



City of Jacksonville Beach

Amended Agenda

City Council

11 North Third Street
Jacksonville Beach, Florida

Monday, December 5, 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. Regular City Council Meeting held on November 21, 2022
- B. City Council Workshop held on November 17, 2022

ANNOUNCEMENTS

COURTESY OF THE FLOOR TO VISITORS

MAYOR AND CITY COUNCIL

CITY CLERK

CITY MANAGER

- A. Approve/Disapprove the pre-order of equipment for FY2024 for the Golf Course Heavy Equipment Replacement Program
- B.
 - 1. Award/Reject RFP No. 10-2122 to Waste Pro of Florida, Inc., for Collection and Disposal of Solid Waste and Recycling with twice-a-week residential collection; and
 - 2. Authorize the Mayor and City Manager to execute the contract upon final legal review and approval
- C.
 - 1. Award/Reject Bid No. 2122-15 to PBM Constructors, Inc., for the Rehabilitation of Liftstations #28 and #33 in an amount not to exceed \$1,020,395; and
 - 2. Award/Reject the Construction Administration Engineering by Four Waters, Inc., in an amount not to exceed \$28,128
- D. Approve/Disapprove a temporary Construction Easement to the Florida Department of Transportation for two locations adjacent to the Beach Boulevard right-of-way

RESOLUTIONS

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

ORDINANCES

- A. 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 December 19, 2022
- B. Adopt/Deny Ordinance No. 2022-8187 on the second reading for a Text Amendment to the Land Development Code for Fence Height

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 Regular City Council Meeting
held Monday, November 21, 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 6:00 P.M.

ROLL CALL:

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, Chief Financial Officer Ashlie Gossett, Commander Thomas Crumley, Detective Allan Ford, Community Redevelopment Agency (CRA) Coordinator Taylor Mobbs, Director of Planning and Development Heather Ireland, 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 November 7, 2022
- Regular Council Meeting held on November 7, 2022
- Special Council Meeting held on November 14, 2022

ANNOUNCEMENTS:

Council Member Golding thanked Council Member Dumont and Council Member Stokes for their service on City Council and welcomed new Council Members Horn and Sutton. She announced the 10th Annual Deck the Chairs would open on November 23, 2022.

Council Member Meza also thanked the outgoing Council Members and welcomed the new Council Members. He noted he recently attended Mr. John Galarneau's memorial service and would support any future effort to honor him. Mr. Meza welcomed four newly sworn in Jacksonville Beach Police Officers. He announced the upcoming retirement of Assistant to the City Manager Chris Wright.

Mayor Hoffman announced the upcoming retirement of Recreation Superintendant Jimmy Wilkins. She congratulated Caroline Marks, winner of the Super Girl Surf Pro Surf Competition.

COURTESY OF THE FLOOR TO VISITORS: *None*

MAYOR AND CITY COUNCIL:

Item 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

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to 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.

Discussion: *None*

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

Item C Presentation of Resolution of Esteem to Council Member Chester ("Chet") Stokes

Mayor Hoffman presented a Resolution of Esteem to Council Member Chet Stokes.

Item B Presentation of Resolution of Esteem to Council Member Georgette Dumont

Mayor Hoffman presented a Resolution of Esteem to Council Member Georgette Dumont.

CITY CLERK:

Item A Administer Oaths of Office

City Clerk Sheri Gosselin administered the Oaths of Office to Sandy Golding, Cory Nichols, Bill Horn, and Greg Sutton.

The newly sworn in Council Members took their seats on the dais.

ROLL CALL:

Mayor: Christine Hoffman

Council Members:	Sandy Golding	Bill Horn	Dan Janson
	Fernando Meza	Cory Nichols	Greg Sutton

MAYOR AND CITY COUNCIL:

Item 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

Mayor Hoffman opened the floor for nominations.

Council Member Meza nominated Council Member Nichols to serve as Mayor Pro-Tem.

Mayor Hoffman closed the floor for nominations.

Roll Call Vote: Nichols – Golding, Horn, Janson, Meza, Nichols, Sutton, Mayor Hoffman
Council Member Nichols was selected to serve as Mayor Pro-Tem by a unanimous vote.

Item B Request for Shade Meeting

City Attorney Sandra Robinson requested a Shade Meeting pursuant to Section 286.011(8), Florida Statutes, with the City Council, City Manager, and outside counsel to discuss and seek advice regarding settlement negotiations to resolve the Volunteer Life Saving Corps' pending litigation, and the City's pending litigation against SLG Investment Partnership. She proposed the meeting be held on December 12, 2022, prior to the City Council briefing. Ms. Robinson read the pending litigation file information into the record.

A consensus was reached to hold the Shade Meeting on December 12, 2022.

CITY MANAGER:

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

Chief Financial Officer Ashlie Gossett provided background on the item.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to accept the Monthly Financial Reports for the month of October 2022.

Discussion: *None*

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

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

Commander Thomas Crumley provided background on the item.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve the purchase of two UAS drones from Skydio on the Sourcewell contract from Federal Equitable Sharing funds.

Discussion: A discussion ensued about pilot certification, use in investigations, drone capacity, flight restrictions, and technology support. Commander Crumley and Detective Allan Ford responded to questions from the Council.

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

Item 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

CRA Coordinator Taylor Mobbs explained the project would be split into two phases with Phase 1 refining the 2019 design concept.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve 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.

Discussion: A discussion ensued about the updated project timeline, budget, design, functionality, and maintenance.

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

Item 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

Mayor Hoffman stated she received a letter from the Board of Adjustment (BOA) Chair advising of excessive absences of two BOA Members.

Motion: It was moved by Mr. Nichols to approve declaring the Board of Adjustment seat of member Jeff Truhlar vacant per Section 34-93(d)(2) of the Code of Ordinances.

The motion failed due to the lack of a second.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve declaring the Board of Adjustment seat of member Jeff Truhlar not vacant per Section 34-93(d)(2) of the Code of Ordinances.

Discussion: A discussion ensued about the importance of meeting attendance.

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

Item 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

Mayor Hoffman provided background on the item.

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve 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.

Discussion: A brief discussion ensued about Mr. Smith's attendance.

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

Motion: It was moved by Mr. Nichols, seconded by Ms. Golding, to 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.

Discussion: A brief discussion ensued about Ms. Williams' attendance.

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

RESOLUTIONS:

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

Mayor Hoffman stated the item was deferred to a future meeting.

ORDINANCES:

Item 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

Director of Planning and Development Heather Ireland explained the rezoning application was for 201 5th Avenue North, the former location of Bo's Coral Reef Bar. Ms. Ireland provided background on the item.

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8186 by title only, whereupon Ms. Gosselin read the following:

“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.”

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 Community Redevelopment Agency recommendations on this rezoning request.

I will now open the public hearing on Ordinance No. 2022-8186.”

Public Hearing:

Applicant Scott McAlister, 1941 Beach Avenue, Atlantic Beach, distributed a handout [on file] to the Council and provided additional background on the project.

The following spoke in support of the ordinance:

- Don Hodges Jr., 411 12th Avenue South, Jacksonville Beach
- Brian Linton, 1201 Big Tree Road, Neptune Beach
- Ryan Lowe, 1417 4th Street North, Jacksonville Beach
- Joe Vieira, 395 Skate Road, Atlantic Beach
- Dennis Morgan, 405 Sanibel Court, Neptune Beach
- Tom Bryan, 6247 Ortega Farms Boulevard, Jacksonville
- Allen Ng, 12796 Chets Creek Drive North, Jacksonville

The following spoke in opposition to the ordinance:

- Ken Marsh, 2011 Gail Avenue, 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. Nichols, and Mr. Janson received emails from Mr. Mcalister.

Council Member Sutton, and Mr. Meza, received emails from Mr. Marsh and Mr. Mcalister.

Council Member Horn disclosed he received an email from Mr. Marsh.

Ms. Golding disclosed she received an email from Mr. Mcalister and emails from Mr. Marsh, Mr. Ricketts, and another unnamed resident.

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: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve 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.

Discussion: A discussion ensued about facility capacity, the square footage of the mixed-use areas, parking, staff and board recommendations, non-conforming use, Florida Statute, and code compliance.

Roll Call Vote: Nays – Horn, Janson, Meza, Nichols, Sutton, Golding, Mayor Hoffman
The motion failed unanimously.

Mr. McAlister asked for an opportunity to defer for 30 days.
Ms. Robinson stated the Council could motion to reconsider.

Motion: It was moved by Mr. Meza to reconsider the item.
The motion failed due to the lack of a second.

Item 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**

Ms. Ireland provided background on the item.

Mayor Hoffman requested the City Clerk read Ordinance No. 2022-8187 by title only, whereupon Ms. Gosselin read the following:

“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.”

Mayor Hoffman read the following: “This ordinance for the amendment of the Land Development Code is before this Council for a public hearing and consideration on its first reading. Under the laws of the State of Florida, an ordinance which changes the actual list of permitted, conditional, or prohibited uses within a zoning category, or which otherwise changes the text of the Land Development Code, 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 the use of property within the City. This includes receiving citizen input regarding the proposed uses within a zoning category.

The application has been reviewed by Staff and the Planning Commission for consistency with other portions of the Land Development Code and the Comprehensive Plan. The Council may

hear from all interested parties in the legislative determination of an amendment to the text of the Land Development Code.

The Council's decision on a text 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.

I will now open the public hearing on Ordinance No. 2022-8187."

Public Hearing:

The following spoke in support of the ordinance:

- April Howard, 29 San Pablo Circle South, Jacksonville Beach

The following submitted a speaker card in support of the ordinance:

- Cheri Jones, 27 San Pablo Circle South, 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. Meza, and Mr. Janson received emails from Ms. Howard.

Mr. Sutton, Mr. Horn, and Mr. Nichols had no ex-parte communications.

Ms. Golding disclosed she received an email from Ms. Howard and spoke with her several time.

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: It was moved by Mr. Nichols, seconded by Ms. Golding, to approve 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.

Discussion: A discussion ensued about the property line.

Motion to Amend: It was moved by Mr. Sutton, seconded by Ms. Golding, to amend the motion to read, "The side and rear yard fences on single-family residential uses that are immediately adjacent to the established commercial or industrial use may be built to a height not exceed 8 feet on the property boundary immediately bordering the commercial or industrial use, and may be constructed without 25 percent of the aggregate surface area being open, even when the property is separated by an intervening alley.

Discussion: None

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

Discussion: A brief discussion ensued about the commercial property.

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

Ms. Robinson clarified the procedure for the reconsideration of Ordinance A.

ADJOURNMENT:

There being no further business, the meeting adjourned at 8:17 P.M.

Submitted by: Sheri Gosselin
City Clerk

Approval:

Christine H. Hoffman, MAYOR

Date: _____

The City Council Workshop began at 6:00 P.M.

The following City Council Members were in attendance:

Mayor: Christine Hoffman (late)

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

Also present were City Manager Mike Staffopoulos, Planning & Development Director Heather Ireland, Senior Planner Christian Popoli, Community Redevelopment Agency Coordinator Taylor Mobbs, Mark Shelton, AICP of Kimley-Horn and Associates, Inc., and Blair Knighting of Kimley-Horn and Associates, Inc.

Purpose of Workshop

The purpose of the workshop was to receive City Council input and to gain insight into the general, overarching view of the City of Jacksonville Beach's Land Development Code, Comprehensive Plan, and vision for the future of the City.

Mark Shelton, AICP of Kimley-Horn and Associates, Inc., presented a PowerPoint [on file] on the project. Mr. Shelton stated this was the last workshop and Kimley-Horn and Associates, Inc. would return in April of 2023 with solutions to present.

Multiple discussions ensued about the concerns and advantages of Jacksonville Beach's community and developmental progress and highlights from the citizen and business owners workshops. Topics included parking, safety, protecting neighborhood character, walkability, outdoor dining, improving downtown, variances, and public spaces.

The workshop adjourned at 7:20 P.M.

Submitted by: Lauren Loria
Administrative Assistant

Approval:

Christine H. Hoffman, MAYOR

Date: _____

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Trevor Hughes, Chief of Parks Maintenance and Development
DATE:	10/28/2022
SUBJECT:	Equipment for FY2024 for Golf Course Heavy Equipment Replacement Program

BACKGROUND

Under the FY2023-2027 Capital Improvement Plan (CIP), the Golf Course is scheduled to purchase one TriFlex Mower and one Fairway Mower in FY2024.

Currently, Toro Commercial Equipment orders are exceeding 12 months for delivery. Staff is requesting to accelerate the order of mowing equipment from FY2024 to FY2023 in order to ensure delivery in the first two quarters of FY2024, and avoid potential price increases. If ordered today, this equipment will not be delivered before October 2023.

FY2024 Planned Purchase	Budget	Current Price
TriFlex Mower	\$40,000	\$ 47,500
Fairway Mower	\$55,000	\$ 56,896
20% Contingency	\$ 0	\$ 20,879
TOTAL FY2024	\$95,000	\$125,275

FINANCIAL IMPACT

Funding for this request is available in the Golf Course Fund operating reserve. The funds will be spent from the following account: 440-14-1402-572-64-564000, and the budget will be amended as part of the FY2023 mid-year budget adjustment.

REQUESTED ACTION

Approve/Disapprove the pre-order of equipment for FY2024 for the Golf Course Heavy Equipment Replacement Program

ATTACHMENTS

1. Wesco lead time letter
2. Wesco Fairway Mower Quote
3. Wesco TriFlex Mower Quote



2101 Cantu Court, Sarasota FL 34232-6242
941.377.6777 • 800.486.8873 • Fax 941.371.2967

300 Technology Park, Lake Mary FL 32746
407.333.3600 • Fax 407.333.9246

7037-37 Commonwealth Avenue, Jacksonville, FL 32220
904.783.0500 • Fax 904.783.3835

October 21, 2022

City of Jacksonville Beach
Jacksonville Beach Golf Club
605 Penman Road South
Jacksonville Beach, FL 32250-3358

To whom it may concern:

This letter is to inform you that average lead times for newly placed Toro Commercial Equipment orders are exceeding twelve months. If you have any questions regarding the timing of delivery for your new equipment order, please contact me.

Sincerely,

Ken Arsenault
Territory Manager
Wesco Turf, Inc.
Ken.Arsenault@wescoturf.com
(904) 759 - 3347



2101 Cantu Court, Sarasota FL 34232
 300 Technology Park, Lake Mary FL 32746
 7037-37 Commonwealth Avenue, Jacksonville FL 32220

Q-11314

Date: October 25, 2022
 Expires: November 9, 2022

Prepared For:

Trevor Hughes
 Jacksonville Beach Golf Club
 605 Penman Rd
 Jacksonville Beach, FL 32250

Ship To:

JAX BEACH GOLF CLUB
 605 PENMAN ROAD S.
 JACKSONVILLE BEACH, FL 32250-3358

Pricing provided is in compliance with the Toro First Tee Preferred Supplier Agreement.

Total Units	Qty	Model No.	Description	Unit Price	Extended Price
1	1	03821	Toro Reelmaster 3575-D	\$56,896.10	\$56,896.10
	5	03639	22 Inch 7-Inch, 8-Blade (Fsr) Forward Swept Reel Edgeseries		
	1	03408	7 Inch Powered Rear Roller Brush For Cutting Units Without Groomers (Kit Of 5)		
	1	CTFC-17	Cool Top 2X3 Fan & Canopy 17 Degree FRW		
1	1	03607	Toro Reelmaster 5510-D - TO BE DISCONTINUED - XREF 03954	\$68,045.48	\$68,045.48
	5	03639	22 Inch 7-Inch, 8-Blade (Fsr) Forward Swept Reel Edgeseries		
	1	03408	7 Inch Powered Rear Roller Brush For Cutting Units Without Groomers (Kit Of 5)		
	1	CTFC-17	Cool Top 2X3 Fan & Canopy 17 Degree FRW		

Terms:	Net 30
Equipment Total	\$124,941.58
Sales Tax	\$0.00
Totals:	\$124,941.58

Warranty

The above quote meets or exceeds ANSI Safety Specification. Toro Commercial Equipment carries a two-year or 1500 hour warranty.

The undersigned hereby orders from Wesco Turf the equipment detailed in this quotation. This order is subject to our ability to obtain such equipment from the manufacturer and Wesco Turf shall be under no liability if delivery of the equipment is delayed or prevented due to labor disturbances, transportation difficulties, or for any reason beyond our control. The price indicated is subject to your receipt of the Equipment prior to any change in price by the manufacturer.

Please indicate your acceptance of this quote as an order by signing below and returning via email to ken.arsenault@wescoturf.com or fax 941.487.6889. Payment terms are subject to credit approval. Time of delivery may vary; please check when placing order.

Signed: _____

Name: _____

Date: _____

Thank you for considering Wesco Turf, Inc. for your equipment needs. If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Ken Arsenault

Commercial Golf Territory Manager
 (904) 759-3347, ken.arsenault@wescoturf.com



2101 Cantu Court, Sarasota FL 34232
300 Technology Park, Lake Mary FL 32746
7037-37 Commonwealth Avenue, Jacksonville FL 32220

Q-11222

Date: October 20, 2022
Expires: November 3, 2022

Prepared For:

Trevor Hughes
Jacksonville Beach Golf Club
605 Penman Rd
Jacksonville Beach, FL 32250

Ship To:

JAX BEACH GOLF CLUB
605 PENMAN ROAD S.
JACKSONVILLE BEACH, FL 32250-3358

Pricing provided is in compliance with the Toro First Tee Preferred Supplier Agreement.

Total Units	Qty	Model No.	Description	Unit Price	Extended Price
1	1	04510	Toro Greenmaster TriFlex 3300 Hydraulic	\$38,233.48	\$38,233.48
	1	121-3660	Left Hand Armrest Kit (Standard Seat)		
	3	04651	8 Blade Cutting Unit		
	3	120-9600	High HOC Kit		
	1	04716	Off-Green Kit, TriFlex - Set of 3		
	3	04256	Wide Wiehle Roller Each		
	1	04554	Light Kit - LED		
	1	119-7138	Dew Whip Holder Kit		

1	1	04510.ACC	Accessories for Greensmaster 3300 TriFlex	\$9,242.16	\$9,242.16
	3	04257	Front Full Roller, Each		
	3	121-2260	Adjustable Rear Roller Scraper		
	3	04720	Thatching Reel Kit- TriFlex		

Terms:	Net 30
Equipment Total	\$47,475.64
Sales Tax	\$0.00
Totals:	\$47,475.64

Warranty

The above quote meets or exceeds ANSI Safety Specification. Toro Commercial Equipment carries a two-year or 1500 hour warranty.



Q-11222

The undersigned hereby orders from Wesco Turf the equipment detailed in this quotation. This order is subject to our ability to obtain such equipment from the manufacturer and Wesco Turf shall be under no liability if delivery of the equipment is delayed or prevented due to labor disturbances, transportation difficulties, or for any reason beyond our control. The price indicated is subject to your receipt of the Equipment prior to any change in price by the manufacturer.

Please indicate your acceptance of this quote as an order by signing below and returning via email to ken.arsenault@wescoturf.com or fax 941.487.6889. Payment terms are subject to credit approval. Time of delivery may vary; please check when placing order.

Signed: _____

Name: _____

Date: _____

Thank you for considering Wesco Turf, Inc. for your equipment needs. If I can be of any further assistance, please do not hesitate to contact me.

Sincerely,

Ken Arsenault

Commercial Golf Territory Manager
(904) 759-3347, ken.arsenault@wescoturf.com

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Dennis W. Barron, Jr., Director of Public Works
DATE:	11/14/2022
SUBJECT:	RFP No. 10-2122 Collection and Disposal of Solid Waste and Recycling

BACKGROUND

The current contract for the collection and disposal of solid waste and recycling expires on February 6, 2023. Accordingly, the City issued RFP No. 10-2122 for Collection, Disposal of Solid Waste and Recycling seeking qualified vendors to provide a comprehensive solid waste and recycling program that will deliver:

- Timely collection of solid waste and recycling;
- Excellent customer service at all times;
- Responsive communication and speedy resolution to customer concerns;
- Fair and reasonable pricing.

Proposals were sent to 10 vendors and the City received responses from four companies: Waste Management, Waste Pro, GFL, and Meridian Waste. The RFP evaluation committee met to review the responses and have issued a collective grading and agreement on ranking of the submittals (attached).

It is the recommendation of the committee that the resulting contract for RFP No. 10-2122 for Solid Waste Collection Services be awarded to Waste Pro of Florida, Inc., as the highest scoring respondent.

On July 25, 2022, Public Works received City Council direction to include only one variable in the RFP process: twice-a-week vs. once-a-week residential collection. City staff have evaluated the proposals for once-a-week and twice-a-week residential collection costs, and recommend continuing with twice-a-week residential collection, due to the insignificant cost savings for the potential reduction in level of service.

To review RFP #10-2122 and all addenda, click [HERE](#).

To review the RFP submittal from Waste Pro of Florida, Inc., click [HERE](#).

FINANCIAL IMPACT

The estimated contract service cost for the first year is \$5.8 million based on a projected 8,500 residential customers and 27,300 commercial cubic yards collected. This amount is higher than the FY2023 annual budget. The contract specifies that the collection costs will adjust annually based on the increase or decrease in the selected Consumer Price Index (minus fuel). There is also a fuel adjustment provision, where fuel prices will be reviewed bi-annually against the contract base fuel price and selected fuel index. Costs will be adjusted downward or upward accordingly. Funding will be provided by the Sanitation Fund and the contract services budget



will be amended at year-end. Based on the new contract, staff anticipates that customer rates will have to be revised. Rate structures will be discussed at the January 9, 2023 City Council briefing. A new rate resolution will be brought to Council for consideration at the January 17, 2023 City Council meeting.

REQUESTED ACTION

1. Award/Reject RFP No. 10-2122 to Waste Pro of Florida, Inc., for Collection and Disposal of Solid Waste and Recycling with twice-a-week residential collection; and
2. Authorize the Mayor and City Manager to execute the contract upon final legal review and approval

ATTACHMENTS

1. Notice of Intent to Submit RFP for Approval and Award by City Council
2. RFP No. 10-2122 Response Summary
3. Waste Pro of Florida, Inc. Solid Waste Contract - DRAFT
4. Attachment C Modifications to Specifications - DRAFT

City of
Jacksonville Beach
Property and
Procurement Division
1460A Shetter Avenue
Jacksonville Beach
FL 32250
Phone: 904.247.6229
Email: purchasing@jaxbchfl.net
www.jacksonvillebeach.org

This is the only recommendation notice you will receive. If there are other representatives in your firm working on this project, please forward to their attention.

NOTICE OF INTENT TO SUBMIT RFP FOR APPROVAL AND AWARD BY CITY COUNCIL

Date: September 26, 2022
From: Luis F. Flores, Property and Procurement Officer
RE: **RFP No. 10-2122**

Recommendation will be presented to the City Manager for:

RFP Number: 10-2122

Title: Collection, Disposal of Solid Waste and Recycling for the City of
Jacksonville Beach

Award to: **Waste Pro of Florida, Inc.**

Attached is the Selection Committee Collective Summary.

In accordance with the procedures set forth in Section XII K., of the City of Jacksonville Beach Purchasing Manual, a written notice of intent to file a protest must be filed with the Property and Procurement Officer within three (3) business days, Monday through Friday, 8:00 AM – 4:00 PM, after receipt by the respondent of the Notice of Intent to Submit RFP for Approval and Award By City Council from the Property and Procurement Officer.

The City reserves the right to further negotiate any proposal, including price, with the highest rated respondent. If an agreement cannot be reached with the highest rated respondent, the City reserves the right to negotiate and recommend award to the next ranked respondent or subsequent respondents, until an agreement is reached.

If awarded, please do not proceed with any work prior to receiving an official City of Jacksonville Beach Purchase Order and/or Notice-to-Proceed letter.

We would like to thank each respondent for their submittal.

Luis F. Flores

Luis F. Flores, Property and Procurement Officer
1460A Shetter Avenue, Jacksonville Beach, FL 32250



Criteria 1 - Scope of Services Proposed (10 Points)

VENDOR	Member 1	Member 2	Member 3	Member 4	SCORE
GFL	7	8	10	8	8.25
Meridian Waste	10	8	8	6	8
Waste Management	9	8	8	8	8.25
Waste Pro	10	8	10	10	9.5

Criteria 2 - Qualifications and Competency (15 points)

VENDOR	Member 1	Member 2	Member 3	Member 4	SCORE
GFL	15	13	14	13	13.75
Meridian Waste	10	12	12	10	11
Waste Management	13	13	13	14	13.25
Waste Pro	13	13	15	14	13.75

Criteria - 3 Equipment Availability and Capability (15 points)

VENDOR	Member 1	Member 2	Member 3	Member 4	SCORE
GFL	10	12	13	13	12
Meridian Waste	10	11	5	5	7.75
Waste Management	15	12	12	11	12.5
Waste Pro	15	12	12	12	12.75

Criteria 4 - Financial Capability (10 points)

VENDOR	Member 1	Member 2	Member 3	Member 4	SCORE
GFL	10	10	9	9	9.5
Meridian Waste	5	9	9	5	7
Waste Management	10	10	10	10	10
Waste Pro	10	10	10	10	10

Criteria 5 - Pricing – (25 points)

VENDOR	Member 1	Member 2	Member 3	Member 4	SCORE
GFL	15	16	15	24	17.5
Meridian Waste	20	18	20	22	20
Waste Management	15	15	10	24	16
Waste Pro	25	20	25	25	23.75

Criteria 6 - Customer Service Response – (25 points)

VENDOR	Member 1	Member 2	Member 3	Member 4	SCORE
GFL	15	15	20	15	16.25
Meridian Waste	5	12	15	20	13
Waste Management	15	15	15	24	17.25
Waste Pro	25	20	25	25	23.75

VENDOR	SCORE	Rank
GFL	77.25	2
Meridian Waste	66.75	4
Waste Management	77.25	2
Waste Pro	93.5	1

Response Summary

RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach

Vendor	Form						Addendum								Notes
	1	2	3	4	5	6	Scope of Services Provided	Qualifications & Competency	Equip. Avail. & Capability	Financial Capability	W-9	1	2	3	
GFL	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Meridian Waste	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Waste Management	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Wate Pro	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

* Republic Services - No response letter

Legend:

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date: Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for the
City of Jacksonville Beach
Term: 5 years with a potential renewal for an additional 5 years
End Date: Feb 6, 2028

FRANCHISE CONTRACT AGREEMENT

THIS AGREEMENT made and entered into this **6th** day of **February, 2023** by and between the CITY OF JACKSONVILLE BEACH, FLORIDA, a municipality organized and existing under the laws of the State of Florida, hereinafter called the CITY, and **WASTE PRO OF FLORIDA, INC.** hereinafter called CONTRACTOR:

WITNESSETH:

CITY and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

Article 1- Scope of Services

CONTRACTOR shall complete all work as specified or indicated in the Contract Documents. The Work is generally described as follows:

RFP No.10-2122 COLLECTION, DISPOSAL OF SOLID WASTE AND RECYCLING FOR

THE CITY OF JACKSONVILLE BEACH, FLORIDA,

**for a period of five (5) years with the potential renewal for an additional five (5) year term
from the effective date of this agreement.**

All services shall be performed in accordance with the Specifications prepared by the City of Jacksonville Beach, and the proposed services will be awarded as one (1) Contract. Services shall be for labor including equipment and services to perform **Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach**, of which the requirements and scope of services is detailed in:

**Attachment “A”: RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling
for the City of Jacksonville Beach, and Addendums 1, 2 and 3.**

**Attachment “B”: CONTRACTOR’s Response Submittal submitted in response to the
CITY’s RFP No. 10-2122.**

Attachment “C”: Modifications to Specifications.

