowners to improve by planting grass, flowers, and shrubbery along the edge, as well as a suitable barrier.

Examples

The City of Jacksonville includes landscaping standards for the Emerald Trail in the Emerald Trail Master Plan.

Options & Considerations

When crafting trail frontage development standards, factors to consider include:

CITYWIDE STANDARDS OR SPECIFIC STANDARDS BY USE TYPE

- > Multifamily residential, single family residential, and nonresidential developments may all warrant different landscaping standards.

TRAIL LOCATION

- > Will trail landscaping and hardscaping standards be the same across a property, or will the trail's location relative to the property's front, side, or rear influence the standards?
- > How should development treat landscaping if adjacent to an existing trail?

TRAIL HIERARCHY

- > Will there be a uniform standard for all urban trails? Will different tiers and types of trails have different standards?

STRATEGY FOR INCORPORATION

- > Trailside landscaping and hardscaping standards could be incorporated into the LDC by zoning district, as setbacks are currently.
- > These standards could also be incorporated into a standalone section, applicable across zoning districts.
- > Finally, landscaping and hardscaping standards could be worked out as part of negotiations of development agreements.
- > Landscaping and hardscaping enhancements may be most beneficial for multifamily, nonresidential, or mixed-use projects fronting a Primary Trail. These standards would need to be consistent with setback requirements and/or other development standards for the same uses. Such enhancements could include bicycle parking.

BICYCLE PARKING

Understanding

The trails will be used to connect users to destinations. Bicycle parking makes it possible for trail users to patronize trailside businesses while safely and securing storing their bicycles.

Existing Jacksonville Beach Standards

LDC §34-373.(a)(6) allows one (1) parking space in off-street parking lots containing ten (10) or more spaces to be converted to bicycle parking. This is an allowance, rather than a requirement.

Examples

City of Sarasota

The City of Sarasota includes bicycle parking requirements as part of their Off-street Parking and Loading section (Zoning Code Article VII, Division 2). Highlights include:

- Bicycle parking requirements based on percent of total automobile parking spaces required
- Style of bicycle parking—inverted U shape preferred
- Delineation of short-term and long-term bicycle parking location and design. Both are required, split 50/50.
- Short term—parking for customers, generally used for two hours or less
- Long term—parking for employees, residents, commuters, and others staying at a location for several hours



Examples

City of Neptune Beach

The City of Neptune Beach includes bicycle parking requirements as part of their Off-street Parking and Loading section (Unified Land Development Regulations Article XIII). The requirements are only applicable to the City's Central Business District (CBD). Highlights include:

- Bicycle parking requirements for retail or commercial office uses based on gross square footage or percentage of total required automobile parking spaces.
- Guidelines on placement of bicycle parking spaces, related to visibility, lighting, weather protection, and clearance

City of Jacksonville

The City of Jacksonville includes bicycle parking requirements as part of their Off-street Parking, On-street Parking, and Mobile Home Subdivisions section (Zoning Section Ch. 656, Part 6). Section 656.608. delineates required number of bicycle parking spaces based on factors including dwelling units, square footage, or other similar factors. Section 656.609. delineates design standards, including those related to spacing, anchoring, and location.

The City of Jacksonville devotes Section 3.6 of its Land Development Procedures Manual to outlining standards for bicycle parking. These standards cover short-term parking and long-term parking solutions. Topics covered include location; design; and short- and long-term bicycle parking standards related to placement choice and installation.

BICYCLE PARKING (CONT.)

Options & Considerations

CITYWIDE V.S. TRAILSIDE

- > CHW recommends city-wide bicycle parking requirements for multifamily, commercial, and mixed-use development projects, with enhanced requirements along Primary Trails. An alternative would be to require new development adjacent to planned trail segments to pay into a fund that is then utilized to build trail segments of the City's choosing.
- > If bicycle parking requirements are applied city-wide, pertinent LDC sections to update are within LDC Article VIII Division 1. This section outlines vehicular parking standards, including design standards (§34-373), location standards (§34-374), and amount standards (§34-377).

FACTORS TO REGULATE

- > Factors to include in bicycle parking standards include but are not limited to: bicycle rack type; bicycle parking location; and required number of spaces.

TRAIL CONSTRUCTION STANDARDS

Understanding

Standards for trail construction by type will ensure uniform and well-engineered trails throughout the City.

Existing Jacksonville Beach Standards

No trail construction standards currently exist in the City of Jacksonville Beach's LDC.

Examples

City of Jacksonville

The City of Jacksonville includes section details for the Emerald Trail as part of the Emerald Trail Master Plan. The City also has a Standard Details manual provided by the Public Works Department.

Options & Considerations

LOCATION OF STANDARDS

- > Trail construction standards could be written out in the Master Plan and referenced in the LDC. CHW recommends this approach to streamline any necessary updates to the standards in the future.
- > Trail construction standards could be adopted into the Code of Ordinances, potentially in Chapter 7–Buildings and Building Regulations.



MOTOR VEHICLES AND SPEED LIMITS

Understanding

To ensure safety for all trail users, regulations on what vehicles are allowed and how fast users may travel will be necessary.

Existing Jacksonville Beach Standards

Jacksonville Beach regulates lawful speeds in Code of Ordinances §31-18. These regulations are based on where the roadway is. Examples include in a business district, residence district, school zone, or east of the established seawalls. Jacksonville Beach regulates the movement of bicycles, electric personal assistive mobility devices, micromobility devices, and motorized scooters in §31-5.

Examples

City of Sarasota

Sarasota County established an operation and use policy for the Legacy Trail through formal resolution by the Board of County Commissioners. Resolution No. 2019-234 dictates trail rules and regulations encroachment onto the trail by abutting property owners.

Neptune Beach

Neptune Beach regulates the operation of golf carts, low-speed vehicles, and utility vehicles on roads in §22.73. of their Code of Ordinances.

Options & Considerations

TYPES OF VEHICLES

- > As personal mobility choices continue to expand, a decision will need to be made on the types of vehicles allowed on the urban trails.
- > A simple approach would be to impose a blanket ban on motorized vehicles other than those used by persons with mobility assistance needs.

SPEED LIMITS

- > A maximum speed should be imposed on the urban trails. Determination of this speed may be influenced by the types of vehicles permitted and/or through coordination with local stakeholder groups and adjacent communities. 15 miles per hour (MPH) is a common speed limit for similar trails systems.

ENFORCEMENT

- > Will the regulations on trail usage be actively enforced by law enforcement officers?
- > Will the regulations on trail usage be passively enforced with infrastructure, such as bollards?
- > A combination of active and passive enforcement is also possible.



WAIVER FROM MINIMUM STANDARDS

Understanding

A method of obtaining a waiver from the minimum trailside development standards will allow development with unique circumstances the flexibility needed to complete construction.

Existing Jacksonville Beach Standards

LDC Article VI, Division 6 outlines the process for obtaining a variance. No other similar process could be found in the City's LDC.

Examples

City of Jacksonville

The City of Jacksonville does not have an explicit process for requesting a waiver from minimum standards, but Matt Fall, City Bicycle-Pedestrian Coordinator at time of writing, explained that "discretion was built into the code." This discretion allows the city to work with development on a case-by-case basis to ensure success and compromise.

Examples

City of Gainesville

In order to provide flexibility for the unique circumstances of individual developments, the City of Gainesville offers a method for applicants to seek modification from development standards in City of Gainesville LDC §30-3.54. Modifications are required to provide delineated minimum compensating enhancement to the public realm. Modification requests are administratively approved and do not require public hearings. Examples include:

REQUESTED MODIFICATION	MIN. COMPENSATING ENHANCEMENT OF PUBLIC REALM
Variation in required street setback up to 3 feet.	10% increase above required 1st floor glazing.
Reduction in required glazing percentages up to 10%.	Increase of 2 feet above required sidewalk width.
Reduction in required building frontage percentages up to 10%.	10% increase above required building frontage.
Reduction in required landscape zones up to 2 feet; however, in no case shall a landscape area be less than 4 feet in depth.	Increase of 4 feet above min. 1st floor height; Increase of 2 ft. above min. landscape zone.

Options & Considerations

PROCESS

- > Will a request for a waiver be administratively approved, or would the City prefer it go before a board? CHW recommends an administrative approval process.

ADOPTION AND UTILIZATION OF OFFICIAL MAP

Understanding

An official map will delineate Jacksonville Beach's Urban Trails in law and provide the basis for implementation of the plan.

Existing Jacksonville Beach Standards

No map currently exists.

Examples

City of Jacksonville

The City of Jacksonville does not appear to include a map of the Emerald Trail system in either its code of ordinances or Comprehensive Plan. The City does adopt an official map and boundaries for its Downtown Overlay Zone Map in the ordinance code. While the overlay is not a similar example compared to a trail system, it does offer an example of a map being adopted.

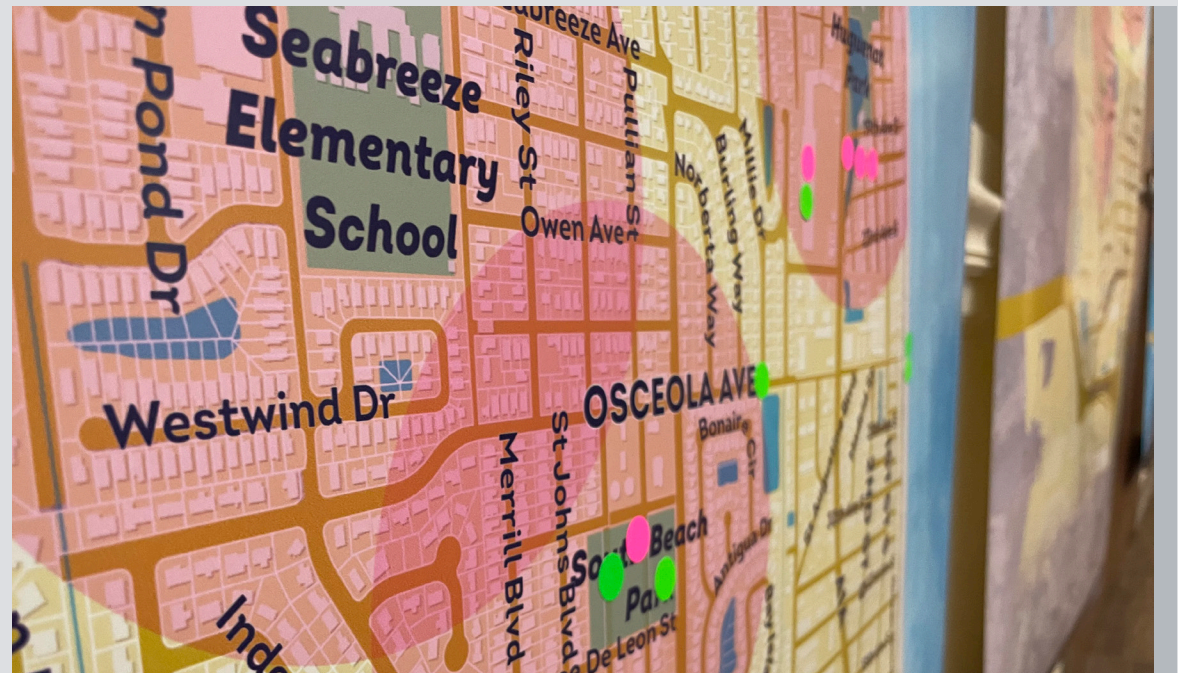
Sarasota County

The Legacy Trail is depicted on multiple maps in Sarasota County's Comprehensive Plan. The Master Plan is adopted by resolution.

Options & Considerations

It is suggested to have the official map as part of the Urban Trails Master Plan. The Comprehensive Plan can make reference to this map and require it exist and be updated. The LDC can adopt this map by reference. This will make amendment easier, as it avoids having to follow state statute protocol (Comprehensive Plan) and minimizes LDC updates. This will also help to ensure updates are comprehensive, rather than piecemeal.

It is also suggested that a provision be put in place requiring review and/or update of the official map at defined intervals. This will help keep the plan alive, rather than be forgotten.





OPERATIONS & MAINTENANCE

CHAPTER 8

ETIQUETTE

Public input and feedback have raised several concerns about conflicting uses of the trail and the interaction of trail users and vehicles. The City of Jacksonville Beach trail network uses public right-of-way where the trail is located between the edge of pavement and homes. This raises two immediate concerns, both of which were received as public comments:

BE PREPARED TO STOP

The use of headphones and earbuds is a popular enhancement to hiking, jogging, and bicycling. This may hamper trail etiquette where signaling is expected, so... be prepared to stop!

KEEP RIGHT or KEEP LEFT

Some communities have adopted a convention in which faster moving vehicles (such as bicycles, scooters, and skateboards) stay to the right while pedestrian and joggers stay to the left, facing on-coming users. This is the same convention used when walking on a roadway where sidewalks are not available.

Either approach has its benefits, but consistency and building expectations is key ensuring compliance.

Much of the trail will be located in what is currently the “front yard” of homes or businesses. Today that area is treated as private property and may be landscaped or used for parking. Additionally, the interaction between the trail user and vehicles will be prevalent due to the proximity of the two corridors.

The following summary of best practices provides recommendations from the trail community and the City of Jacksonville Beach Police Department for etiquette to adhere to during trail use.

ETIQUETTE RECOMMENDATIONS

STAY RIGHT, PASS LEFT!

WHEN ENCOUNTERING OTHERS, PROCEED LIKE A CAR – USE THE RIGHT SIDE OF THE TRAIL FOR TRAVEL, LEFT SIDE FOR PASSING.

LEAVE ROOM TO PASS.

WHETHER WALKING OR MOVING AT A FASTER PACE (E.G. JOGGING, BICYCLING) STAY TO THE RIGHT OF THE CENTERLINE, ALLOWING OTHERS ROOM TO PASS.

ANNOUNCE BEFORE PASSING.

USE A BELL OR ANNOUNCE “ON YOUR LEFT” WHEN PASSING ANOTHER TRAIL USER.

MAINTAIN COMPARABLE SPEEDS.

RECOGNIZE THAT PEOPLE CAN BE UNPREDICTABLE, SO BE PREPARED TO STOP. WHEN APPROACHING OR PASSING OTHERS, MAINTAIN A COMPARABLE SPEED OR SLIGHTLY FASTER.

KEEP THE PATH OPEN.

PULL OFF THE PATH TO LOOK AROUND OR TAKE A BREAK. DO NOT STOP OR PARK IN THE PATH.

RISK MANAGEMENT & LIABILITY

When considering a multi-use trails network, the impact to private property throughout a community may be assumed to be limited. However, a design limitation constraining trail networks to only public land may result in an inadequate and incomplete system, especially regarding connections to private development, such as commercial establishments and private residential developments.

A complete and comprehensive trail system should have continuous sidewalk systems where walking on a public sidewalk to a commercial establishment is seamless. The pedestrian may not necessarily know they have crossed the property line and if they do, it is likely because the logical walking route has been broken (for example, when a sidewalk intersects with a driveway.)

Well-planned urban trails system should provide the necessary logical, intuitive, and seamless connections with private property. The simplest method of implementing these connections is through local policy and development regulations. Risk and liability are always a concern and there are statutes within the State of Florida addressing this (Florida State Statutes 375.251). *(Image: Bell Street Park, Seattle, WA)*



RISK MANAGEMENT

State law requires that a managing agency must provide a reasonably safe facility. This is accomplished through good design and regular risk management procedures to identify and address problems before they arise. As the network grows, so will maintenance demands. Instituting and funding a maintenance program will go a long way to manage overall risk.

LIABILITY

To protect landowner rights, local governments can implement legal frameworks, such as a Public Use Easement, to ensure the trail system connectivity is not diminished due to legal concerns. Additionally, all fifty states have enacted some form of liability protection that limits land owner liability for recreational facilities. Under these protections, landowners are not liable for recreational trail injuries resulting from carelessness or accidents, provided the property owner has not engaged in wanton misconduct.

ACCESS, ENFORCEMENT & SECURITY

With the increasing popularity of E-bicycles and E-scooters, questions about trail use have arisen. With these vehicles traveling faster than their unmotorized counterparts, compatibility on the trail is a concern. Research shows that the allowance or banning of such vehicles is typically a local decision. Federally operated and maintained trails allow electronic, battery powered, or battery assisted vehicles, but defer to local agencies for local trails.

The City of Jacksonville Beach Police Department recommends a clear limitation on allowed versus prohibited vehicles: that only “human-powered” vehicles be allowed. In all cases, golf carts and low speed vehicles should be prohibited.

ACCESS

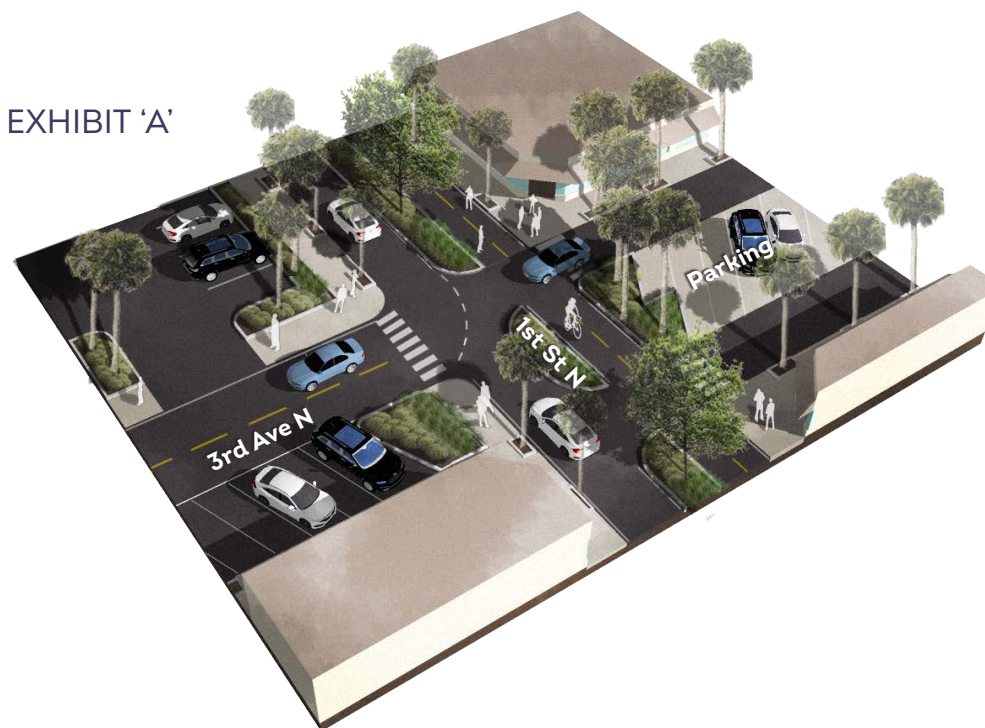
The City of Jacksonville Beach Police Department also observed that due to the proximity of the trail to the roadway, motor vehicle access could be a problem. This would likely occur in two ways:

1. Parking on the trails. Active education was thought to be the best approach, and if necessary, issuing warnings and citations.
2. Wrong way turns at driveway and intersections. Site specific design should alleviate most of the problem, though bollards can be installed if necessary.
(See *Exhibit A*.)

ENFORCEMENT

Based on discussions with the Police Department, enforcement should take a backseat to education as the trail corridors open. Doing so will give the public a chance to adapt to the new facilities.

EXHIBIT 'A'



Safety and security are a high priority for any public recreation infrastructure and should be a consideration on urban trail design through Jacksonville Beach. Good design can alleviate many safety issues and can mitigate security concerns as well.

SECURITY

Good visibility is the most important component of trail security. Fortunately, the City of Jacksonville Beach has a built environment and infrastructure that lends itself to a secure environment. Good sight lines should be provided around constraints and trail users should have at least 100 feet of forward and rear visibility.

Dense foliage should be limited in trail areas and amenities. Tall fences that block visibility immediately adjacent to the trail also project negative image and should be avoided. Pedestrian scale lighting also helps to create a safer nighttime experience.

In remote areas, consideration should be given during design for access to emergency vehicles, primarily ambulances. The pavement, culverts, and, if applicable, bridges should be designed to accommodate emergency vehicles if no other immediately convenient route exists.

TRAIL PATROLS

The City of Jacksonville Police Department indicated that an education campaign would be implemented and later, if necessary, and enforcement campaign. This would most likely accomplished through bicycle or foot patrols around the network.

Some communities have also endorsed volunteer efforts to accomplish much of the same goals. These volunteers are usually avid users and enthusiasts. They care about the use and etiquette of the trail and want to help promote a successful trail network. They wear basic, noticeable uniforms (e.g., brightly colored t-shirts) and provide guidance, technical assistance, and education throughout the trail network. While these volunteers do not provide rules or regulatory enforcement, their presence around the network does provide an element of security and promotes a safe user experience.