Article 2: CITY’S Responsibility

Access to Work Area: The CITY shall provide the CONTRACTOR access to all areas in which services are to be performed.

Article 3: Terms of Agreement

This Agreement shall be effective from the date of **February 6th, 2023**, and will continue in effect through five (5) calendar years ending on **February 6th, 2028**. The CITY reserves the right to negotiate with the CONTRACTOR for an additional five (5) year renewal term prior to the termination of the original dates above.

In the event the City and Contractor does NOT agree to a renewal, the CITY and CONTRACTOR will continue in a month-to-month renewal for a maximum of six months from the above mentioned term.

Article 4: Nonexclusive Contract

Nothing herein is intended nor shall be construed as creating any exclusive arrangement with the CONTRACTOR. This Contract shall not restrict the CITY from acquiring similar, equal or like goods and/or services from other entities or sources.

Article 5: Payment To Contractor

The CONTRACTOR agrees to provide services as described in the CONTRACT DOCUMENTS and comply with the terms therein.

5.1 *For Basic Services:* CITY shall pay CONTRACTOR for Contractual Services performed or furnished under the

Attachment “A”: RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach, and Addendums 1, 2 and 3.

Attachment “B”: CONTRACTOR’s Response Submittal submitted in response to the CITY’s RFP No. 10-2122.

Attachment “C”: Modifications to Specifications.

as set forth in the Contractor’s Response Submittal (**Attachment “C”**) submitted in response to the CITY’s: **RFP No. 10-2122.**

5.2 *For Additional Services:* Notwithstanding the scope of work enumerated in

Attachment “A”: RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach, and Addendums 1, 2 and 3.

Attachment “B”: CONTRACTOR’s Response Submittal submitted in response to the
CITY’s RFP No. 10-2122.

Attachment “C”: Modifications to Specifications.

the CONTRACTOR will, upon written request from the CITY, provide any and all other services normally falling within the services offered by the CONTRACTOR. In advance of performance of additional services, CITY and CONTRACTOR shall agree in writing to the additional services and negotiated price, consistent with the type of services requested.

5.3 Invoices.

A. *Preparation of Invoices:* Invoices will be prepared in accordance with CONTRACTOR’S standard invoicing practices and will be submitted to the CITY by CONTRACTOR, unless otherwise agreed. The amount billed in each invoice will be calculated as set forth herein. Invoices are to be issued by the 10th of the month for services rendered in the previous month.

B. *Payment of Invoices:* Invoices are due and payable within 30 days of receipt.

C. *Disputed Invoices:* In the event of a disputed or contested invoice, only that portion so contested may be withheld from payment, and the undisputed portion will be paid.

5.4 Payment Upon Termination: In the event of termination, CONTRACTOR will be entitled to be paid for all services performed or furnished through the effective date of termination.

5.5 Records of CONTRACTOR’S cost: Records of CONTRACTOR’S cost pertinent to CONTRACTOR’S compensation under this Agreement shall be kept in accordance with generally accepted accounting practices. Upon the CITY’S request, copies of such records will be made available by the CONTRACTOR to the CITY, at no cost to the CITY.

Article 6: Standards of Performance

CONTRACTOR and CITY shall comply with applicable Laws, Regulations, and CITY - mandated standards. This Agreement is based on these requirements as of its Effective Date and includes the attached:

Attachment “A”: RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach, and Addendums 1, 2 and 3.

Attachment “B”: CONTRACTOR’s Response Submittal submitted in response to the CITY’s RFP No. 10-2122.

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date: Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for the
City of Jacksonville Beach
Term: 5 years with a potential renewal for an additional 5 years
End Date: Feb 6, 2028

Attachment “C”: Modifications to Specifications.

Changes to these requirements after the Effective Date may be the basis for modifications to CONTRACTOR’S scope of work, times of performance, or compensation.

Article 7: Contractor as Independent Contractor

It is expressly agreed and understood that the CONTRACTOR is in all respects, an independent contractor as to the WORK and is in no respect an agent, servant, or employee of the CITY. This Agreement specifies the WORK to be done by the CONTRACTOR, but the method to be employed to accomplish the WORK shall be the responsibility of the CONTRACTOR.

Article 8: Subcontracting

CONTRACTOR may subcontract services to be performed hereunder with prior written approval of the CITY, which shall be at the CITY’s sole discretion. No such approval will be construed as making the CITY a party of or to such subcontract, or subjecting the CITY to liability of any kind to any subcontract. No subcontract shall, under any circumstances, relieve the CONTRACTOR of its liability and obligation under this Agreement; and despite any such subcontracting, the CITY shall deal through the CONTRACTOR, and subcontractors will be dealt with as workers and representatives of the CONTRACTOR.

Article 9: Authorized Project Representatives

Upon the execution of this Agreement, CONTRACTOR and CITY shall designate specific individuals to act as representatives with respect to the services to be performed or furnished by CONTRACTOR and responsibilities of CITY under this Agreement. Such individuals shall have authority to transmit instructions, receive information, and render decisions relative to the WORK on behalf of each respective party.

Article 10: Inspection of Work

The CONTRACTOR shall furnish the CITY or the CITY’S representative with every reasonable opportunity for determining whether or not the WORK is performed in accordance with the requirements of this Agreement. The CITY may appoint persons to inspect the CONTRACTOR’S operations, equipment, and performance, and the CONTRACTOR shall permit these persons to make such inspections.

Article 11: Right To Require Performance

The failure of either the CITY or CONTRACTOR at any time to require performance by the other party of any provisions hereof shall in no way affect the right of the performing party

thereafter to enforce the same. Nor shall waiver by such party of any breach of any provision hereof be taken or held to be a waiver of any succeeding breach of such provision or as a waiver of any provision itself.

Article 12: Extraordinary Occurrences

It is agreed that in no event shall the CITY or CONTRACTOR be liable or responsible to each other or to other persons for damages resulting from deficiencies or delays in the work herein provided for, where such deficiencies or delays result from Acts of God, fire, natural disaster, or any other cause not within reasonable control of the CITY or the CONTRACTOR. The CONTRACTOR recognizes the essential nature of the services to be performed hereunder and will use its best efforts to discharge its functions despite such extraordinary occurrences.

Article 13: Insurance

- 13.1 *Hold Harmless*: The Contractor shall hold harmless the CITY against all claims for bodily injury, disease, death, personal injury, and damage to property or loss of use resulting therefrom, to the extent caused by the CONTRACTOR's negligence or willful misconduct in its performance of the Agreement, excluding such claims to the extent caused by a third party or the City's negligence or misconduct.
- 13.2 *Payment on Behalf of the CITY*: The CONTRACTOR agrees to pay on behalf of the CITY, the CITY'S legal defense, for all claims described herein. Such payment on behalf of the CITY shall be in addition to all other legal remedies available to the CITY and shall not be considered to be the CITY's exclusive remedy.
- 13.3 *Loss Control/Safety*: Precaution shall be exercised at all times by the CONTRACTOR for the protection of all persons, employees, and property. The CONTRACTOR shall comply with all laws, regulations and ordinances related to safety and health, shall make special efforts to detect hazardous conditions, and shall take prompt action where loss control and safety measures should reasonably be expected.
- 13.4 *Proof of Carriage of Insurance & Naming CITY as Additional Insured*. The CONTRACTOR shall furnish the City with satisfactory proof of carriage of insurance required herein. The CONTRACTOR shall name the City of Jacksonville Beach (CITY) as additional insured on the CONTRACTOR's, and any sub-consultant's or subcontractor's Public Liability, Property Damage and Comprehensive Automobile Liability Insurance Policies. The additional insured shall be provided the same coverage as the primary insured for losses arising from work performed by the CONTRACTOR or its sub-consultant's or subcontractor's. The proof of carriage or a copy of all policies shall be required prior to commencement of any work under this Contract.

The CITY may order work to be stopped if conditions exist that present immediate danger

to persons or property. The CONTRACTOR acknowledges that such stoppage will not shift responsibility for any damages from the CONTRACTOR to the CITY.

- 13.5 *Insurance Requirements. Basic Coverage's Required:* During the term of this contract, the CONTRACTOR shall procure and maintain the following-described insurance and/or self-insurance except for coverage's specifically waived by the CITY. All policies and insurers must be acceptable to the CITY.

These insurance requirements shall not limit the liability of the CONTRACTOR. The CITY does not represent these types of amounts of insurance to be sufficient or adequate to protect the CONTRACTOR'S interests or liabilities, but are merely minimums.

A. Workers Compensation Coverage is required.

The CONTRACTOR and all subcontractors shall purchase and maintain worker's compensation insurance for all workers compensation obligations imposed by state law with employers' liability limits of at least \$100,000 each accident, \$100,000 each employee and \$500,000 policy limit for disease.

The CONTRACTOR and all subcontractors shall also purchase any other coverage's required by law for the benefit of employees.

B. General Liability Coverage is required for all Contractors and Subcontractors.

Commercial General Liability in Occurrence Form.

Coverage A shall include Bodily Injury and Property Damage coverage for liability claims arising from premises, operations, contractual liability, independent Contractors, products and complete operations and including but not limited to coverage for claims resulting from explosion, collapse, or underground (x,c,u) exposures (if any).

Coverage B shall include personal injury and **is required**

Coverage C, medical payments **is not required.**

Amounts :	Bodily Injury:	\$1,000,000	Each Occurrence
		\$1,000,000	Aggregate
	Property Damage:	\$1,000,000	Each Occurrence
		\$1,000,000	Aggregate

C. Products and Completed Operations are required for Contractor and all Subcontractors.

Amounts: \$1,000,000 Aggregate

D. Business Auto Liability Coverage is required for Contractor and all Subcontractors.

Business Auto Liability coverage is to include bodily injury and property damage arising out of ownership, maintenance, or use of any vehicle, including owned, non-owned and hired vehicles, and employee non-ownership use.

Amounts :	Bodily Injury:	\$1,000,000	Each Occurrence
		\$1,000,000	Aggregate
	Property Damage:	\$1,000,000	Each Occurrence
		\$1,000,000	Aggregate

E. Professional Liability is not required.

F. Pollution Liability required of all Contractors and Subcontractors.

The CITY requires Pollution/Environmental Liability insurance covering cleanup costs including on-site discovery and third party liability, on-site and off-site third party pollution liability coverage, natural resources damage coverage.

Limits of Liability:	\$1,000,000	Each Pollution Event Limit
	\$1,000,000	Aggregate Policy Limit

G. Excess or Umbrella Liability Coverage.

Umbrella Liability insurance is preferred, but an Excess Liability equivalent may be allowed. Whichever type of coverage is provided, it shall not be more restrictive than the underlying insurance policy coverage.

H. Claims Made Coverage – No Gap

If any of the required liability insurance is provided on a “claims made” form, such coverage shall extend for a period of not less than 36 months following completion of the contract. In the event of termination of a claims made policy, extended coverage may be provided by assurance that extended discovery coverage of at least 36 months will be purchased from the expiring insurer, or by assurance that the succeeding insurer will provide retroactive coverage with an inception date of at least on or before the effective date of this contract.

I. Certificates of Insurance

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date: Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for the
City of Jacksonville Beach
Term: 5 years with a potential renewal for an additional 5 years
End Date: Feb 6, 2028

Required insurance shall be documented in Certificates of Insurance which provide that the CITY shall be notified at least thirty (30) calendar days in advance of cancellation, non-renewal, or adverse change.

New Certificates of Insurance are to be provided to the CITY at least fifteen (15) calendar days prior to coverage renewals.

If requested by the CITY, the CONTRACTOR shall furnish complete copies of the CONTRACTOR's insurance policies, forms, and endorsements.

For Commercial General Liability coverage, the CONTRACTOR shall at the option of the CITY, provide an indication of the amount of claims, payments, or reserves chargeable to the aggregate amount of liability coverage. NOTE: Any sub-contractors approved by the CITY shall be required to provide proof of insurance identical in amounts as required by the contract to perform related services. All coverages shall name the CITY as "additional insured".

Receipt of certificates or other documents of insurance or policies or copies of policies by the CITY, or by any of its representatives, which indicate less coverage than required will not constitute a waiver of the CONTRACTOR's obligation to fulfill the insurance requirements herein.

Article 14: Performance Bond

The performance bond shall be issued in the amount of \$5,842,833.00 to be effective Feb. 6, 2023 until Feb 5, 2024 and will be renewed annually for the duration of this contract period.

Article 15: Termination

The obligation to provide further services under this Agreement may be terminated:

- 14.1 *For cause.* By either the CITY or CONTRACTOR upon thirty (30) days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party.
- 14.2 *For convenience.* By the CITY, effective upon the receipt of notice to CONTRACTOR. The CITY'S performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the City Council.

Article 16: Indemnification

A: General Indemnity. To the fullest extent permitted by law, CONTRACTOR shall

hold harmless, indemnify and pay on behalf of the CITY, CITY's officers, directors, partners, agents, contractors, and employees from and against any and all costs, losses, and damages, including claims for bodily injury, disease, death, personal injury and damage to property or loss of use resulting therefrom, and for professional liability, (including, but not limited to all fees and charges of contractors, architects, attorneys, and other professionals, and all court, arbitration, or other resolution costs) caused by the negligent acts or omissions of CONTRACTOR or CONTRACTOR's officers, directors, partners, agents, contractors, employees, and CONTRACTOR's consultants, agents, and contractors in the performance and furnishing of CONTRACTOR's services under this Agreement, unless such claims are a result of the CITY's sole negligence. Such payments on behalf of the CITY shall be in addition to all other legal remedies available to the CITY and shall not be considered to be the CITY's exclusive remedy.

- B: Copyright and Intellectual Property Rights.** At CONTRACTOR's expense as described herein, CONTRACTOR shall indemnify, defend and hold CITY and its affiliates and their respective directors, officers, employees, and contractors and agents harmless from and against any claims that any of the professional services allegedly infringe a patent, copyright, trademark, trade secrets or other intellectual property right by defending against such claim and paying all amounts that a court awards or that CONTRACTOR agrees to in settlement of such claim. CONTRACTOR shall also reimburse the CITY for all reasonable expenses incurred by the CITY in respect of each claim. To qualify for such defense and payment, CITY must: (i) give CONTRACTOR prompt written notice of such claim; and (ii) allow CONTRACTOR to control, and fully co-operate with CITY in the defense and all related negotiations. CONTRACTOR's obligation under this Section is conditional upon CITY's agreement that, if the professional services become, or in CONTRACTOR's opinion (as stated in writing to CITY by CONTRACTOR) is likely to become the subject of an infringement claim, then CITY shall permit CONTRACTOR, at CONTRACTOR's expense, either to procure the right for CITY to continue to use such intellectual property contained in the professional services or to replace or modify it so that it becomes non-infringing and retains in all material respects comparable functionality in the CITY's environment. CONTRACTOR shall have no obligation with respect to any claim to the extent it is based on (i) CITY's use of the intellectual property contained in the professional services in violation of this Agreement; (ii) modifications or user controlled features not authorized by CONTRACTOR; (iii) custom programming for which CONTRACTOR does not develop the specifications or where the code at issue is supplied by CITY. This subsection states CONTRACTOR's entire obligation regarding intellectual property right infringement.

Article 17: Dispute Resolution

CITY and CONTRACTOR agree to negotiate all disputes between them in good faith for a period of 30 days from the date of notice prior to exercising their rights under other provisions of this Agreement, or under law.

This Section shall survive completion or termination of this Agreement

Article 18: Notices

Any notice required under this Agreement will be in writing, addressed to the appropriate party at its address on the signature page and given personally, or by registered or certified mail postage prepaid, or by a commercial courier service. All notices shall be effective upon date of receipt.

Article 19: Survival

All express representations, indemnifications, or limitations of liability included in this Agreement will survive its completion or termination for any reason.

Article 20: Severability

Any provision or part of the agreement held to be void or unenforceable under any Laws or Regulations shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the CITY and CONTRACTOR, who agree that the Agreement shall be reformed to replace such stricken provision or part thereof with a valid and enforceable provision that comes as close as possible to expressing the intention of the stricken provision.

Article 21: Waiver

Non-enforcement of any provision by either party shall not constitute a waiver of that provision, nor shall it affect the enforceability of that provision or of the remainder of this Agreement.

Article 22: Headings

The headings used in this Agreement are for general reference only and do not have special significance.

Article 23: Contract Documents

The Contract Documents which comprise the entire Agreement between the CITY and

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date: Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for the
City of Jacksonville Beach
Term: 5 years with a potential renewal for an additional 5 years
End Date: Feb 6, 2028

CONTRACTOR consist of the following, which are made a part thereof:

23.1 Contract Agreement (pages 1 to 14, inclusive).

23.2 **Attachment “A”: RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach, and Addendums 1, 2 and 3.**

23.3 **Attachment “B”: CONTRACTOR’s Response Submittal** submitted in response to the CITY’s RFP No. 10-2122.

23.4 **Attachment “C”: Modification to Specifications.**

23.5 **Attachment “D”: Notice to Proceed with Effective Date of 12/05/2022.**

23.6 **Attachment “E”: Approved Council Memorandum – RFP No. 10-2122.**

There are no Contract Documents other than those listed above in this Article 23. The Contract Documents may only be altered, amended, or repealed in accordance with the Terms and Conditions.

If any discrepancies occur amongst the contract documents, the prevailing hierarchy will be Contract Agreement, Attachment “C”, Attachment “A”, Attachment “B”

Article 24: Governing Law

This agreement shall be governed by the laws of the State of Florida. Both parties agree that the courts of the State of Florida shall have jurisdiction of any claim arising in connection with this agreement. In the event of litigation arising out of this agreement, the prevailing party shall be entitled to the award of attorney’s fees and costs at both the trial and appellate level.

Article 25: Public Records Law Chapter 119 Florida Statutes

The Parties acknowledge that the CITY is a governmental entity subject to the Florida Public Records Law, as governed by Chapter 119, Florida Statutes. In accordance with Section 119.0701, Florida Statutes, the following provisions are included in this contract:

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR’S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT THE CITY OF JACKSONVILLE BEACH,

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date: Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for the
City of Jacksonville Beach
Term: 5 years with a potential renewal for an additional 5 years
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CITY CLERK'S OFFICE:

TELEPHONE NUMBER: 904-247-6250 EXT # 11

EMAIL ADDRESS: CITYCLERK@JAXBCHFL.NET

**MAILING ADDRESS: 11 NORTH THIRD STREET
JACKSONVILLE BEACH, FL 32250**

The CONTRACTOR must keep and maintain public records required by the CITY to perform the service. The CONTRACTOR acknowledges that upon request from the CITY, The CONTRACTOR must provide the CITY with a copy of the requested records or allow the record to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law. The CONTRACTOR must ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if The CONTRACTOR does not transfer the records to the CITY. Upon completion of the contract, The CONTRACTOR shall transfer, at no cost to the CITY, all public records in their possession OR keep and maintain all public records required by the CITY to perform the service contemplated herein. If The CONTRACTOR transfers all public records to the CITY upon completion of the contract, The CONTRACTOR shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If The CONTRACTOR keeps and maintains the public records upon completion of the contract, The CONTRACTOR shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the CITY, upon request from the CITY, in a format that is compatible with the CITY's information technology systems.

The CONTRACTOR acknowledges that a request to inspect or copy public records relating to a CITY's contract for services must be made directly to the CITY. If the CITY does not possess the requested records, the CITY shall immediately notify The CONTRACTOR of the request, and The CONTRACTOR must provide the records to the CITY or allow the records to be inspected or copied within a reasonable time. If The CONTRACTOR fails to provide the public records to the CITY within a reasonable time it may be subject to penalties under s. 119.10, Florida Statutes. The CONTRACTOR acknowledges its potential liability pursuant to Section 119.0701(4), Florida Statutes, if the CITY has to seek legal action to compel The CONTRACTOR to produce public records relating to a CITY's contract for services.

----- **NOTHING ELSE FOLLOWS ON THIS PAGE** -----

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
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Term: 5 years with a potential renewal for an additional 5 years
End Date: Feb 6, 2028

IN WITNESS WHEREOF, the parties hereto have signed this Agreement in triplicate. One counterpart each has been delivered to CITY and CONTRACTOR. All portions of the Contract Document have been signed or identified by CITY and CONTRACTOR on their behalf.

This Agreement was made and entered into as of the last signature date shown below and has Effective Date of **February 6, 2023** (Article 3).

CITY: CITY OF JACKSONVILLE BEACH, FLORIDA

BY: _____
Christine Hoffman, Mayor

BY: _____
Michael D. Staffopoulos, City Manager

ATTEST: _____
Sheri Gosselin, City Clerk

Date Signed: _____

CONTRACTOR: _____

BY: _____

PRINTED NAME: _____

TITLE: _____

(CORPORATE SEAL)

ATTEST: _____

Date Signed: _____

PRINTED NAME: _____

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date: Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for the
City of Jacksonville Beach
Term: 5 years with a potential renewal for an additional 5 years
End Date: Feb 6, 2028

AGENT FOR SERVICE OF PROCESS

CITY:

CONTRACTOR:

Address for Giving Notices:

Address for Giving Notices:

City of Jacksonville Beach

Public Works Division

1460-A Shetter Avenue

Jacksonville Beach, Florida 32250

Designated Representative
(Article 9):

Designated Representative
(Article 9):

Name: Dennis W. Barron, Jr.

Name:

Title: Public Works Director

Title:

Phone Number: 904-247-6272

Phone Number:

Email: dbarron@jaxbchfl.net

Email:

Email: publicworks@jaxbchfl.net

Email:

Attachment “C”: Modification to Specifications.

The following is Modifications to Specifications as per the following:

Attachment “A”: RFP No. 10-2122 Collection, Disposal of Solid Waste and Recycling for the City of Jacksonville Beach, and Addendums 1, 2 and 3.

Attachment “B”: CONTRACTOR’s Response Submittal submitted in response to the CITY’s **RFP No. 10-2122.**

1. **Performance Bond:** The performance bond shall be issued in the amount of \$5,842,833.00 to be effective Feb. 6, 2023 until Feb 5, 2024 and will be renewed annually for the duration of this contract period.
2. **Consideration Order** if there is confusion of document content, Attachment “C”, the Franchise Contract Agreement, Attachment “A”, and then Attachment “B” will be utilized in that order to determine appropriate actions.
3. **Pricing:** See attached **FORM 1 RATE(S) PROPOSAL TENDER FORM (PAGES 1-4)**
4. **Authorized Hours for Collection** for Commercial collection are between 6:30am and 7:00pm, unless excessive noise complaints are received, at which time hours would revert to between 7:00am and 7:00pm per **RFP No. 10-2122 (Technical Specifications 1. A.)**
5. **Yard Waste Collection** would be collected on one-single day per week (**Wednesday**), rather than across five days as requested in **RFP No. 10-2122**. In the event the CITY determines that this single collection day is not in the best interest of the City, the CITY and the CONTRACTOR will re-negotiate an acceptable alternative including possibly to revert to the scheduling as recommended in the RFP (Attachment A) and the Response Submittal (Attachment B).
Contractor acknowledges and agrees that changes in volumes associated with seasonal yard debris in which the quantities of yard debris to be collected or disposed may substantially fluctuate; and that the additional workload imposed upon Contractor will not be considered as adequate justification for failure of the Contractor to comply with the approved schedules and routes.
6. **Recycling changes** in the event of the loss of the local Materials Recovery Facility (MRF) or capacity reductions at same facility that significantly changes the costs or logistics of recycling to the CONTRACTOR, outside of the CONTRACTOR’s control, the CITY agrees to work towards a mutually acceptable agreement to alter operations, or adapt to altered conditions, including pricing renegotiation.
7. **Exclusivity; Requirements;**
 - a. CONTRACTOR is intended to be the exclusive supplier to the CITY of the services as detailed in **Attachments A-C (the “Services”).**

- b. CITY shall exclusively use CONTRACTOR for performance of the Services; provided that the CITY may procure similar Services from another contractor (or use the CITY's own resources), solely (A) if CONTRACTOR is unwilling or unable to perform the Services in a manner reasonable consistent with the specifications set forth in Attachments A-C following written notice from the CITY of such failure and CONTRACTOR's failure to cure such failure within [ten (10) days] following receipt of such written notice; provided, however, such procurement from another contractor or performance utilizing the CITY's resources shall only be for the purposes of performing the Services necessary to rectify such failure.

8. Assignment and Change of Control

CONTRACTOR shall make no assignment of its rights or obligations under the Agreement without first obtaining the written consent of the CITY, which may be granted or withheld in the CITY's sole discretion. In the event CONTRACTOR is a corporation, partnership or legal entity, there shall be no change in the direct or indirect legal or factual control of such entity without first obtaining the written consent of the CITY. A change of legal control includes, but is not limited to, a transfer of ownership of over 25% of the CONTRACTOR or any person or entity owning a 25% or greater interest, direct or indirect, in the CONTRACTOR.

Neither this Agreement, nor any portion thereof, shall be assigned except with the prior written consent of the CITY, which may be withheld for any reason. No such consent will be construed as making the CITY a party of or to such transfer or assignment, or subjecting the CITY to liability of any kind to any subcontractor. Assignment, Changes of Ownership or Subletting of Contract shall be by a direct or indirect gift, assignment, voluntary sale, merger, consolidation or otherwise, of twenty-five percent (25%) or more at one time, of the ownership or controlling interest of CONTRACTOR, or fifty percent (50%) cumulatively over the term of the Agreement of such interest to a corporation, partnership, limited partnership, trust, or association, or person or group of persons acting in concert or a change in control. Transfer shall not include any transfer or assignment to a person controlling, controlled by, or under the same common control as the CONTRACTOR at the effective start date of this Agreement. Moreover, Transfer shall not mean a public offering issuance, which either changes the contractor status from a privately held corporation to that of a publicly held corporation or which is intended to provide additional capitalization for the CONTRACTOR, provided the public offering does not result in a change in CONTRACTOR's management personnel. If an assignment or transfer of this Agreement is granted by the CITY, the CONTRACTOR will pay the CITY an assignment/transfer fee in the amount of twenty-five thousand dollars (\$25,000.00) for the first assignment/transfer and one hundred thousand dollars (\$100,000.00) each for all subsequent assignments/ transfers upon such CITY consent for said assignment or transfer.

The foregoing notwithstanding, in the event of any strike, lockout, labor trouble or dispute involving the CONTRACTOR under this Agreement, the CITY agrees to fully cooperate with the CONTRACTOR in any temporary assignment or subcontract as may be necessary to continue to provide the services required by this Agreement. Under this provision, there will be no transfer fee as stated in the paragraph above, but in no event will the transfer under this provision exceed ninety (90) days.

CONTRACT AGREEMENT for RFP No.10-2122
City Of Jacksonville Beach, Public Works
Effective Date:Feb 6, 2023

TITLE: Collection, Disposal of Solid Waste and Recycling for
the City of Jacksonville Beach
Term: 5 yrs with a renewal for an additional 5 yrs
End Date: Feb 6, 2028

No assignment or subcontract shall, under any circumstances, relieve the CONTRACTOR of the liabilities and obligations under this Agreement, and despite any such assignment, the CITY shall deal through the CONTRACTOR. Subcontractors shall be dealt with as employees and representatives of the CONTRACTOR and, as such will be subject to the same requirements as to character and competence as are other employees of the CONTRACTOR.

DRAFT

FORM 1: RATE(S) PROPOSAL TENDER FORM (page 1 of 4)

<u>RESIDENTIAL</u> and <u>SMALL COMMERCIAL</u> Service							
ALTERNATE Combination for Respondent Price Proposal	TYPE SOLID WASTE / RECYCLING COLLECTION & DISPOSAL SERVICE				Quantities and locations of pickups are subject to change from time-to-time during the term of the contract, or any extensions thereof. Collection of garbage/trash, recycling, bulky waste and yard waste, special disability pull-out service, and provision and maintenance of toters are included within the proposed rate(s) below.		
	GARBAGE / TRASH <i>(containerized)</i>	RECYCLING <i>(containerized)</i>	BULKY WASTE <i>(not containerized)</i>	YARD WASTE <i>(not containerized)</i>			
	POSSIBLE CONTRACTED COLLECTION FREQUENCY				Proposed Monthly Rate per Account	Estimated Accounts	Proposed Estimated Monthly TOTAL
A <i>(current)</i>	Twice per week	Once per week	Once per week	Once per week	\$ <u>27.68</u> per account	X 8,500	\$ <u>235,280.00</u>
Landfill disposal fee <u>shall not</u> be included in the proposed rate above. Per inter-local agreement, the CITY receives free landfill service from Jacksonville.							

<u>MULTIFAMILY DWELLING, COMMERCIAL ESTABLISHMENT</u> and <u>UNIQUE COMMERCIAL</u> Service							
ALTERNATE Combinations for Respondent Price Proposal	TYPE SOLID WASTE / RECYCLING COLLECTION & DISPOSAL SERVICES				Quantities, locations, and frequencies of dumpster pickups are subject to change from time-to-time during the term of the contract, or any extension thereof. Collection of garbage/trash, recycling, bulky waste and yard waste, and provision and maintenance of dumpsters/toters are included within the proposed rate(s) below.		
	GARBAGE / TRASH <i>(containerized)</i>	RECYCLING <i>Optional (containerized)</i>	BULKY WASTE <i>(not containerized)</i>	YARD WASTE <i>(not containerized)</i>			
	POSSIBLE CONTRACTED COLLECTION FREQUENCY				Proposed Rate per Container Cubic Yard Collected	Est. Monthly Avg. Total Cubic Yards	Proposed Estimated Monthly TOTAL
A <i>(current)</i>	Customer/CITY decision <i>(size dumpster / weekly frequency)</i>	Once per week	Once per week	Once per week	\$ <u>8.25</u> per Container Cubic Yard Collected	X 24,227	\$ <u>199,872.75</u>
Landfill disposal fee <u>shall not</u> be included in the proposed rate above. Per inter-local agreement, the CITY receives free landfill service from Jacksonville.							

FORM 1: RATE(S) PROPOSAL TENDER FORM (page 2 of 4)

<u>RESIDENTIAL and SMALL COMMERCIAL Service</u>							
ALTERNATE Combination for Respondent Price Proposal	TYPE SOLID WASTE / RECYCLING COLLECTION & DISPOSAL SERVICE				Quantities and locations of pickups are subject to change from time-to-time during the term of the contract, or any extensions thereof. Collection of garbage/trash, recycling, bulky waste and yard waste, special disability pull-out service, and provision and maintenance of toters are included within the proposed rate(s) below.		
	GARBAGE / TRASH <i>(containerized)</i>	RECYCLING <i>(containerized)</i>	BULKY WASTE <i>(not containerized)</i>	YARD WASTE <i>(not containerized)</i>			
	POSSIBLE CONTRACTED COLLECTION FREQUENCY				Proposed Monthly Rate per Account	Estimated Accounts	Proposed Estimated Monthly TOTAL
B	Once per week	Once per week	Once per week	Once per week	\$ <u>25.00</u> per account	X 8,500	\$ <u>212,500.00</u>
Landfill disposal fee <u>shall not</u> be included in the proposed rate above. Per inter-local agreement, the CITY receives free landfill service from Jacksonville.							

<u>MULTIFAMILY DWELLING, COMMERCIAL ESTABLISHMENT and UNIQUE COMMERCIAL Service</u>							
ALTERNATE Combination for Respondent Price Proposal	TYPE SOLID WASTE / RECYCLING COLLECTION & DISPOSAL SERVICES				Quantities, locations, and frequencies of dumpster pickups are subject to change from time-to-time during the term of the contract, or any extension thereof. Collection of garbage/trash, recycling, bulky waste and yard waste, and provision and maintenance of dumpsters/toters are included within the proposed rate(s) below.		
	GARBAGE / TRASH <i>(containerized)</i>	RECYCLING <i>Optional (containerized)</i>	BULKY WASTE <i>(not containerized)</i>	YARD WASTE <i>(not containerized)</i>			
	POSSIBLE CONTRACTED COLLECTION FREQUENCY				Proposed Rate per Container Cubic Yard Collected	Est. Monthly Avg. Total Cubic Yards	Proposed Estimated Monthly TOTAL
B	Customer/CITY decision <i>(size dumpster / weekly frequency)</i>	Once per week	Once per week	Once per week	\$ <u>8.25</u> per Container Cubic Yard Collected	X 24,227	\$ <u>199,872.75</u>
Landfill disposal fee <u>shall not</u> be included in the proposed rate above. Per inter-local agreement, the CITY receives free landfill service from Jacksonville.							

FORM 1: RATE(S) PROPOSAL TENDER FORM (page 3 of 4)

Commercial LARGE COMPACTOR PULL and ROLL-OFF PULL Service

Proposed Rate per Pull	Estimated Monthly Number of Pulls	Proposed Estimated Monthly TOTAL
\$ <u>690.00</u> per Pull	X <u>75</u>	\$ <u>51,750.00</u>

¹ Quantities, locations, and frequencies of pickups and sizes and numbers of compactors / roll-offs are subject to change, increase or decrease, from time-to-time during the term of the contract, or any extension thereof, at the sole discretion of the CITY.

² Collection of garbage/trash, recycling, bulky waste, yard waste, improperly placed and abandoned dumps of the same, are included within the proposed rate above.

³ Provision and maintenance of containers (compactors) is the responsibility of the customer.

⁴ Provision and maintenance of containers (roll-offs) is the responsibility of the CONTRACTOR.

⁵ Landfill disposal fee is not included in the proposed rate above. The CITY receives free landfill service per interlocal agreement with Jacksonville.

FORM 1: RATE(S) PROPOSAL TENDER FORM (page 4 of 4)

**SUMMARY of
ESTIMATED ANNUAL PROPOSAL**

Service Type	SOLID WASTE / RECYCLING COLLECTION & DISPOSAL SERVICE COMBINATIONS of SERVICE (Garbage/Trash, Recycling, Bulky Waste and Yard Waste)				
TYPE SERVICES	A	B	€	₱	Respondent Optional
	Estimated Monthly TOTAL	Estimated Monthly TOTAL	Estimated Monthly TOTAL	Estimated Monthly TOTAL	Estimated Monthly TOTAL
• Residential & Small Commercial	\$ 235,280.00	\$ 212,500.00			
• Multifamily Dwelling, Commercial Establishment, & Unique Commercial	\$ 199,872.75	\$ 199,872.75			
• Commercial Large Compactor & Roll-Off Pull	\$ 51,750.00	\$ 51,750.00			
Estimated Monthly SUB-TOTAL:	\$ 486,902.75	\$ 464,122.75			
	X 12 months	X 12 months	X 12 months	X 12 months	X 12 months
Estimated Annual GRAND TOTAL:	\$ 5,842,833.00	\$ 5,569,473.00			

¹ The CITY reserves the right to charge a FRANCHISE FEE on all services provided by the CONTRACTOR, or any portion thereof, as the CITY chooses from time-to-time. If and when the CITY chooses to impose a FRANCHISE FEE, the increase in rate to cover the additional costs to the CONTRACTOR shall be negotiated.

FEE RATES at Contract Start (Full, Collection Component and Fuel Cost Component) and ADJUSTMENT INDICES.

	Contract Start Full Rate	Unit of Measure	Contract Start Collection Component	Contract Start Fuel Cost Component
			(88.8%) of Full Rate ⁴	(11.2%) of Full Rate ⁵
Residential, Small Commercial and Unique Commercial Service ¹	\$ 27.68	Monthly Rate per Account	\$ <u>24.58</u>	\$ <u>3.10</u>
Multifamily Dwelling, Commercial Establishment Service ²	\$ 8.25	Rate per Container Cubic Yard Collected	\$ <u>7.33</u>	\$ <u>.92</u>
Large Compactor Pull Service and Roll-off Pull Service ³	\$ 690.00	Rate per Pull	\$ <u>612.72</u>	\$ <u>77.28</u>

¹ The CITY provides to CONTRACTOR the number of accounts on a quarterly basis, which is to be used in monthly billing and payment. The CITY shall have final determination if agreement cannot be reached during a particular billing and payment period.

² The CITY and the CONTRACTOR are to verify garbage/trash service locations, dumpster sizes, pickup frequencies and extra pickups each month before billing and payment. This rate is to be applied to Bulky Waste service for Unique Commercial customers and to recycling services for Multifamily Dwelling, Commercial Establishment, Small Commercial and Unique Commercial customers. The CITY shall have final determination if agreement cannot be reached during a particular billing and payment period.

³ The CITY and the CONTRACTOR are to verify service location(s) and number of pull(s) each month before billing and payment. The CITY shall have final determination if agreement cannot be reached during a particular billing and payment period.

⁴ The current Collection Component of each current Fee Rate may be adjusted, up or down, by applying the selected Consumer Price Index once per year, on or about the contract start date anniversary, with the adjusted Collection Component effective the 1st full calendar month after the contract start date anniversary. The selected Consumer Price Index for this contract is the **Consumer Price Index (CPI) -All Urban Consumers, Series ID: CUUR0000SEHG02 Not Seasonally Adjusted, Area: U.S. City Average, Item: Garbage and Trash Collection, Base Period: December 1983 = 100**. The CITY shall have final determination if agreement cannot be reached during a particular adjustment period event.

⁵ The Contract Start Fuel Cost Component of each current Fee Rate may be adjusted up or down, twice per year at six-month intervals, by multiplying with the ratio derived from dividing the current 6-month Index Fuel Price by the Base Fuel Price. The Base Fuel Price shall equal the Contract Start Index Fuel Price plus ten percent (10%), which shall remain constant during the contract, unless a change is mutually agreed. The Contract Start Index Fuel Price and the 6-month Index Fuel Price(s) are derived from the "U.S. On-Highway Diesel Prices," **Lower Atlantic (PADDIC), U.S. Energy Information Administration** on the last week of the last full month of the previous / ending 6-month period. The adjusted 6-month Fuel Cost Component is effective the 1st full calendar month after the adjustment is calculated or the end of the previous 6-month period, whichever is later. The CITY shall have final determination if agreement cannot be reached on a particular adjustment period event.

⁶ Each current Full Rate Fee shall equal the current Collection Component plus the current adjusted 6-month Fuel Cost Component. The CITY shall issue a memorandum, agreed/ acknowledged/ signed by CITY and CONTRACTOR every 6-month period stating the effective current Full Rate Fees, when there is a change in any of them. The CITY may issue a memorandum under only the CITY signature if it determines in its sole discretion that it is necessary.

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Dennis W. Barron, Jr., Director of Public Works
DATE:	11/01/2022
SUBJECT:	Bid No. 2122-15 Rehabilitation of Liftstations #28 and #33

BACKGROUND

The Public Works (PW) Department's Wastewater Division is rehabilitating a single liftstation (LS) every fiscal year. There are 38 LS in the City of Jacksonville Beach. LS #28 was to be reconstructed in FY2022, while LS #33 is to be reconstructed in FY2023. Both of these LS rehabilitation designs were completed by Four Waters Engineering.

PW and Procurement competitively bid for the reconstruction and rehabilitation under Bid No. 2122-15; two bidders responded. These bids range in price from \$887,300 to \$981,658. PBM Constructors, Inc., had the lowest bid with \$887,300, including the alternate construction bid item. PW recommends accepting the bid from PBM Constructors, Inc., with a 15% construction contingency in an amount not to exceed \$1,020,395.00.

Four Waters Engineering has submitted Construction Administration Services in the amount not to exceed \$24,458.92, with a recommended 15% contingency, making the total \$28,127.76.

	Bid	Contingency (15%)	Total
PBM Constructors Inc. Base A (LS#28) - (\$550,800-\$125,000+\$90,000)	\$515,800.00	\$77,370.00	\$593,170.00
PBM Constructors Inc. Base B (LS#33)	\$371,500.00	\$55,725.00	\$427,225.00
Total	\$887,300.00	\$133,095.00	<u>\$1,020,395.00</u>
Four Waters Contract Administration Services	\$24,458.92	\$3,668.84	\$28,127.76
Project Total	<u>\$911,758.92</u>	<u>\$136,763.84</u>	<u>\$1,048,522.76</u>

To review Bid No. 2122-15 and all addenda, click [HERE](#).
To review PBM Constructors Inc.'s response, click [HERE](#).

FINANCIAL IMPACT

LS #28 construction was budgeted - but not spent - in the FY2022 Capital Improvement Plan (CIP) in the amount of \$400,000. Since LS #28 did not get constructed in its programmed year, the funding returned to the Water & Sewer Utility Fund operating reserve. LS #33 is budgeted in the FY2023 CIP in the amount of \$300,000. Funding is available in the Water & Sewer Utility Fund operating reserve for both of these projects. The funds will be spent from the following account:



420-07-0706-535-63-563000, and the budget will be amended as part of the mid-year budget adjustment.

REQUESTED ACTION

1. Award/Reject Bid No. 2122-15 to PBM Constructors, Inc., for the Rehabilitation of Liftstations #28 and #33 in an amount not to exceed \$1,020,395; and
2. Award/Reject the Construction Administration Engineering by Four Waters, Inc., in an amount not to exceed \$28,128

ATTACHMENTS

1. Bid 2122-15 Response Summary
2. Bid 2122-15 Bid Tabulation
3. Bid 2122-15 Engineer Certified Bid Open and Tabulation 11-23-22
4. Bid 2122-15 Engineer Recommendation of Award
5. Four Waters Proposal 11-23-22

CITY OF JACKSONVILLE BEACH BID TABULATION FORM

Public Works

Response Summary

Bid No. 2122-15 Lift Stations #28 and #33 Rehabilitation

Section 00301

Vendor	00300 Bid Proposal Form	A	B	C	D	E	F	00410 Bid Bond	00480 Non- collusion Affidavit	Addendum 1	Occupational License	W-9	Qualifications	Notes
G&H Underground Construction, Inc.	x	x	x	x	x	x	x	x	x	x	x	x	x	
PBM Constructors, Inc.	x	x	x	x	x	x	x	x	x	x	a	x	x	

Legend:

a - Not provided

Bid Tabulation

City of Jacksonville Beach

Bid #2122-15 Lift Stations #28 and #33 Rehabilitation

LIFT STATION LS-28 (PART A) REHABILITATION AND SITE UPGRADES					G&H Underground		PBM Constructors, Inc.	
Item #	M&P	Item	Est. Qty.	Unit	Unit Price	Contract Price	Unit Price	Contract Price
1	1	Demolition and Abandonment	1	LS	\$ 87,000.00	\$ 87,000.00	\$ 10,000.00	\$ 10,000.00
2	2	Maintenance of Traffic	1	LS	\$ 12,500.00	\$ 12,500.00	\$ 2,000.00	\$ 2,000.00
3	3	Soil Erosion & Sediment Control	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 3,500.00	\$ 3,500.00
4	4	Temporary Bypass Pumping Operations	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
5	6	2" Water Service (tie-in to existing and extend) (~8 LF), RPZ Backflow Preventer with Hot Box and Hose Bib	1	LS	\$ 4,500.00	\$ 4,500.00	\$ 7,500.00	\$ 7,500.00
6	7	Replace Concrete Driveway (12 ft wide (typ); 6 inch thick; 5000 psi with fibermesh)	19	SY	\$ 275.00	\$ 5,225.00	\$ 300.00	\$ 5,700.00
7	8	Lift Station Concrete Slab and Foundations (Thickness varies; reinforced; ~82 SY)	1	LS	\$ 24,100.00	\$ 24,100.00	\$ 24,600.00	\$ 24,600.00
8	9	A-3 Fill (Placement and Compaction)	10	CY	\$ 250.00	\$ 2,500.00	\$ 50.00	\$ 500.00
9	10	5' ID Dia. Precast Concrete Wet Well (14.5' height to inside bottom, overexcavation and fill to 17' depth below grade, top 1.5' raised above grade), with Raised Oversized Top Slab with Aluminum Hatch, Spectrashield Coating, Stabilization and Dewatering Operations, and All Piping Tie-ins, Rerouting E. Pipe in Wet Well as 6" Lateral	1	LS	\$ 122,800.00	\$ 122,800.00	\$ 125,000.00	\$ 125,000.00
10	11	Pump Station Package with (2) Submersible Pumps (88 gpm @ 16 ft) with Discharge Elbows, Pump Control Panel Package to Jacksonville Beach Standards with DataFlow Systems "TCU", Type Ex Terminal Boxes, Submersible Pressure Transducer and Mounting Assembly, Float Controls, 316 SS Lifting Chains, 316 SS Cable Rack, 316 SS Guide Rails, 316 SS Guide Rail Braces, Pump Base Plates, Protective Grating System for Hatch, 6" PVC Vent Pipe Assembly, Other Accessories, and Spare Parts	1	LS	\$ 80,000.00	\$ 80,000.00	\$ 175,000.00	\$ 175,000.00
11	13	Pump Station Piping (Piping, Fittings, Valves, and Associated Accessories for Piping in Wet Well and Above and Below Grade Outside of Wet Well) Including Tie-In to Existing 4" Forcemain	1	LS	\$ 68,322.00	\$ 68,322.00	\$ 75,000.00	\$ 75,000.00
12	14	Electrical Equipment (electrical service, meter can, main disconnect switch, electrical equipment rack, grounding, conduit and wire)	1	LS	\$ 60,000.00	\$ 60,000.00	\$ 50,000.00	\$ 50,000.00
13	15	Site Light and Pole Installation	1	LS	\$ 9,000.00	\$ 9,000.00	\$ 7,000.00	\$ 7,000.00
14	16	Telemetry Work (Telemetry Equipment, Installation and Startup)	1	LS	\$ 42,905.00	\$ 42,905.00	\$ 25,000.00	\$ 25,000.00
15	17	8" PVC (SDR 26) Gravity Sewer (8' - 10' depth)	10	LF	\$ 583.00	\$ 5,830.00	\$ 5,000.00	\$ 50,000.00 *
16	18	Restoration	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 5,000.00	\$ 5,000.00
17	19	Performance and Payment Bonds (1.5% Maximum)	1	LS	\$ 8,100.00	\$ 8,100.00	\$ 5,000.00	\$ 5,000.00
TOTAL BASE BID PART A (In Figures)						\$ 578,782.00		\$ 595,800.00 *

BID ALTERNATE NO. 1 (CAISSON WET WELL INSTALLATION)					Unit Price		Contract Price		Unit Price		Contract Price		
5' ID Dia. Precast Concrete Wet Well Installed by Caisson Method (18.5' height, installed to 17' depth below grade with 4' concrete fill, top 1.5' raised above grade), with Raised Oversized Top Slab, Spectrashield Coating, Stabilization and Dewatering Operations, Additional A-3 Fill, All Piping Tie-ins, Rerouting E. Pipe in Wet Well as 6" Lateral, and All Other Gravity Sewer, Forcemain, Water													
1	20	Service and Site Changes Necessary to Accommodate Caisson Installation	1	LS	\$	-	\$	-	\$	90,000.00	\$	90,000.00	
TOTAL PART A BID ALTERNATE NO. 1 PRICE (In Figures)							\$	-			\$	90,000.00	*

LIFT STATION LS-33 (PART B) REHABILITATION AND SITE UPGRADES

Item #	M&P	Item	Est. Qty.	Unit	Unit Price	Contract Price	Unit Price	Contract Price
1	1	Demolition and Site Clearing	1	LS	\$ 43,500.00	\$ 43,500.00	\$ 10,000.00	\$ 10,000.00
2	2	Maintenance of Traffic	1	LS	\$ 7,500.00	\$ 7,500.00	\$ 2,000.00	\$ 2,000.00
3	3	Soil Erosion and Sediment Control (single, double row silt fence)	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 3,500.00	\$ 3,500.00
4	4	Temporary Sewer Bypassing Operations	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
5	5	Wooden Double Swing Gate, Fence, and Accessories (6 ft high; 16 ft wide gate)	1	LS	\$ 6,300.00	\$ 6,300.00	\$ 15,000.00	\$ 15,000.00
6	8	Lift Station Concrete Slab and Foundations	1	LS	\$ 175.00	\$ 175.00	\$ 24,000.00	\$ 24,000.00
7	18	Restoration	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 5,000.00	\$ 5,000.00
		1.5" Water Service (tie-in to existing and extend) (~50 LF), Meter Box, 1.5"						
8	6	meter, RPZ Backflow Preventer with Hot Box and Hose Bib Station	1	LS	\$ 4,000.00	\$ 4,000.00	\$ 5,000.00	\$ 5,000.00
		Electrical Equipment (service meter with aluminum enclosure, service entrance disconnect switch with NEMA 4X type 316 SS enclosure, electrical equipment						
9	14	rack, grounding, conduit and wire)	1	LS	\$ 60,000.00	\$ 60,000.00	\$ 25,000.00	\$ 25,000.00
10	15	Site Light and Pole	1	LS	\$ 9,000.00	\$ 9,000.00	\$ 7,000.00	\$ 7,000.00
		Telemetry Work (Telemetry Equipment, Installation and Startup) to Jacksonville Beach Standards with DataFlow Systems "TCU" and Type Ex						
11	16	Terminal Boxes	1	LS	\$ 42,905.00	\$ 42,905.00	\$ 15,000.00	\$ 15,000.00
		Pump Station Package with (2) Submersible Pumps (88 gpm @ 19 ft) with Discharge Elbows, Pump Control Panel Package to Jacksonville Beach Standards, Submersible Pressure Transducer and Mounting Assembly, Float Controls, 316 SS Lifting Chains, 316 SS Cable Rack, 316 SS Guide Rails, (2) 316 SS Pipe Braces, Pump Base Plates, Protective Grating System for Hatch, Other						
12	11	Accessories, and Spare Parts)	1	LS	\$ 65,000.00	\$ 65,000.00	\$ 135,000.00	\$ 135,000.00
		wet well Coating (Rehabilitate wet well interior areas as necessary, seal unused openings or annular space (LinkSeal as noted), and install Spectrashield						
13	12	coating system over entire interior)	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
		Pump Station Piping (Piping, Fittings, Valves, and Associated Accessories for						
14	13	Piping in Wet Well and Above and Below Grade Outside of Wet Well)	1	LS	\$ 75,496.00	\$ 75,496.00	\$ 75,000.00	\$ 75,000.00
15	19	Performance and Payment Bonds (1.5% Maximum)	1	LS	\$ 5,800.00	\$ 5,800.00	\$ 5,000.00	\$ 5,000.00
TOTAL BASE BID PART B (In Figures)						\$ 384,676.00	*	\$ 371,500.00

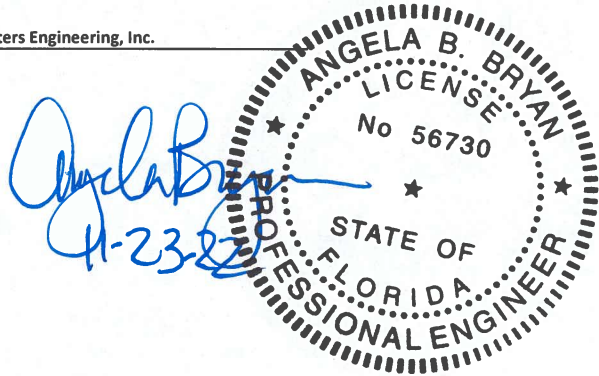
Note:

* Corrected bid amount

TABULATION OF BIDDERS																			
CONTRACTOR		BASE BID LS-28 (PART A)	ALTERNATE NO. 1 LS-28 (PART A) CAISSON INSTALLATION	BASE BID LS-33 (PART B)	BASE BID TOTAL PART A AND PART B	BASE BID WITH ALTERNATE NO. 1 (PART A) TOTAL PART A AND PART B	ADDENDUM No 1	00300 Bid Proposal Form	00301-A Sub- Contractor List	00301-B Req'd. Disclosure	00301-C Trench Safety	00301-D Bid Award Notice	00301-E Drug Free	00301-F Non Bankruptcy Affidavit	00410 Bid Bond	00480 Non-Collusion	Occupational License	W9	Bidder Qualifications
1	PBM Constructors, Inc.	\$550,800.00	\$90,000.00	\$371,500.00	\$922,300.00	\$887,300.00	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	G&H Underground Construction, Inc.	\$578,782.00	No Bid Offered	\$402,876.00	\$981,658.00	No Bid Offered	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3																			
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5																			
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7																			
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10																			
11																			
12																			
13																			

Bid Responses: 2

CERTIFIED BY:
Angela Bryan, PE, Four Waters Engineering, Inc.