WAYFINDING IS: LITERALLY, FINDING YOUR WAY. ALL THE WAYS PEOPLE ORIENT THEMSELVES IN PHYSICAL SPACE AND NAVIGATE FROM PLACE TO PLACE.

- > **A holistic view from a visitor's perspective**
- > **Accomplished using a system of signage, banners, or other elements to direct people to destinations**
- > **A thoughtful, organized approach to direct people to destinations**
- > **An opportunity for community branding**



DOWNTOWN KISSIMMEE, FL



FREDERICK, MD



SANTA BARBARA, CA



WAUSAU, WI



WAYFINDING PRINCIPLES

Our work in wayfinding includes brand development, creative concept design, placement planning, design intent drawings, construction drawings, bid preparation and assistance, and construction support. Six core principles guide the placement and design of the wayfinding system to create a clear wayfinding experience and achieve a more navigable transportation network:

- > **Connecting Places:** Facilitate travel between destinations and provide guidance to new destinations. Wayfinding should provide seamless connections to and from destinations.
- > **Promote Active Travel:** Encourage increased rates of active transportation by helping people to realize they can walk, bike, or roll to the places they want to go.
- > **Maintain Motion:** Be legible and visible for people on the move so that they can interpret wayfinding elements without stopping.
- > **Keep it Simple:** Present information simply, using clear fonts and simple designs, so that it can be understood quickly.
- > **Be Predictable:** Standardize the placement and design of signs so that patterns are established, and wayfinding elements become predictable.
- > **Be Inclusive:** Signage should be accessible and designed to be comprehensible by a wide range of users, including people of all ages, ability levels, and languages.

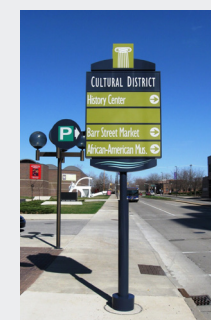
SIGN TYPES & EXAMPLES



GATEWAY



DESTINATION



DIRECTIONAL



TRAIL MARKER



BANNER

WAYFINDING RECOMMENDATIONS

PHASING

- > Develop a phasing plan to prioritize signage, fabrication, and installation over the long term.
- > Focus on the most highly visible locations first.
- > Develop a long-term maintenance plan for the signage system.

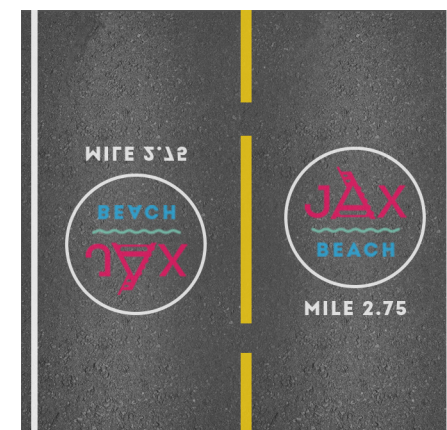
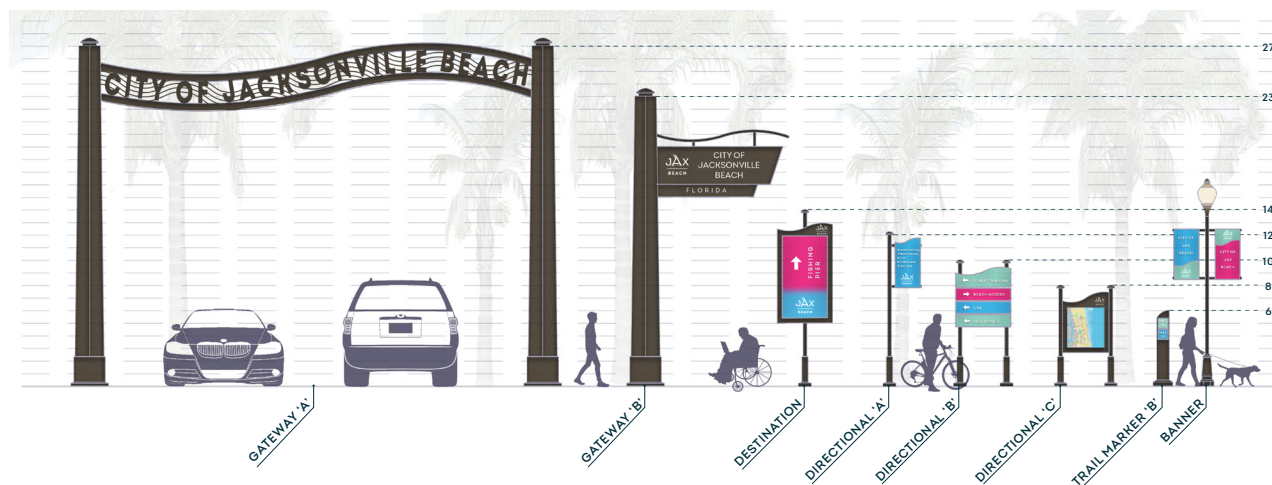
ACCESSIBILITY & SAFETY

- > Comply with ADA standards to ensure users of all abilities can enjoy safely.
- > Locate signage while taking sight distance and pedestrian/vehicular/bicycle safety standards into consideration.
- > Adhere to the Manual on Uniform Traffic Control Devices (MUTCD) where required for roadway signage to ensure clear communication to drivers.

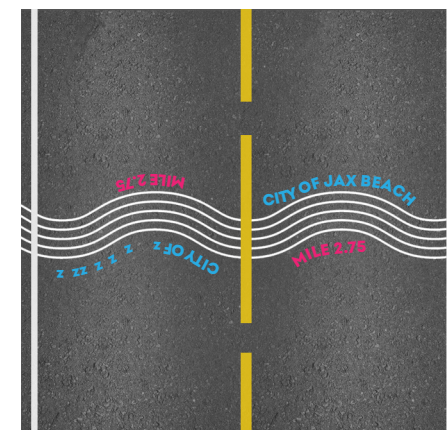
VISIBILITY & FUNCTIONALITY

- > Assess whether existing trees may need to be removed or selectively pruned to ensure signage is visible from major roadways.
- > Coordinate locations of signs to ensure optimized visibility from major roadways.
- > Utilize removable panels on directional signage for increased flexibility.
- > Coordinate with FDOT to approve signage located within the FDOT ROW.
- > Highlight the signage on major highways with lighting to attract visitors from major corridors and help visitors to find their way at night.

SIGNAGE DESIGN CONCEPTS



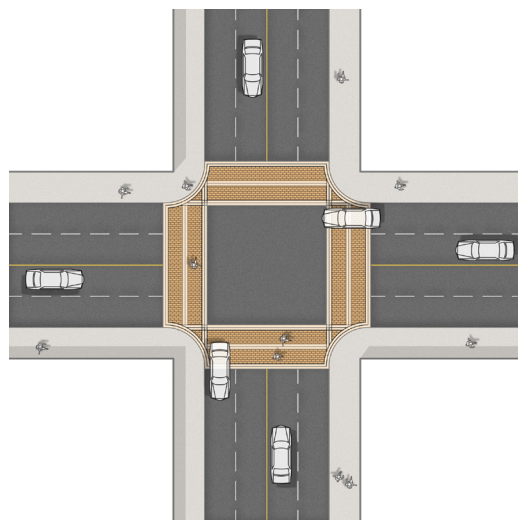
TRAIL MARKER 'A'



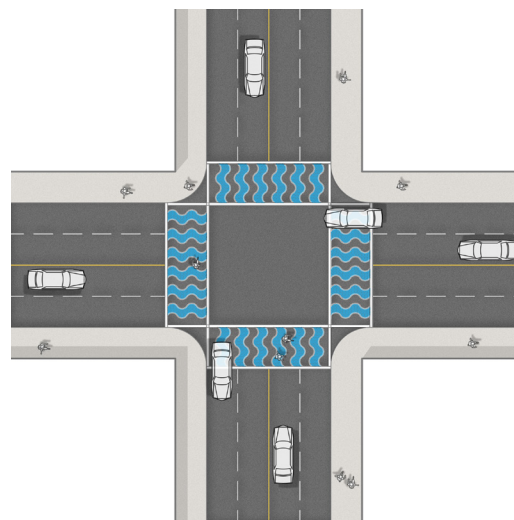
TRAIL MARKER 'B'

INTERSECTION CROSSING TREATMENTS

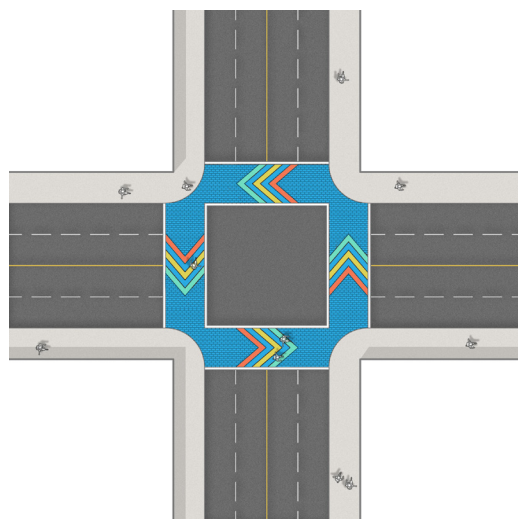
CONCEPT 'A'



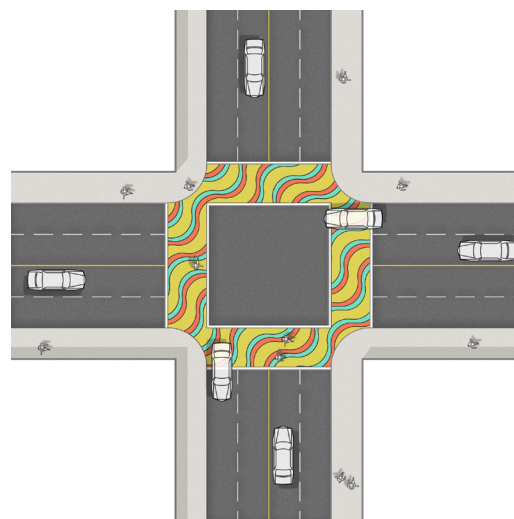
CONCEPT 'B'



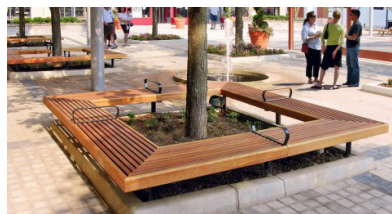
CONCEPT 'C'



CONCEPT 'D'



SITE FURNISHINGS 'TRADITIONAL'



PRODUCT: GBS
MANUFACTURER: Victor Stanley



PRODUCT: Scarborough Bench
MANUFACTURER: Landscape Forms



PRODUCT: Plaza Collection
MANUFACTURER: Tournesol



PRODUCT: Chase Park Litter
MANUFACTURER: Landscape Forms



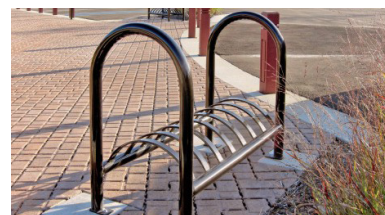
PRODUCT: Knight Table
MANUFACTURER: Forms + Surfaces



PRODUCT: Mingle Table & Chairs
MANUFACTURER: Landscape Forms



PRODUCT: BRQS-101
MANUFACTURER: Allegro



PRODUCT: BK-4
MANUFACTURER: Victor Stanley

SITE FURNISHINGS 'ECLECTIC'

BENCH



PRODUCT: Wave Resin Bench
MANUFACTURER: Allegro Classics



PRODUCT: Naguisa Bench
MANUFACTURER: Landscape Forms

TRASH & RECYCLE



PRODUCT: Lakeside
MANUFACTURER: Landscape Forms



PRODUCT: Pacifica
MANUFACTURER: Tournesol

TABLE & CHAIRS



PRODUCT: Bravo Table & Chairs
MANUFACTURER: Landscape Forms



PRODUCT: Harvest Table & Chairs
MANUFACTURER: Landscape Forms

BIK RACK



PRODUCT: Buzz Bike Bench
MANUFACTURER: Tournesol



PRODUCT: Custom Bike Parking
MANUFACTURER: Dero

SITE FURNISHINGS 'CONTEMPORARY'

BENCH



PRODUCT: Glide Bench
MANUFACTURER: Landscape Forms

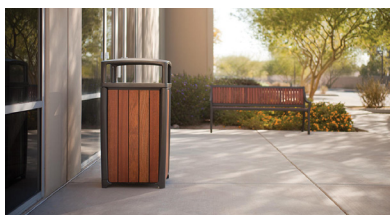


PRODUCT: Knight Bench
MANUFACTURER: Forms + Surfaces

TRASH & RECYCLE



PRODUCT: Tonyo Waste Receptacle
MANUFACTURER: Forms + Surfaces



PRODUCT: Cordia Waste Receptacle
MANUFACTURER: Landscape Forms

TABLE & CHAIRS

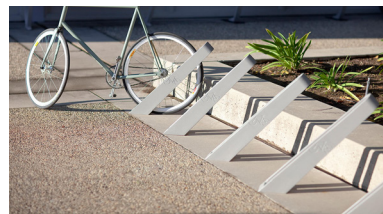


PRODUCT: Soleris
MANUFACTURER: Forms + Surfaces



PRODUCT: Chipman Table & Chairs
MANUFACTURER: Landscape Forms

BIK RACK



PRODUCT: Bay City Bike Rack
MANUFACTURER: Form + Surfaces



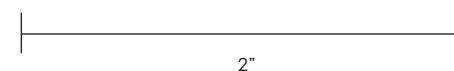
PRODUCT: Ring Bike Rack
MANUFACTURER: Landscape Forms

BRAND IDENTITY

The Jacksonville Beach logo, typefaces, color palette, and usage requirements reflect and reinforce the voice of Jacksonville Beach. Following the brand identity guidelines helps define Jacksonville Beach for our community, visitors, and cater to the beach lifestyle. Used consistently, they will help individuals recognize, differentiate, and remember Jacksonville Beach.

These guidelines are designed to help present the **JAX BEACH LOGO** and image in a consistent way in all communication materials produced.

Jax Beach logo treatments are to be incorporated with wayfinding systems, signage, and branded spaces to create environments that communicate.



VOICE

Vibrant Beach Community

VISION

to provide residents and visitors of all ages and abilities a high-quality pedestrian and bicycle network that serves as a safe and active form of recreation and transportation.

TAGLINE

Ride. Roll. Stroll.



TYPEFACE

Intro Condensed

Stempel Schneidler

Universe Bold Condensed

SEAGATE AVE. TO PENMAN RD.

SEAGATE AVE. TO PENMAN RD.

SEAGATE AVE. TO PENMAN RD.

COLOR PALLETTE

PMS COLOR



CMYK
RGB
Hexadecimal

PURE CYAN



c100 m0 y0 k0
r0 g174 b239
#00AEEF

PMS 3375



c48 m0 y34 k3
r127 g212 b178
#7FC6B2

PMS 213



c1 m98 y24 k0
r234 g29 b118
#EAD76

PMS 610



c13 m10 y81 k0
r227 g212 b84
#E3D454

PMS 601



c7 m3 y55 k0
r242 g232 b143
#F2E88F

PMS 158



c2 m66 y100 k0
r239 g118 b34
#EF7622

PMS 5265



c82 m82 y36 k26
r65 g57 b95
#41395F

TRAIL TAGLINE

Ride. Roll. Stroll.

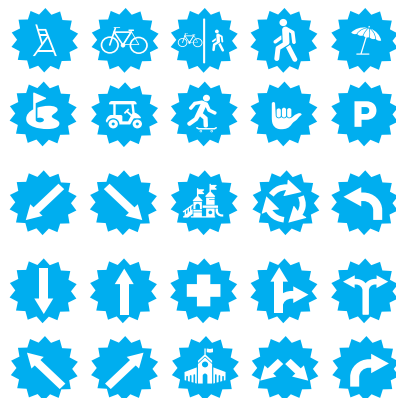
JAX BEACH LOGO



CONCEPTUAL TRAIL LOGO TREATMENT



DIRECTIONAL ICONS



SIGNAGE EXAMPLES





FUNDING SOURCES

CHAPTER 9

GRANT FUNDING OPPORTUNITIES

Grant Program	Agency	Summary	Maximum Request	Program/Cost Share
FEDERAL PROGRAMS				
Federal Recreational Trails Program	FWHA (through FDEP)	The federally funded Recreational Trails Program of the United States Department of Transportation's Federal Highway Administration (FHWA) provides competitive, matching-grant funds to renovate, develop, or maintain recreational motorized, nonmotorized, and mixed-use trails and trailside facilities. Trail planning is NOT an eligible expense for this Program (62S- 2.072(4)(e) F.A.C.)	\$1,000,000	The more match provided, the more points awarded
Land and Water Conservation Fund	FDEP	LWCF is a competitive program that provides grants for acquisition or development of land for public outdoor recreation use. Florida Department of Environmental Protection (DEP) administers the program on behalf of the U.S. Department of the Interior, National Park Service. Enclosed buildings and structures (except restrooms, restroom/concession buildings and bathhouses) are ineligible.	Announced prior to the application period	50/50
RAISE Grants	USDOT	The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects.	\$5,000,000 minimum; \$25,000,000 maximum	80/20
Federal Lands Access Program	USDOT	The goal of the Federal Lands Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program supplements State and local resources for public roads, multiuse trails, transit systems, and other transportation facilities, with an emphasis on the improvement of access to federally owned highuse recreation sites and Federal economic generators.	TBD	100/0 (per legislative action)
STATE PROGRAMS				
Florida Recreation Development Assistance	FDEP	FRDAP is a competitive program that provides grants for acquisition or development of land for public outdoor recreation use or to construct or renovate recreational trails.	\$200,000	0%-50%, depending on award request
Florida Local Agency Program	FDOT	The Local Agency Program or "LAP" provides sub-recipient towns, cities and counties funds to develop, design, and construct transportation facilities with federal funds. Eligible projects include safety projects; Re-surfacing projects; Bicycle and pedestrian facilities; Traffic calming projects; Bridges and tunnels; Infrastructure-based Intelligent Transportation System projects	TBD	TBD

Grant Program	Agency	Summary	Maximum Request	Program/Cost Share
STATE PROGRAMS				
Coastal Partnership Initiative	FDEP	The Coastal Partnership Initiative (CPI) grant program was developed to protect and effectively manage, at the local level, Florida's coastal resources. The program funds community projects such as habitat restoration, park planning and improvements, waterfront revitalization and improving communities' resiliency to coastal hazards.	\$74,000	50/50
Transportation Alternatives Program	FDOT	The TA Set-Aside program provides funding for programs and projects consistent with details described under 23 U.S.C. 133(h)(3), including 1) Transportation Alternatives, 2) Recreational Trails Program, 3) Safe Routes to School Program, and 4) planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.	Determined by FDOT District and MPO	80/20
Shared-Use Nonmotorized (SUN) Trail Network	FDOT	The Shared-Use Nonmotorized (SUN) Trail program provides funding for the development of a statewide system of interconnected paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from the road. The SUN Trail network is a refined version of the Florida Nature trails and Trails System (FGTS) Plan's Land Trail Priority network. SUN Trail funded projects will improve the intermodal connectors by closing gaps in the statewide paved trail system to increase the reliability of Florida's transportation system.	Generally \$500,000	TBD
Parks and Open Space, Florida Forever (Florida Communities Trust)	FDEP	Florida Forever is the state's conservation and recreation lands acquisition program. This program provides funding to acquire land for parks, open space, nature trails. The grant program assists FDEP in helping communities meet the challenges of growth, supporting viable community development and protecting natural resources and open space.	TBD	TBD
Nature trails and Trails Acquisition Program	FDEP	According to Florida Statutes 259.105, The Florida Forever Act, OGT receives 1.5 percent of Florida Forever money to acquire nature trails and trails or nature trails and trail systems including, but not limited to, abandoned railroad rights-of-way and the Florida National Scenic Trail and for capital project expenditures.	TBD	TBD
Safe Routes to School	FDOT	Florida's Safe Routes to School (SRTS) program can help communities address their school transportation needs and encourage more students to walk or cycle to school. It strives to enable and encourage children in grades Kindergarten through High School, including those with disabilities, to walk and bike to school; to make walking and biking to school safer and more appealing, and to facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and improve air quality in the vicinity of schools. In addition to encouraging more children to walk or cycle to school, the program also seeks to address the safety needs of children already walking or biking in less than ideal conditions.	TBD	TBD

GRANT FUNDING OPPORTUNITIES

Grant Program	Agency	Summary	Maximum Request	Program/Cost Share
STATE PROGRAMS, CONT.				
Small Cities/CV CDBG	FL DEO	The primary statutory objective of the program is to develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low- and moderate-income. The Program awards subgrants in four categories: Economic Development; Neighborhood Revitalization; Housing Rehabilitation; and Commercial Revitalization.	\$5,000,000	100/0
PRIVATE PROGRAMS				
Kodak American Nature trails Grant	The Conservation Fund	A partnership between The Conservation Fund and photo giant Eastman-Kodak has launched the American Nature trails Eastman Kodak Awards (formerly the American Nature trails DuPont Awards). Grants can be used to cover planning, technical assistance, legal or other costs associated with nature trail projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.	\$2,500	100/0
National Trails Fund	American Hiking Society	A national grants program dedicated to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. The National Trails Fund awards grants to organizations in order to improve hiking access or hiker safety on a particular trail.	\$3,000	100/0
Trail Accelerator Grants	IMBA	Trail Accelerator grants provide a jump-start to communities that have the interest and political support to develop trail systems but need assistance to get projects up and running. A Trail Accelerator grant offers awardees professional trail planning and consultation services to launch their trail development efforts, which can often leverage additional investment from local, regional, and national partners.	\$30,000	50/50
Community Grants	PeopleForBikes	A national grants program dedicated to building and protecting hiking trails. Created in response to the growing backlog of trail maintenance projects, the National Trails Fund has helped hundreds of grassroots organizations acquire the resources needed to protect America's cherished hiking trails. The National Trails Fund awards grants to organizations in order to improve hiking access or hiker safety on a particular trail. <i>Note: PeopleForBikes is reviewing their Community Grant program and process. They do not have any open grant cycles scheduled at this time.</i>	\$3,000	100/0

Grant Program	Agency	Summary	Maximum Request	Program/Cost Share
PRIVATE PROGRAMS, CONT.				
Doppelt Family Trail Development Fund	Rails-to-Trails Conservancy	A program to support organizations and local governments that are implementing projects to build and improve multi-use trails.	Generally \$30,000	100/0
Conservation Alliance Grants	Conservation Alliance	The Conservation Alliance seeks to protect threatened wild places throughout North America for their habitat and recreational values. As a group of outdoor companies, they help protect the wild lands and waterways on which our customers recreate and wildlife thrives. To achieve that goal, they make grants to nonprofit organizations working to protect the special wild lands and waters in their backyards.	TBD	TBD

GRANT FUNDING STRATEGY

1) Be Ready!