BID TABULATION COMPARISON

City of Jacksonville Beach, Department of Public Works

Lift Stations LS-28 (Part A) and LS-33 (Part B) Rehabilitation and Site Upgrades

City Bid No. 2122-15

4Waters Project #: 21-1017/22-1007

Bid Date: November 16, 2022

LIFT STATION LS-28 (PART A)					PBM Constructors, Inc.		G&H Underground Construction, Inc.	
Item No.	M&P Pay Item No.	Item	QTY	Unit	Unit Price	Contract Price	Unit Price	Contract Price
1	1	Demolition and Abandonment	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 87,000.00	\$ 87,000.00
2	2	Maintenance of Traffic	1	LS	\$ 2,000.00	\$ 2,000.00	\$ 12,500.00	\$ 12,500.00
3	3	Soil Erosion & Sediment Control	1	LS	\$ 3,500.00	\$ 3,500.00	\$ 6,000.00	\$ 6,000.00
4	4	Temporary Bypass Pumping Operations	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
5	6	2" Water Service (tie-in to existing and extend) (~8 LF), RPZ Backflow Preventer with Hot Box and Hose Bib	1	LS	\$ 7,500.00	\$ 7,500.00	\$ 4,500.00	\$ 4,500.00
6	7	Replace Concrete Driveway (12 ft wide (typ); 6 inch thick; 5000 psi with fibermesh)	19	SY	\$ 300.00	\$ 5,700.00	\$ 275.00	\$ 5,225.00
7	8	Lift Station Concrete Slab and Foundations (Thickness varies; reinforced; ~82 SY)	1	LS	\$ 24,600.00	\$ 24,600.00	\$ 24,100.00	\$ 24,100.00
8	9	A-3 Fill (Placement and Compaction)	10	CY	\$ 50.00	\$ 500.00	\$ 250.00	\$ 2,500.00
9	10	5' ID Dia. Precast Concrete Wet Well (14.5' height to inside bottom, overexcavation and fill to 17' depth below grade, top 1.5' raised above grade), with Raised Oversized Top Slab with Aluminum Hatch, Spectrashield Coating, Stabilization and Dewatering Operations, and All Piping Tie-ins, Rerouting E. Pipe in Wet Well as 6" Lateral	1	LS	\$ 125,000.00	\$ 125,000.00	\$ 122,800.00	\$ 122,800.00
10	11	Pump Station Package with (2) Submersible Pumps (88 gpm @ 16 ft) with Discharge Elbows, Pump Control Panel Package to Jacksonville Beach Standards with DataFlow Systems "TCU", Type Ex Terminal Boxes, Submersible Pressure Transducer and Mounting Assembly, Float Controls, 316 SS Lifting Chains, 316 SS Cable Rack, 316 SS Guide Rails, 316 SS Guide Rail Braces, Pump Base Plates, Protective Grating System for Hatch, 6" PVC Vent Pipe Assembly, Other Accessories, and Spare Parts	1	LS	\$ 175,000.00	\$ 175,000.00	\$ 80,000.00	\$ 80,000.00
11	13	Pump Station Piping (Piping, Fittings, Valves, and Associated Accessories for Piping in Wet Well and Above and Below Grade Outside of Wet Well) Including Tie-In to Existing 4" Forcemain	1	LS	\$ 75,000.00	\$ 75,000.00	\$ 68,322.00	\$ 68,322.00
12	14	Electrical Equipment (electrical service, meter can, main disconnect switch, electrical equipment rack, grounding, conduit and wire)	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 60,000.00	\$ 60,000.00
13	15	Site Light and Pole Installation	1	LS	\$ 7,000.00	\$ 7,000.00	\$ 9,000.00	\$ 9,000.00
14	16	Telemetry Work (Telemetry Equipment, Installation and Startup)	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 42,905.00	\$ 42,905.00
15	17	8" PVC (SDR 26) Gravity Sewer (8' - 10' depth)	10	LF	\$ 500.00	\$ 5,000.00	\$ 583.00	\$ 5,830.00
16	18	Restoration	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 15,000.00	\$ 15,000.00
17	19	Performance and Payment Bonds (1.5% Maximum)	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 8,100.00	\$ 8,100.00
TOTAL PART A BASE BID (CALCULATED)					\$ 550,800.00		\$ 578,782.00	
TOTAL PART A BASE BID (SUBMITTED)					\$ 550,800.00		\$ 578,782.00	

*Submitted Item 15 Unit \$5,000.00; Assumed intended to be \$500.00 based on Contract Price of \$5,000.00

BID TABULATION COMPARISON
City of Jacksonville Beach, Department of Public Works
Lift Stations LS-28 (Part A) and LS-33 (Part B) Rehabilitation and Site Upgrades
City Bid No. 2122-15
4Waters Project #: 21-1017/22-1007
Bid Date: November 16, 2022

LIFT STATION LS-28 (PART A) ALTERNATE NO. 1 (CAISSON WET WELL INSTALLATION)					PBM Constructors, Inc.		G&H Underground Construction, Inc.	
Item No.	M&P Pay Item No.	Item	QTY	Unit	Unit Price	Contract Price	Unit Price	Contract Price
1	20	5' ID Dia. Precast Concrete Wet Well Installed by Caisson Method (18.5' height, installed to 17' depth below grade with 4' concrete fill, top 1.5' raised above grade), with Raised Oversized Top Slab, Spectrashield Coating, Stabilization and Dewatering Operations, Additional A-3 Fill, All Piping Tie-ins, Rerouting E. Pipe in Wet Well as 6" Lateral, and All Other Gravity Sewer, Forcemain, Water Service and Site Changes Necessary to Accommodate Caisson Installation	1	LS	\$ 90,000.00	\$ 90,000.00	\$ 0.00	\$ 0.00
TOTAL PART A WITH ALT NO. 1 BID (CALCULATED)					\$ 515,800.00			\$ ---
TOTAL PART A WITH ALT NO. 1 BID (SUBMITTED)					\$ 515,800.00			\$ ---

LIFT STATION LS-33 (PART B)					PBM Constructors, Inc.		G&H Underground Construction, Inc.	
Item No.	M&P Pay Item No.	Item	QTY	Unit	Unit Price	Contract Price	Unit Price	Contract Price
1	1	Demolition and Site Clearing	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 43,500.00	\$ 43,500.00
2	2	Maintenance of Traffic	1	LS	\$ 2,000.00	\$ 2,000.00	\$ 7,500.00	\$ 7,500.00
3	3	Soil Erosion and Sediment Control (single, double row silt fence)	1	LS	\$ 3,500.00	\$ 3,500.00	\$ 5,000.00	\$ 5,000.00
4	4	Temporary Sewer Bypassing Operations	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
5	5	Wooden Double Swing Gate, Fence, and Accessories (6 ft high; 16 ft wide gate)	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 6,300.00	\$ 6,300.00
6	8	Lift Station Concrete Slab and Foundations (Thickness varies; reinforced; ~114 SY)	1	LS	\$ 24,000.00	\$ 24,000.00	\$ 18,375.00	\$ 18,375.00
7	18	Restoration	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 15,000.00	\$ 15,000.00
8	6	1.5" RPZ Backflow Preventer with Hot Box and Hose Bib Station	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 4,000.00	\$ 4,000.00
9	14	Electrical Equipment (service meter with aluminum enclosure, service entrance disconnect switch with NEMA 4X type 316 SS enclosure, electrical equipment rack, grounding, conduit and wire)	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 60,000.00	\$ 60,000.00
10	15	Site Light and Pole	1	LS	\$ 7,000.00	\$ 7,000.00	\$ 9,000.00	\$ 9,000.00
11	16	Telemetry Work (Telemetry Equipment, Installation and Startup) to Jacksonville Beach Standards with DataFlow Systems "TCU" and Type Ex Terminal Boxes	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 42,905.00	\$ 42,905.00
12	11	Pump Station Package with (2) Submersible Pumps (88 gpm @ 19 ft) with Discharge Elbows, Pump Control Panel Package to Jacksonville Beach Standards, Submersible Pressure Transducer and Mounting Assembly, Float Controls, 316 SS Lifting Chains, 316 SS Cable Rack, 316 SS Guide Rails, (2) 316 SS Pipe Braces, Pump Base Plates, Protective Grating System for Hatch, Other Accessories, and Spare Parts)	1	LS	\$ 135,000.00	\$ 135,000.00	\$ 65,000.00	\$ 65,000.00

BID TABULATION COMPARISON
City of Jacksonville Beach, Department of Public Works
Lift Stations LS-28 (Part A) and LS-33 (Part B) Rehabilitation and Site Upgrades
City Bid No. 2122-15
4Waters Project #: 21-1017/22-1007
Bid Date: November 16, 2022

LIFT STATION LS-33 (PART B)					PBM Constructors, Inc.		G&H Underground Construction, Inc.	
Item No.	M&P Pay Item No.	Item	QTY	Unit	Unit Price	Contract Price	Unit Price	Contract Price
13	12	Wet Well Coating (Rehabilitate wet well interior areas as necessary, seal unused openings or annular space (LinkSeal as noted), and install Spectrashield coating system over entire interior)	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
14	13	Pump Station Piping (Piping, Fittings, Valves, and Associated Accessories for Piping in Wet Well and Above and Below Grade Outside of Wet Well)	1	LS	\$ 75,000.00	\$ 75,000.00	\$ 75,496.00	\$ 75,496.00
15	19	Performance and Payment Bonds (1.5% Maximum)	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 5,800.00	\$ 5,800.00
TOTAL PART B BASE BID (CALCULATED)					\$ 371,500.00		\$ 402,876.00	
TOTAL PART B BASE BID (SUBMITTED)					\$ 371,500.00		\$ 402,876.00	

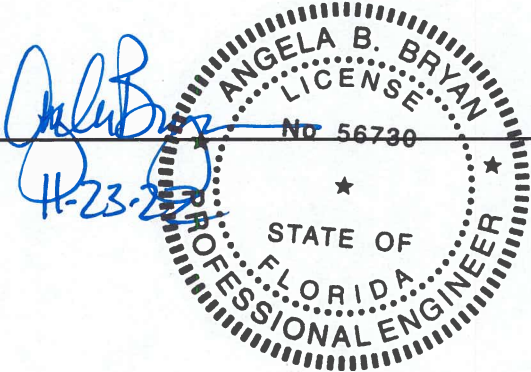
*Submitted Item 6 Unit \$175.00; Assumed intended to be \$18,375.00 based on Contract Price of \$18,375.00 and lump sum item

TOTAL BASE BID PART A AND PART B (CALCULATED)	\$ 922,300.00	\$ 981,658.00
TOTAL BASE BID PART A WITH ALT NO. 1 AND PART B (CALCULATED)	\$ 887,300.00	\$ ---
TOTAL BASE BID PART A AND PART B (SUBMITTED)	\$ 922,300.00	\$ 981,658.00
TOTAL BASE BID WITH PART A ALT NO. 1 AND PART B (SUBMITTED)	\$ 887,300.00	\$ ---

This is to certify that this is a true and correct copy of all the bids received on the stated bid date for this project.

Engineer Certified Name: Angela Bryan, PE, Four Waters Engineering, Inc.

Engineer Certified Signature
Date: 11/23/2022





Kayle Moore, P.E.
Project Engineer
Department of Public Works
City of Jacksonville Beach
1460-A Shetter Avenue
Jacksonville Beach, FL 32250

November 23, 2022

RE: Recommendation of Award for Lift Stations LS-28 (Part A) and LS-33 (Part B)
Rehabilitation and Site Upgrades
City of Jacksonville Beach Bid No. 2122-15
Bid Review and Evaluation of Findings

Dear Mr. Moore:

This letter summarizes the construction contract bids received for the Lift Stations LS-28 (Part A) and LS-33 (Part B) Rehabilitation and Site Upgrades project. The City of Jacksonville Beach (City) received bids for the project on November 16, 2022 at 2:00 pm. Two (2) contractors submitted bids for the project. The bids were evaluated for conformance with the criteria set forth in the bidding documents. The total LS-28 (Part A) base bids from the contractors ranged from \$550,800.00 to \$578,782.00. The total LS-33 (Part B) base bids from the contractors ranged from \$371,500.00 to \$402,876.00. One contractor submitted on Alternate No. 1 (Caisson Installation) for LS-28 (Part A); that bid was \$90,000.00. The second contractor did not submit on Alternate No. 1 for LS-28 (Part A).

PBM Constructors, Inc. submitted the lowest bid for both LS-28 (Part A) and LS-33 (Part B), and submitted the alternate for LS-28 (Part A). Four Waters Engineering (4Waters) has reviewed the submitted bid package and follow-up information provided by PBM Constructors, Inc. and finds their bid responsive and responsible. All required items were acknowledged on the Bid Form and included with the bid package. A 5% Bid Bond was provided, and the Bid Bond surety is licensed in Florida and has an AM Best Rating of "A". Qualifications and reference projects and contacts were included with the bid package. State licensing was provided; however, local licensing documentation may need to be provided prior to final execution of a contract.

4Waters also investigated the contractor's experience, and reputation, and finds the contractor capable of performing the work for this project based on the information received from reference contacts.

Although the City will make final determination regarding contract award and available funds, 4Waters finds PBM Constructors, Inc. bid to be responsive and responsible, and recommends

award of both LS-28 (Part A) reduced by Alternate No. 1 for \$515,800.00 and LS-33 (Part B) for \$371,500.00 to PBM Constructors, Inc., for the total project award of \$887,300.00. 4Waters further recommends that the City establish a contingency in an amount of fifteen percent (15%) of the total bid price to allow for any unknown conditions that may be encountered during construction.

We appreciate this opportunity to provide services to the City of Jacksonville Beach and look forward to working with the City during the ongoing construction of this project. If you have any questions, please feel free to contact me at 904-414-2400 Ext 51 or abryan@4weng.com.

Sincerely,
Four Waters Engineering, Inc.



Angela Bryan, P.E.
President/Project Manager



FOUR WATERS ENGINEERING, INC.
324 6th Avenue North
Jacksonville Beach, FL 32250
(904) 414-2400 Office

November 23, 2022
Sent Electronically

Kayle Moore, P.E.
Project Engineer
Department of Public Works
City of Jacksonville Beach
1460-A Shetter Avenue
Jacksonville Beach, FL 32250
kmoore@jaxbchfl.net

Re: Proposal for Professional Engineering Services
LS28 and LS33 Rehabilitation Project – Construction Administration Services

Dear Mr. Moore:

Four Waters Engineering, Inc. (4Waters) is pleased to provide this proposal to the City of Jacksonville Beach Public Works Department (City) for construction administration services for the rehabilitation of Lift Station 28 (LS28) and Lift Station 33 (LS33). 4Waters prepared the design documents and bidding services for the projects under previous proposals and authorizations. 4Waters will serve as Engineer of Record for the project and will provide the following construction phase services which is based on the 180-day period of construction completion and includes services from W.D. Lassetter, PE the electrical design engineer and Keister Webb, the structural design engineer:

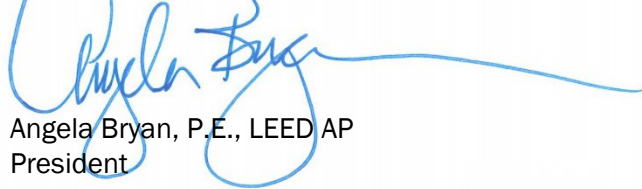
- Pre-construction Meeting and Conformed Documents – 4Waters will participate in a pre-construction meeting for the project. The scope/fee is based on 4Waters scheduling the meeting, preparing the agenda, and distributing a meeting summary. 4Waters will also conform the bid drawings and project manual and provide at the Pre-construction meeting.
- Shop Drawing Review – 4Waters will review the shop drawings for the project and maintain a shop drawing log.
- RFI's, Clarifications and Change Orders – 4Waters will respond to the Contractor's Requests for Information and Requests for Clarifications and will modify the construction drawings as necessary. 4Waters will coordinate with Contractor and City to develop change orders, as necessary.
- Construction Engineering Site Visits – Engineer of Record will provide two (2) construction engineering site visits during key construction activities of the project.
- Record Drawings – The Contractor is responsible for the preparation of the record drawings in AutoCAD format and submittal for review at substantial completion. 4Waters will review the

record drawings and determine whether the finished product is representative of the actual construction and suitable for acceptance by the City based on key site visits, RFIs, and City inspections.

- Substantial and Final Completion – 4Waters (with City's involvement) will schedule, conduct and document the on-site review meetings for substantial and final completion of the construction efforts. At substantial completion the contractor will have completed the project to the point of beneficial operation by the City and will have presented their letter requesting reduction of retainage along with the list of items to be completed prior to final completion. 4Waters will conduct the substantial completion inspection and prepare a punch list of items to be completed before the final completion meeting. The final completion inspection will verify completion of the punch list items and clear the way for the acceptance of the Contractor's final pay request. This task also includes final project closeout.

We appreciate this opportunity to work with the City and propose to complete the construction administration services outlined above for the lump sum fee of \$24,458.92. A breakdown is provided on the following page. If you have any questions, please contact me at abryan@4weng.com or (904) 414-2400 Ext. 51.

With best regards,
Four Waters Engineering, Inc.



Angela Bryan, P.E., LEED AP
President

Attachment

**City of Jacksonville Beach LS28 and LS33 Rehabilitation CA Services
Proposal for Professional Engineering Services**

<i>Job Title</i>	Project Manager	Project Engineer	Design Engineer	Associate Engineer	Engineer Intern	CADD Designer	Administrative	Direct Costs	TOTALS
<i>Hourly Rate</i>	\$165.00	\$147.95	\$133.84	\$115.62	\$85.25	\$103.01	\$64.82		Hours
	Hours \$	Hours \$	Hours \$	Hours \$	Hours \$	Hours \$	Hours \$		\$
1.0 Pre-Construction Meeting and Conformed Documents	4 \$660.00	0 \$0.00	4 \$535.36	0 \$0.00	4 \$412.04	4 \$412.04	4 \$259.28	\$250.00	2,528.72
2.0 Shop Drawings Review	0 \$0.00	4 \$591.80	8 \$1,070.72	16 \$1,849.92	4 \$412.04	0 \$0.00	4 \$259.28	\$0.00	4,183.76
3.0 RFIs, Clarifications, and Change Orders	0 \$0.00	4 \$591.80	8 \$1,070.72	14 \$1,618.68	0 \$0.00	8 \$824.08	2 \$129.64	\$0.00	4,234.92
4.0 Construction Engineering Site Visits (2)	0 \$0.00	8 \$1,183.60	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	\$25.00	1,208.60
5.0 Record Drawings	0 \$0.00	0 \$0.00	6 \$803.04	0 \$0.00	8 \$824.08	4 \$412.04	0 \$0.00	\$50.00	2,089.16
6.0 Substantial and Final Completion	0 \$0.00	8 \$1,183.60	12 \$1,606.08	0 \$0.00	8 \$824.08	0 \$0.00	0 \$0.00	\$100.00	3,713.76
7.0 Electrical Sub (W.D. Lassetter, PE)	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	\$4,500.00	4,500.00
8.0 Structural Sub (Keister Webb)	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	0 \$0.00	\$2,000.00	2,000.00
TOTAL	\$660.00	\$3,550.80	\$5,085.92	\$3,468.60	\$2,472.24	\$1,648.16	\$648.20	\$6,925.00	24,458.92

ENGINEERING SERVICES FEE PROPOSAL

DATE: April 14, 2021

TO: Angela Bryan, PE
Four Waters Engineering, Inc.
324 6th Avenue N.
Jacksonville Beach, FL 32250

FROM: David Lassetter
WD Lassetter, PE
3837 Buckskin Trail East
Jacksonville, Florida 32277

RE: Lift Station No.28 Rehabilitation
Jacksonville Beach, Florida

This Fee Proposal is based upon CAD drafting services and word processing services to be provided by Four Waters. My understanding of the project scope is based on the attached email correspondence from Angela Bryan.

Fee	Engineering Hours
Design Coordination and Field Investigation	8
Electrical Plans and Specifications	40
E-1 Single Line Diagram	8
E-2 Control Wiring Diagram	8
E-3 Electrical Plan	8
E-4 Electrical Details	8
E-5 Electrical Details	8
Client & QC Reviews	8
Bidding Assistance and Conformed Drawings	4
Subtotal Engineering Manhours	60
Subtotal Engineering Budget @ \$125.00 /Hour	\$7,500
Reimbursible Expense Budget	\$250
Proposed Lump Sum Fee Authorization	\$7,750

Services During Construction	Engineering Hours
Preconstruction Meeting	2
Shop Drawing Reviews and RFIs	8
Project Progress Inspections	6
Subtotal Engineering Manhours	16
Subtotal Engineering Budget @ \$125.00 /Hour	\$2,000
Reimbursible Expense Budget	\$250
Proposed Lump Sum Fee Authorization	\$2,250

ENGINEERING SERVICES FEE PROPOSAL

DATE: December 7, 2021

TO: Laura Constantino
Four Waters Engineering, Inc.
324 6th Avenue N.
Jacksonville Beach, FL 32250

FROM: David Lassetter
WD Lassetter, PE
3837 Buckskin Trail East
Jacksonville, Florida 32277

RE: Lift Station No.33 Rehabilitation
Jacksonville Beach, Florida

This Fee Proposal is based upon CAD drafting services and word processing services to be provided by Four Waters. My understanding of the project scope is based on the attached email correspondence from Laura Constantino.

Fee	Engineering Hours
Design Coordination and Field Investigation	8
Electrical Plans and Specifications	40
E-1 Single Line Diagram	8
E-2 Control Wiring Diagram	8
E-3 Electrical Plan	8
E-4 Electrical Details	8
E-5 Electrical Details	8
Client & QC Reviews	8
Bidding Assistance and Conformed Drawings	4
Subtotal Engineering Manhours	60
Subtotal Engineering Budget @ \$125.00 /Hour	\$7,500
Reimbursible Expense Budget	\$250
Proposed Lump Sum Fee Authorization	\$7,750

Services During Construction	Engineering Hours
Preconstruction Meeting	2
Shop Drawing Reviews and RFIs	8
Project Progress Inspections	6
Subtotal Engineering Manhours	16
Subtotal Engineering Budget @ \$125.00 /Hour	\$2,000
Reimbursible Expense Budget	\$250
Proposed Lump Sum Fee Authorization	\$2,250

February 16, 2022

K|W Project: 22038

Laura C. Constantino, MSE
Four Waters Engineering, Inc.
324 6th Avenue North
Jacksonville Beach, FL 32250

Proposal includes
\$1000 for CA
Services; doubled
for both LS33 and
LS28 to \$2000

Re: City of Jacksonville Beach Lift Station 33 Rehabilitation
Jacksonville Beach, Florida

Dear Laura:

As per your request, I am pleased to submit this proposal for consulting structural engineering services on the above-referenced project. The proposed project consists of site upgrades as required to accommodate the relocation of pipes and electrical equipment at Lift Station 33 in Jacksonville Beach, FL. Structural components of the project may include modifications to the existing concrete slab on grade as well as new concrete slabs on grade and equipment pads. It is our understanding structural modifications or repairs of the existing wet well, hatches, and top slab are not required for the lift station rehabilitation and have been excluded from this proposal.

A geotechnical investigation will be undertaken by others at the project site if determined to be necessary for the lift station upgrades. The report of that subsurface investigation will be provided for our use in the design of the concrete slabs and equipment pads on grade. The report shall include, but is not limited to, soil layer classification, soil design parameters, allowable bearing pressure, soil preparation and testing instructions, and identification of potentially problematic or unsuitable soil conditions. Four Waters Engineering or the City of Jacksonville Beach shall enter into direct contract with the Geotechnical Engineer and pay all fees directly.

The services to be provided by Keister Webb Structural Engineers LLC (K|W) shall be:

- 1) Review existing documents that may be available including, but not limited to, geotechnical reports, surveys, as-built construction drawings of utilities and structures, specifications, shop drawings, and submittals.
- 2) One (1) site visit to observe and record the existing above grade structural conditions.
- 3) In the Construction Documents Phase (CD Phase), perform structural analysis and design and prepare drawings and specifications setting forth in detail the structural requirements of the project.
- 4) Assist Four Waters Engineering with the preparation of an opinion of probable construction cost of the structural components of the project.
- 5) In the Bidding Phase, provide assistance which may include, addendums, clarification sketches, and responses to contractor questions related to the structural requirements and proposed alternative details and materials.

- 6) In the Construction Phase, review and take other appropriate action on the structural shop drawings only for conformance with the design concept of the project and compliance with the information given in the Contract Documents.
- 7) Perform a maximum of one (1) site visit during construction to observe the progress and the quality of the work of the contractor(s) and prepare a written report of each site visit.

The total fee for the above services 1) through 7) shall be Four Thousand Nine Hundred Dollars (\$4,900.00).

Any services authorized by you, in addition to those set forth above, shall be billed in addition to the above fee at the rates below:

Principal	\$ 205.00/hour
Senior Project Engineer/Senior Project Manager	\$ 175.00/hour
Project Engineer/Project Manager	\$ 152.00/hour
Engineer/Structural Designer	\$ 140.00/hour
CADD/BIM Technician	\$ 108.00/hour
Administrative	\$ 75.00/hour
Expenses	1.15 times cost

Additional services include, but are not limited to, the following:

- Attending routine meetings or teleconferences.
- Structural evaluation and repair documents related to the existing lift station structures.
- Making more than the above number of site visits during the Construction Phase.
- Redesign of project foundations as the result of a lack of foundation design information or changed requirements for foundation design.
- Providing for the design of reinforcement or repairs to existing structures because the discovered conditions were found to be deteriorated, distressed, or non-compliant with applicable building codes.
- Providing redesign services for Contractor's proposed design modifications or for Contractor's proposed substitutions for materials or structural systems.
- Preparing a set of record drawings.

All expenses related to travel for the site visits and meetings included in the scope of work have been included in the lump sum fee above and will not be invoiced as reimbursable expenses. Expenses are not anticipated for this project, but may include parking, copying and printing costs, postage and special shipping costs, costs of tools or special equipment.

K|W shall submit monthly statements for services rendered. Payment is due within 30 days of the date of the invoice. A service charge of 1 1/2 percent per month of the outstanding balance may be charged on all balances outstanding more than 60 days. K|W reserves the right to stop work on its work when the balance for invoiced services is outstanding more than 60 days.

In providing services under this Agreement, K|W shall perform in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances at the same time and in the same or similar locality.

We understand that you may design and manage this project without the assistance of an architect and that K|W may be the only design professional consulting on this project. K|W will assume responsibility for the structural aspects of the project; however, K|W does not assume any responsibility for, and you should

not rely on our documents or commentary, for other aspects of the design including, but not limited to, architectural detailing, site/civil, life-safety (fencing, railings, etc.), mechanical, electrical, plumbing, or any other project aspects not directly related to the bulkhead structure.

To the fullest extent permitted by law, and notwithstanding any other provision of this agreement, the total liability, in the aggregate, of K|W and K|W's officers, directors, partners, employees, and subconsultants, and any of them, to you and anyone claiming by or through you, for any and all claims, losses, costs, or damages, including attorneys' fees and costs and expert-witness fees and costs of any nature whatsoever or claims expenses resulting from or in any way related to the project or the agreement from any cause or causes shall not exceed One Million Dollars (\$1,000,000.00). It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

PURSUANT TO SECTION 558.0035 OF THE FLORIDA STATUTES, AN INDIVIDUAL EMPLOYEE OR AGENT MAY NOT BE HELD INDIVIDUALLY LIABLE FOR NEGLIGENCE.

K|W shall not be responsible for the means, methods, techniques, sequences, or procedures of construction selected by contractor(s) or the safety precautions and programs incident to the work of contractor(s). K|W's efforts in the Construction Phase will be directed toward providing a greater degree of confidence for you that the completed work of contractor(s) will conform to the Contract Documents, but K|W shall not be responsible for the failure of contractor(s) to perform work in accordance with the Contract Documents.

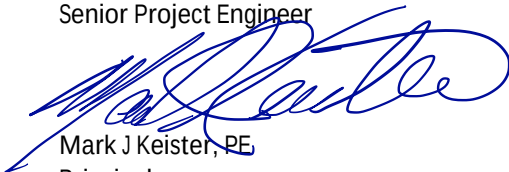
In the event that you make a claim or bring an action against K|W, its officers and/or its employees arising from the performance of our professional services and such action is dismissed or you fail to prove such a claim, then you agree to pay all legal and other costs (including attorneys' fees) incurred by K|W in its defense of such claim.

Please indicate your acceptance of this proposal by signing and returning one copy.

Very truly yours,
Keister Webb Structural Engineers LLC



Brian Stoddard, PE
Senior Project Engineer



Mark J Keister, PE
Principal

ACCEPTED BY

Client Signature

Printed Name and Title

Date

Client Project/PO Number



CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Dennis W. Barron, Jr., Director of Public Works
DATE:	11/09/2022
SUBJECT:	Temporary Construction Easement to the Florida Department of Transportation

BACKGROUND

The Florida Department of Transportation (FDOT) is acquiring right-of-way for the resurfacing project on Beach Boulevard (SR 121 and US 90) from Penman Road to 3rd Street (SR A1A) and is seeking a temporary construction easement from the City of Jacksonville Beach (COJB). Below are links for the Right-of-Way Sketches, Parcel Information Sheet, Construction Plans, and Conveyance documents to assist in the review of the easement request.

To review the Project Plans, click [HERE](#).

To review Project Area A, click [HERE](#).

To review Project Area B, click [HERE](#).

FINANCIAL IMPACT

None

REQUESTED ACTION

Approve/Disapprove a temporary Construction Easement to the Florida Department of Transportation for two locations adjacent to the Beach Boulevard right-of-way

ATTACHMENTS

1. Temporary Construction Easement to FDOT from COJB

08-TE.13-Date: October 28, 2022

T. S. No. N/A
R/W Map Sheet No. (SKETCH)
Tax Parcel No. N/A

This instrument prepared by
or under the direction of:

David M. Robertson
Chief Counsel District Two
Florida Department of Transportation
1109 South Marion Avenue
Lake City, Florida 32025-5874

PARCEL NO.	700.1
SECTION NO.	72190
F.P. NO.	4454201
STATE ROAD NO.	212 (Beach Blvd)
COUNTY OF	DUVAL

TEMPORARY EASEMENT

THIS EASEMENT, made this _____ day of _____, 20____, by the CITY OF JACKSONVILLE BEACH, FLORIDA, 11 North Third Street, Jacksonville Beach, Florida 32250, grantor, and the STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION, 1109 South Marion Avenue, Lake City, Florida 32025-5874, its successors and assigns, grantee.

WITNESSETH that for and in consideration of the sum of One Dollar (\$1.00) and other valuable considerations, receipt and sufficiency of which is hereby acknowledged, the grantor hereby gives, grants, bargains and releases to the grantee, a temporary construction easement for the purpose of (Part "A": 5th Street SE Corner - reconstructing the curb return and ADA curb ramp, pavement widening, and sidewalk tie in) and (Part "B": 4th Street SW Corner – reconstructing the curb return and ADA curb ramp, pavement widening, and sidewalk tie in), and tying in, conforming, harmonizing, and/or reconnecting *existing* grade, slope, pavement, drainage, utility, driveway, walkway, turnout, and/or other features located on or within the real property described below in Duval County, Florida, with the construction undertaken by the Department on adjacent State Road No. 212 (US 90) from 12th Street to SR A1A, as part of the above-referenced financial project (collectively the "Reconnection Work"), together with related incidental purposes necessary to complete the Reconnection Work.

SEE **Exhibit "A"**, attached hereto and by reference made a part hereof.

THIS EASEMENT shall be for a period of thirty-two (32) months commencing on the date the State of Florida Department of Transportation becomes the owner of this easement.

IN WITNESS WHEREOF, the said grantor has caused these presents to be executed in its name by its Mayor, and its seal to be hereto affixed, attested by its City Clerk, the date first above written.

ATTEST: _____

The City of Jacksonville Beach, Florida,
By its Board of City Commissioners

Print Name: _____
Clerk (or Deputy Clerk)

Witness:
Print Name: _____

By: _____
Christine Hoffman, Mayor

Witness:
Print Name: _____

STATE OF FLORIDA

CITY OF JACKSONVILLE BEACH

The foregoing instrument was acknowledged before me, by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 20____, by Christine Hoffman, Mayor, and _____, its City Clerk / Deputy Clerk who are personally known to me.

(Notary Seal)

Print Name: _____
Notary Public
My Commission Expires: _____

Form Approved:

Assistant General Counsel

Exhibit "A"

Section No. 72190
F.P. No. 4454201

State Road No. 212 (Beach Blvd.)

Duval County

Parcel No. 700

Temporary Construction Easement

PART "A"

A Part Of Section 33, Township 2 South, Range 29 East, Duval County, Florida, Being More Particularly Described As Follows:

Begin At A ½" Rebar (No Identification) Marking The Northwest Corner Of Lot Six (6), Block "A" Of Mundy Drive Terrace As Recorded In Plat Book 15, Page 96 Of The Public Records Of Duval County, FL, Also Being A Point Of Intersection Of The Southerly Existing Right Of Way Line Of State Road 212/US 90 (Variable Right Of Way Width Per Right Of Way Map 7219-106) And The Easterly Right Of Way Line Of Fifth Street (A 50' Right Of Way Width Per Said Mundy Drive Terrace); Thence South 09°42'35" East, Along The Easterly Right Of Way Line Of Said Fifth Street A Distance Of 10.14 Feet; Thence South 89°39'49" West, A Distance Of 15.20 Feet; Thence North 09°42'35" West, A Distance Of 10.14 Feet To The Southerly Right Of Way Line Of Said State Road 212; Thence North 89°39'49" East, Along Said Southerly Right Of Way Line A Distance Of 15.20 Feet To The **Point Of Beginning**.

Containing 152 Square Feet, More Or Less.

ALSO:

PART "B"

A Part Of Section 33, Township 2 South, Range 29 East, Duval County, Florida, Being More Particularly Described As Follows:

Begin At A ¾" Pipe (No Identification) Marking The Northeast Corner Of Lot One (1), Block "A" Of Mundy Drive Terrace As Recorded In Plat Book 15, Page 96 Of The Public Records Of Duval County, FL, Also Being A Point Of Intersection Of The Southerly Existing Right Of Way Line Of State Road 212/US 90 (Variable Right Of Way Width Per Right Of Way Map 7219-106) And The Westerly Right Of Way Line Of Fourth Street (A 50' Right Of Way Width Per Said Mundy Drive Terrace); Thence North 89°39'49" East, Along The Southerly Right Of Way Line Of Said State Road 212 A Distance Of 15.20 Feet; Thence South 09°42'19" East, A Distance Of 10.14 Feet; Thence South 89°39'49" West, A Distance Of 15.20 Feet To The Westerly Right Of Way Line Of Said Fourth Street; Thence North 09°42'19" West, Along Said Westerly Right Of Way Line A Distance Of 10.14 Feet To The **Point Of Beginning**.

Containing 152 Square Feet, More Or Less.

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Trevor Hughes, Chief of Parks Maintenance and Development
DATE:	11/21/2022
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

REQUESTED ACTION

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



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

ATTACHMENTS

1. Resolution No. 2127-2022
2. Res 2127-2022 Attachment -Urban Trails Master Plan Document - Final

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

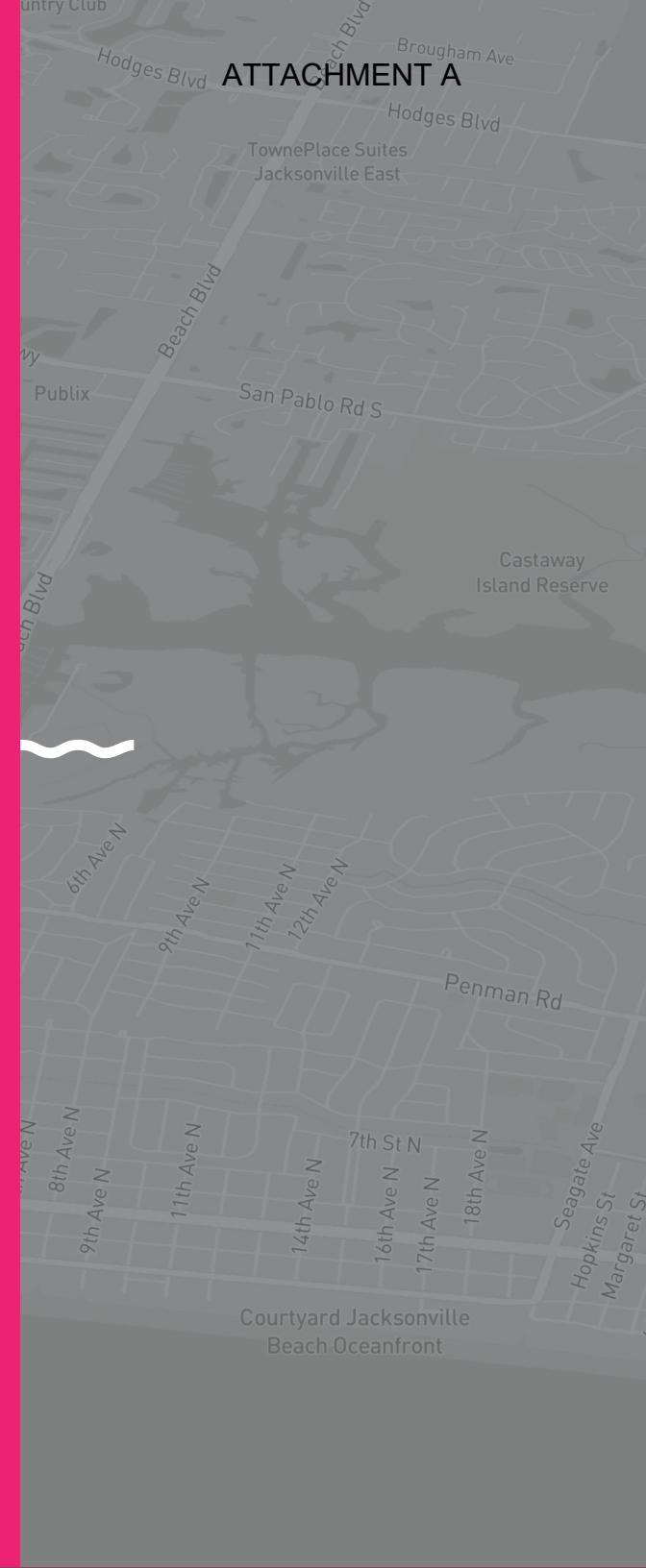


URBAN TRAILS **MASTER PLAN**

FINAL REPORT MASTER PLAN

11.29.22

CHIXI AVRES AG



ATTACHMENT A

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, ADO, 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 all recreation and transportation. We intend to collaborate with you to uncover 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 years to come.

MEETING INFORMATION

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

Consultants: CHW + ADO

Date: Wednesday, October 27, 2021

Time: 4:00pm - 7:00pm

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

Rsvp/Questions: jacobbeach@chw-ado.com

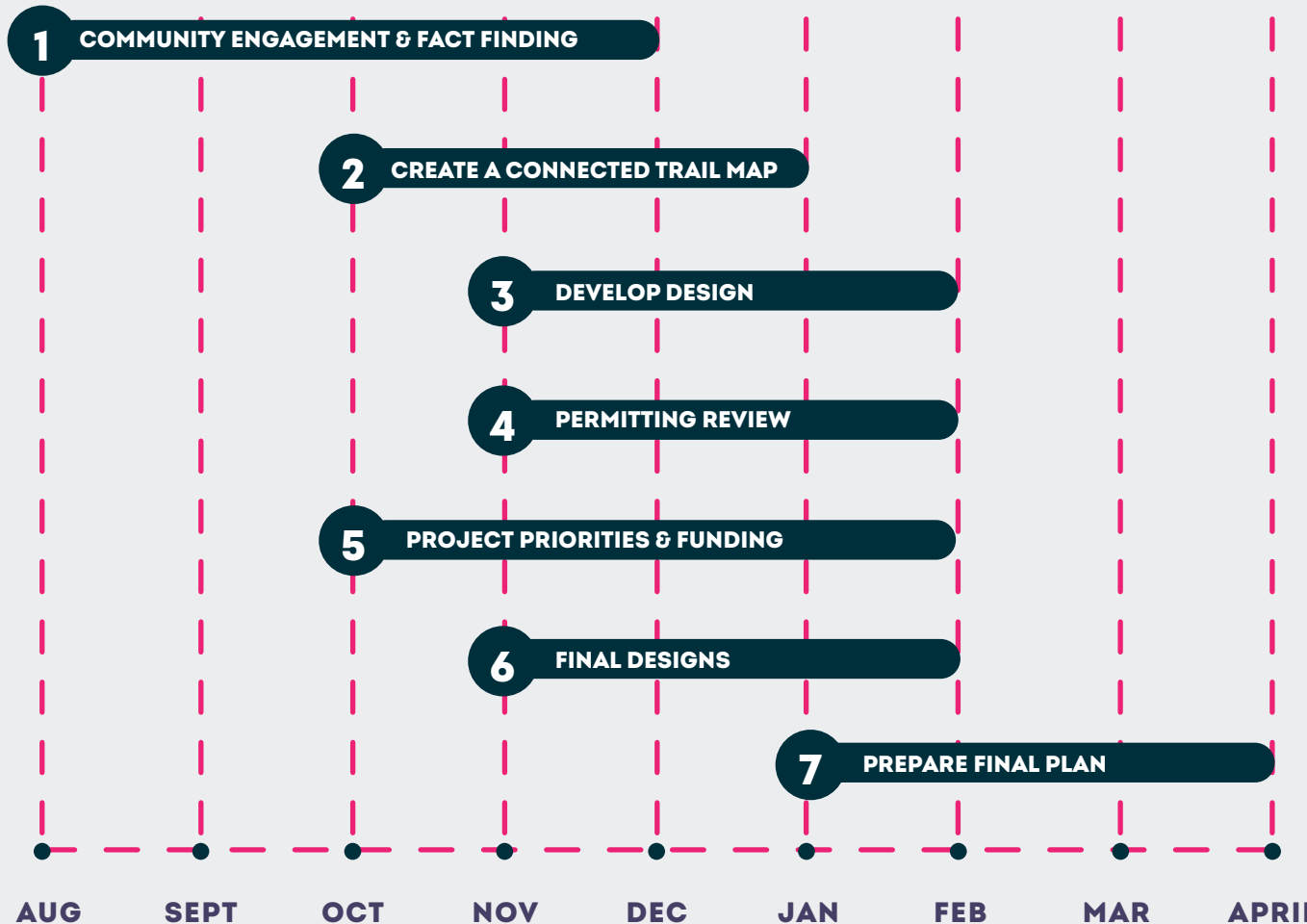
Website: www.jacksonvillebeach.org/4233/Parks-Recreation

Email: jacobbeach@chw-ado.com **Phone:** 904.235-4805 | **CHW+ADO**



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

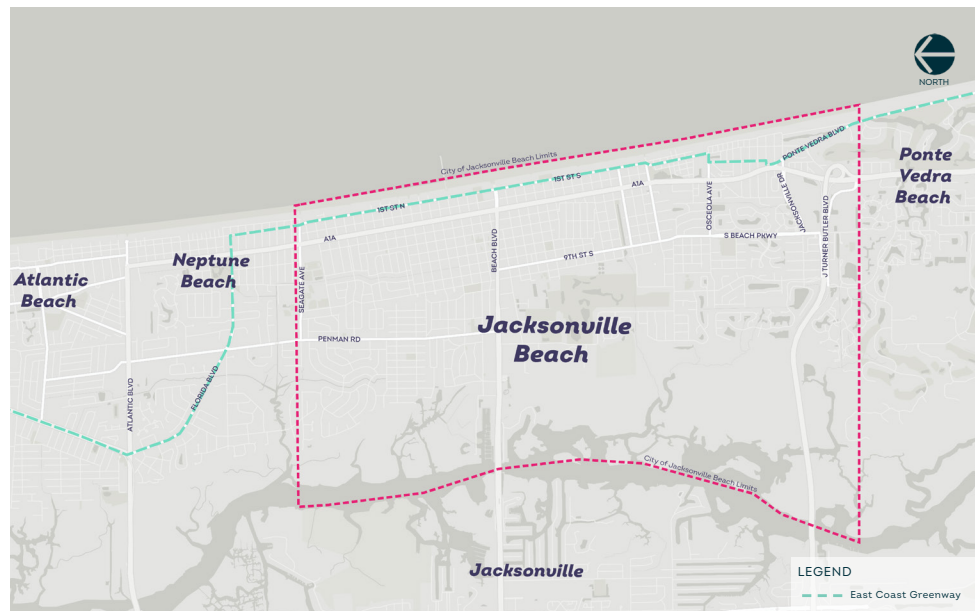




EXISTING CONDITIONS

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.



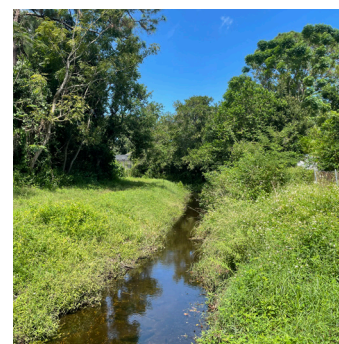
Sidewalk used for "other" purposes results in constrained pedestrian areas.



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.

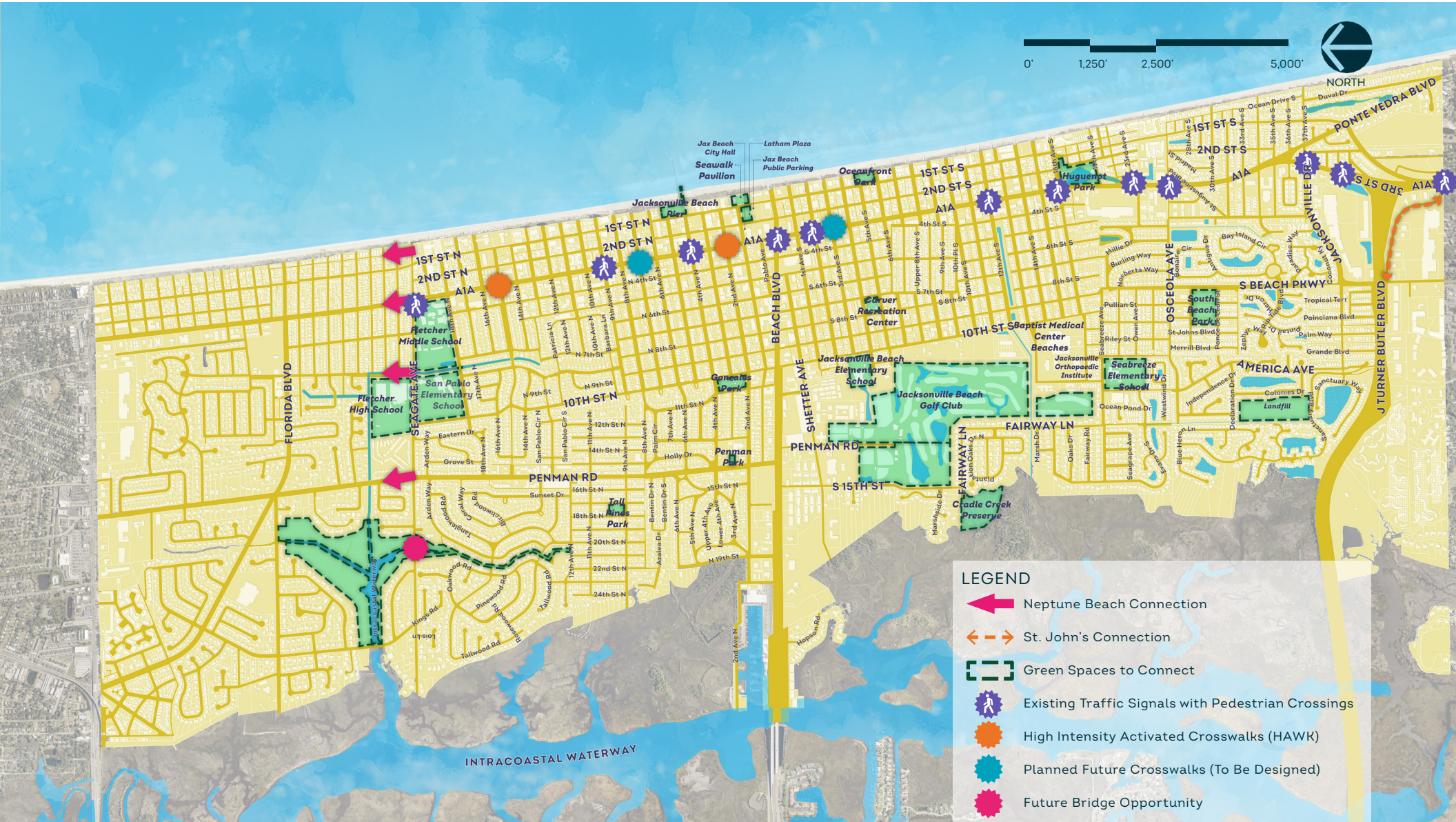
Each team was responsible for walking, biking, and driving the trail corridors in their assigned area to make observations and collect information. Scheduling for site visit days was coordinated between team captain and co-captain with available members able to attend to collect data. Captains worked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

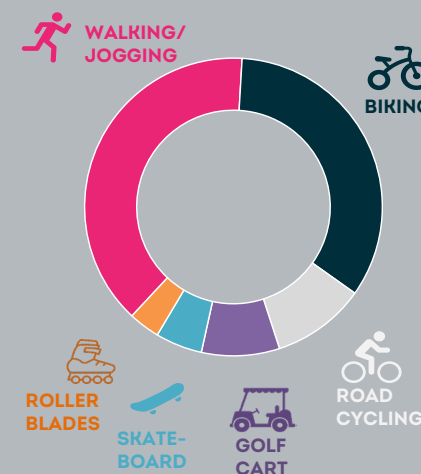
QUESTION: WHAT WOULD MAKE THE JACKSONVILLE BEACH URBAN TRAIL SYSTEM SUCCESSFUL?

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?

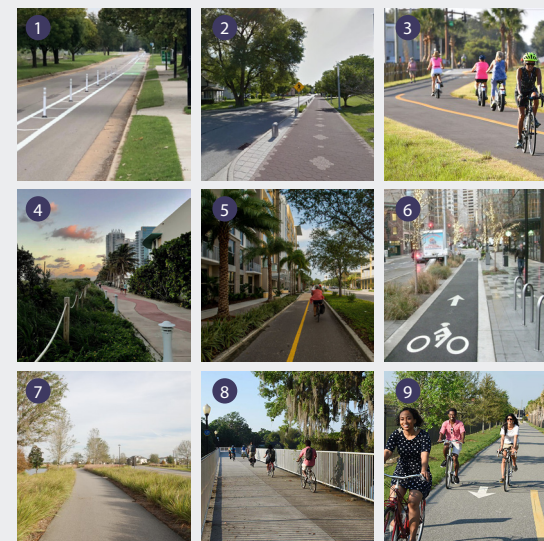
Considerations that would discourage trail use focused on a lack of safety. Interactions with higher speed vehicles such as golf carts, electric bikes, and electric scooters were also identified as issues that would discourage trail use. Using the existing sidewalk network as the trail system was also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

PREFERRED MODE OF TRANSPORTATION



VISUAL PREFERENCES BOARD

image board



TRAIL LOCATIONS

- Neighborhood Street, Oklahoma City, OK
- Neighborhood Street, Indianapolis, IN
- Legacy Trail, Sarasota, FL
- Miami Beach Boardwalk, Miami Beach, FL
- The Pinellas Trail, St. Petersburg, FL
- Downtown Blue Line, Seattle, WA
- Orlando Southeast Trail, Orlando, FL
- Orlando Urban Trail, Orlando, FL
- Orlando Urban Trail, Orlando, FL

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.

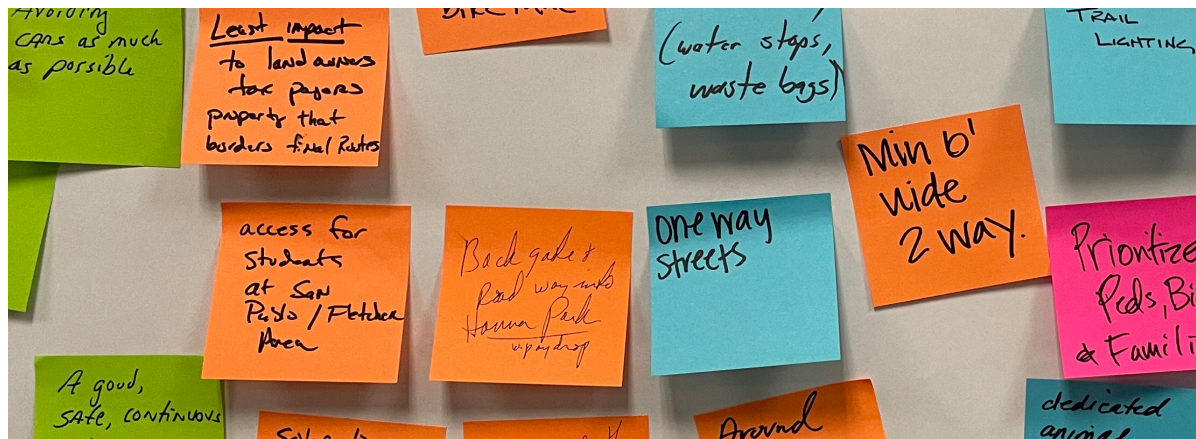
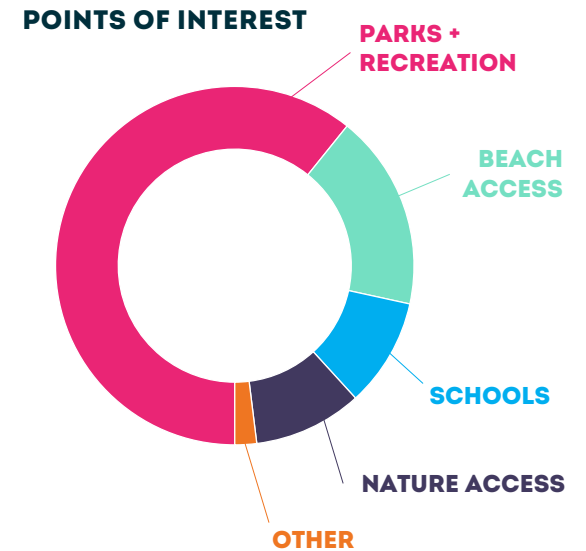
QUESTION: WHAT ARE THE SIGNIFICANT ORIGINS AND DESTINATIONS?

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 A1A 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.

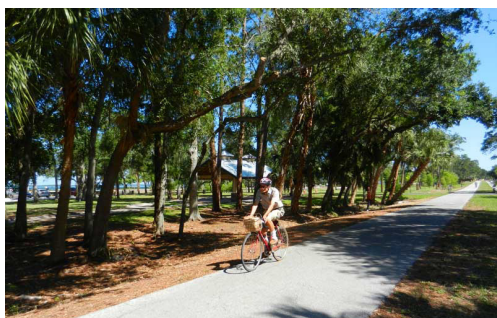
NETWORK HIERARCHY

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)



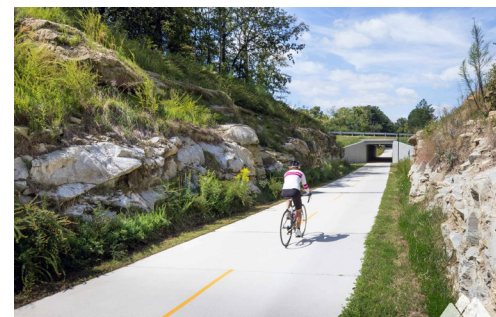
Monterey Bay Coastal Recreation Trail (Monterey, CA)



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

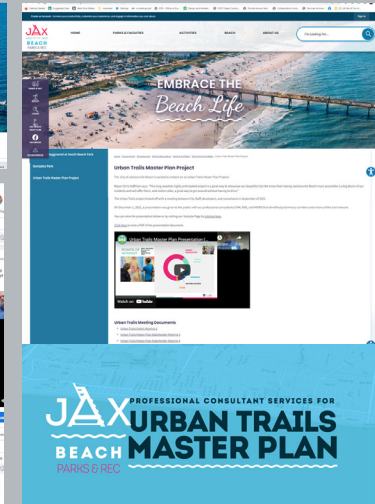
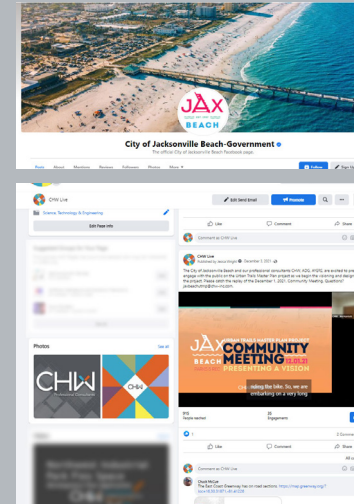


COMMUNITY ENGAGEMENT

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



**COMMUNITY ENGAGEMENT
PHASE 1**

LEARN.

Community Workshop
Open House

Community Presentation
Open House

**COMMUNITY ENGAGEMENT
PHASE 2**

VISION.

(4) Stakeholder Meeting(s)
69 Comments
84 Attendees

City Council Presentation

**COMMUNITY ENGAGEMENT
PHASE 3**

IMPLEMENT.