The State and Federal government provide funding for various projects. Having a set of designs or even concepts at the ready opens the door to immediate project implementation when funding is available. These opportunities usually occur outside the normal process when other projects are completed, leaving funds available. At that point, the agency is often looking for an opportunity to move funds and complete another, usually smaller project. Communication is also a key part of creating these opportunities. This relationship building effort can put the City in a position of being called on to use available funding on short notice.

2) Focus on Language & Stretch

When identifying potential grants, the grant title and agency advertising the grant may not clearly relate to multi-use trails. Many trail grants come from agencies or programs not normally associated with trail funding. Many trails have been funded from economic development or tourism grants. Energy and sustainability grants may also present opportunities due to the fact urban trails, like the system City of Jacksonville Beach is planning, provide a “green” transportation alternative.

3) Community Involvement

Build a community effort around the trail system. Many communities have created a trails advisory or advocacy group, either through public sector efforts or through grass-roots involvement. These groups take on several roles. First, through focus and enthusiasm, they create a shared vision for the community. Second, a not-for-profit community organization can be a hub for community involvement and funding. Third, community-oriented groups often take on minor maintenance and security efforts for a trail system. This community involvement and enthusiasm tells grant providers that the funds will be appreciated and the project will be popular.

4) Project Knowledge and Education

Grant programs, including state and federal funding programs, focus on funding clear objectives and outcomes. Explaining the trails in terms of economic benefits, transportation opportunities, public health, and access to parks and nature all play a role in securing funding.

COST ESTIMATES

Cost estimates provide an approximate budgetary number for financial planning purposes. Planning level cost estimates are different than design cost estimates. As a project goes through the design process, construction cost estimates are developed based on actual project elements and quantities. However, during planning or budgeting, the exact details of a project are not known since quantities have not been determined. For this reason, planning level cost estimates are calculated based on unit costs for similar types of projects.

The Florida Department of Transportation provides the Cost per Mile Models for Long Range Estimating for guidance in planning level estimating. Planning level estimates are also summarized in State University System and Florida State Parks documentation.

SOURCE	COST ESTIMATE PER MILE	NOTES
10 to 14 foot Multi-Use Trail	PD&E = \$75,000 Design = \$125,000 Construction = \$650,000	FDOT/LAP Funded
10 to 14 foot Multi-Use Trail	Design = \$40,000 Construction = \$290,000	Florida Fixed Capital Outlay (FCO) Funded
12-foot Multi-Use Path, Two Directional	Construction = \$344,769	State of Florida Cost Per Mile Model – Long Range Estimating
12-foot Shared Use Rails to Trails	Construction = \$324,467	State of Florida Cost Per Mile Model – Long Range Estimating
Sidewalk 4" Thick w/Driveways, Adjusted from 5 feet to 12 feet	Construction = \$352,713	State of Florida Cost Per Mile Model – Long Range Estimating

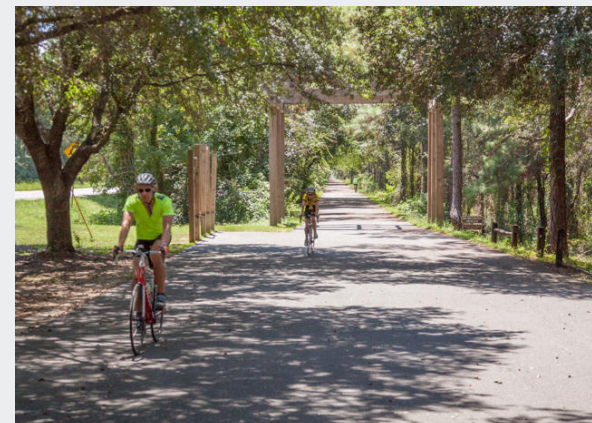
CITY OF JACKSONVILLE BEACH PROJECT COST ESTIMATE BY PHASE

DESIGN = \$50,000 PER MILE

CONSTRUCTION = \$350,000 PER MILE

DECREASE CONSTRUCTION COSTS BY:
7% FOR 10 FOOT TRAIL
14% FOR 8 FOOT TRAIL

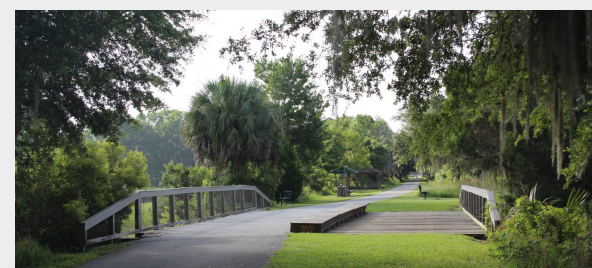
Most of the Jacksonville Beach trail system will be constructed at grade. In some cases, it may be necessary to bridge areas or use a boardwalk to cross drainage systems or waterways. These structures vary significantly due to the location of the structure, design requirements, or environmental requirements and mitigation specific to the site. Cost estimates can range anywhere from \$40 per square foot for a short simple boardwalk to \$200 per square foot for a concrete structure of considerable length.



ST. MARKS HISTORIC RAILROAD TRAIL, TALLAHASSEE, FL



WITHLACOOCHEE STATE TRAIL, FL



WITHLACOOCHEE STATE TRAIL, FL



IMPLEMENTATION & RECOMMENDATIONS

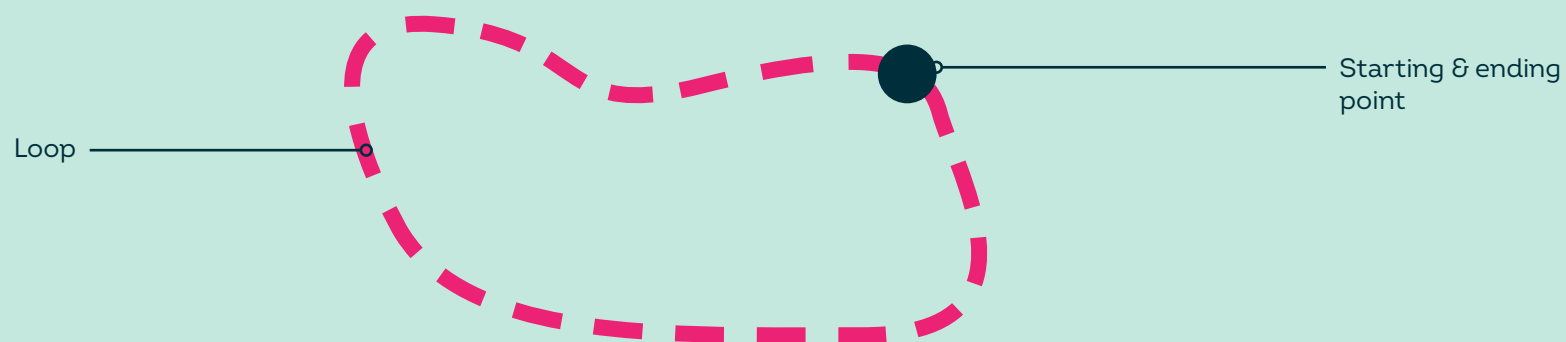
CHAPTER 10

WHAT'S IN A NAME?

The naming of trails routes may seem unnecessarily nuanced, but descriptive naming can help users with routing and guidance while on the network. Coupled with the City of Jacksonville Beach's gridded street system, descriptively named trails can provide both location and direction information for trail users.

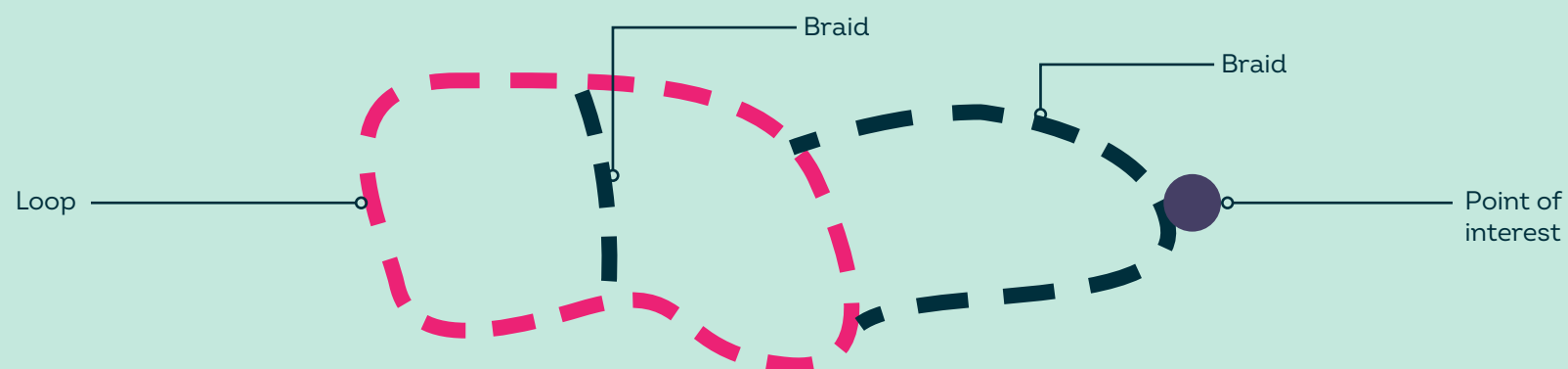
LOOPS

Loops take the user in a circle, a loop around the community. Starting at one location and heading in one direction on the loop, the user will eventually find their back to the starting point.



BRAIDS

Braids take the trail user off the loop and take them to a trail that may return them to the original loop or an entirely different trail. The route may include a point of interest, such as a park, or it may be a short cut.

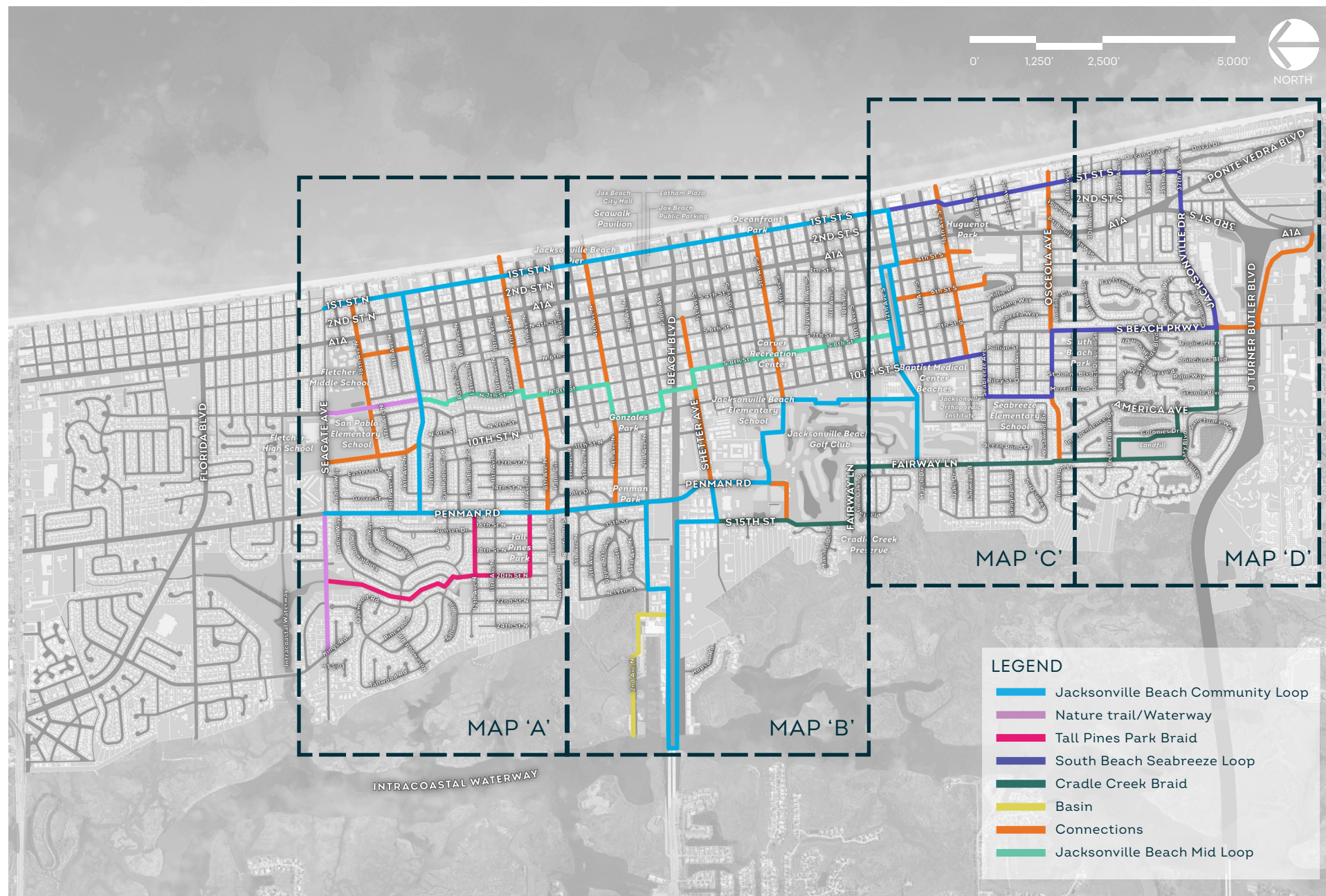


CONNECTORS

Connector trails take the user someplace—to a shopping district, a park, the beach, or other places. The route is direct to the destination with a terminal point. The return trip retraces the step along the same route, but in the opposite direction.



IMPLEMENTATION MAP

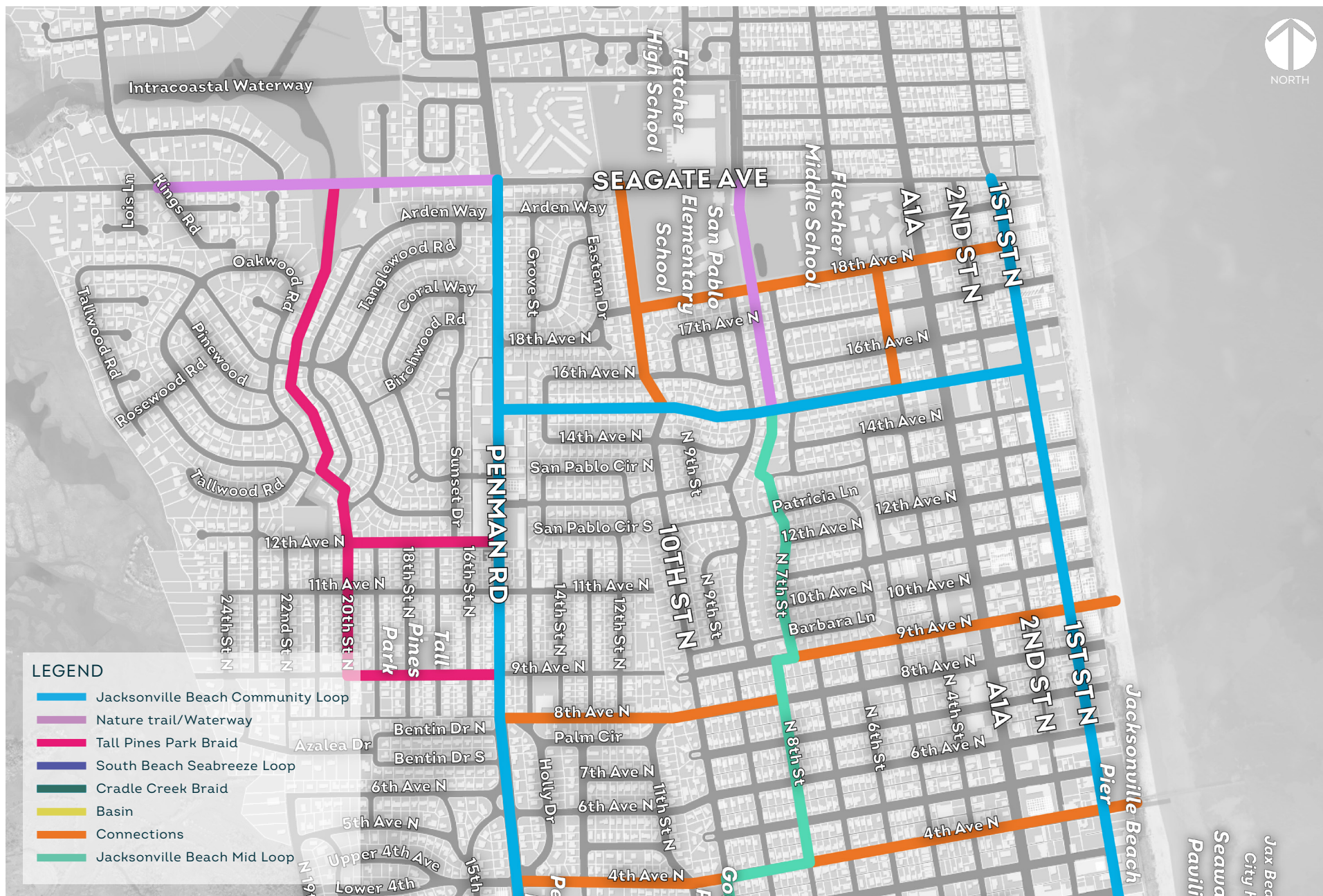


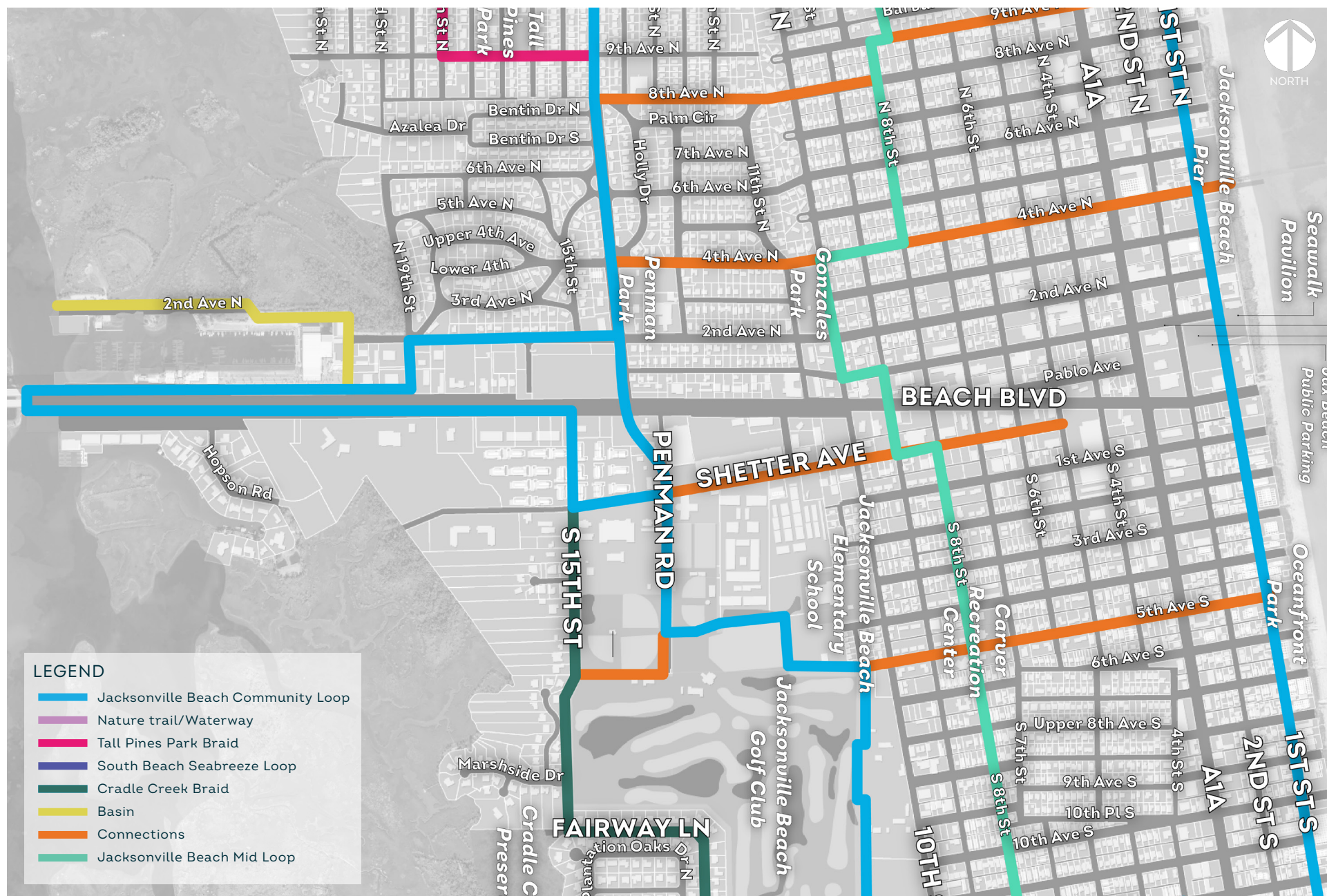
DESTINATION MATRIX

LEGEND

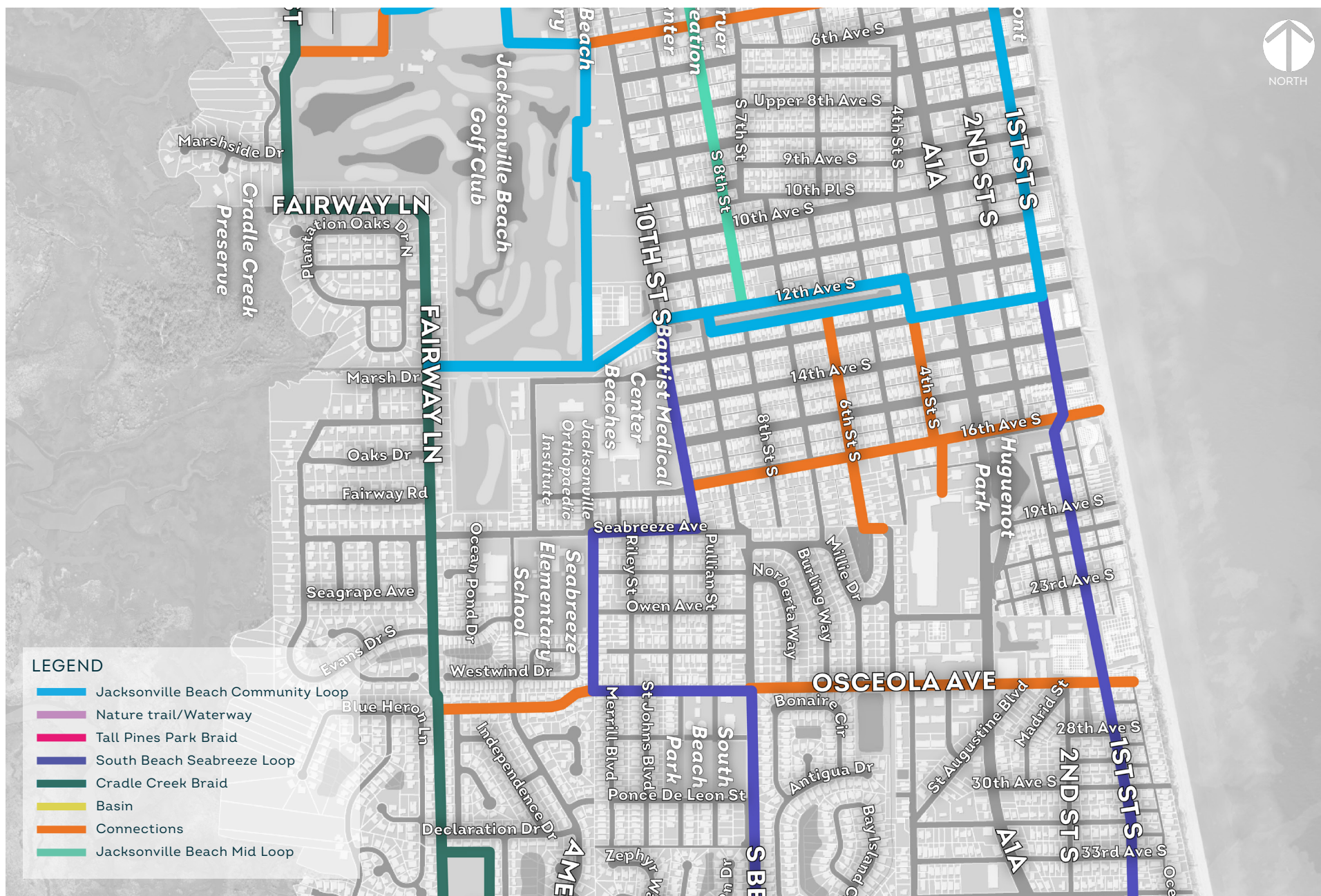
- DESTINATION IS ON THE TRAIL/ROUTE
- DESTINATION IS WITHIN ~5-MINUTE WALK OF THE TRAIL/ROUTE

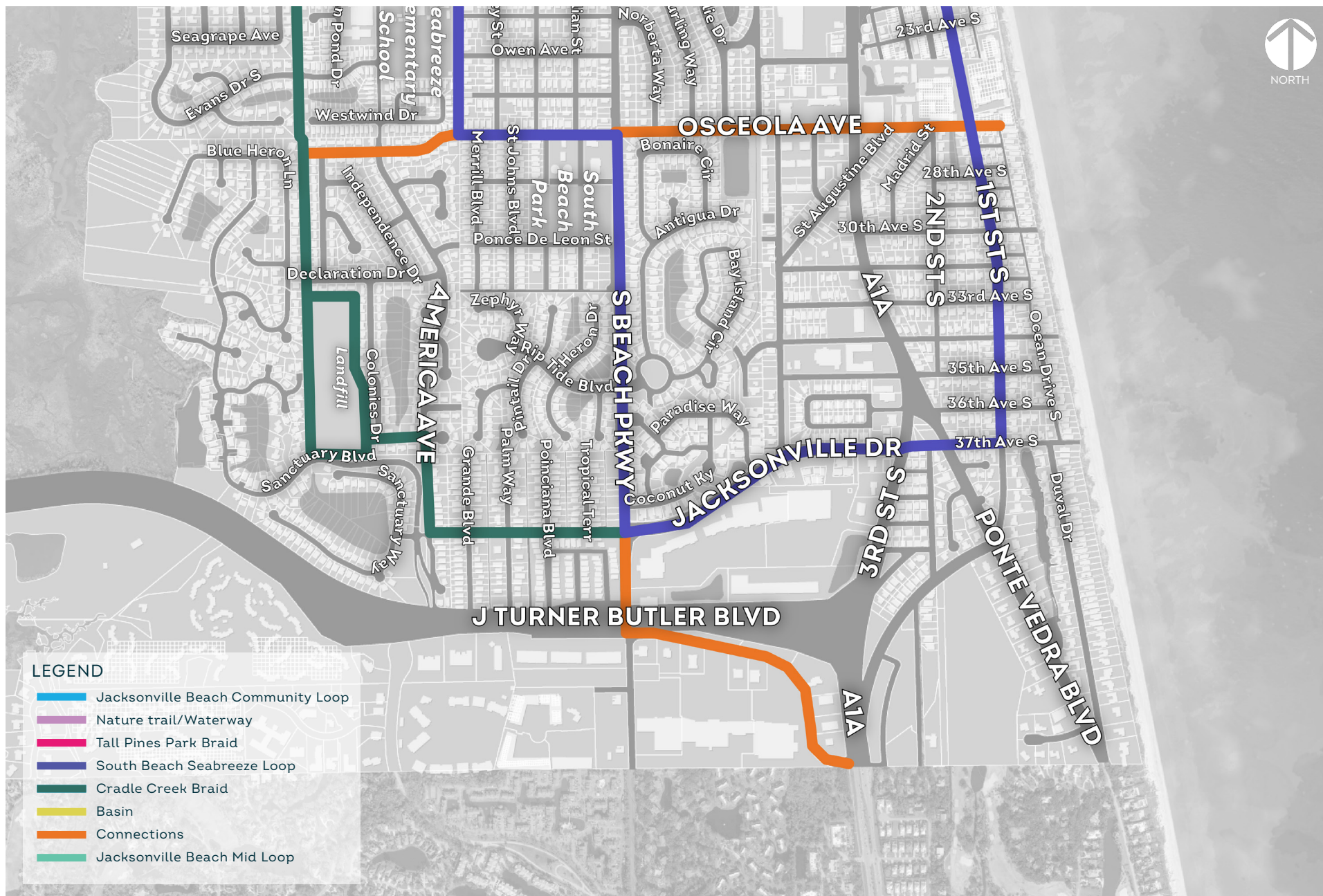
		JACKSONVILLE BEACH COMMUNITY LOOP	JACKSONVILLE COMMUNITY MID LOOP BRAID	SOUTH BEACH LOOP	CRADLE CREEK BRAID	TALL PINE PARK BRAID	SANDRA DRIVE CONNECTOR	MIDDLE BEACH COMMONS CONNECTOR	OSCEOLA BEACH CONNECTOR	OCEANFRONT PARK CONNECTOR	HUGUENOT PARK CONNECTOR	PIER CONNECTOR	SAN PABLO FLETCHER CONNECTOR	SEAGATE WATERWAY CONNECTOR	BEACH BOULEVARD BASIN CONNECTOR	WINGATE BASEBALL PARK CONNECTOR	ST. JOHN'S CONNECTOR	BAPTIST MEDICAL CENTER CONNECTOR	NORTH BOARDWALK CONNECTOR
PARKS																			
	LANDFILL				●				●										
	SOUTH BEACH PARK			●					●										
	HUGUENOT PARK	■		●							●								
	CRADLE CREEK PRESERVE				●														
	JACKSONVILLE BEACH GOLF CLUB	●								■						■			
	WINGATE BALL PARK	●			■											●			
	PENMAN PARK	●										■							
	GONZALES PARK		●									■							●
	TALL PINE PARK	■				●													■
	WATERWAY TO INTERCOASTAL - SEAGATE	■				●								●					
	BEACH BLVD. TO INTERCOASTAL WATERFRONT	●				●									●				
BEACH ACCESS																			
	OSCEOLA ACCESS	●							●										
	OCEANFRONT PARK	●								●									
	SEAWALK PAVILION	●																	
	JACKSONVILLE BEACH/PIER	●										●							
SCHOOLS & COMMUNITY CENTERS																			
	SEABREEZE ELEMENTARY	■		●	■														
	BAPTIST MEDICAL CENTER	●	■	●	■													●	
	JACKSONVILLE BEACH ELEMENTARY	●	■							●									
	SAN PABLO ELEMENTARY	■	■										●						
	FLETCHER MIDDLE SCHOOL	■	■										●						
	FLETCHER HIGH SCHOOL	■	■										●						
	CARVER COMMUNITY CENTER		●							■			●						
COMMERCIAL & SHOPPING																			
	SOUTH BEACH REGIONAL			●	■														
	TARGET/PUBLIX/WORLD MARKET			■													●		
	WHOLE FOODS/MARSHALLS			■			■												
	MIDDLE BEACH COMMONS		■					●											
	BEACH PLAZA	■	■					●											
	PENMAN COMMERCIAL AREA	●				■													
ADJACENT MUNICIPALITIES																			
	CITY OF NEPTUNE BEACH	●	■			●													
	ST. JOHNS COUNTY																●		

IMPLEMENTATION MAP | **MAP 'A'**



IMPLEMENTATION MAP | MAP 'C'



IMPLEMENTATION MAP | **MAP 'D'**

CAPITAL IMPROVEMENT PROGRAM PRIORITIZATION

During the network identification process, access and proximity to other destinations became more evident. Logical routes to include various point of interest became apparent. Where the primary network did not provide direct access to a key destination, a secondary trail network was defined to make a connection and achieve the goal of connectivity. Access routes would be constructed consistent with trail design elements and standards but may also be as simple as a sidewalk that accommodates an anticipated lower volume of users in a particular area.

During a prioritization exercise, focus was placed on defining a three-part network of primary and secondary urban trails as well as access routes to reach the proposed urban trail segments (whether primary or secondary). This information was used to build a priority system, consisting of the following summarized tiered characteristics:

CHARACTERISTICS OF PRIMARY AND SECONDARY TRAILS

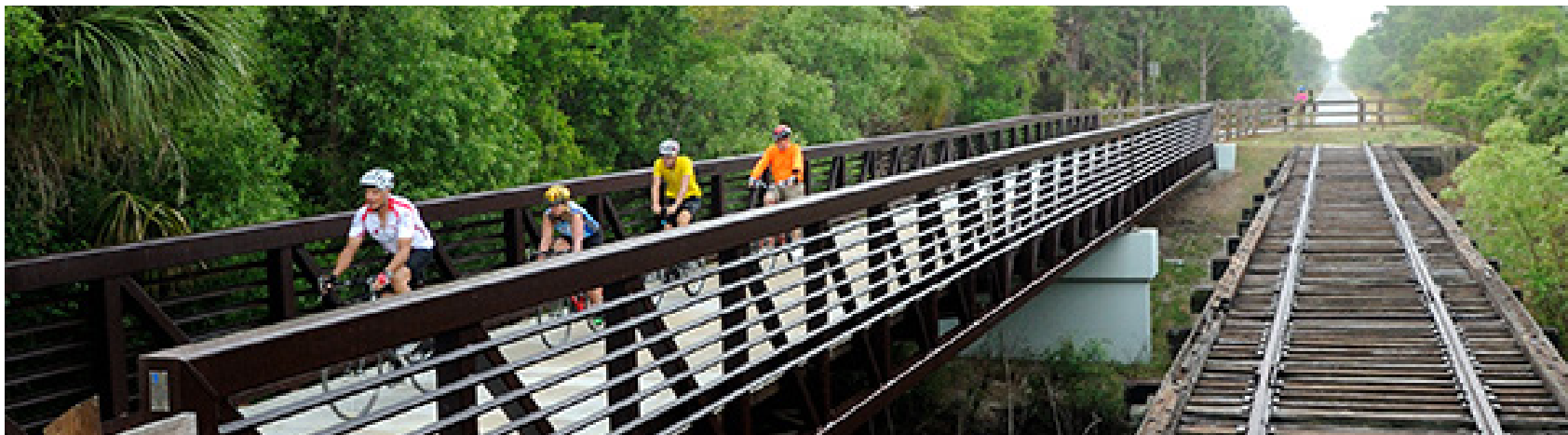
PRIMARY NETWORK	SECONDARY NETWORK	LOCAL NETWORK
- Nature trail in nature. - Separated from the roadway, ensuring a safe travel environment. - Loop route, allowing for a route that does not require doubling back on the same trail.	- Separated, but closer to the roadway edge, similar to the typical sidewalk location. - One-way route to a destination or point of interest. - Urban in setting, but shaded for comfort.	- Provides a safe, off-street route from connection residences to the Primary or Secondary Network trail. - Lowest volume use and therefore could be as narrow as the minimum width of 6 feet.

Using the input received at public meetings, the project team identified Jacksonville Beach's perception of an urban trail network, the purposes the network should serve, and the design elements that constituted a good network. The direction from the City of Jacksonville Beach was clear—an urban trail network must include the following attributes:

> **A HIGH-QUALITY BICYCLE/PEDESTRIAN/MULTI-MODAL EXPERIENCE FOR RESIDENTS AND VISITORS ALIKE.**

> **DESIGN THAT ACCOMMODATES ALL USERS, ALL AGES, AND ABILITIES.**

> **SAFE AND ACTIVE FORMS OF TRANSPORTATION.**



TRAIL MASTER PLAN RECOMMENDATIONS

FIRST 100 DAYS	Policy	Adopt the trail master plan map as the official map, with the trail type designations and expectations of the community.
FIRST 100 DAYS	Design	"Prioritize phasing of the network to segments adjacent to key destinations. Create a loop system that would increase the user experience beyond just an "out and back" route."
FIRST YEAR	Policy	Implement regulations that define the compatibility measure for properties abutting an urban trail.
FIRST YEAR	Policy	Implement landscaping and hardscaping standards for property fronting the trails.
FIRST YEAR	Policy	"Adopt regulations and standards defining the expectations of development or redevelopment abutting a trail or planned trail with regards to trail connections. Provide intuitive and seamless connections with private property to mitigate risk management and liability. "
FIRST YEAR	Policy	"Adopt regulations for development or redevelopment that addresses the need for properties adjacent to the trail or planned trail to contribute to the implementation of the urban trail master plan. Implement development and redevelopment standards that set required connections to the trail system (when property is adjacent to the trail) or to the adjacent bicycle/pedestrian infrastructure. "
FIRST YEAR	Policy	Implement a legislative or administrative approval process for waiver requests for design standards and requirements.
FIRST YEAR	Policy	Put in place a provision within the land development code or comprehensive plan requiring review and/or update of the official map at defined intervals.