(1) Stakeholder Meeting(s)
15 Comments
19 of Attendees

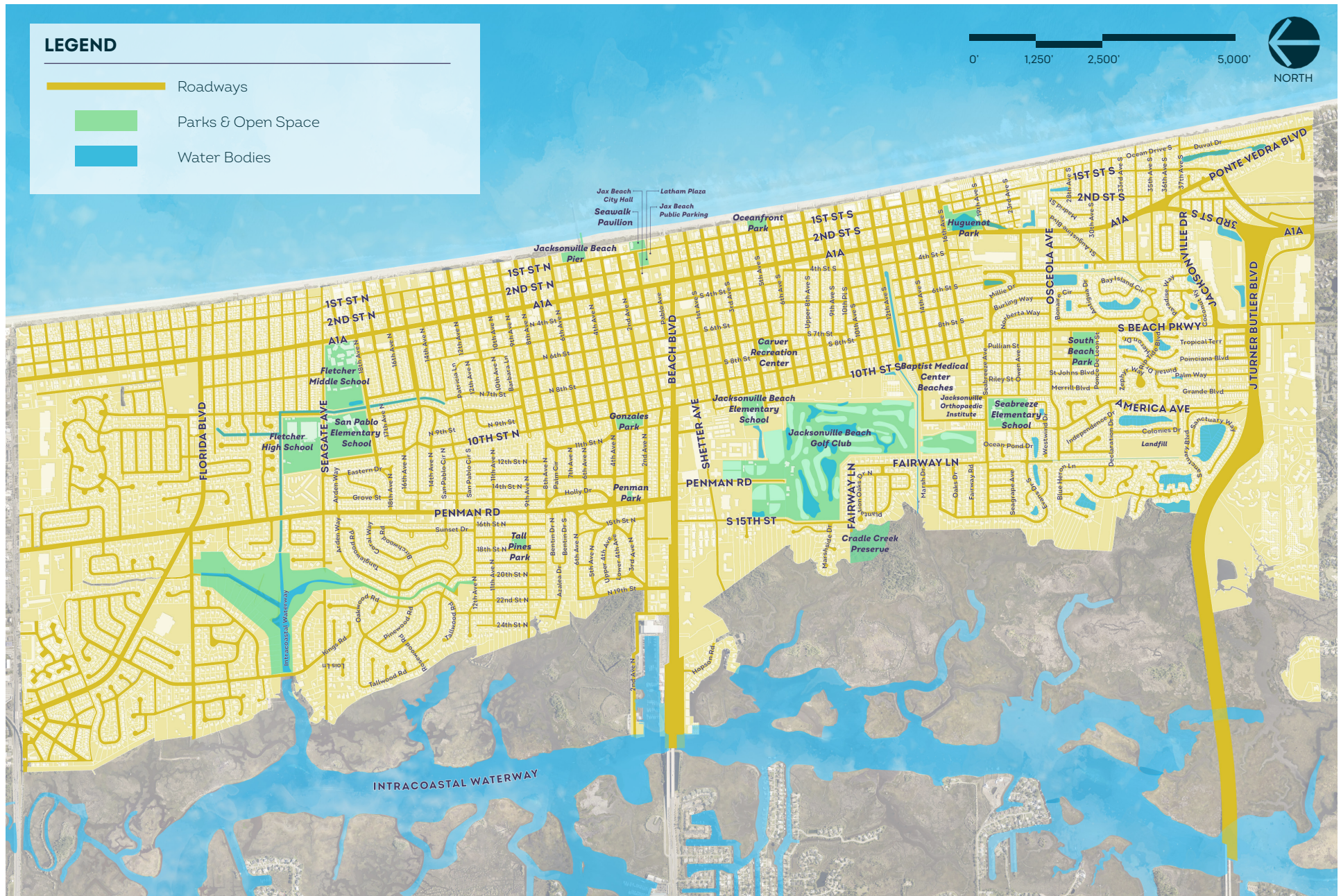
(1) Community Presentation
City Council Presentation



TRAIL TYPES

CHAPTER 5

EXISTING CONDITIONS MAP

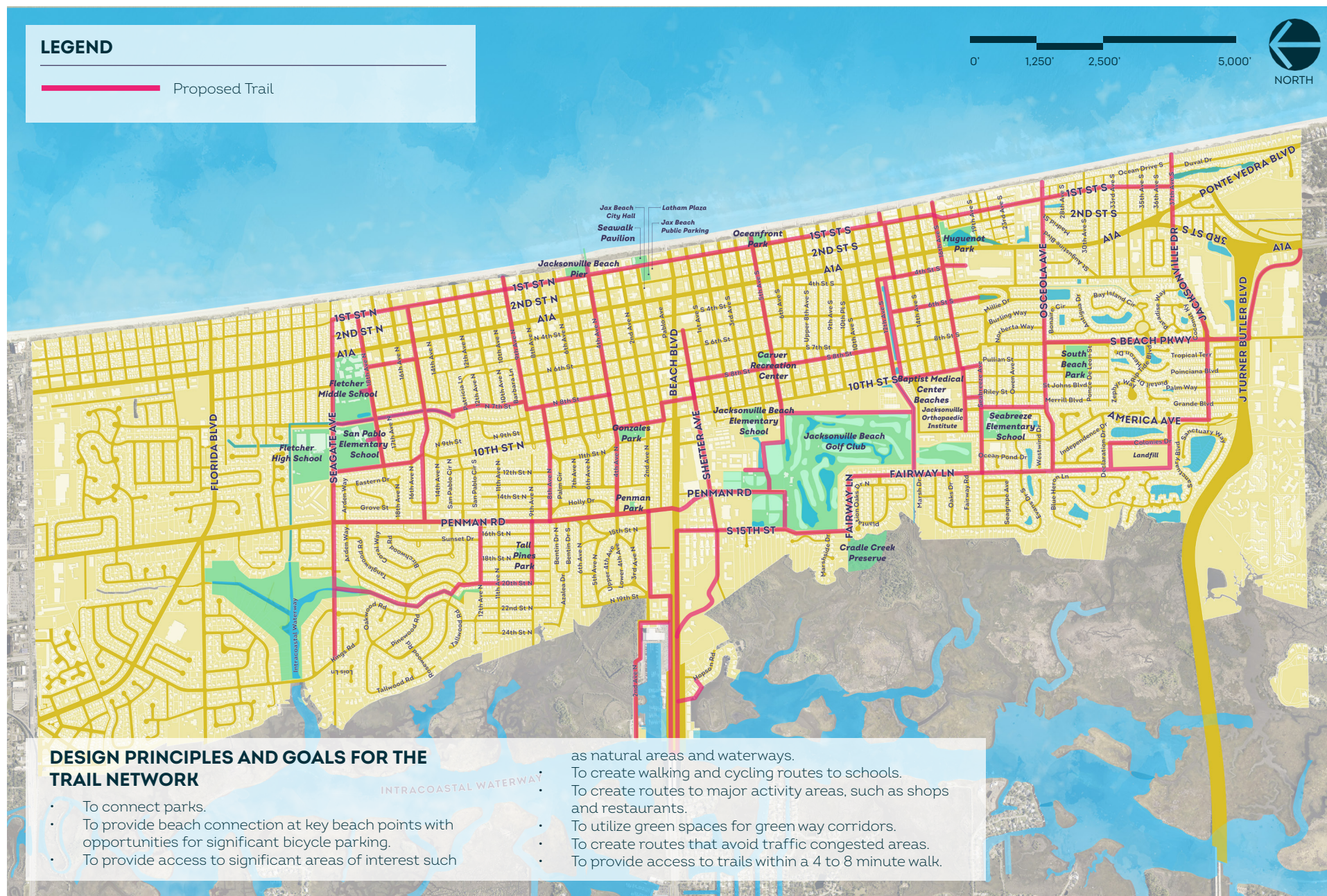


PROPOSED NETWORK MAP

LEGEND

Proposed Trail

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



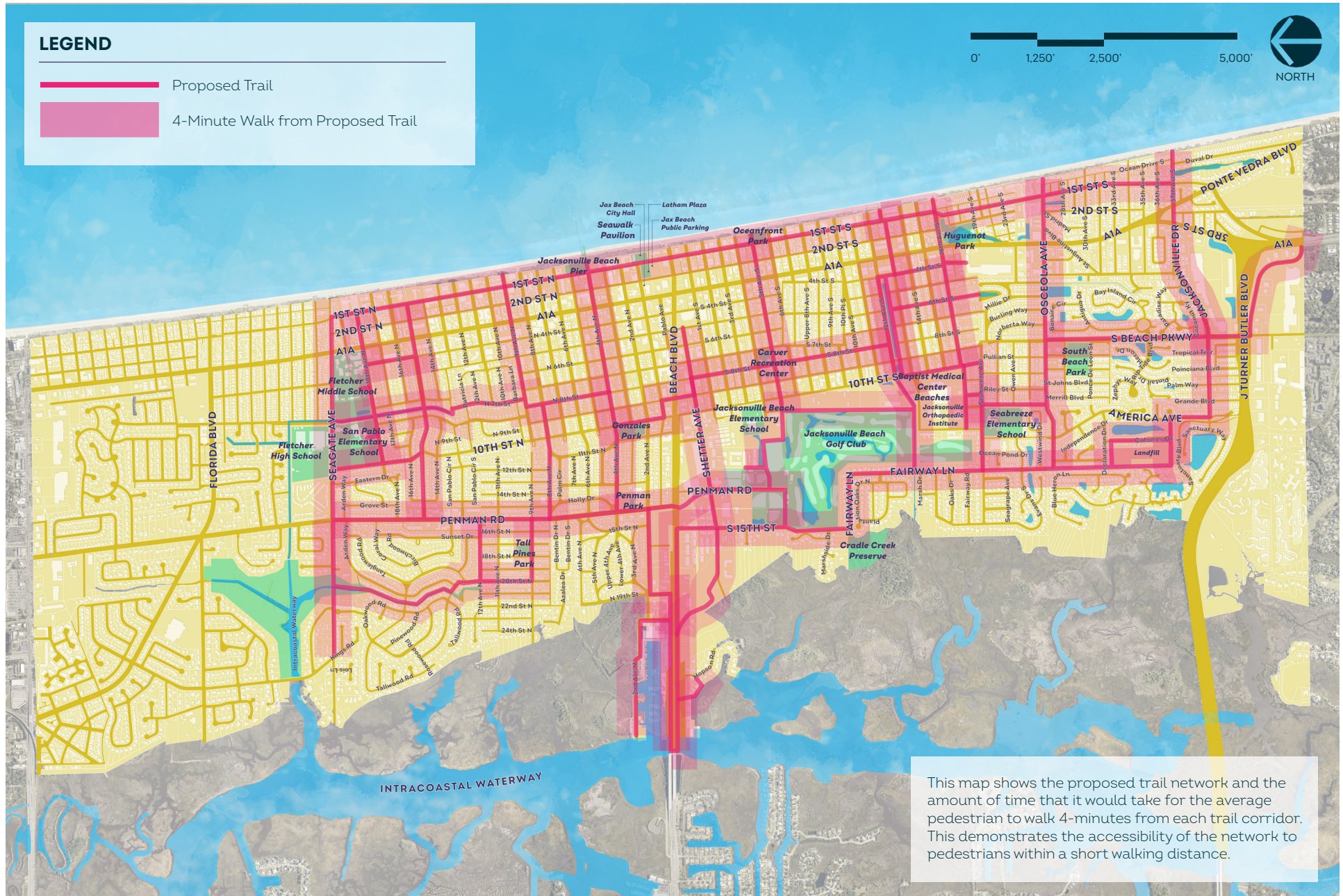
DESIGN PRINCIPLES AND GOALS FOR THE TRAIL NETWORK

- 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

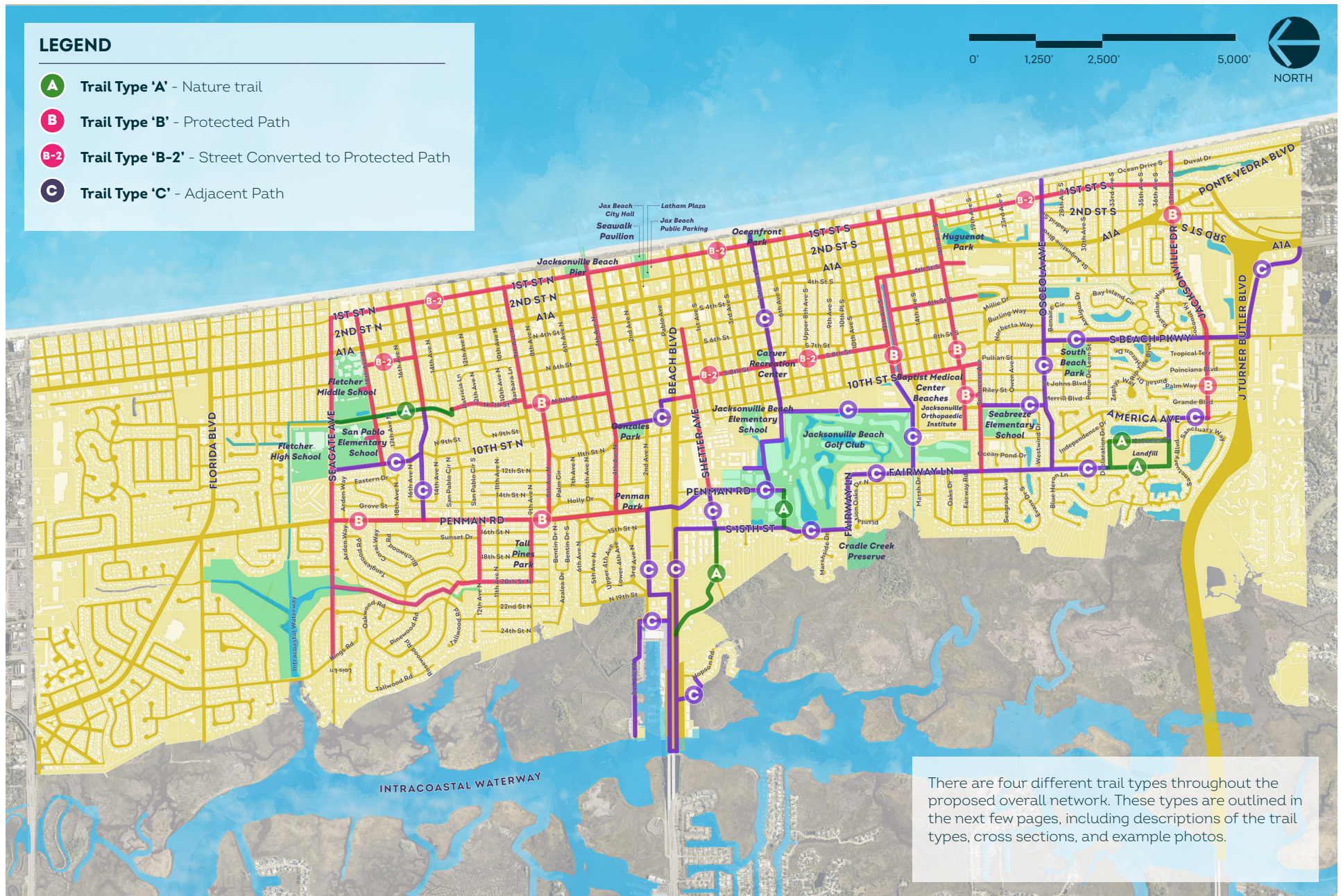


TRAILS TYPES MAP

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

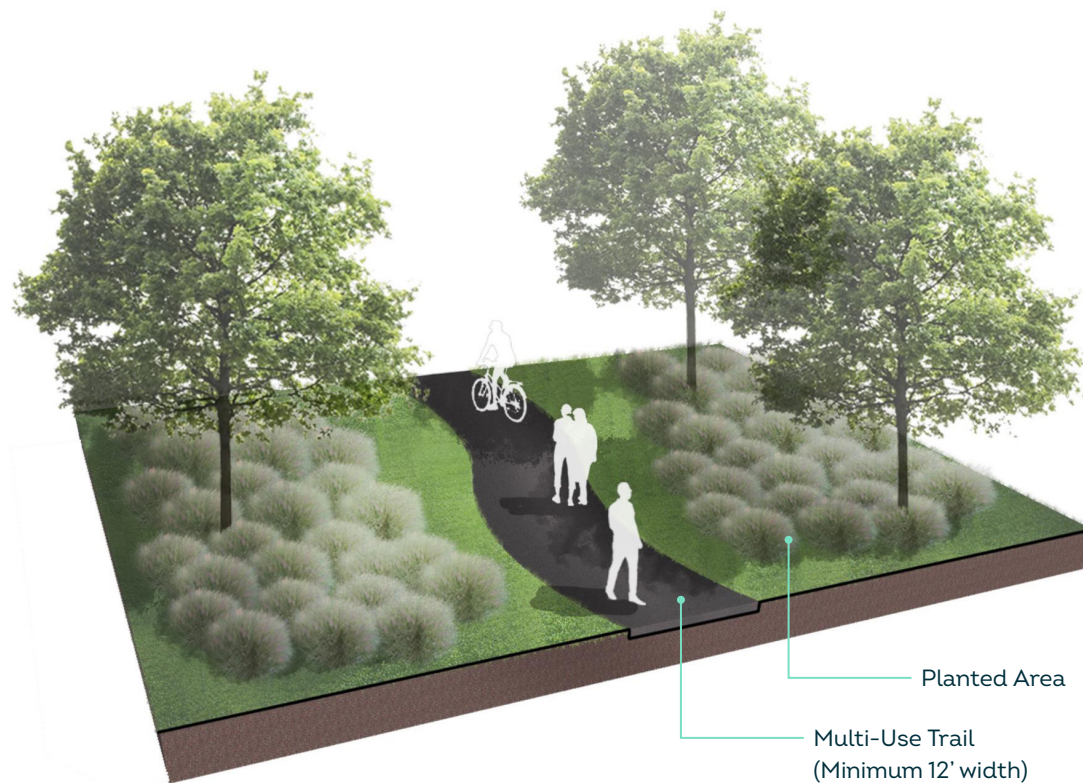
0' 1,250' 2,500' 5,000'



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



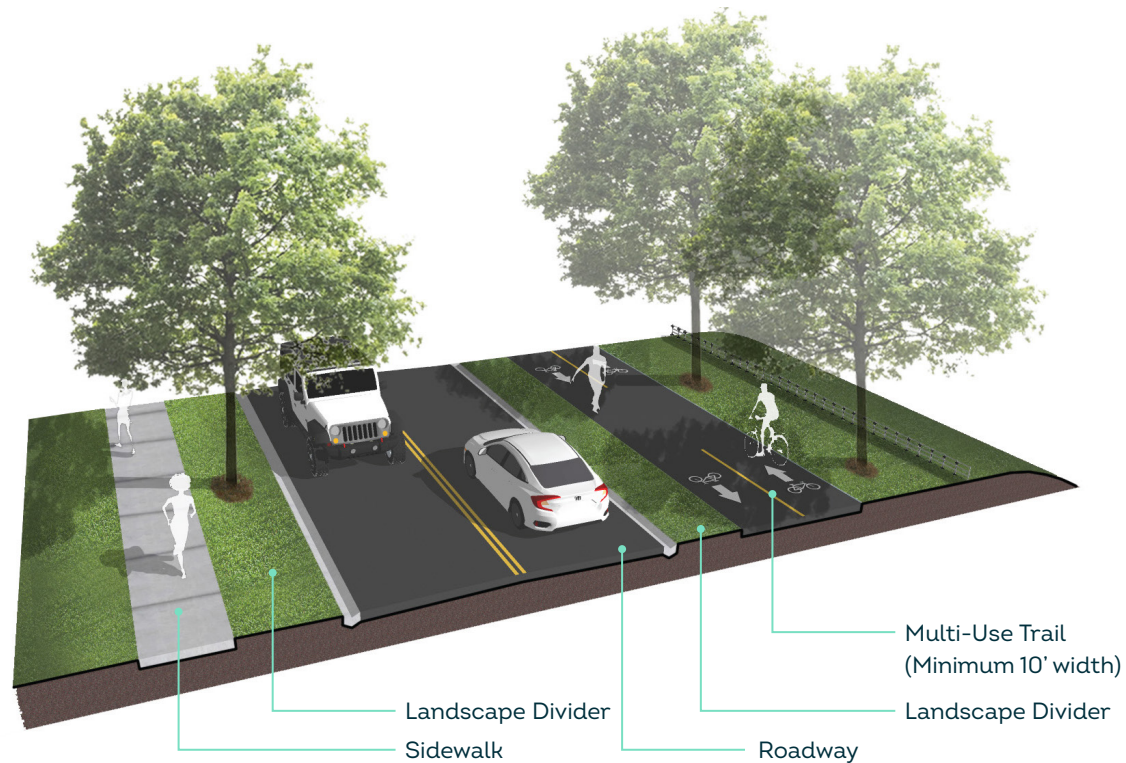
LEGACY TRAIL, SARASOTA, FL



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



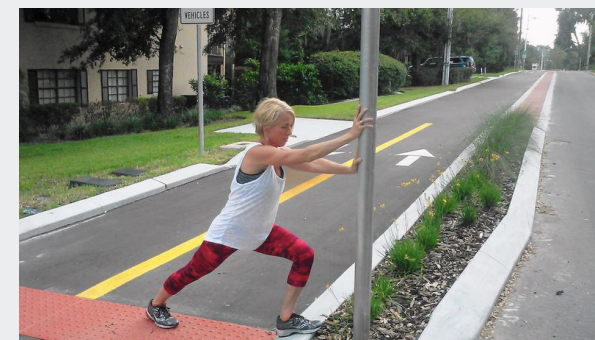
ORLANDO URBAN TRAIL, ORLANDO, FL



THE ESPLANADE NORTH, VENICE, FL

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

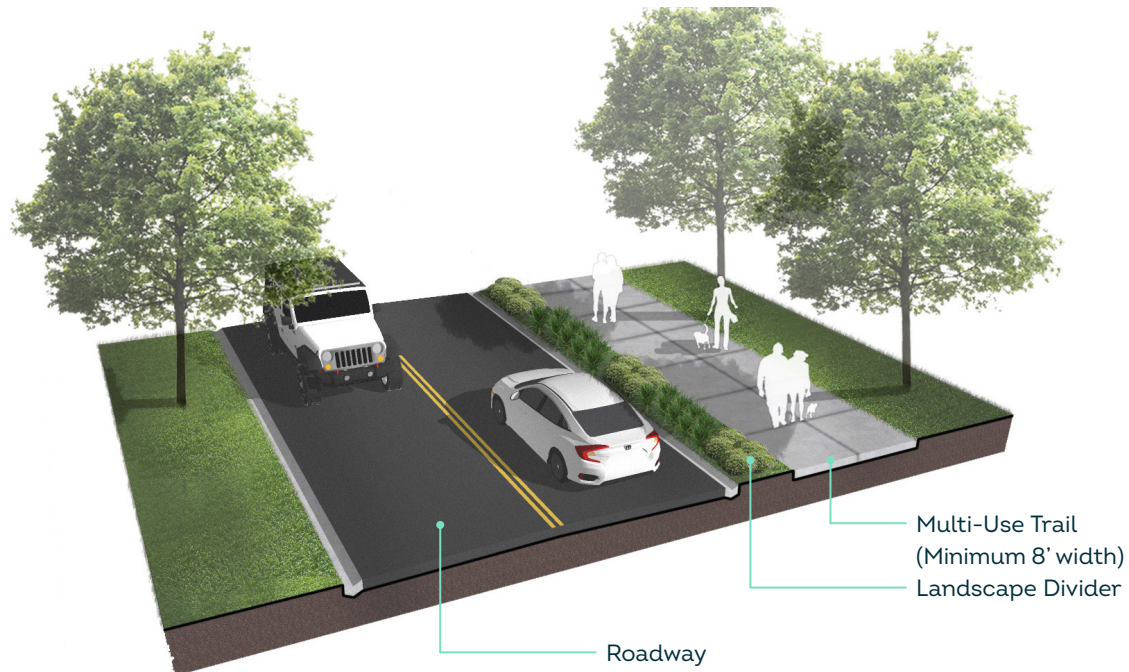
- > Provides a trail separated from traffic
- > Converts one of two lanes to a trail corridor, remaining corridor repurposed for a trail separated from the vehicle travel way
- > Remaining lane becomes one lane/one way or single lane vehicle path providing local access
- > Safe environment for diverse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

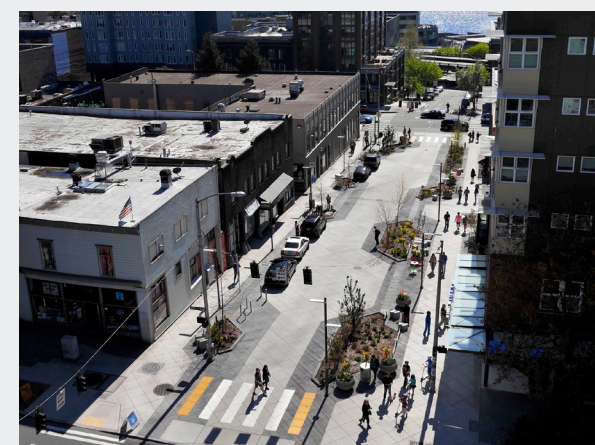
Commercial shared streets maintain accessibility for vehicles, although certain times vehicular traffic may be prohibited. This type of shared implementation helps accommodate the heaviest pedestrian traffic and prioritizes and enhances the pedestrian experience. During periods of lower pedestrian activity, 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

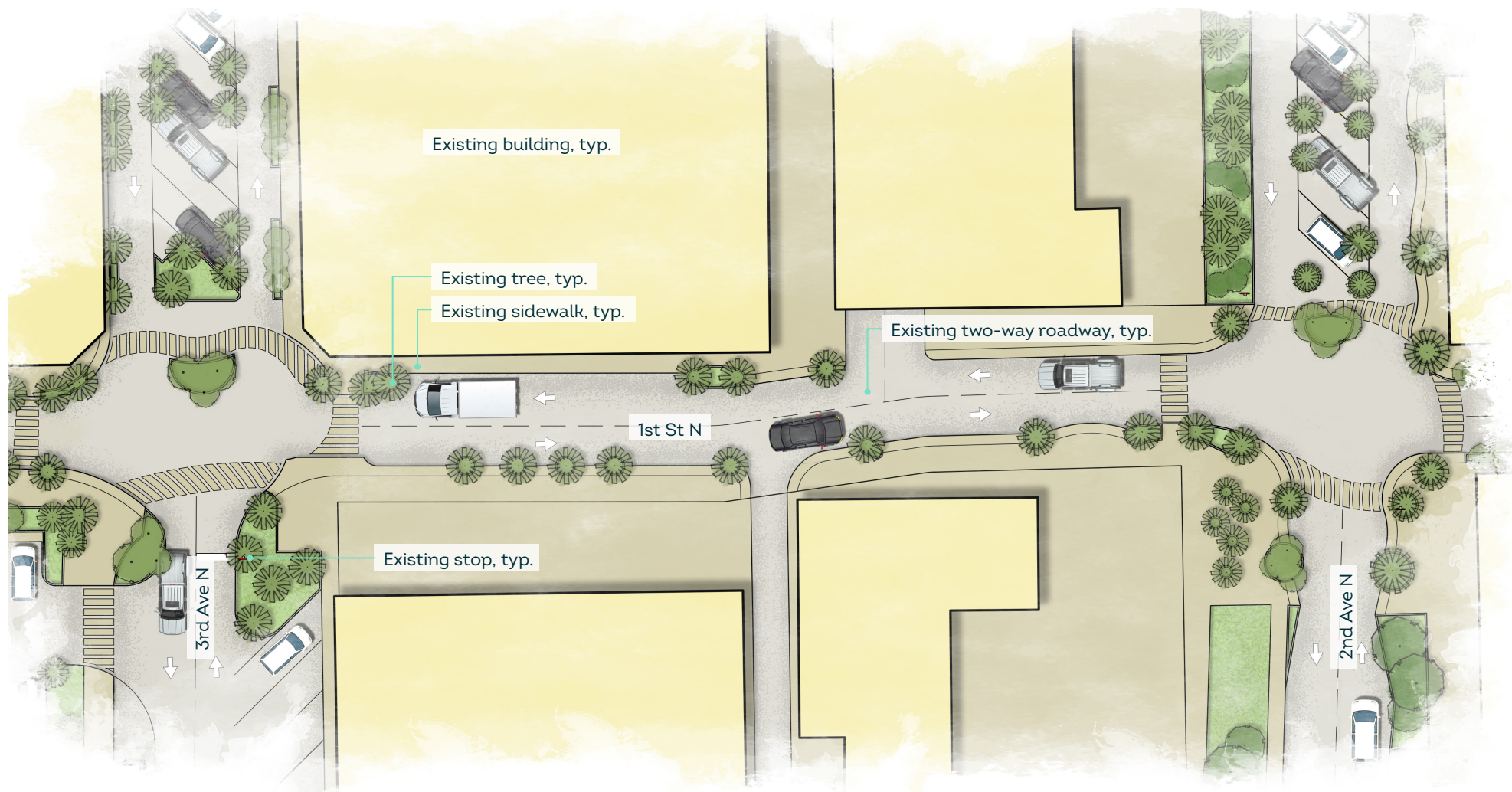
In the residential segments north and south of downtown:

- > 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.