TRAIL MASTER PLAN RECOMMENDATIONS WITH NOTES

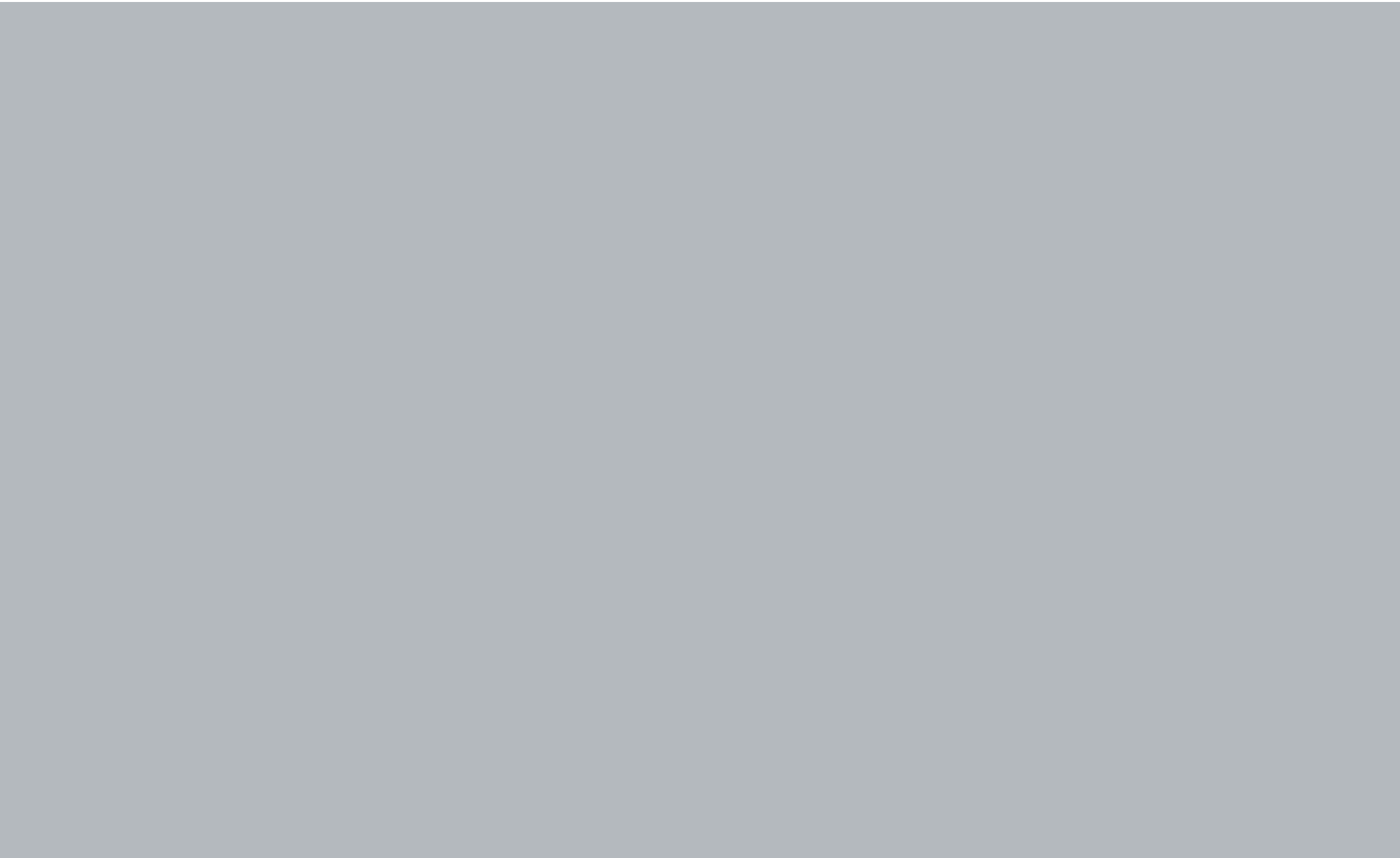
PHASE	CATEGORY	ACTION	DETAILS
FIRST 100 DAYS	POLICY	Adopt the trail master plan map as the official map, with the trail type designations and expectations of the community.	The adoption of the map as identified and necessary infrastructure and the process of programming that infrastructure opens additional possibilities for implementation and funding of the trail plan.
FIRST 100 DAYS	DESIGN	"Prioritize phasing of the network to segments adjacent to key destinations. Create a loop system that would increase the user experience beyond just an "out and back" route."	The system was planned with the goal of connecting the origins and destinations in the network. The first priority routes should implement a core route to which other routes can be connected. These segments should be programmed in the Capital Improvement Program in order to
FIRST YEAR	POLICY	Implement regulations that define the compatibility measure for properties abutting an urban trail.	Regulations for development and redevelopment often dictate orientation and requirements with respect to right-of-way and infrastructure within that right-of-way. This may include setbacks, building frontage, glazing, and other architectural standards.
FIRST YEAR	POLICY	Implement landscaping and hardscaping standards for property fronting the trails.	To improve the urban trail experience or to buffer the trail from the adjacent property, enhanced landscaping may be installed or required. Regulations could be adopted to define safe, appropriate and compatible landscape and hardscape.
FIRST YEAR	POLICY	"Adopt regulations and standards defining the expectations of development or redevelopment abutting a trail or planned trail with regards to trail connections. Provide intuitive and seamless connections with private property to mitigate risk management and liability."	"For properties adjacent to the trail network, connection to the trail network should be provided by any development or redevelopment (with the exception of single family residence construction). The trail connection should meet at least minimum standards for secondary trails, including design standards for surface type, and trail supportive amenities."
FIRST YEAR	POLICY	"Adopt regulations for development or redevelopment that addresses the need for properties adjacent to the trail or planned trail to contribute to the implementation of the urban trail master plan. Implement development and redevelopment standards that set required connections to the trail system (when property is adjacent to the trail) or to the	New development/re-development adjacent to planned trail segments could be required to contribute to the trail or build the trail as necessary infrastructure, similar to roadway improvements and sidewalks. This contribution could occur through multi-modal fees, construction of infrastructure, or dedication of right-of-way.
FIRST YEAR	POLICY	Implement a legislative or administrative approval process for waiver requests for design standards and requirements.	Standards for trail design are broken into two categories (primary and secondary), each with a minimum width requirement. However, there may be some areas where constraints require a narrower trail for a small segment or at a location. A waiver process should be created to address this situation with qualifiers and requirements for approval of such a request. Without the qualifiers, it is possible something less than the minimum standard will become the norm.
FIRST YEAR	POLICY	Put in place a provision within the land development code or comprehensive plan requiring review and/or update of the official map at defined intervals.	As with any infrastructure plan, regular update of plan and related code is necessary to maintain current requirements and address the evolution of the infrastructure.

TRAIL MASTER PLAN RECOMMENDATIONS WITH NOTES (CONTINUED)

PHASE	CATEGORY	ACTION	DETAILS
FIRST YEAR	POLICY	Require city-wide bicycle parking requirements for development.	Include requirements in the City's Land Development Code that require multifamily, commercial, and mixed-use development projects to provide parking and locking facilities for bicycles. This would enhance the use of trail for transportations by ensuring users can park at the destination.
FIRST YEAR	POLICY	Hold community meetings to identify and determine the preferred design cross section for the commercial section of 1st Street, between 7th Avenue N and Beach Boulevard.	1st Street has the possibility of becoming a very popular part of City of Jacksonville Beach's urban trail system as well as part of the East Coast Greenway Trail. Coupled with the beach-side pedestrian only boardwalk, the two parallel routes can create a short pedestrian loop in the downtown area, making it a key destination. Additional public involvement in the commercial area to determine the best, most desirable approach, is recommended.
FIRST YEAR	DESIGN	Adopt a uniform standard for trail intersection with other transportation facilities.	Examine trail intersections with streets, driveways, and other trails and follow the recommended State and National guides and standards to provide a predictable environment and safe experience. A uniform standard will also create an intuitive network. Provide clear signage, along with pavement marking and design to alleviate safety concerns at intersections.
FIRST YEAR	DESIGN	Adopt standard trail widths.	Highest volume trails, referred to as primary trails, should generally have a 10 to 12 foot width while secondary trails should have a 8 to 12 foot width.
FIRST YEAR	DESIGN	Ensure a clear zone of two (2) feet on each side to provide a safe transition area.	Clear zones enhance user experience and increase safety. Small recovery areas should be considered through the network and, at least, along trail with the highest anticipated use.
FIRST YEAR	SAFETY & ACCESSIBILITY	Adhere to the most current American Disabilities Act (ADA) requirements for curb ramps and overall path geometry.	While this will always be a requirement through Federal legislation, local adoption provides added emphasis for development of the trail system and support infrastructure.
FIRST YEAR	OPERATIONS	Create a community brand which the trail network can use or create specific trail branding to be used for a comprehensive wayfinding program.	Branding will add interest and advocacy for the City of Jacksonville Beach's urban trail system. It will also add to the usability of the system by making routes intuitive.
FIRST YEAR	OPERATIONS	Create a wayfinding master plan to address prioritization, fabrication, installation, accessibility, safety, and visibility over the long term.	Wayfinding creates an intuitive network that leads the user to destination and routes. The wayfinding system can include specific destinations and possibly businesses, all in an effort to enhance the user experience.

TRAIL MASTER PLAN RECOMMENDATIONS WITH NOTES (CONTINUED)

PHASE	CATEGORY	ACTION	DETAILS
FIRST 5 YEARS	DESIGN	Add trail construction standards to the land development code or appropriate City transportation standard requirements.	The design standards are instrumental in maintaining a consistent trail network. The standards should address width, surface material, typical cross-section based on surface material, landscaping, and signage.
FIRST 5 YEARS	DESIGN	Provide a cohesive hardscape and site furnishings program for consistency throughout the trail network.	Hardscape and site furnishings can enhance the user experience, add to the branding of the network, and reinforce wayfinding through the network.
FIRST 5 YEARS	ACCESSIBILITY	Adopt City ordinances that prohibits the operation, driving or parking of motor vehicles trail.	As part of the Master Plan effort, the City of Jacksonville Police Department was consulted on enforcing parking on sidewalk and trail. The recommendation was to provide clear language and easily define motor vehicle to implement effective enforcement.
FIRST 5 YEARS	SAFETY & ACCESSIBILITY	Implement policies to set and enforce trail speed limits to ensure that compatibility is maintained through multiple users.	The goal was to plan a system for multiple users and user types. Each use has a design speed and to ensure safe interactions between users, speeds should be compatible.
SECOND 5 YEARS	SAFETY & ACCESSIBILITY	Create an educational program for trail users regarding trail use etiquette and community expectations.	To ensure a safe and overall accommodating trail experience, common rules and etiquette should be adopted. Education programs should be implemented to communicate to users the expectations of the community.
FIRST 5 YEARS	OPERATIONS	Institute and fund a maintenance program to identify and address maintenance issues before they arise.	Encourage or establish that the community maintains visibility through vegetation management, provision of good sight lines, and access for emergency vehicles.



APPENDIX

PUBLIC WORKSHOP & STAKEHOLDER MEETING(S) COMMENTS

PUBLIC COMMENTS AND INPUT	RESPONSE
Review extending the boardwalk to the maximum extent. There is an existing strip of concrete near the pier that used to be part of a larger, "contiguous" boardwalk along the beach.	The boardwalk is a valuable part of the trail network for pedestrians. Bicycle and other riding devices are prohibited. For that reason, the trail planning work included 1st Street. This route also provides the greatest access to businesses in the corridor.
Request that a trail be reviewed in the 16th Ave corridor.	The 16th Avenue South route was included in the iteration of the network. The corridor adds accessibility to a neighborhood and Huguenot Park. It is proposed as part of the South Beach Loop Trail.
Desires a safer bike path.	The recommended trail designs include a minimum 4 foot separation buffer (optimally 8 foot) between the roadway and trail.
There is a missing north-south pedestrian route on the western side of Jax Beach. Would prefer to see a north-south corridor on the western side.	The Cradle Creek Preserve Braid Trail and the Tall Pines Park Braid Trail are included to provide access to the west side of the City of Jacksonville Beach.
Destination Preferences: Ensure access to a local "hidden secret," the tiki bar on the north side of the pier. Also provide a connecting trail to the H. Warren Smith cemetery as it is a nice place to walk around.	Both destination are on a trail or within a 5 minute walk of the trail.
Consider a path along Seagate Avenue.	The Seagate Avenue path was reviewed. It is not recommended as part of the trail network do to right-of-way constraints. The corridor has sidewalks and large utility infrastructure along the south side of the roadway.
Consider the possibility of a bridge across creek to connect Seagate.	A trail and bridge crossing the creek is included in the Master Plan.
Ensure East Coast Greenway connectivity. Path in Neptune see on average 1,000 per day, with one day peak volume of 4,000 per day on July 4th.	A section discussing the East Coast Greenway is included in the Master Plan.
Backyard trail - is that something you've seen before and how it went in other communities? Positive effect on property values?	A section is included in the Master Plan discusses how to mitigate impacts of trails along backyards.
Is there a plan with this project to do any expedited pedestrian crossings?	This effort is a Master Planning effort and does not include project implementation. Expediting is the responsibility of the agency in charge of the project (City of Jacksonville Beach, City of Jacksonville, and the State of Florida.)
Clarification on how the type B trail interacts with driveways.	Concept drawings have been provided to show the interaction.
Will there be an increase in 4 way stops.	Four-way stops are a traffic control device and are reviewed on case-by-case location basis.
Look at Monterey, CA bike/pedestrian trail as a reference.	The trail in Monterey, California was reviewed, and concepts were included in the Master Plan.
Silver Comet Trail from Atlanta to Georgia border, wide path used by pedestrians.	The trail in Monterey, California was reviewed, and concepts were included in the Master Plan.
How is a two-way bike traffic incorporate with a one-way roadway?	Separation and signage are key incorporating both in the same corridor. Best practices are included in the Master Plan.
Question about bikes being allowed on sidewalk...are there any statute or local ordinances that apply.	According to Florida State Statutes, bicycles are permitted on sidewalks. See Florida Statutes Chapter 316.2065.
Concern about E-bikes and E-scooters being allowed on trail.	Generally, e-bikes and e-scooter are allowed on trails. Speed limitation may be implemented to ensure a safe and compatible environment.
Clarification on Type "C" trail and how bike path interacts with roadway.	Signage is key to delineate right-of-way and rule of the right-of-way for both drivers and multi-use trail users.
Reach out to commercial businesses to discuss 1st Street design concepts.	A public meeting was held on March 23, 2022 to discuss the downtown area options.

PUBLIC COMMENTS AND INPUT	RESPONSE
With the 1st Street (downtown) concepts, business would need access for delivery trucks and ability to park.	Access to businesses has been raised at several meetings. Options for improving bicycle/pedestrian access downtown that also address parking and business deliveries will be considered and provided.
People may agree with no cars on 1st Street downtown, but how do you reach businesses and hotels along the corridor.	Regardless of the cross section used on the downtown area of 1st Street, access would to businesses (and hotels) would need to be maintained.
There is a concern about delivery trucks with a no-car option on 1st Street downtown.	Regardless of the cross section used on the downtown area of 1st Street, access would to businesses (and hotels) would need to be maintained.
There is safety concern with errant golf balls if a trail is included along the golf course.	As part of the Master Plan, examples of trail along golf courses
With front setbacks on some residential areas are so small, will there still be room to park.	During the planning process, potential corridors for trails were reviewed for adequate right-of-way width. Ultimately, during design, yard space should be maximized.
How the different modes would be handled? Specifically, golf carts.	The objective of the system is to accommodate multiple users across the network. It is recommended that golf carts and low-speed vehicles be prohibited from using the trail networks.
How will e-bikes + scooters be handled?	Generally, e-bikes and scooters are permitted under state guidance. However, speeds may be limited to ensure safe and compatible use.
Low Speed Vehicle vs. Golf Carts language (licensed and authorized to be on the roads).	Low-speed vehicles and golf carts are separate vehicles in State Statutes. The recommendation in this Master Plan is to prohibit both vehicles from using the trail system.
Review the speed differential of bicycles versus. ebikes/scooters. Cyclists can be faster than ebikes. Recommendation of speed limit signs.	Speed limitation may be implemented to ensure a safe and compatible environment.
Comment against speed bumps on the trails. Prefers a speed limit to control travel speeds.	Speed limitation may be implemented to ensure a safe and compatible environment.
Review the Greenway in Huntsville Alabama as a reference. Doesn't have a lot of amenities along the trail, but does have a lot of access points.	The trail in Huntsville, Alabama was reviewed.
Should have a place to tie up their bikes. They are currently tying to signs or the walk path.	Bike racks and other amenities are recommended along the route. Policies requiring bike racks at all facilities are recommended.
Do we need coordinate with Duval County Public Schools and/or City of Jacksonville? Mentioned new utilities in this location.	Adjacent communities were contacted and invited to be involved in Master Plan development process.
Neptune Beach connections/schools – Do we have any opportunities to potentially doing a trail along 8th street.	A trail along 8th Street is include in the Master Plan. Network connectivity to the schools has been include in the Master Plan.
Section of Marsh Landing down to AIA is City ROW and designation for Maintenance. Going west on Marsh Landing towards JTB falls on FDOT.	A connection to St. Johns County has been included along the Marsh Landing corridor.
In the future, any thought on connectivity N. to Mayport.	Connectivity to the north to Mayport should be part of a regional planning effort.

INFORMATION

Trail Name	Roadway	Segment	Category	Characteristic	Type	Width	Length	Special Increase	Special Increase Reason	Unit Cost	Design Cost Estimate	Construction Cost Estimate	Total Implementation Cost Estimate
Jacksonville Beach - Community Loop	1st Street N	Seagate Avenue to 7th Avenue N	Primary	Loop	B-2	12	0.7	2	Extra demo and work on existing street.	\$ 375,000	\$ 62,100.00	\$ 517,500.00	\$ 579,600.00
	1st Street N	7th Avenue N to Beach Boulevard	Primary	Loop	B-2	12	0.7	2	Extra demo and work on existing street.	\$ 375,000	\$ 58,500.00	\$ 487,500.00	\$ 546,000.00
	1st Street N	Beach Boulevard to 13th Avenue S	Primary	Loop	B-2	12	0.8	2	Extra demo and work on existing street.	\$ 375,000	\$ 72,000.00	\$ 600,000.00	\$ 672,000.00
	12th Ave S/13th Ave S	1st Street South to Golf Course	Primary	Loop	B	12	0.7	2	Bridge and intersection work Protection Fencing	\$ 375,000	\$ 60,300.00	\$ 502,500.00	\$ 562,800.00
	Golf Course Route	13th Ave S/Penman Rd S	Primary	Loop	A	12	1.2	2		\$ 375,000	\$ 110,700.00	\$ 922,500.00	\$ 1,033,200.00
	Beach Boulevard Bridge	Penman Rd S to Penman Road	Primary	Loop	C	12	1.9	1		\$ 375,000	\$ 84,150.00	\$ 701,250.00	\$ 785,400.00
	Penmam Rd	Beach Boulevard to 15th Avenue N	Primary	Loop	B	10	1.0	1		\$ 375,000	\$ 43,650.00	\$ 363,750.00	\$ 407,400.00
	15th Avenue	Penman Rd to 1st Street N	Primary	Loop	B	10	0.8	1		\$ 375,000	\$ 37,800.00	\$ 315,000.00	\$ 352,800.00
Jacksonville Beach - Mid Loop	N 8th Street/S 8th Street	15th Ave N to 12th Ave S	Primary	Braid	B-2	10	2.1	1.3	Extra demo and work on existing street.	\$ 375,000	\$ 122,850.00	\$ 1,023,750.00	\$ 1,146,600.00
South Beach Seabreeze Loop	1st Street S	13th St S to Jacksonville Drive	Primary	Loop	B-2	10	1.3	1.5	Extra demo and work on existing street.	\$ 375,000	\$ 85,725.00	\$ 714,375.00	\$ 800,100.00
	Jacksonville Dr	1st Street S to S Beach Pkwy	Primary	Loop	B	12	0.3	1		\$ 375,000	\$ 13,500.00	\$ 112,500.00	\$ 126,000.00
	S Beach Pkwy/Osceola Ave	Jacksonville Drive to Williams Street	Primary	Loop	C	10	0.9	1		\$ 375,000	\$ 39,150.00	\$ 326,250.00	\$ 365,400.00
	Williams Street/ 16th Avenue S/10th Street S	Osceola Ave to 13th Ave S	Primary	Loop	C	10	0.9	1		\$ 375,000	\$ 41,850.00	\$ 348,750.00	\$ 390,600.00
Cradle Creek Braid	Jacksonville Dr/American Ave	Osceola Ave to Landfill	Secondary	Braid	B	10	0.5	1		\$ 375,000	\$ 20,250.00	\$ 168,750.00	\$ 189,000.00
	Fairway Lane/S 15h Street	Landfill to Beach Blvd	Secondary	Braid	C	10	2.1	1		\$ 375,000	\$ 96,300.00	\$ 802,500.00	\$ 898,800.00
Tall Pines Park Braid	20th Street N Greenway/9th Ave N	Penman Rd to Seagate Ave	Secondary	Braid	A	10	1.1	1.25	Greenway, access difficulty	\$ 375,000	\$ 60,187.50	\$ 501,562.50	\$ 561,750.00
Sandra Dr Connector	6th Street S	13th Ave S to Sandra Dr	Secondary	Connector	B-2	10	0.4	1		\$ 375,000	\$ 17,100.00	\$ 142,500.00	\$ 159,600.00
Middle Beach Commons Connector	Shetter Avenue	S 15th Street to 5th Street N	Secondary	Connector	C	10	0.8	1		\$ 375,000	\$ 35,550.00	\$ 296,250.00	\$ 331,800.00
Osceola Beach Access Connector	Osceola Avenue	Fairway Lane to beach	Secondary	Connector	C	10	1.1	1		\$ 375,000	\$ 51,300.00	\$ 427,500.00	\$ 478,800.00
Oceanfront Park	5th Ave S	Golf Course to beach	Secondary	Connector	C	10	0.7	1		\$ 375,000	\$ 30,150.00	\$ 251,250.00	\$ 281,400.00
Huguenot Park Braid	16th Avenue S/4 St S	13th Ave S to 1st Street S	Secondary	Braid	C	8	0.4	1		\$ 375,000	\$ 18,000.00	\$ 150,000.00	\$ 168,000.00
Pier Connector	4th Ave N	Penman Road to beach	Secondary	Connector	C	10	1.0	1		\$ 375,000	\$ 44,550.00	\$ 371,250.00	\$ 415,800.00
North Crosstown Connector	8th Ave N/9th Ave N	Penman to 1st Street N	Secondary	Connector	A	12	1.0	1.5	Utility obstruction east of A1A	\$ 375,000	\$ 67,500.00	\$ 562,500.00	\$ 630,000.00
Pablo Connector	4th Street S	13th Ave S to south end of canal	Secondary	Connector	C	8	0.4	1.5	Greenway, access difficulty	\$ 375,000	\$ 27,000.00	\$ 225,000.00	\$ 252,000.00
San Pablo Fletcher Connector	18th Ave N/10th St N/4th St N	10th Street N to 1st Street N and north and south of 18th Ave N	Secondary	Connector	C	12	1.0	1		\$ 375,000	\$ 45,000.00	\$ 375,000.00	\$ 420,000.00
San Pablo Fletcher Nature Trail	Canal - North of 8th	15th Ave N to Seagate Ave	Primary	Connector	A	12	0.4	1.25	Greenway, access difficulty	\$ 375,000	\$ 20,250.00	\$ 168,750.00	\$ 189,000.00
Seagate Waterway	Seagate Ave	Penman Rd to Kings Road	Secondary	Connector	B	10	0.5	4	Requires bridge and waterway	\$ 375,000	\$ 95,400.00	\$ 795,000.00	\$ 890,400.00
Beach Blvd Basin	2nd Ave N	Beach Blvd. to basin	Secondary	Connector	C	8	0.5	1		\$ 375,000	\$ 22,950.00	\$ 191,250.00	\$ 214,200.00
Wingate Baseball Park Connector	park access route	S 15th Street to Penman Rd S	Secondary	Connector	A	10	0.2	1		\$ 375,000	\$ 6,750.00	\$ 56,250.00	\$ 63,000.00
St Johns Connector	Marsh Landing Pkwy	S Beach Pkwy too A1A (St Johns County)	Secondary	Connector	C	10	0.6	1		\$ 375,000	\$ 27,000.00	\$ 225,000.00	\$ 252,000.00
Baptist Medical Center Connector	Seabreeze Ave	Fairway Lane to hospital	Secondary	Connector	C	8	0.4	1		\$ 375,000	\$ 19,800.00	\$ 165,000.00	\$ 184,800.00
						Trail Network Length	26.2				\$ 1,537,312.50	\$ 12,810,937.50	\$ 14,348,250.00

PEDESTRIAN FRIENDLY!

Make sure becomes certified by East of Greenway

Safe biking
Connectivity to event areas
Connection to larger trail systems

Tie in to Atl Beach
Neptune Beh
Ponte Vedra
Seamless trail

Barrier to traffic

Barrier to traffic -
Not a bike lane

Good connectivity throughout the entire city
Shade
Safe from cars for bikes & peds.

Well defined Street path rules -
Walk, skate, Run, bike + pet friendly

Connecting Under-utilized spaces

Pet Friendly
(water stops, waste bags)

TRAIL LIGHTING

Min 6' wide
2 way.

Prioritize Peds, Bikes & Families

One way streets

Back gate & road way into Hanna Park
w/ pay drop

access for students at San Pedro / Fletcher Area

A good, safe, continuous loop

Solar lighting

Around the Golf Course

Around golf course

dedicated animal spaces

Shared Use Path

Make it

Designated

SAFE =
- patrolled
- lighted
- sign

2-WAY TRAILS

connect locally around business downtown, South beach, beach beach PKWY, Berman, Seagate

Good Access
Good Signage

Avoiding cars as much as possible

Safer walking routes to schools

**City of
Jacksonville
Beach** Parks & Rec

Urban Trails Master Plan



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director of Planning and Development
DATE:	09/01/2022
SUBJECT:	Ordinance No. 2022-8186 Rezoning Application for 201 5th Avenue North; Redevelopment District: RD Zoning (First Reading)

BACKGROUND

The property that is the subject of this rezoning application is located on the northwest corner of 2nd Street North and 5th Avenue North, and consists of approximately 0.3 developed acres of land, located in the Central Business District: CBD Zoning District. The previous use of the property was a stand-alone drinking establishment with an outdoor bar area, *Bo's Coral Reef*, that operated from 1964 to January of 2019, when the doors were closed. The property existed as a non-conforming use, having pre-dated the Land Development Code, and did not have conditional use approval for the enclosed bar or outdoor bar area. The current owner, who purchased the property in March of 2020, desires to re-establish the commercial property with a new bar, retail, and office uses. The owner is requesting to rezone the property from Central Business District: CBD to Redevelopment District: RD to accomplish this goal. Currently, the commercial building sits vacant, although some permitted work has been accomplished.

The current owner applied for building permits to rehab the commercial property in 2020. However, the permits expired due to unforeseen circumstances, and consequently the work was unable to be fully completed. Pursuant to Section 34-622(6) of the Land Development Code, a nonconforming use that is discontinued or abandoned for a period of more than six (6) consecutive months, whether or not the equipment or furniture are removed, may not be re-established or resumed, and any subsequent use shall conform to the provisions specified by the LDC. The Planning and Development Department deemed this property to be abandoned or discontinued, thus causing it to lose any grandfathering status in use, parking or other applicable standards.

The new owner wants to re-establish a drinking establishment, as was operational on the site for over 55 years, and add a retail and office component to the site. The plan contemplates using the existing building, which was constructed in 1954, and maintaining the same outdoor bar area, and parking adjacent to 2nd Street North. The applicant is choosing to apply to rezoning the property to **Redevelopment District: RD** to provide more flexible land development standards to be able to reactivate the site. The applicant is proposing approximately 6,700 square feet of drinking establishment, including an outdoor bar area, 250 square feet of retail, and 200 square feet of office space. Specific permitted and conditional uses are listed on pages 6 through 8 of the project narrative and include specific uses currently permitted in the CBD zoning district, including conditional uses.

The exceptions to the LDC being requested are as follows:



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1. The applicant requests to allow a drinking establishment as a permitted use, as opposed to a conditional use;
2. The applicant requests to have relief from the distance requirements in Section 34-393(2)* of the LDC that requires drinking establishments to be 500 feet apart (the property is approximately 450+ feet away from the existing *Mango's Bar*)
3. Parking will be provided through a combination of on-site parking, payment-in-lieu-of parking, and off-site shared parking agreements, as approved by the Planning and Development Department. Existing parking is unpaved and backs up onto the right of way of 2nd Street North and does not comply with relevant portions of Section 34-373 of the LDC.

** Section 34-393(2) Proximity to other alcoholic beverage establishments. An establishment whose primary activity involves the consumption of alcoholic beverages on the premises shall not be located within five hundred (500) feet of a similar existing establishment, measured from main entrance (portal to portal) by the most direct route. Hotels with one hundred (100) or more rooms, restaurants with seating capacities of one hundred fifty (150) or more and businesses wherein the sale of alcoholic beverages is only incidental to the principal use may be located closer than five hundred (500) feet to another establishment serving alcoholic beverages for consumption on the premises.*

CONSISTENCY WITH THE JACKSONVILLE BEACH COMMUNITY REDEVELOPMENT PLAN AND ADOPTED COMPREHENSIVE PLAN

Staff agrees with the applicant's assessment that the redevelopment of this property will serve to eliminate a blighted condition on a prominent downtown property and is consistent with the Downtown Redevelopment Plan. The re-establishment of a drinking establishment and the addition of other commercial uses is not out of character with the existing mix of uses in the downtown area and on adjacent properties, and provides for the reactivation of property that has sat vacant for over three and a half years. Staff finds that the proposed project is not inconsistent with the adopted Comprehensive Plan and agrees with the applicant's assessment of consistency provided for in the application materials.

STANDARDS APPLICABLE TO REZONING

The City's Planning Commission shall consider the application, the recommendation of the Jacksonville Beach Redevelopment Agency (CRA), comments of the applicant and City staff, and public testimony. The City Council shall then consider the adoption of an ordinance enacting a zoning amendment based on the application, relevant supporting materials, the staff report, the recommendation of the Planning Commission and testimony provided at the public hearings, based on one or more of the following factors, provided that in no event shall an amendment be approved which will result in an adverse community change:

- (1) Whether the proposed amendment is consistent with the comprehensive plan;



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- (2) Whether the proposed amendment is in conflict with any portion of the LDC;
- (3) Whether and the extent to which the proposed amendment is consistent with existing and proposed land uses
- (4) Whether and the extent to which there are any changed conditions that require an amendment;
- (5) Whether and the extent to which the proposed amendment would result in demands on public facilities, and whether and the extent to which the proposed amendment would exceed the level of service standards established for public facilities in the comprehensive plan;
- (6) Whether, and the extent to which, zoning district boundaries are not properly drawn on the official zoning atlas
- (7) Whether and the extent to which the proposed amendment would result in significantly adverse impacts on the natural environment, including, but not limited to, water, air, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the coastal environment;
- (8) Whether and the extent to which the proposed amendment would adversely affect the property values in the area
- (9) Whether and the extent to which the proposed amendment would result in a logical and orderly development pattern; and
- (10) Whether it is impossible to find other lands in the city for the proposed use in a zoning district that permits such use as of right.

Staff finds that the proposed rezoning is consistent with both the adopted Comprehensive Plan and is not in conflict with relevant portions of the Land Development Code. The proposed commercial redevelopment project is consistent with both previous on-site uses, and existing land uses. The existing commercial building is not proposed to be expanded in any way, limiting the demand for public facilities. Redevelopment of the property will serve to eliminate blighted conditions on prominent corner property in the downtown commercial area of the city and further the goals of the Downtown CRA Plan.

COMMUNITY REDEVELOPMENT AGENCY AND PLANNING COMMISSION RECOMMENDATIONS

The Community Redevelopment Agency (CRA) met on October 24, 2022 to consider the application for rezoning. The CRA made a recommendation to **approve** the application, and agreed with most of the conditions proposed by staff with the additional recommendation that the gravel parking along 2nd Street be made into paved parking.

The Planning Commission (PC) met on October 24, 2022 to consider the application for rezoning. The Planning Commission, after considering the application, the recommendation of the CRA, comments of the applicant and staff, and public testimony, made a recommendation to **approve** the application with the following proposed conditions:

1. Any "drinking establishment" would require conditional use approval by the Planning Commission;
2. A minimum aggregate square footage for the office and retail component of the



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- mixed-use project of 1,000 square feet;
3. Parking will be "provided" prior to a certificate of use being issued for any of the uses;
 4. There will be no internal access between uses, and no shared bathroom facilities; and
 5. One paved ADA accessible parking space will be provided on site in compliance with the LDC.

FINANCIAL IMPACT

REQUESTED ACTION

Approve/Disapprove Ordinance No. 2022-8186 on the first reading for a Redevelopment District RD Zoning District Rezoning for 201 5th Avenue North and schedule a second reading for December 5, 2022

ATTACHMENTS

1. Ordinance No. 2022-8186 RD Rezoning 201 5th Avenue North
2. PC#23-22 Application

Introduced by: _____
1st Reading: _____
2nd Reading: _____

ORDINANCE NO. 2022-8186

AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, CREATING A REDEVELOPMENT DISTRICT: RD ZONING DISTRICT SUPPLEMENTING THE COMPREHENSIVE ZONING REGULATIONS AND PLAN FOR THE CITY OF JACKSONVILLE BEACH, FLORIDA, AS PROVIDED UNDER CHAPTER 34 OF THE CODE OF ORDINANCES OF SAID CITY; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Jacksonville Beach, Florida, heretofore enacted and established a Land Development Code and Zoning Atlas for said City; and

WHEREAS, the owners of certain lands in the City, more particularly described herein, have applied to the City Council for the rezoning of those lands from Central Business District: CBD to Redevelopment District: RD; and

WHEREAS, the City Council has considered the application, the project narrative, all relevant support materials, the staff report, the recommendations of the Community Redevelopment Agency and the Planning Commission, and public testimony given at the public hearings.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF JACKSONVILLE BEACH, FLORIDA:

SECTION 1. That the City Council has considered the adoption of this ordinance based on one or more of the factors listed in Section 34-211(c) of the Land Development Code and hereby finds that this amendment will not result in an adverse change in the community in which it is located.

SECTION 2. That the Land Development Code and Zoning Atlas previously adopted by the City Council of the City of Jacksonville Beach, Florida, be and the same is hereby amended and, as amended, shall henceforth read as follows:

That all of certain land within the City of Jacksonville Beach, described in "Exhibit 1" of the project narrative that is zoned as Central Business District: CBD, be and the same be designated as a Redevelopment District: RD, subject to the Project Narrative and Preliminary Site Plan as described in Section 3, so that henceforth the same shall be classified and construed to be embraced within the meaning and subject of the general provisions of the Redevelopment District: RD zoning category as provided in Article VII, Section 34-347 of the Jacksonville Beach Land Development Code (Chapter 34 of the Code of Ordinances of the City of Jacksonville Beach, Florida), subject to the following additional limitations and conditions:

- A. The rezoning application dated July 12, 2022 attached hereto as Exhibit I (including project narrative description dated August 18, 2022 and Preliminary PUD Development Plan titled "Preliminary Site Plan" dated July 21, 2022 attached thereto), which have been submitted to the City of Jacksonville Beach Planning and Development Department, are hereby adopted and incorporated as part of this amendment to the Jacksonville Beach Land Development Code and Zoning Atlas.
- B. The project shall be generally carried out in accordance with the presentments of the rezoning application, project narrative, and conceptual site development plan.

SECTION 3. All ordinances or parts of ordinances in conflict herewith be and the same are, to the extent the same may be in conflict, hereby repealed.

SECTION 4. It is the intention of the City Council that if any section, subsection, clause, or provision of this Ordinance is deemed invalid or unconstitutional by a court of competent jurisdiction, such portion will become a separate provision and will not affect the remaining provisions of this Ordinance.

SECTION 5. This ordinance shall take effect upon its adoption and recordation with the Clerk of Circuit Court, Duval County, Florida.

AUTHENTICATED on this _____ day of _____, 2022.

Christine H. Hoffman, Mayor

Sheri Gosselin, City Clerk

Approved as to form and legal sufficiency:

Sandra R. Robinson, City Attorney



REZONING APPLICATION

RECEIVED

JUL 14 2022
via Fed-Ex

PC No. 23-22
AS/400# 22-100117
PC HEARING 10-24-22

This form is intended for use by persons applying for a change in the boundaries of a specific property or group of properties under the person or persons control. A rezoning is not intended to relieve a particular hardship, nor to confer special privileges or rights on any person, but to make necessary adjustments in light of changed conditions. No rezoning may be approved except in conformance with the Jacksonville Beach 2030 Comprehensive Plan Elements. An application for a rezoning shall include the information and attachments listed below, unless the requirement for any particular item is waived by the Planning and Development Director. All applications shall include a \$1,000.00 filing fee, as required by City Ordinance. A separate fee for advertising costs will be assessed accordingly.

APPLICANT INFORMATION

Land Owner's Name: Walker Capital Holdings, LLC
Mailing Address: 4530-15 St. Johns Avenue #406, Jacksonville, FL 32210

Telephone: _____
Fax: _____

Applicant Name: Walker Capital Holdings, LLC
Mailing Address: 4350-15 St. Johns Avenue #406, Jacksonville, FL 32210

E-Mail: _____
Telephone: _____
Fax: _____
E-Mail: _____

NOTE: Written authorization from the land owner is required if the applicant is not the owner.

Agent Name: Driver, McAfee, Hawthorne & Diebenow, PLLC
Mailing Address: One Independent Drive, Suite 1200, Jacksonville, FL 32202

Telephone: (904) 807-8211
Fax: _____
E-Mail: sdiebenow@drivermcafee.com

Please provide the name, address and telephone number for any other land use, environmental, engineering, architectural, economic, or other professional consultants assisting with the application on a separate sheet of paper.

REZONING DATA

Street address of property and/or Real Estate Number: 201 5th Avenue North (RE 174181 0010)

Legal Description (attach copies of any instruments references, such as but not limited to deeds, plats, easements, covenants, and restrictions): See attached.

Current Zoning Classification: CBD Future Land Use Map Designation: CBD
Proposed Zoning Classification: RD

REQUIRED INFORMATION	Attached?	
	Yes	No
1. A copy of the relevant Duval County Property Assessment Map, showing the exact location of the land proposed for the amendment, with the boundaries clearly marked;	☒	☐
2. An 8½" x11" vicinity map identifying the property proposed for amendment;	☒	☐
3. An aerial photograph, less than twelve (12) months old, of the land proposed for amendment, with the boundaries clearly marked;	☒	☐
4. For a rezoning, include a narrative description of the proposed amendment to the Zoning Map designation and an explanation of why it complies with the standards governing a rezoning the LDC.	☒	☐

Applicant Signature: [Signature] Date: 7/12/22

Agent Authorization

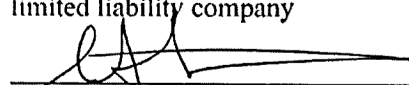
City of Jacksonville Beach
Planning and Development Department
City Hall First Floor
11 North Third Street
Jacksonville Beach, Florida 32250

Re: Agent Authorization for 201 North 5th Avenue, Jacksonville Beach, FL 32250
(RE# 174181 0010)

Ladies and Gentlemen:

You are hereby advised that Scott W. McAlister, as manager of Walker Capital Holdings, LLC, a Florida limited liability company, hereby authorizes and empowers Driver, McAfee, Hawthorne & Diebenow, PLLC, to act as agent to file an application for rezoning and such other entitlements as may be required for the above referenced property and in connection with such authorization to file such applications, papers, documents, requests and other matters necessary for such requested change as submitted to the Jacksonville Beach Planning and Development Department.

Walker Capital Holdings, LLC, a Florida
limited liability company

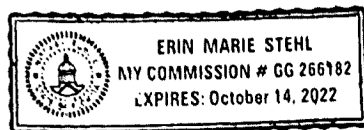


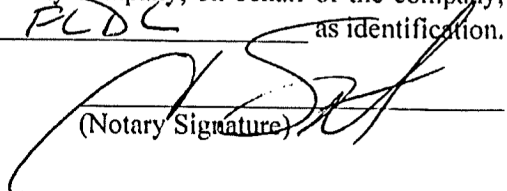
Scott W. McAlister, its manager

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this 30 day of JUNE, 2022 by, Scott W. McAlister, as manager of Walker Capital Holdings, LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or ☒ has produced PLDC as identification.

[Notary Seal]




(Notary Signature)

NARRATIVE DESCRIPTION
201 5th Avenue North
Proposed Rezoning to RD District and
Preliminary Development Plan
August 18, 2022

Walker Capital Holdings, LLC (“Owner”) proposes to rezone approximately 0.3 acres of property from Central Business District (“CBD”) to Redevelopment District (“RD”). The property is located at 201 5th Avenue North (RE# 174181 0010) (the “Property”), as further described in the legal description attached hereto as Exhibit 1. The following is a description of the proposed RD rezoning and the Preliminary Development Plan (“PDP”) supporting same. Also included is an explanation of why the proposed development complies with the standards governing RD rezonings and PDPs in the City of Jacksonville Beach (“City”) Land Development Code (“LDC”).

I. INTRODUCTION

The Property is located within the CBD functional land use category according to the Future Land Use Map (“FLUM”) series adopted as part of the 2030 Comprehensive Plan and is zoned CBD. It is located within the Downtown subdistrict of the RD Zoning District areas and was home to Bo’s Coral Reef, a bar that had operated for fifty-five (55) years until recently closing. Due to the location and unique and innovative development plan, Owner requests this RD rezoning to permit revitalization of the Property into a mixed-use facility intended for bar, commercial retail and office uses (the “Project”).

Currently, the Property is developed with a bar, an outdoor deck, and a gravel parking lot. Other businesses on the same block as the Property are Graffiti Burger Bar, Larry’s Giant Subs, and Kazu Sushi Burrito. To the south across 5th Avenue North are the Pier Point Condominiums and to the east across 2nd Street North are commercial office and residential uses.

II. REDEVELOPMENT DISTRICT

The RD zoning district classification is designed to achieve a diversity of uses in a desirable environment through the application of flexible land development standards and to foster creative design and planning practices in the Jacksonville Beach Downtown Redevelopment Area in order to encourage economic vitality and redevelopment pursuant to the objectives of the Jacksonville Beach Community Redevelopment Plan (“CRP”). Land that is not zoned RD but seeks to be rezoned to RD must comply with Article VI, Division 3 standards and must also receive approval of a PDP pursuant to the procedures and standards of section 34-347. In furtherance of those objectives and standards, the Project will be constructed in accordance with the following provisions of the PDP below.