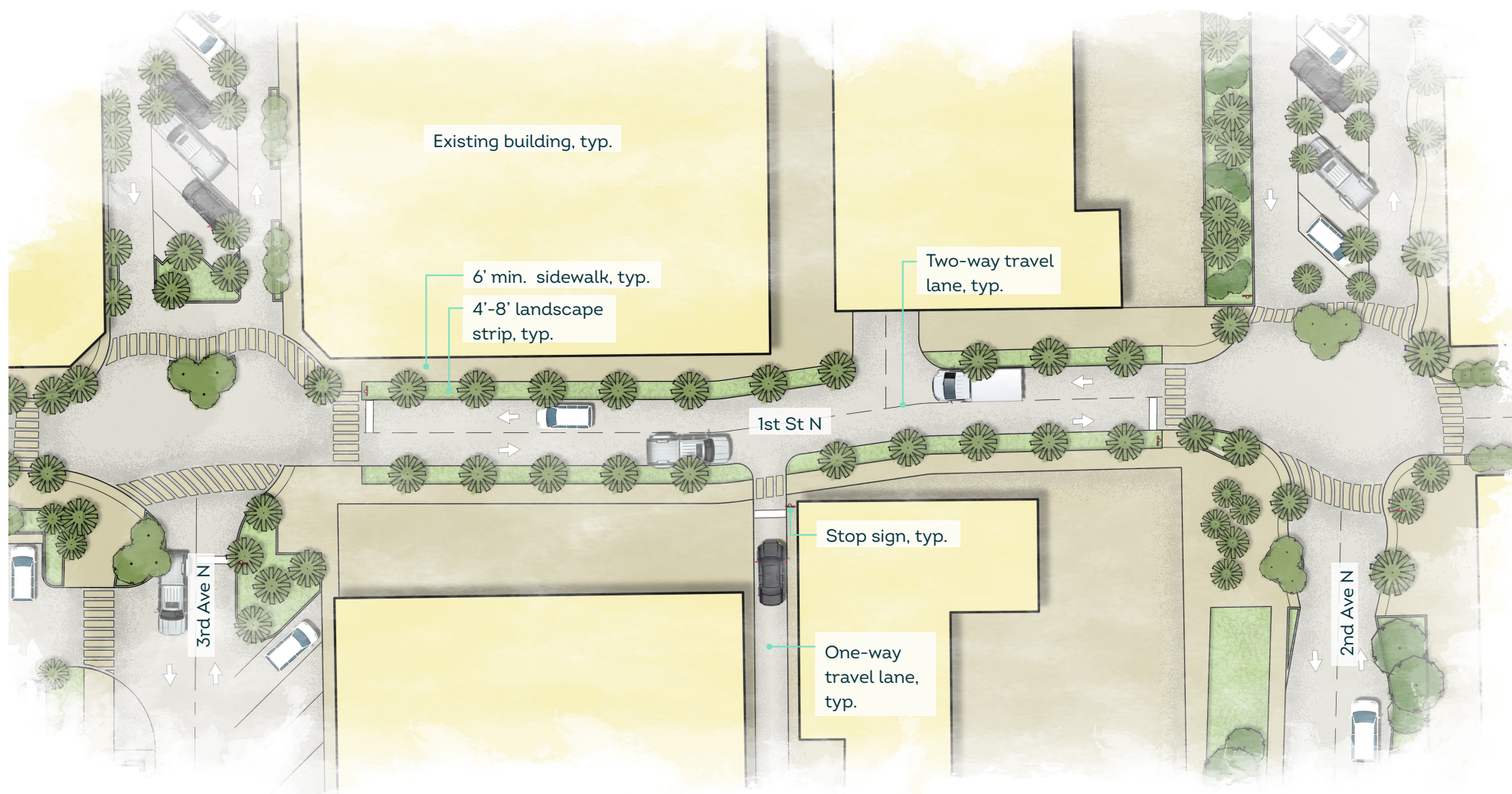
1ST STREET STREETSCAPE EXISTING CONDITIONS



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



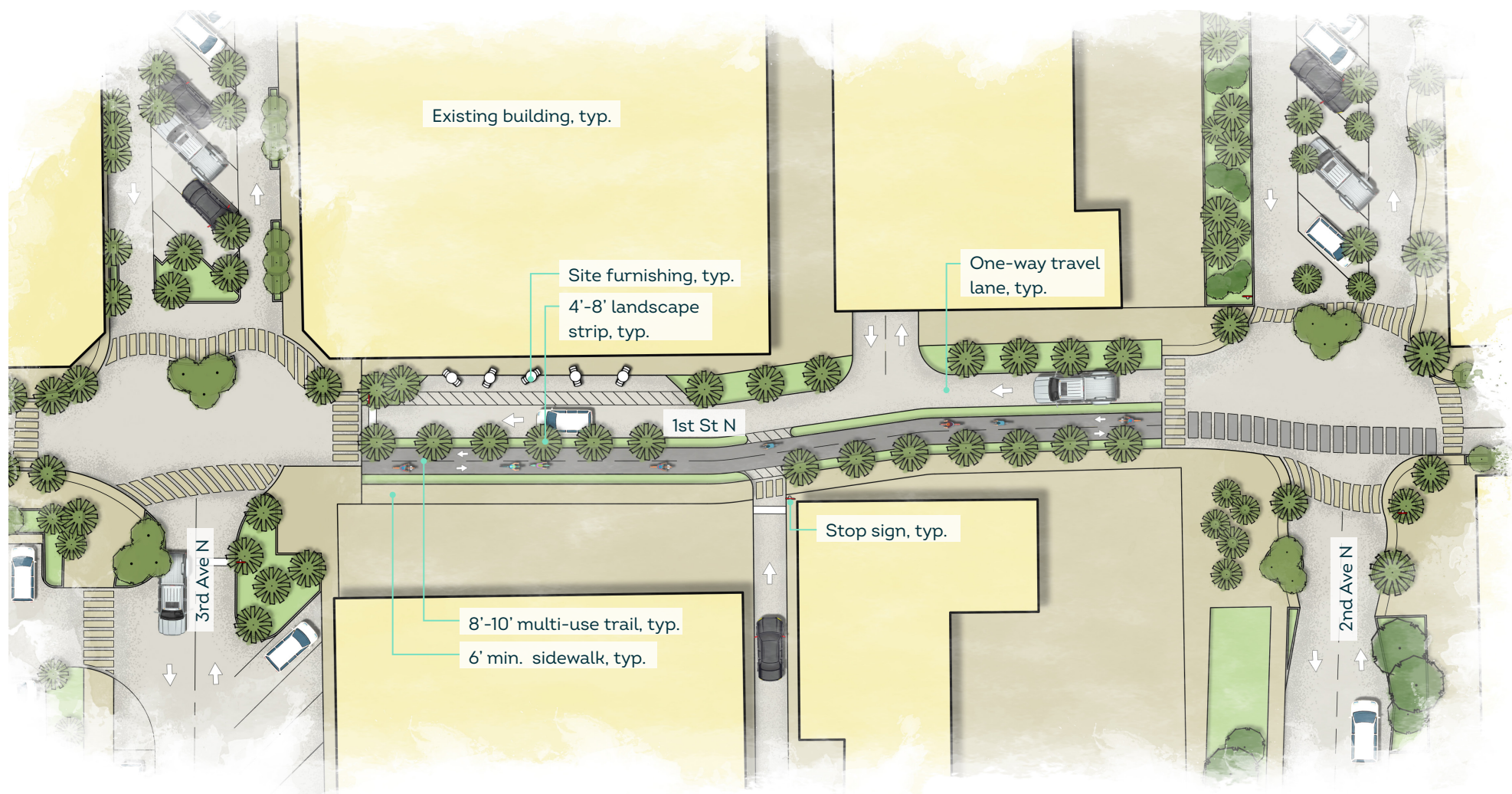
1ST STREET STREETSCAPE CONCEPT 'A'



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.



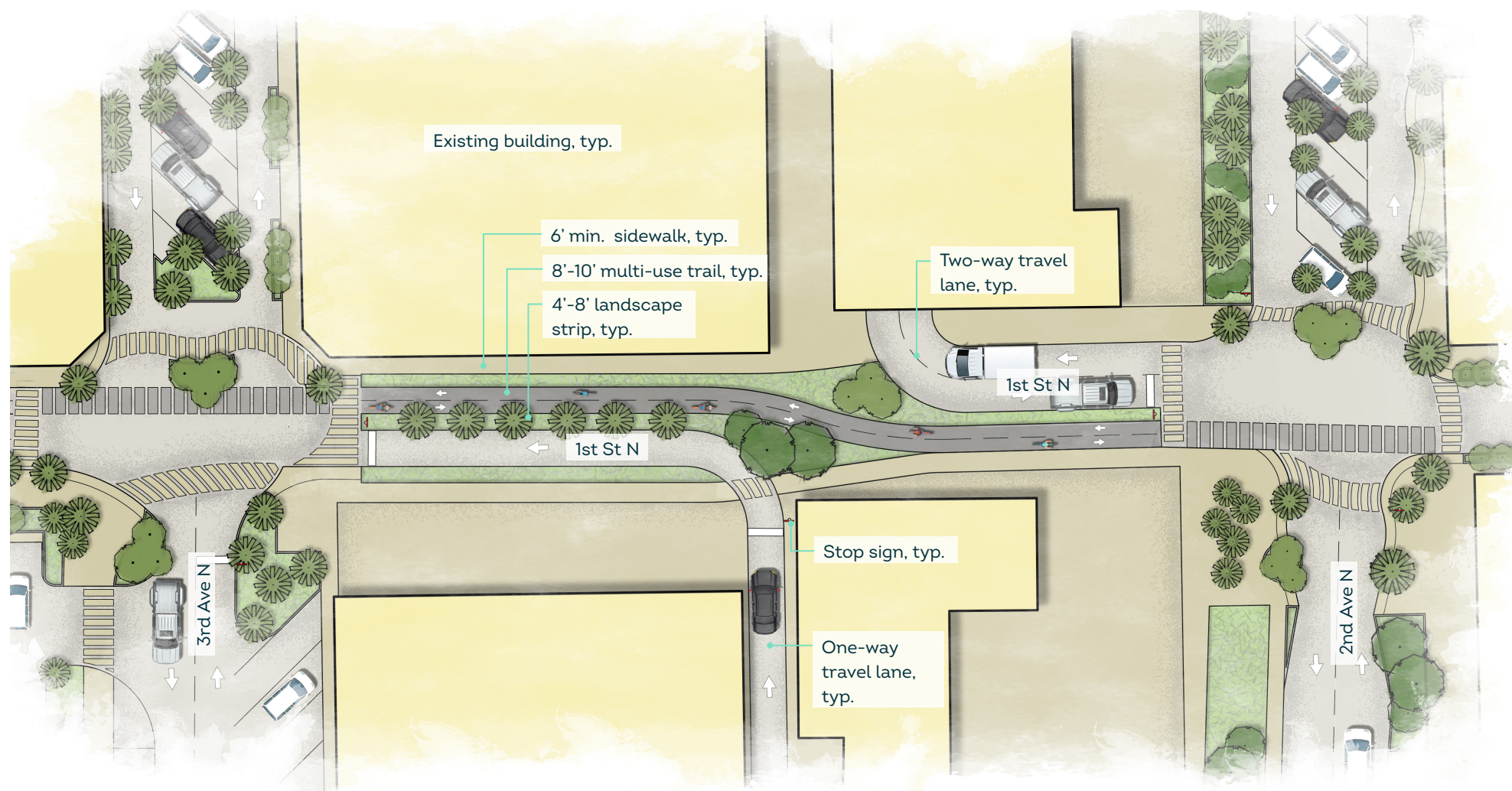
1ST STREET STREETSCAPE CONCEPT 'B'



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.



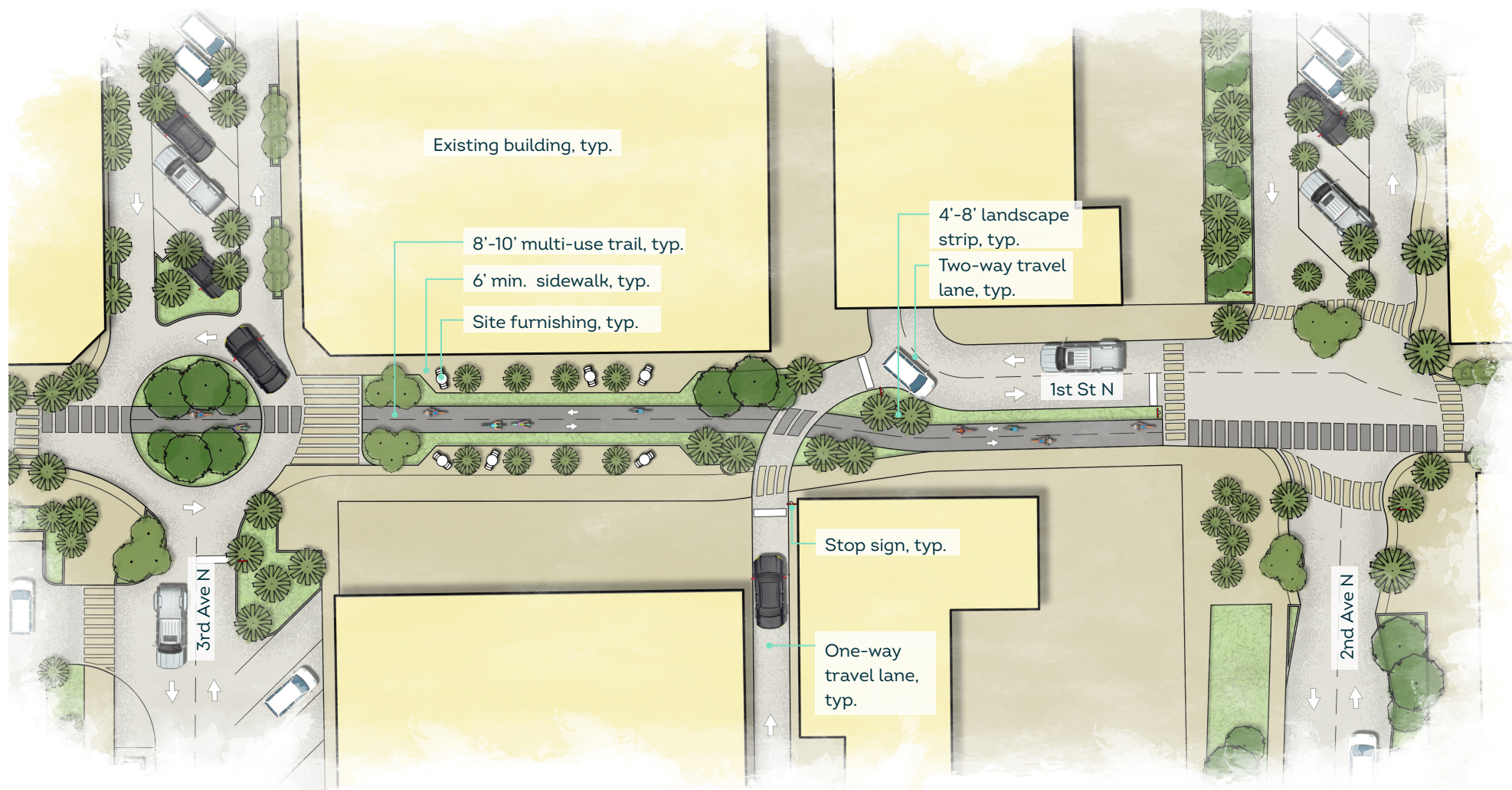
1ST STREET STREETSCAPE CONCEPT 'C'



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.

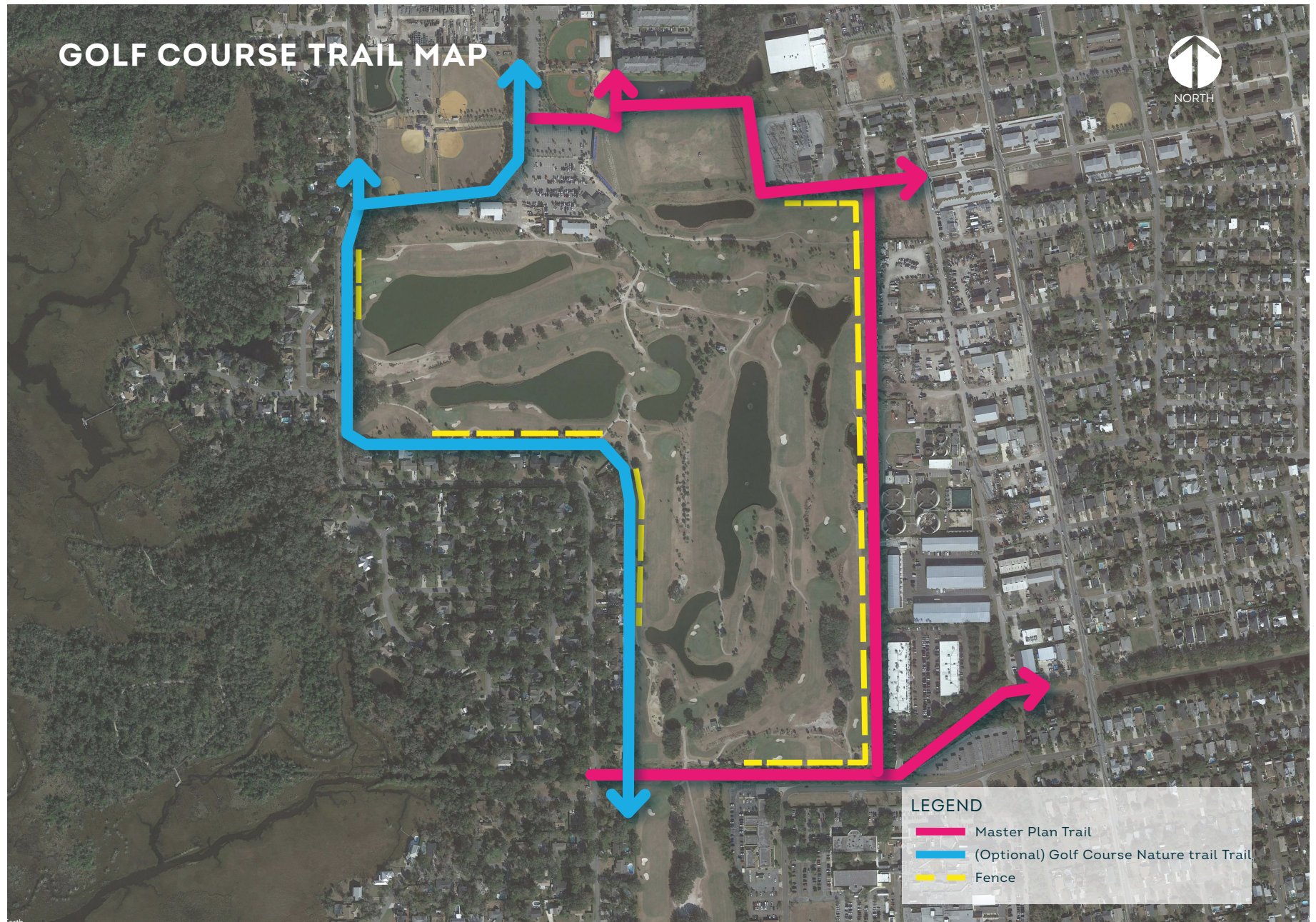
CORRIDOR EXPERIENCE DESCRIPTION: JACKSONVILLE BEACH GOLF CLUB

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

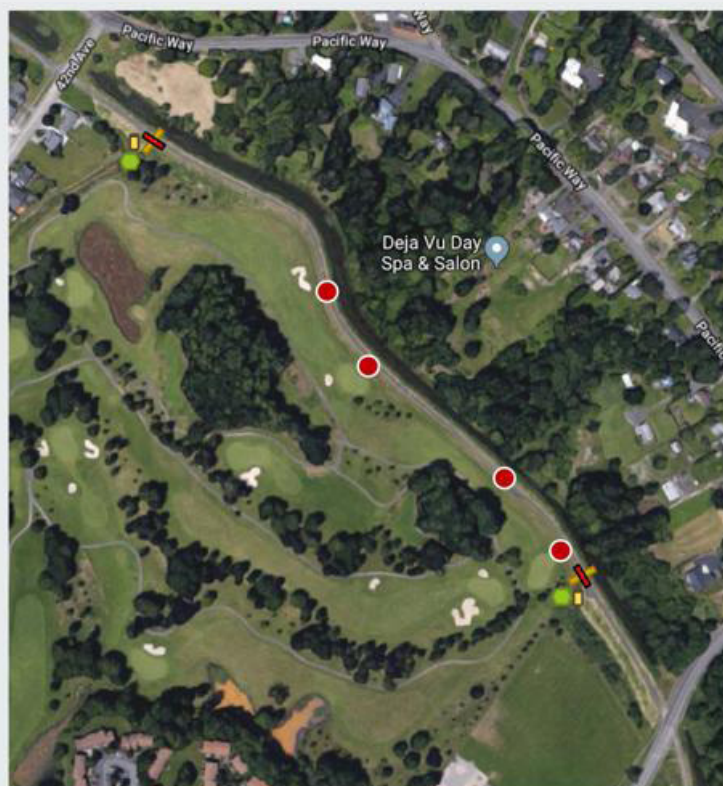
Portions of the Kyrene Canal Trail run along several holes of the Ken McDonald Golf Course. At the closest point, the trail is 40 feet from the edge of the fairway. Through the most vulnerable area, trail users are protected by arched chain link fencing. The fence is next to the trail on the golf course 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.

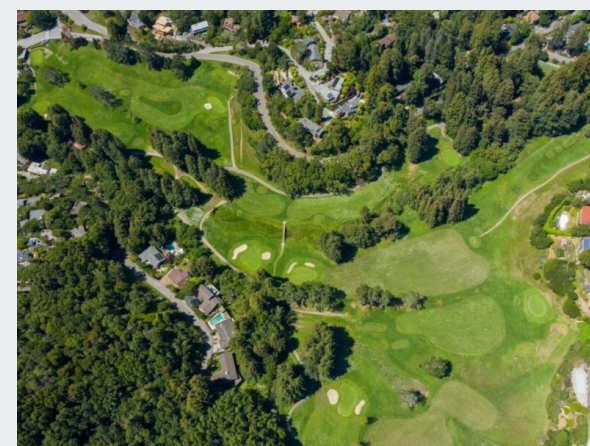
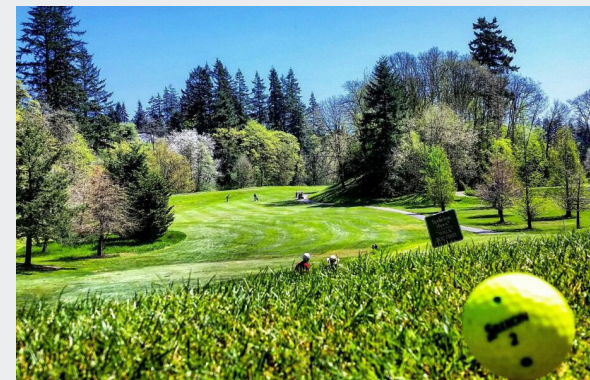


- Vehicle Gates
- Rules Signs
- Warning – Entry Signs
- Warning – Path Signs
- Mutt Mitt/Trash Cans

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.



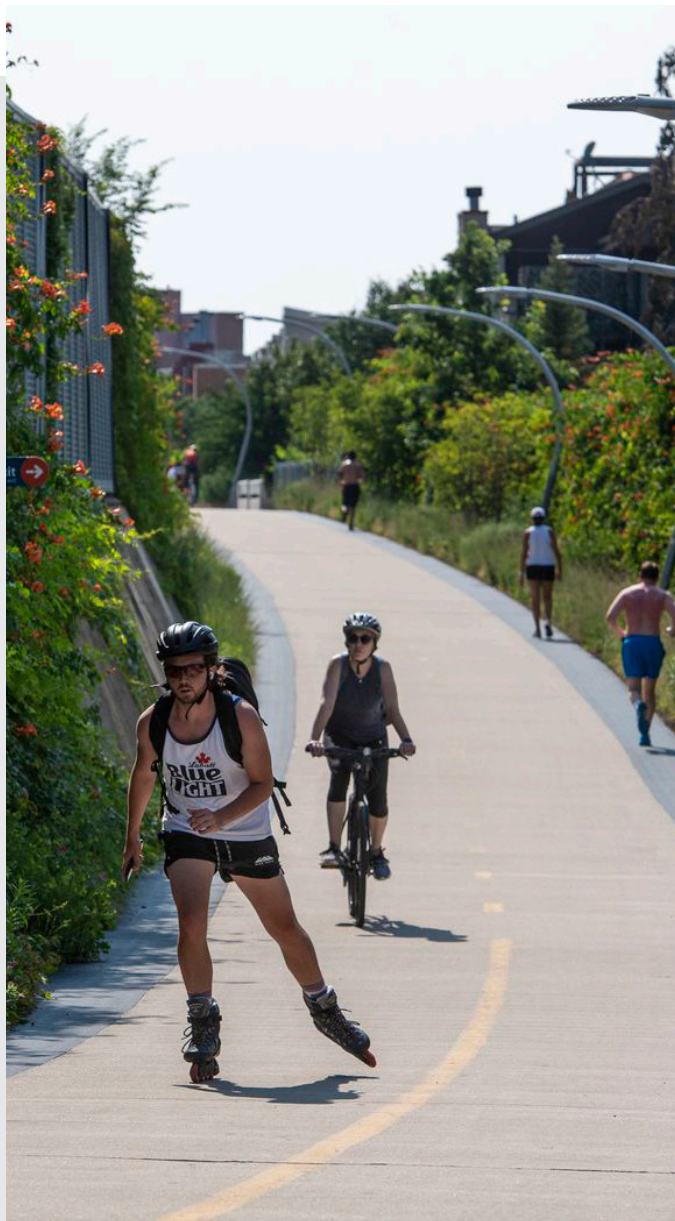
(Image of the 606 Recreational Trail in Chicago, Brian Cassella / Chicago Tribune)

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.