III. PRELIMINARY DEVELOPMENT PLAN

- A. Submission of application.* Following the preapplication conference, an application for rezoning and a PDP for RD zoning district classification shall be submitted to the planning and

development director, along with a nonrefundable application fee which is established from time to time by the city council to defray the actual cost of processing the application.

B. *Contents of application.* The rezoning and PDP application shall include the following information:

1. The names, address and telephone number of the owners of record of the land proposed for development.

Owner: Walker Capital Holdings, LLC
4530-15 St. Johns Ave #406
Jacksonville, FL 32210
(904) 595-5636

2. The name, address, and telephone number of the developer, if different from the owner, and an explanation of the difference.

There is no difference between the Owner and developer.

3. The name, address and telephone number of the agent of the applicant, if there is an agent.

Applicant/Agent: Steve Diebenow and Michael Sittner
Driver, McAfee, Hawthorne & Diebenow, PLLC
One Independent Drive, Suite 1200
Jacksonville, FL 32202
sdiebenow@drivermcafee.com
msittner@drivermcafee.com
(904) 301-1269

4. The name, address, and telephone number of all land use, environmental, engineering, economic, or other professionals that are assisting with the application.

Architect: Vermey Architect Chartered
422 3rd Street South
Jacksonville Beach, FL 32250

5. The name, address and legal description of the land on which the PDP is proposed to occur, with attached copies of any instruments referenced, such as but not limited to deeds, plats, easements, covenants and restrictions.

The Property is 201 5th Avenue North (RE# 174181 0010) as stated above. The legal description and deed are attached hereto as Exhibit 1.

6. A copy of the relevant Duval County Property Assessment Map, showing the exact location of the land proposed for development, with the boundaries already marked.

The assessment map is attached hereto as Exhibit 2.

7. An eight and one-half (8 ½) by eleven (11) vicinity map locating the proposed land for development.

The vicinity map is attached hereto as Exhibit 3.

8. A statement of the planning objectives to be achieved by the planned redevelopment activity and its consistency with the Jacksonville Beach Community Redevelopment Plan. The statement shall include a detailed description of the character of the proposed development, including information relative to the architectural style of the proposed development.

- i. Description of Character of Proposed Development.

The Property is located in an urban pedestrian scale environment, two (2) blocks from the Atlantic Ocean and has been used as a bar for approximately fifty-five (55) years. Consistent with its location and historical use, the Project contemplates the reinvigoration of the bar with the addition of commercial retail and office uses. The Project will also include the outdoor deck and may include roof top service. The gravel parking lot will continue to be used with the additions of a paved ADA parking space and parking stops to delineate each space. The site plan conceptually depicts the Property, attached hereto as Exhibit 4.

- ii. Consistency with Jacksonville Beach Community Redevelopment Plan.

The proposed redevelopment is consistent with the general purpose and intent of the CRP and specifically contributes to the following objectives:

General Objectives:

- a. Eliminate the conditions of blight and prevent the spread of blighting conditions.

The Project will revitalize the existing building and provide a mixed-use development with on-site parking and complementary uses including bar, commercial retail and office. The Project will be a key piece in the reinvigoration of Downtown Jacksonville Beach and will complement the redevelopment projects in the area, including the Jacksonville Beach Pier and SpringHill Suites Hotel.

- b. Encourage the core downtown area to develop as the center for cultural, entertainment and community activities within the City.

The Project's mix of uses and proximity to the Jacksonville Beach Pier will encourage resident and visitor participation in the area.

Economic Objectives:

- a. Increase the tax base in the Community Redevelopment Area to assist in financing public actions to support redevelopment.

The Project contemplates improvements to the structure which will lead to additional property taxes.

- b. Encourage the re-creation of a compact mixed-use core area, oriented to recreation, entertainment, specialty retail tourism and housing.

The Project features complementary uses including bar, commercial retail and office within the Property.

Land Use Objectives:

- a. Encourage the development of a mix of activities in the core area including residential, retail, hotel and office.

Commercial retail and office uses are slated for the Property.

- b. Provide guidance to moderate building heights in the core oceanfront area and residential densities elsewhere in the community redevelopment area.

The Project adopts a thirty-five (35) foot height maximum, unless otherwise allowed under the City's Charter and/or LDC.

- c. Control the amount of land zoned for commercial use to stabilize predominately residential areas and concentrate commercial activity in the core area.

The proposed commercial uses are appropriate for the Property and the surrounding location. The entire block the Property is located on is utilized for commercial retail uses.

Urban Design Objectives:

- a. Promote standards of high quality in new development and rehabilitation consistent with the desired image of Jacksonville Beach.

The Project entails reinvigorating an existing structure in downtown.

- b. Promote compatibility and integration among public and private developments.

The Project will encourage further resident participation in the area with close proximity to the Jacksonville Beach Pier.

9. A statement of the applicant's intention with regard to the form of ownership contemplated for the development when construction is completed, e.g., sale or lease of all or some of the development including rental units, condominiums, or fee simple conveyance.

The Property is intended to be owned and operated by one entity.

10. A description of the proposed development, including:

- i. The number and type of residential dwelling units. The Project contemplates commercial uses only.
- ii. The approximate gross density for the residential development. No residential development is slated for the Property.
- iii. The amounts of land and building square footages for nonresidential developments, by type of use, including any portions to be reserved for public use.

Current Future Land Use:

CBD – 0.3 Acres

Current Zoning:

CBD – 0.3 Acres

Current Square Footage:

±5,721 sf bar

±1,518 sf outdoor deck

Current Lot Coverage:

80.6%

Proposed Zoning:

RD – 0.3 acres

Proposed Square Footage:

±5,271 sf bar

±1,518 sf outdoor deck

±250 sf commercial retail

±200 sf office

The proposed square footages for each use may be allocated to another nonresidential use on a one (1) to one (1) square foot basis or as otherwise agreed to by the P&DD.

Proposed Maximum Lot Coverage:

90%

11. A concept plan showing the location of all proposed buildings, the proposed traffic circulation system, and parking facilities.

The site plan showing the location of structures and parking is attached hereto as Exhibit 4.

12. A tentative development schedule indicating:

- i. The approximate date when construction of the development can be expected to begin.

Revitalization of the Property is currently in progress.

- ii. The stages in which the development will be built and the approximate date when construction each stage can be expected to begin.

No new structures are contemplated for the Property. This RD rezoning is primarily intended to facilitate the revitalization of the existing structure on the Property and to allow for multiple uses. Improvements to the Property have already begun.

- iii. The approximate date when each stage of development will be completed.

Owner anticipates the renovations will be completed in 2023.

C. Standards. This RD zoning district shall comply with the following standards:

1. *Land Area.* Development shall be approved only on land having an area which is deemed to be adequate and appropriate.

2. *Uses.*

- i. Permitted Uses.

- a. Bakery products manufacturing, in conjunction with the retail sale of the bakery products on the same site.

- b. Retail trade establishments as follows: Building materials, hardware and garden supplies; general merchandise stores; apparel and accessory stores; home furniture, furnishing and equipment stores; non-prescription drugs; florists; tobacco stands and newsstands; optical goods stores; and miscellaneous retail goods.
 - c. Restaurants, bars, lounges, nightclubs, taverns or other drinking place, with the sale and service of all alcoholic beverages and with outdoor sale and service, including roof top service. These uses shall be permitted notwithstanding the distance requirements in section 34-393(2) or the supplemental requirements in section 34-407(a) and (b).
 - d. Microbreweries.
 - e. Financial institutions, insurance and real estate offices.
 - f. Personal service establishments as follows: Photographic studios; beauty and barber shops; shoe repair shops and shoe-shine parlors; tax preparation services; and miscellaneous personal services.
 - g. Business service establishments as follows: Advertising; business and consumer credit reporting and collections; mailing reproduction, commercial art and photography and stenographic services; personnel supply, excluding labor and manpower pools and similar temporary help services; computer programming, data processing and other computer services; and miscellaneous business services.
 - h. Automotive parking, including surface and/or structured parking.
 - i. Physical fitness facilities.
 - j. Business and professional offices as follows: Landscape architect; building contractors and subcontractors (no storage of vehicles, equipment, or materials); doctors, dentists and miscellaneous health offices and clinics; legal services; and engineering, architecture, accounting, research management and related services.
 - k. Essential services, including water, sewer, electrical, gas, communications antennae, and similar uses.
 - l. Mobile food dispensing vehicle as defined in and in accordance with the provisions of section 12-33 Mobile Food Dispensing Vehicles of Chapter 12 Food and Food Products of this Code of Ordinances.
- ii. Prohibited Uses: The uses specifically prohibited in the RD zoning district regulations 34-347(c)(3)i.2.ii., attached hereto as Exhibit 5, shall not be permitted.
 - iii. Conditional Uses:

- a. Religious organizations.
 - b. Medical marijuana treatment center dispensing facilities.
- 3. *Residential density.* Only commercial uses are permitted under this RD rezoning.
- 4. *Area and setback requirements.*
 - i. Minimum lot area and width: None.
 - ii. Maximum lot coverage: 90%.
 - iii. Building setbacks:
 - a. Front (south boundary) – zero (0) feet minimum; ten (10) feet maximum.
 - b. Side (east & west boundaries) – zero (0) feet minimum.
 - c. Rear (north boundary) – Ten (10) feet minimum. The outdoor deck and dumpster pad may be within the rear setback.
 - iv. Maximum building height: Thirty-five (35) feet. The height limitation contained in this RD rezoning does not apply to spires, belfries, cupolas, flag poles, antennas, water tanks, fire towers, cooling towers, ventilators, chimneys, radio and television towers, and elevator hoist ways, not intended for human occupancy. Should the maximum height under the City’s Charter and/or LDC increase subsequent to the approval of this RD rezoning, the Project may be developed in accordance with those provisions through an RD zoning amendment pursuant to the standards and procedures for a rezoning.
- 5. *Traffic circulation control and parking.* Vehicular access to the Property shall be by way of 2nd Street North, substantially as shown on the site plan.
- 6. *Off-street parking and loading.*

A minimum of one (1) parking space per five hundred (500) square feet of floor area. Any parking short of the minimum herein may be accounted for by any method allowed under the LDC, including but not limited to, off-site parking pursuant to section 34-375, shared parking agreement(s) pursuant to section 34-376, and payment in lieu contribution(s) to the City pursuant to section 34-380, or as otherwise approved by the P&DD. On-street loading is allowed to serve the entire development.

Currently the Property is serviced with a gravel parking lot fronting 2nd Street North. Due to its design and the building orientation, the parking lot cannot physically provide the required turning and maneuvering space to allow vehicles to back out onsite before entering 2nd Street North. To provide such spacing for maneuverability would require substantial

modifications to the site and potential demolition of the building which has existed for over fifty-five (55) years. Likewise, the constrained site conditions either prohibit or render impractical most landscaping updates required under the LDC. As a result, Applicant shall not be required to provide parking drive aisles or any other spacing required under the LDC for parking areas nor any associated landscaping.

Despite the site limitations, Applicant will improve the parking lot. One (1) paved ADA parking space will be provided, as well as parking stops that will delineate each gravel parking space. The parking stops will be spaced accordingly so as to clearly mark each individual space and guide visitors as to their intended car location. Each parking space will be sized according to the LDC, although striping of each individual space is not required.

7. *Open space requirements.* Consistent with the RD zoning district regulations.
8. *Signage:* All signs erected shall be consistent with the goals, objectives, and policies of the adopted CRP and the standards of Article VIII, Division 4.
9. *Landscaping:* Consistent with the goals, objectives, and policies of the CRP. Due to the existing configuration of the Property, the following shall not be required:
 - i. Perimeter landscaping on the east and west sides of the Property, including the provision of trees or vegetation other than those conceptually depicted on the site plan. Trees shall be generally provided on the north and south portions of the Property as conceptually depicted in the site plan or as otherwise agreed to by the P&DD.
 - ii. Any other applicable landscaping provision that would otherwise prohibit or require modification to the site plan.
10. *Environmental:* The stormwater management and flood protection standards shall be consistent with the goals, objectives, and policies of the CRP and the standards in Article VIII, Division 5.
11. *Utility easements:* Easements necessary for the orderly extension and maintenance of public utility systems shall be required where they are necessary and adequately service the development.
12. *Adequate public facilities:* There shall be adequate potable water, sanitary sewer, stormwater management, solid waste, park, roads, police, fire and emergency management services facilities to service the development. The application shall comply with the standards in Article X, Adequate public facilities standards.
13. *Comprehensive plan consistency.*

In addition to furthering the objectives of the CRP, the proposed redevelopment is consistent with and furthers the general purpose and intent of the 2030 Comprehensive Plan, specifically contributing to the following goals, objectives and policies:

Future Land Use Element:

- i. Goal LU.1 – Provide for a continued high quality of life in Jacksonville Beach by planning for population growth, public and private development and redevelopment, energy conservation; and the proper distribution, location, and extent of land uses by type, density, and intensity consistent with efficient and adequate levels of services and facilities, and the protection of natural and environmental resources.
- ii. Policy LU.1.2.2 – An adequate amount of land exists in developed areas or areas being developed for neighborhood and general commercial, office and service, lodging, and industrial use in the City, or is planned for assembly and redevelopment to meet the needs of the projected resident, seasonal and day visitor populations through the planning period. Future commercial space needs of this type shall be met through in-fill development adjacent to similar uses or through redevelopment in designated areas.
- iii. Policy LU.1.2.3 – The intensity of development in areas where in-fill development for commercial, office, service, or industrial use is proposed shall conform to the level of intensity on adjacent properties or as specified in the adopted Community Redevelopment Plans. A market analysis shall be required to accompany any application involving a proposed Future Land Use Map change from a residential land use category to a commercial land use category.
- iv. Policy LU.1.3.1 – It is the intent of the City that the land use proposals in the adopted Downtown and South Beach Community Redevelopment plans currently being implemented are made a part of this Future Land Use Element by reference and development within these designated areas shall be carried out under the Planned Unit Development or Redevelopment District provisions in the City's land development regulations.
- v. Objective LU.1.4 – Future land development activities shall be directed to appropriate areas as described in this Future Land Use Element or as depicted on the Future Land Use Map. All future land use shall be consistent with sound planning principles and the limitations of the natural environment including sensitivity to problems posed by greenhouse gas generation, topographic and soil conditions, conservation-protected lands such as estuarine wetlands and the beach, and conservation-restricted lands such as palustrine wetlands and flood prone areas including the coastal zones. Future land development activities shall be considerate of the need to preserve and protect historic resources; the desired community character, and the goals, objectives, and policies relating to the development of the land embodied in the other Elements of this Plan.
- vi. Policy LU.1.5.10 – Central Business District (CBD): The Central Business District (CBD) land use category is intended to provide a central core for the city, with a

diversity of uses, and to promote flexibility in design and quality in development while preserving public access to the beach recreational area. It is coterminous with the jurisdictional area of those lands within the Downtown Redevelopment Area. The CBD category allows medium to high density residential, commercial, industrial, recreational, and entertainment uses, as well as transportation and communication facilities. The exact location, distribution, and density/intensity of various types of land use in the Redevelopment Area will be guided by the site development plans approved as part of the Downtown Redevelopment Plan.

- vii. Objective LU.1.9 – Design of Commercial and Industrial Developments. Commercial and industrial development/ redevelopment will be designed to enhance access and circulation, and result in a positive and attractive built environment.
 - viii. The City shall promote pedestrian amenities and upgrades in association with new development/redevelopment and gateway corridors (Beach Boulevard, A1A, and Penman), including, but not limited to, the provision of sidewalk and bike path connections, walk lights, benches, bus shelters and bicycle parking. The City of Jacksonville Beach Bus Shelter Task Force in cooperation with the JTA will determine the shelter locations and design suitable to the City's design context, with a goal of upgrading three existing transit stops per year.
14. *Time limitations.* The receipt of a development order for this RD zoning shall expire at the end of one (1) year after the date of its initial approval, which is to begin the day after the appeal period ends, unless an application for a development permit for a development plan has been submitted to the planning and development director. Only one (1), one (1) year extension shall be granted by the city council upon written application to the planning and development director. Written application requesting the extension shall be submitted to the planning and development director no later than thirty (30) working days before the date that the development order is to expire. The timelines and year-long extension herein shall be in addition to any pause, tolling and/or extension provided by federal, state or local law regarding state of emergencies, including but not limited to such relief offered in section 252.363, *Florida Statutes* (2021). Once a timely application for a development permit for a development plan has been submitted, any subsequent application may be filed notwithstanding the time provisions herein.
15. *Minor deviation to PDP.* Minor deviations shall be allowed pursuant to the RD zoning district provisions.
16. *Amendments to PDP.* Amendments to the preliminary development plan shall be allowed pursuant to the RD zoning district provisions.
17. *Development plan.* An application for development plan shall be filed according to the time limitations set forth in section III.C.14. of this RD rezoning.

EXHIBIT 1

LEGAL DESCRIPTION & DEED

Lots 7 and 8, Block 63, Pablo Beach Improvement Company's Plat of Part of Northern Portion of Pablo Beach, Florida, as per plat thereof, recorded in Plat Book 5, Page(s) 66, of the Public Records of Duval County, Florida.

Together with the South 6 feet of the alley lying within Block 63, North and adjacent to Lot 7 as closed by Ordinance No. 7399 of Jacksonville Beach.

Prepared by and Return to:
Sunshine Title Corporation

8613 Old Kings Road South, Suite 100
Jacksonville, Florida 32217
Our File Number: STC #115093
174181-0010

For official use by Clerk's office only

STATE OF Florida)
COUNTY OF Duval)

SPECIAL WARRANTY DEED

THIS INDENTURE, made this February 27, 2020, between 201 5th Avenue Holding, LLC, a Florida Limited Liability Company, whose mailing address is: 201 5th Avenue North, Jacksonville Beach, Florida 32250, party of the first part, and Walker Capital Holdings, LLC, a Florida Limited Liability Company, whose mailing address is: 1050 Hendricks Avenue, #303, Jacksonville, Florida 32207, party/parties of the second part,

WITNESSETH:

First party, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00) and other valuable considerations, receipt whereof is hereby acknowledged, does hereby grant, bargain, sell, aliens, remises, releases, conveys and confirms unto second party/parties, his/her/their heirs and assigns, the following described property, to-wit:

Lots 7 and 8, Block 63, Pablo Beach Improvement Company's Plat of Part of Northern Portion of Pablo Beach, Florida, as per plat thereof, recorded in Plat Book 5, Page(s) 66, of the Public Records of Duval County, Florida.

Together with the South 6 feet of the alley lying within Block 63, North and adjacent to Lot 7 as closed by Ordinance No. 7399 of Jacksonville Beach.

Subject, however, to all covenants, conditions, restrictions, reservations, limitations, easements and to all applicable zoning ordinances and/or restrictions and prohibitions imposed by governmental authorities, if any.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the same in fee simple forever.

AND the party of the first part hereby covenants with said party of the second part, that it is lawfully seized of said land in fee simple: that it has good right and lawful authority to sell and convey said land; that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under the party of the first part.

IN WITNESS WHEREOF, first party has signed and sealed these present the date set forth on February 27, 2020.

Signed, sealed and delivered
in the presence of:

201 5th Avenue Holding, LLC, a Florida Limited Liability
Company

Witness signature [Signature]
Print witness name BOB KOSCHNICK

By: [Signature]
Print Name: Clifford P. Koschnick
Title: Manager

Witness signature [Signature]
Print witness name KATLEN BOBCHEV

State of Florida
County of Hillsborough

The foregoing instrument was acknowledged before me by means of X physical presence or [] online notarization, this February 27, 2020 by Clifford P. Koschnick, Manager of 201 5th Avenue Holding, LLC, a Florida Limited Liability Company who is personally known to me or who has produced a Drivers License as identification.

Notary Public [Signature]
KATLEN BOBCHEV
Print Notary Name

My Commission Expires: Sep. 23, 2023

Notary Seal

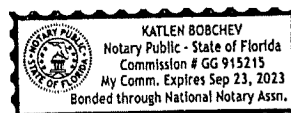
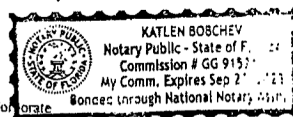


EXHIBIT 2

PROPERTY ASSESSMENT MAP



EXHIBIT 3

VICINITY MAP

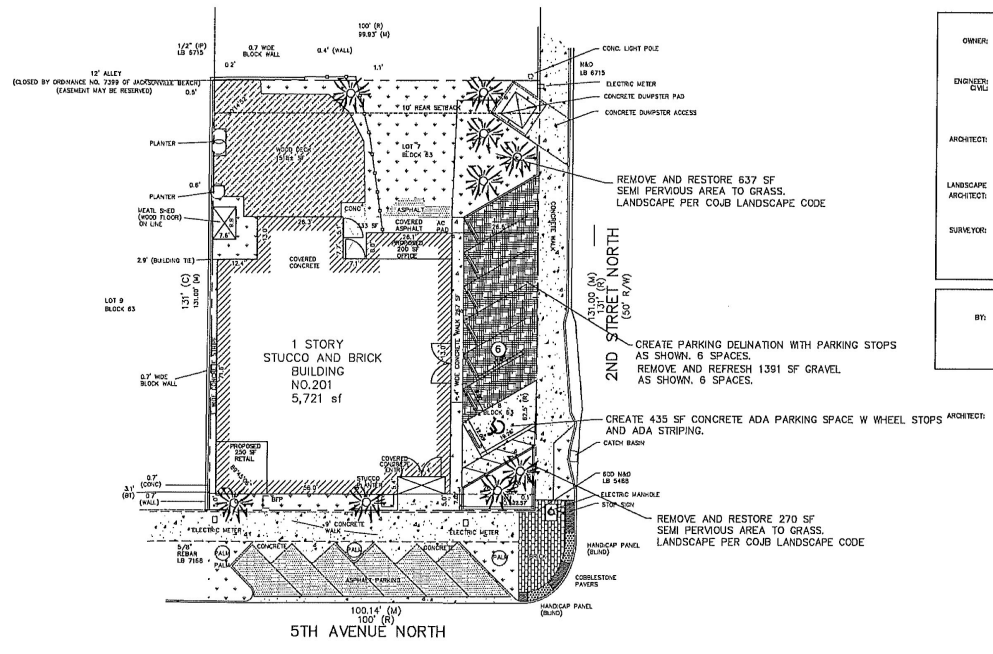
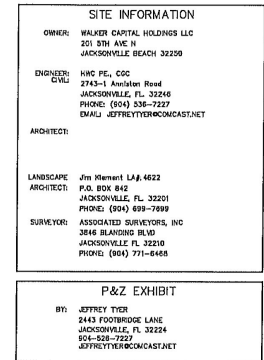
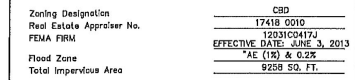


EXHIBIT 5

RD ZONING DISTRICT PROHIBITED USES

Sec. 34-347. Redevelopment district: RD.

- i. *Standards.* A preliminary development plan for a RD zoning district designation shall comply with the following standards:
 1. *Land area.* Development shall be approved only on land having an area which is deemed to be adequate and appropriate.
 2. *Permitted uses.*
 - i. Uses shall be governed by the provisions of the Jacksonville Beach Community Redevelopment Plan and shall be appropriate for the location requested, compatible with other existing or proposed uses in the general vicinity, and consistent with the adopted Jacksonville Beach Community Redevelopment Plan.
 - ii. The following uses are specifically prohibited:
 - a) Manufacturing., except for activity related to the production of items designed for sale at retail on the premises such as arts and crafts, jewelry, or bakery goods.
 - b) Outdoor storage yards of any kind, including junk yards.
 - c) Wholesale trade, warehouse, and distribution establishments.
 - d) Cemeteries.
 - e) Mobile home parks.
 - f) Motor vehicle repair, services, and garages.
 - g) Transportation and transportation service establishments, except terminal and service facilities for passenger transportation.
 - h) Petroleum and petroleum products receiving, storage/and distribution.
 - i) Veterinary services and kennels.
 - j) Recreational vehicle or travel trailer parks.
 - k) Commercial and industrial laundries.
 - l) Cold storage and ice processing plants.
 - m) Contract construction establishments.
 - n) Rooming and boarding houses.



PROPOSED PLAN

NOTE: CONTRACTOR TO LOCATE AND TO PROTECT EXISTING UTILITIES, IE: ELECTRICAL DUCT BANK, CABLE RISERS, AND OTHER UTILITIES WHETHER LOCATED OR NOT PRIOR TO CONSTRUCTION. ADJUSTMENTS TO CITY UTILITIES SHALL BE THE CONTRACTORS RESPONSIBILITY.

PROPOSED SITE STATS			
	SQ. FT.	ACRE	PERCENT OF SITE
TOTAL	13,113	0.30	100.00 %
BUILDING IMPERVIOUS	5,721	0.13	43.6 %
TOTAL IMPERVIOUS AREA	490	0.01	3.7 %
SEMI-IMPERVIOUS WOOD DECK	6,211	0.14	47.3 %
TOTAL	1,994	0.04	15.2 %
LOT COVERAGE:	1,518	0.03	11.5 %
GREEN AREA	9,723	0.22	74.1 %
	3,390	0.07	25.9 %

PARKING STATISTICS

PARKING CALCULATIONS
5,721 SF BAR/OFFICE/RETAIL=11.44 SPACES
1,018 SF DECK=3.03 SPACES
TOTAL PARKING REQ=14.47 SPACES

NOTES:

1. CONTRACTOR SHALL COVER ALL EXPOSED SAND PILES THAT ARE IN EXCESS FOR MORE THAN 24 HOURS TO PREVENT EROSION. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO SURROUNDING PROPERTY BY BLOWING SAND FROM THE SITE.
2. A SIX FOOT HIGH FENCE SHALL BE ERECTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
3. THE CONTRACTOR SHALL CORRECT ALL IMPACTS (INCLUDING DAMAGE) TO EXISTING PROPERTIES, UTILITIES, AND PLANT OF WASTE AND WATER AGENCIES, AND TO THE PUBLIC, AND TO THE STATE, CAUSED OR RESULTING FROM THE ISSUANCE OF CERTIFICATION OF COMPLETION.
4. ALL SIX-FOOT SHADY AREAS AS THE RIGHT OF WAY ADJACENT TO THE EXISTENT SHALL BE RECREATED AND MAINTAINED BY THE CONTRACTOR.
5. ALL SPRING SHALL BE REMOVED-PLACING.
6. CONCRETE SHALL BE THICKNESS NOT PER THIS SUBMITTAL.
7. CONTRACTOR TO CONSIDER ALL SIDEWAYS THAT IN USE AND RESTORE PORT OF WAY TO ORIGINAL STATE.
8. CONTRACTOR TO CONSIDER CITY OF DENVER AND OTHER METER COUNCILS AND INTERFERE WITH ANY ELECTRICAL, GAS, SERVICE DEPOSITS.
9. COORDINATE WITH RES FOR STANDARD SURVEY REQUIREMENTS SUCH AS EASINGMENTS, PERMITS, FOR ELECTRICAL, GAS, SERVICE DEPOSITS, INSPECTIONS, ETC. CALL DOW DUNDAS AT 278-1886 WITH QUESTIONS.

LeeAnn Bassabe

RECEIVED

via email

OCT 10 2022

From: Robert Golden <goldenjester@hotmail.com>
Sent: Monday, October 10, 2022 8:37 AM
To: Planning Division
Subject: PC#23-22, public hearing date: November 21, 2022

PLANNING & DEVELOPMENT

I regret that I am unable to attend the public hearing regarding this proposed rezoning but I wish to voice my concerns.

Firstly, the application does not include a rendering or details on how the existing structure will be redeveloped to include a drinking establishment, retail and office space.

Secondly, the proposed amount of off-street parking space for the structure doesn't seem to meet the needs of the present day.

Thirdly, according to Policy LU.1.5.10 the Central Business District is supposed to promote a diversity of uses. The Central Business District is already awash with drinking establishments, with more yet in development. Adding even more drinking establishments fails to meet this policy.

Fourthly, when this establishment was previously in operation it was a frequent source of noise complaints both during the day and night for local residents. It monopolized law enforcement time and resources and directly impacted the legal right of neighboring residential buildings to quiet enjoyment of their property. This application, without its renderings or proposed layout gives no indication of how it will avoid impacting local residents right to quiet enjoyment.

Thank you,

Robert Golden

525 3rd St N Apt 412

Jacksonville Beach, FL 32250



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director of Planning and Development
DATE:	09/20/2022
SUBJECT:	Ordinance No. 2022-8187 Land Development Code Text Amendment for Fence Height (First Reading)

BACKGROUND

At a previous City Council Briefing, the City Council discussed the desire to review the City's current code on fences and fence height. More specifically, fence height on residential properties that are immediately adjacent to commercial uses. Concern has been expressed by a resident regarding the limitations on fence height in the code and privacy issues where residential use is adjacent to a commercial use. Section 34-406 of the City's Land Development Code (LDC) regulates fence height in the City.

Staff conducted research on neighboring and comparable Florida cities with ocean front property and their fence height requirements and regulations. Table 1 (attached) provides information on fence heights for Jacksonville Beach, Atlantic Beach, Neptune Beach, Cocoa Beach, Ormond Beach, New Smyrna Beach, and Satellite Beach for comparison purposes. Staff provided this information to the Council at a follow-up briefing on August 22, 2022 to facilitate discussion. Six to eight foot fence heights on the side and rear of properties are common in other communities.

Following the discussion, the Council requested that staff proceed with changes to the LDC regarding fence height, and a summary of the proposed change is below. Pursuant to Section 34-203, amendments to the text of the LDC may be proposed by the City Council. Therefore, staff is proceeding with the requested amendment to the text of the LDC, Section 34-406.

The Planning Commission met to discuss the application for the proposed text amendment to the LDC on October 24, 2022. The Planning commission made a recommendation to **approve** the application with a suggested modification/clarification to the language, which is reflected below.

LDC AMENDMENT SUMMARY

Staff is proposing to add the following NEW language to Section 34-406(4) of the LDC as a new sub-section c.:

c. Side and rear yard fences on single-family residential uses that are immediately adjacent to an established commercial or industrial use may be built to a height not to exceed eight (8) feet on the property boundary immediately adjacent to the commercial or industrial use, and may be constructed without 25% of the aggregate surface area being open, even when the property is separated by an intervening alley.



City of Jacksonville Beach • 11 North Third Street • Jacksonville Beach, FL 32250

FINANCIAL IMPACT

REQUESTED ACTION

Approve/Disapprove Ordinance No. 2022-8187 on the first reading for a Text Amendment to the Land Development Code for Fence Height, and schedule a second reading for December 5, 2022

ATTACHMENTS

1. Table 1. Fence Height Information for Residential Properties
2. Ordinance No. 2022-8187
3. Proposed Changes to Section 34-406

Table 1. Fence Height Information for Residential Properties

	Front Yard	Side and Rear Yard	Rear Yard Oceanfront	Pool	Compatibility Buffers
Jacksonville Beach	Four (4) feet	Eight (8) feet if the top two feet are 25 % open	Three and a half (3.5) feet	Four (4) feet minimum	Six (6) feet minimum
Atlantic Beach *	Four (4) feet, except five (5) feet for ornamental with vertical rails no more than two (2) inches in width and spacing of at least four (4) inches	Six (6) feet, with a provision for eight (8) tall privacy structures such as a trellis, screen, or partition intended for privacy and does not separate land	Four (4) feet, ocean side of lot is considered a front yard	Four (4) feet minimum	Five(5) feet to eight (8) feet fence, wall or landscaping on rear and side yards
Neptune Beach	Four (4) feet	Six (6) feet, eight (8) feet in rear when residential property abuts commercial property with city manager approval	Four (4) feet, ocean side of lot is considered a front yard	Four (4) feet minimum up to eight (8) feet maximum	Six (6) feet minimum masonry wall or plant materials
Cocoa Beach	Four (4) feet	Six (6) feet, four (4) in corner side yard if fence is on property line and six (6) feet if fence is set back five feet from the corner side property line	Four (4) feet if within fifteen (15) feet of waterway	Four (4) feet minimum	Eight (8) feet (residential properties may construct)
Ormond Beach	Three (3) feet if solid, six (6) feet if open (picket, wrought iron style, rail)	Six (6) feet	Three (3) feet if solid, six (6) feet if open (picket, wrought iron style, rail)	Four (4) feet minimum	Six (6) feet minimum, and up to eight (8) feet max with approval from the Site Plan Review Committee
New Smyrna Beach	Four (4) feet	Six (6) feet	Four (4) feet	Four (4) feet minimum	Six (6) feet minimum with shrubs or vines
Satellite Beach	Not permitted, unless it is a decorative wall that meets the min front yard setback and has the same color and façade texture of the house at corner.	Six (6) feet, up to seven (7) feet if there are differences in property elevation, and up to eight (8) feet if between residential and non-residential	Six (6) feet, and not located seaward of the CCCL	Four (4) feet minimum	Six (6) to eight (8) feet masonry wall

* Variances may be authorized for fence height

Introduced by: _____
1st Reading: _____
2nd Reading: _____

ORDINANCE NO. 2022-8187

AN ORDINANCE OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, TO AMEND AN ORDINANCE ENACTING AND ESTABLISHING A COMPREHENSIVE LAND DEVELOPMENT REGULATION AND OFFICIAL ZONING MAP FOR THE INCORPORATED AREA OF THE CITY OF JACKSONVILLE BEACH, FLORIDA, AS AUTHORIZED BY CHAPTER 163.3202, FLORIDA STATUTES, BY AMENDING ARTICLE VIII, DIVISION 2. SUPPLEMENTAL STANDARDS, TO MODIFY THE FENCE HEIGHT REQUIREMENTS; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES, SEVERABILITY, CODIFICATION, AND AN EFFECTIVE DATE.

WHEREAS, the City of Jacksonville Beach ("City") has the authority to adopt this Ordinance pursuant to Article VIII of the Constitution of the State of Florida; and Chapters 163 and 166, Florida Statutes; and

WHEREAS, the City Code of Ordinances, Chapter 34 Land Development Code (LDC) exists to establish comprehensive and consistent standards, regulations, and procedures for the review and approval of all proposed development of land in the City and to implement the goals of the Comprehensive Plan; and

WHEREAS, the City finds it necessary to periodically review and make amendments and revisions to the LDC to provide clarifications, address new issues pertaining to regulations and procedures, make updates, enact new portions, and reorganize parts; and

WHEREAS, the City Council has expressed interest in modifying the language and regulations pertaining to fence height on residential property when adjacent to commercial and industrial uses; and

WHEREAS, the City's Planning Commission, after notice and public hearing, has considered the ordinance and the proposed amendments, clarifications, revisions, updates, and reorganization to the articles, divisions, and sections of the LDC, has considered staff recommendations, information provided, and public testimony given at the public hearings and has presented its recommendation to the City Council; and

WHEREAS, the City Council hereby finds that this Ordinance serves a legitimate government purpose, it is a permissible exercise of the City's powers and authority, and benefits the public health, safety, and welfare of the citizens, residents, and guests of the City of Jacksonville Beach.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF JACKSONVILLE BEACH, FLORIDA:

SECTION 1. RECITALS. The above recitals are ratified, correct, and made part of this ordinance.

SECTION 2. That Article VIII. – Site Development Standards, Division 2 – Supplemental Standards, Section 34-406. – Fences, of the Land Development Code of the City of Jacksonville Beach, Florida, is hereby amended, pursuant to Exhibit 1 attached, and as amended shall henceforth read as follows:

**ARTICLE VIII.
SITE DEVELOPMENT STANDARDS
DIVISION 2.
SUPPLEMENTAL STANDARDS**

Sec. 34-407. Fences.

(b) (4) c. Side and rear yard fences on single-family residential uses that are immediately adjacent to an established commercial or industrial use may be built to a height not to exceed eight (8) feet on the property boundary immediately adjacent to the commercial or industrial use, and may be constructed without 25% of the aggregate surface area being open, even when the property is separated by an intervening alley.

SECTION 3. CONFLICTING ORDINANCES. That all ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed.

SECTION 4. SEVERABILITY. It is the intention of the City Council that if any section, subsection, clause or provision of this Ordinance is deemed invalid or unconstitutional by a court of competent jurisdiction, such portion will become a separate provision and will not affect the remaining provisions of this Ordinance.

SECTION 5. CODIFICATION. The City Council intends that this Ordinance will be made a part of the City of Jacksonville Beach Code of Ordinances.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect upon final reading and approval by the City Council for the City of Jacksonville Beach.

AUTHENTICATED THIS _____ DAY OF _____, A.D., 2022.

Christine H. Hoffman, Mayor

Sherri Gosselin, City Clerk

Approved as to form and legal sufficiency:

Sandra R. Robinson, City Attorney

Exhibit 1

Land Development Code Text Amendment regarding Fence Height

Proposed Changes to Section 34-406 of the Land Development Code in red underline

Section 34-406. – Fences.

(a) *Material; use of barbed wire.* Fences shall be constructed of wood, masonry, chain link wire or other aesthetically desirable materials approved by the planning and development director. Barbed wire shall not be permitted in residential zoning districts. When permitted, barbed wire shall be located at the top of the fence, being not less than six (6) feet in height. If installed so that the barbed wire inclines outward, no portion may encroach into an adjacent property.

(b) *Height restrictions.*

- 1) Except as provided for in this division or as modified by the other provisions of the LDC, all fences in and around the front yard of any lot shall not exceed four (4) feet. A fence in the rear yard of any oceanfront lot in an RS-1 zoning district shall not exceed three and one-half (3½) feet in height.
- 2) An eight-foot, nonopaque chainlink fence may be erected along the property line of any recreational facility owned or leased by a school, church, or unit of government.
- 3) Chainlink fences for public or private tennis courts shall not be required to comply with height regulations. Windscreens may be installed provided that visibility at intersections of public rights-of-way is not impaired. Fences for private tennis courts shall be constructed within the required setbacks for accessory uses in the particular zoning district in which the fence is located.
- 4) A fence located in a side or rear yard, except rear yards of oceanfront lots in the RS-1 zoning district, may be constructed at a height not to exceed eight (8) feet provided that the following requirements are met:
 - a. All fences installed pursuant to this subsection shall be constructed of wood, masonry, or other aesthetically pleasing material. In no case shall fences constructed of chainlink wire fabric be permitted to exceed six (6) feet in height.
 - b. Any portion of said fence in excess of six (6) feet in height shall be constructed in a manner which provides openings to allow the free flow of air through that

portion of the fence. The openings shall be evenly distributed with the pertinent portion of the fence and shall equal not less than twenty-five (25) percent of the aggregate surface area of the portion of the fence which exceeds six (6) feet in height.

- c. Side and rear yard fences on single-family residential uses that are immediately adjacent to an established commercial or industrial use may be built to a height not to exceed eight (8) feet on the property boundary immediately adjacent to the commercial or industrial use, and may be constructed without 25% of the aggregate surface area being open, even when the property is separated by an intervening alley.

5) *Security fences.*

- a. An eight-foot high security fence may be installed in the front, side and rear yard of any government use or essential public service facility in any zone, provided that a clear sight distance as required by sections 34-395 and 34-425(h) is maintained. Any barbed wire shall be located at the top of the fence. If installed so that the barbed wire inclines outward, no portion may encroach into an adjacent property.
 - b. A six-foot high non-opaque chainlink fence may be installed for security purposes in the front yard of any lot which is not located in a developed area. As a condition to receipt of a permit, any fence constructed in accordance with the provisions of this paragraph shall be removed after the block or tract is seventy-five (75) percent developed.
- (c) *Impairment of visibility at intersections prohibited.* Clear sight distance shall be maintained at the intersections of streets, alleys, and curbcuts in accordance with section 34-425(h).
- (d) *Enclosure of swimming pool.* All swimming pools shall be enclosed by a fence of not less than four (4) feet in height equipped with a gate which shall have a self-closing and self-locking device for keeping the gate securely closed at all times when not in actual use. The fence and gate shall not be required if entry to the pool by any person other than those residing or renting sleeping quarters on the property containing the pool is prevented by a wall, buildings, structures, or any other substitute devices so long as the degree of protection is not less than the protection afforded by the fence, gate, and latch described herein.
- (e) *Enclosure of pits and excavation.* All borrow pits and similar excavations shall be completely enclosed with a fence not less than six (6) feet in height and constructed so as to prevent entry by the general public.

- (f) *Approval by the planning and development department required.* All fences are to be approved by the planning and development director.
- (g) *Fences to be maintained and repaired.* All fences shall be maintained in a good state of repair and structurally sound condition, including but not limited to, painting and repainting; replacement of missing, decayed, corroded, or damaged component parts, and keeping in plumbing. Failure to so maintain and repair said fence may result in the fence being declared a nuisance and abated in accordance with the provisions of Chapter 19 of the Jacksonville Beach Code.