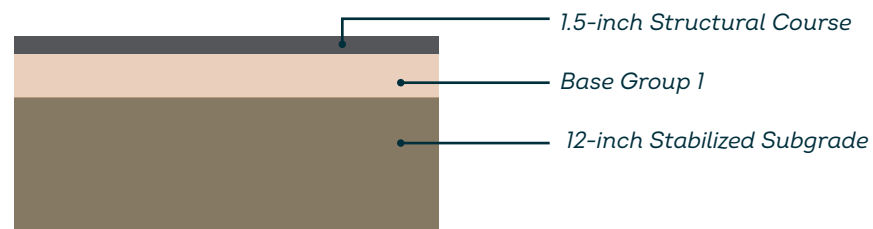


The 606, Chicago, Illinois

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).

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.



BIKE RACKS



TREES & SHADE



POINTS OF INTEREST



REST AREAS



WATER STATIONS



LIGHTING

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.

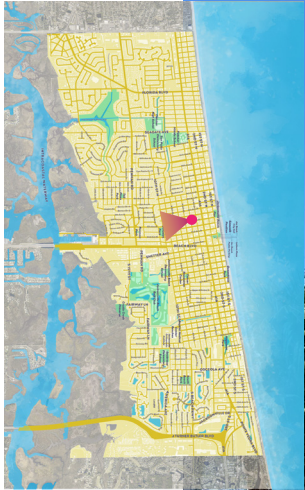
12TH AVENUE SOUTH (LOOKING WEST) - BEFORE



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)



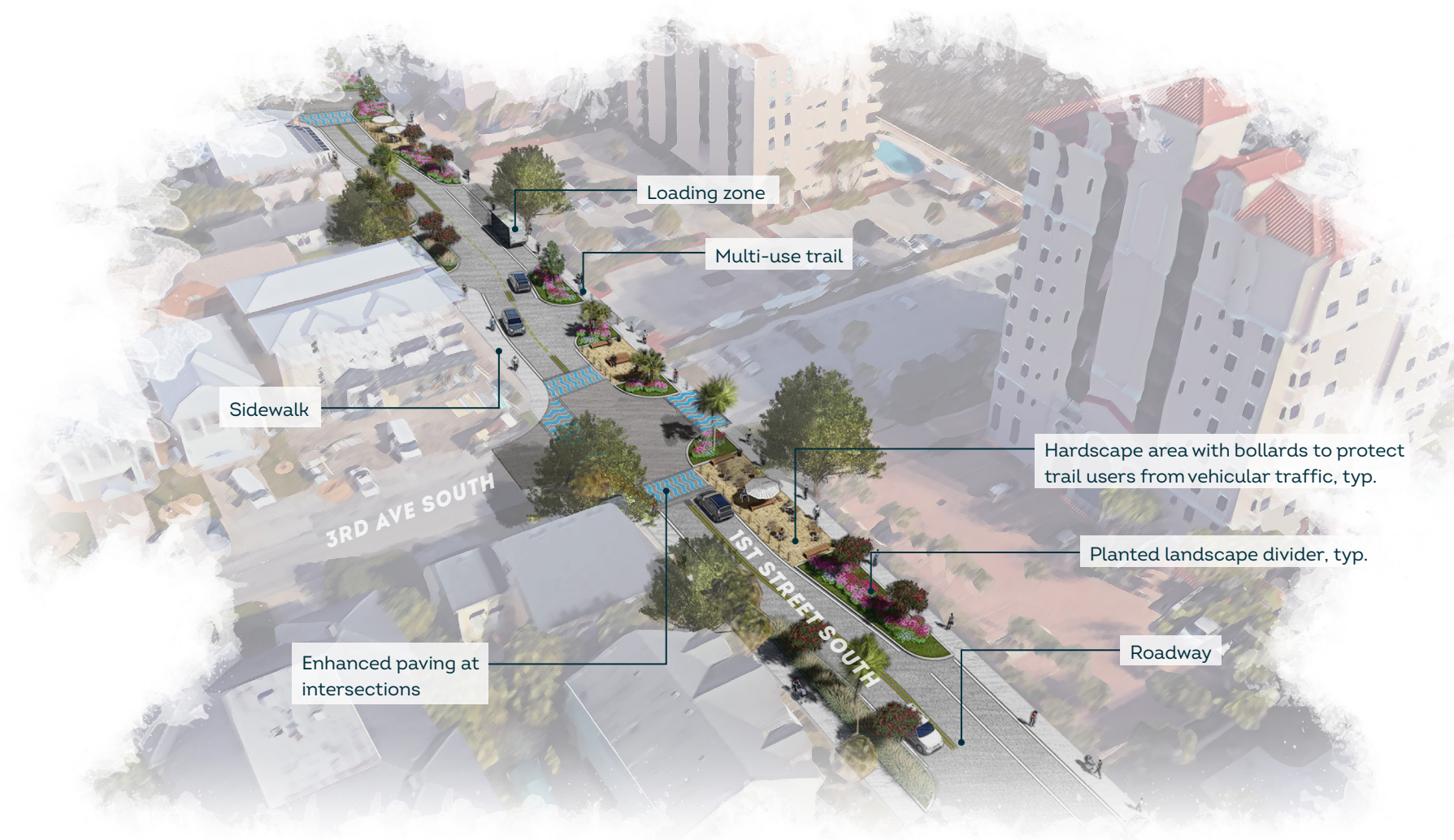
1ST STREET NORTH DOWNTOWN (AFTER)



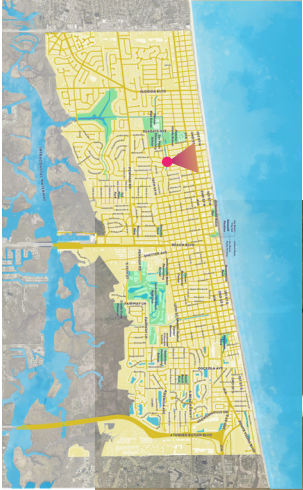
1ST STREET DOWNTOWN (BIRD'S EYE) - BEFORE



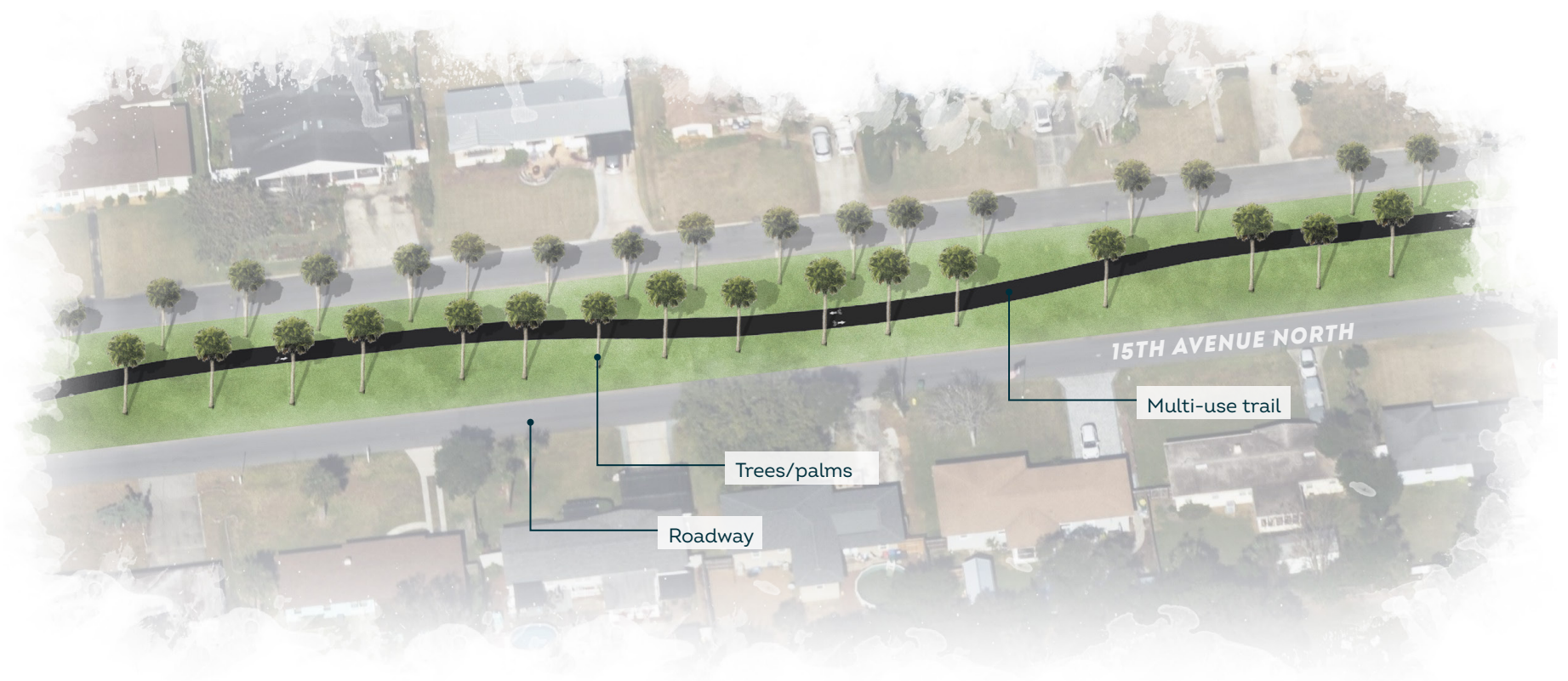
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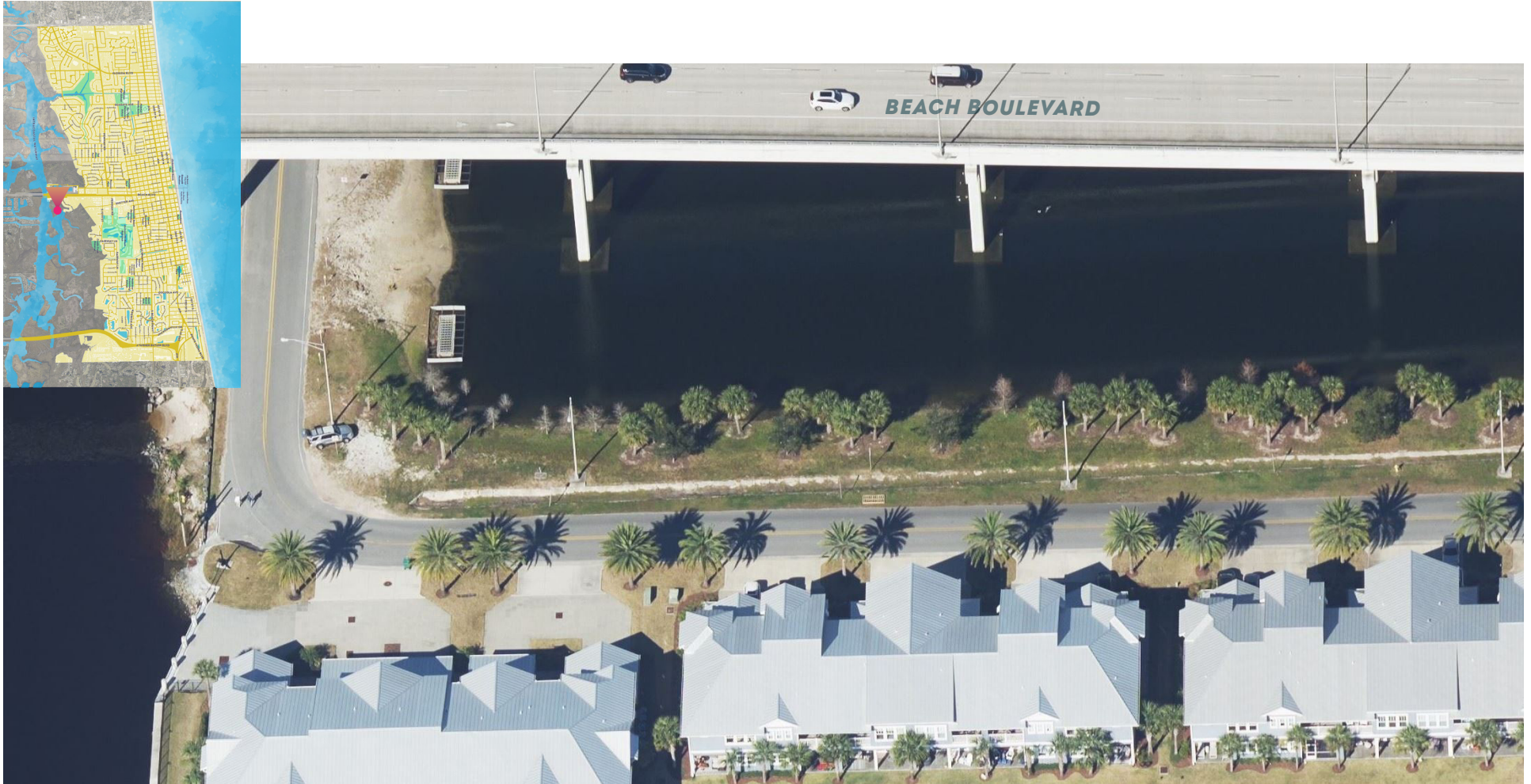
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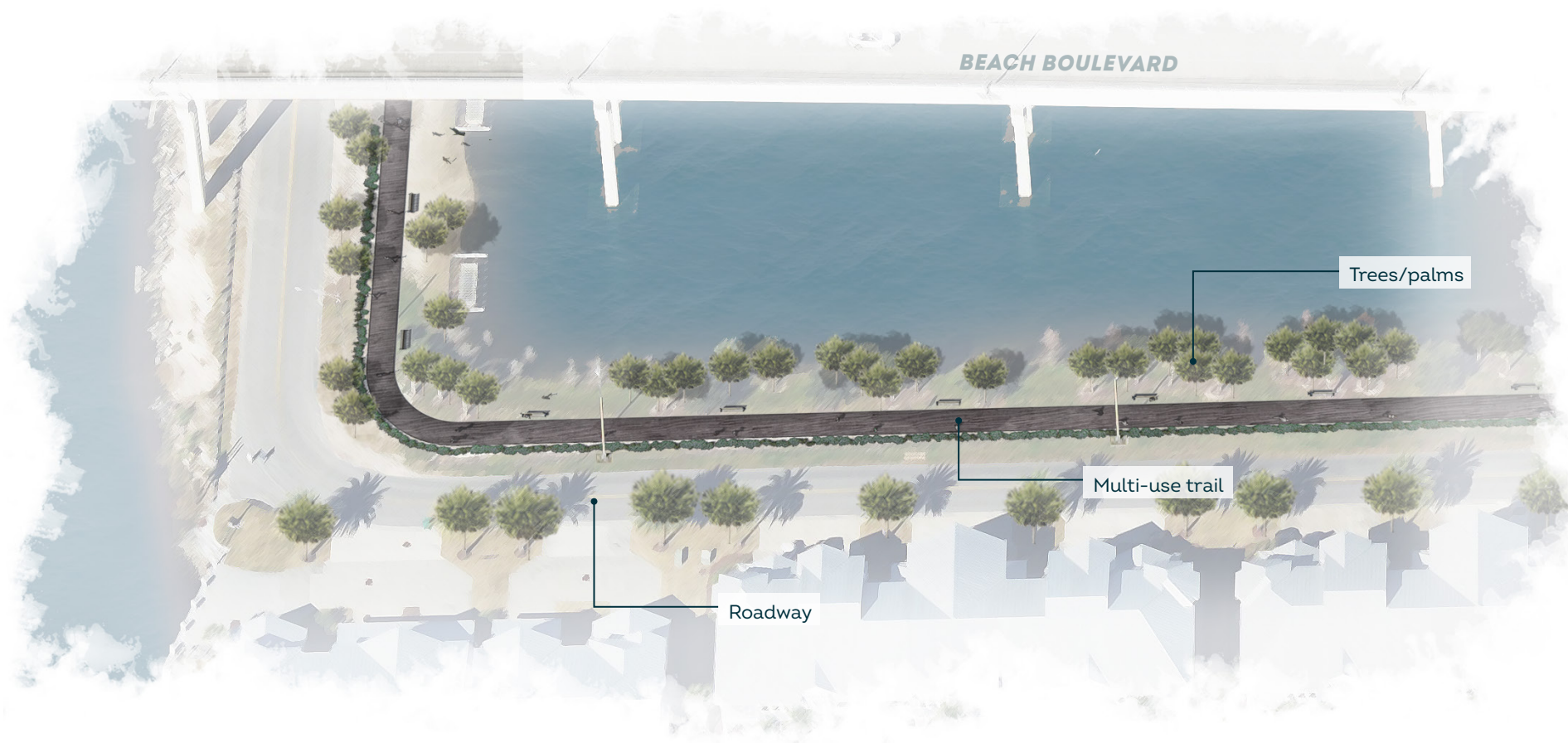
15TH AVENUE NORTH (BIRD'S EYE) - AFTER



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 HIERACHY

- > 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

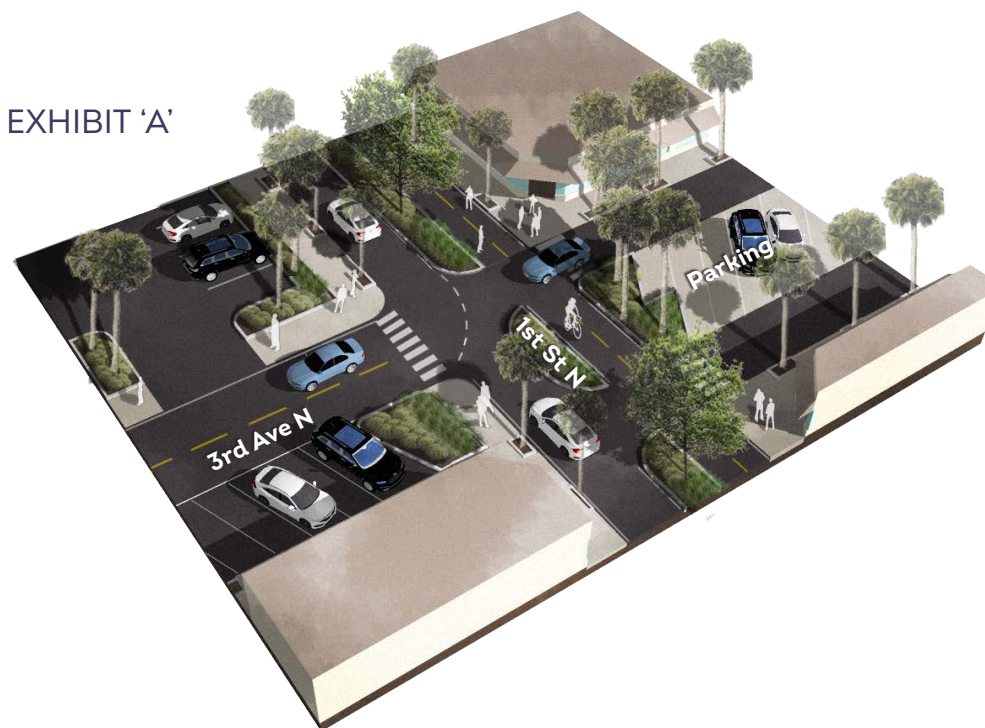
The City of Jacksonville Beach Police Department also observed that due to the proximity of the trail to the roadway, motor vehicle access could be a problem. This would likely occur in two ways:

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.

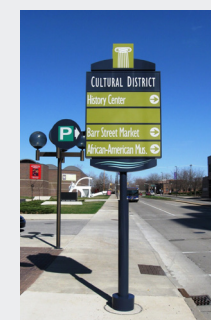
SIGN TYPES & EXAMPLES



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.

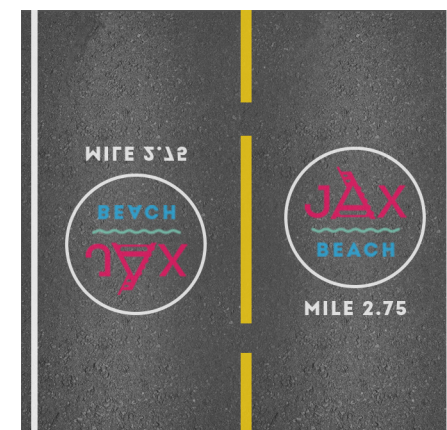
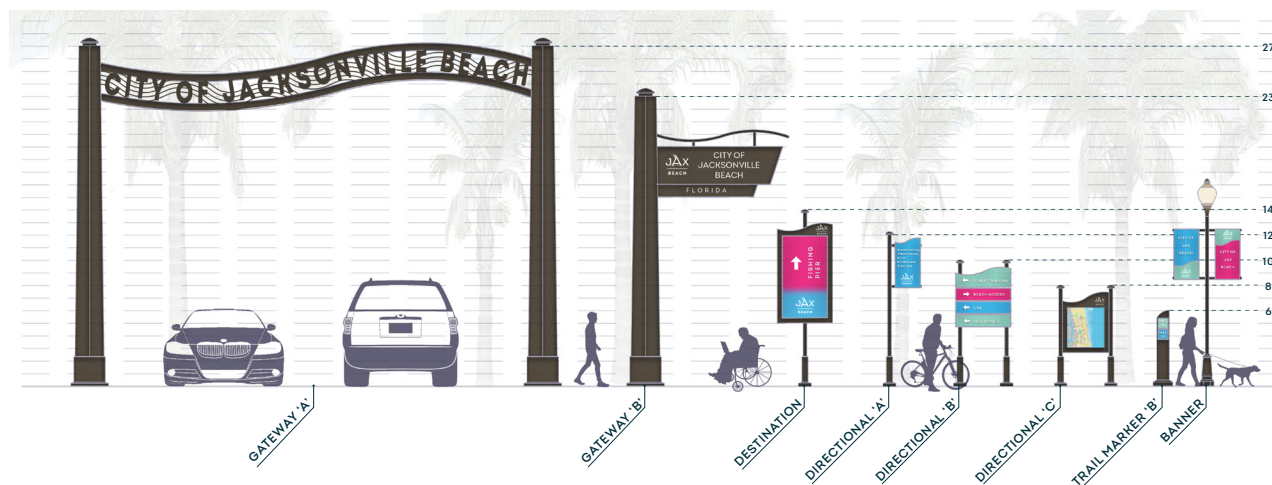
ACCESSIBILITY & SAFETY

- > 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.

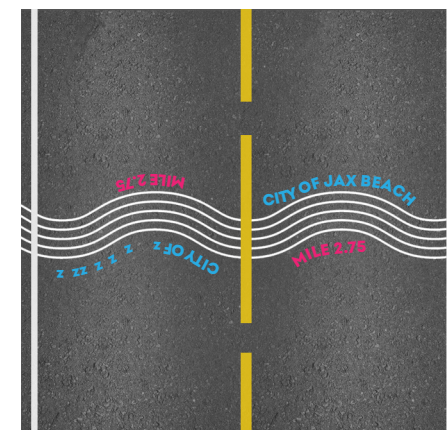
VISIBILITY & FUNCTIONALITY

- > 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



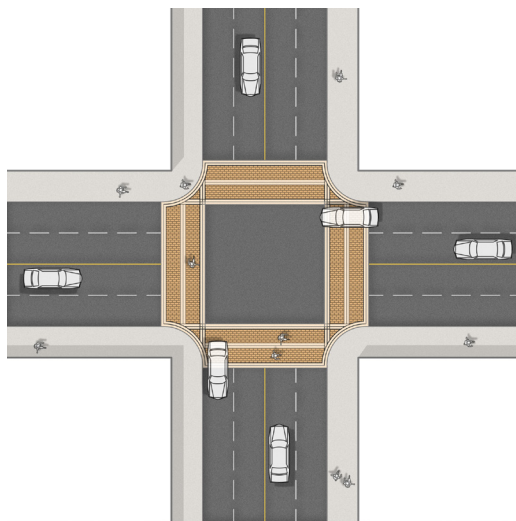
TRAIL MARKER 'A'



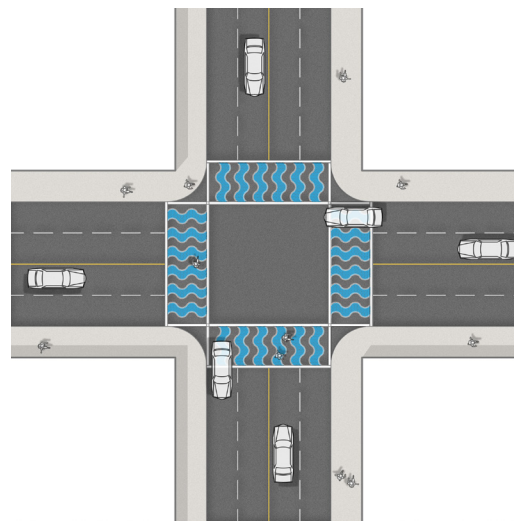
TRAIL MARKER 'B'

INTERSECTION CROSSING TREATMENTS

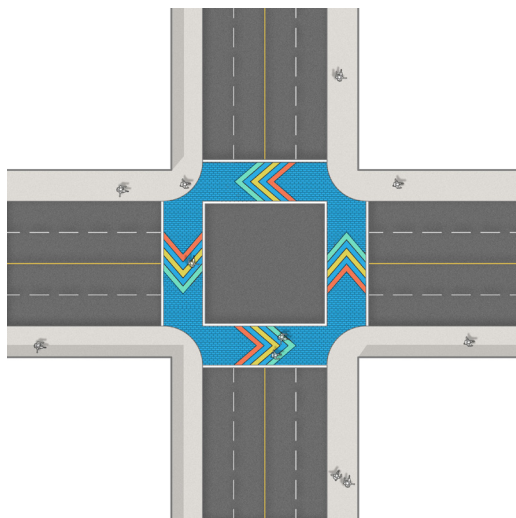
CONCEPT 'A'



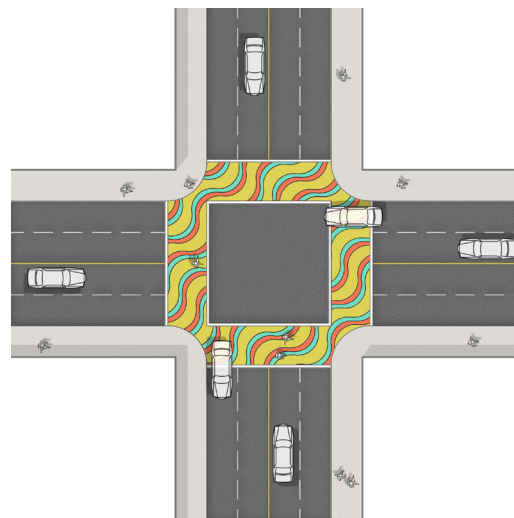
CONCEPT 'B'



CONCEPT 'C'

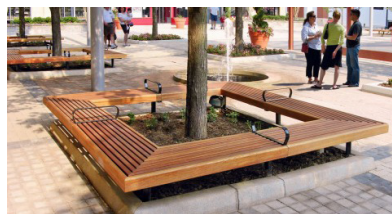


CONCEPT 'D'



SITE FURNISHINGS 'TRADITIONAL'

BENCH

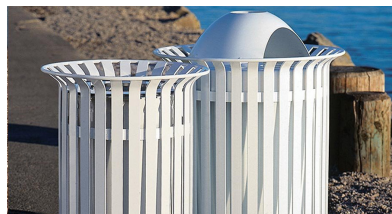


PRODUCT: GBS
MANUFACTURER: Victor Stanley



PRODUCT: Scarborough Bench
MANUFACTURER: Landscape Forms

TRASH & RECYCLE



PRODUCT: Plaza Collection
MANUFACTURER: Tournesol



PRODUCT: Chase Park Litter
MANUFACTURER: Landscape Forms

TABLE & CHAIRS



PRODUCT: Knight Table
MANUFACTURER: Forms + Surfaces

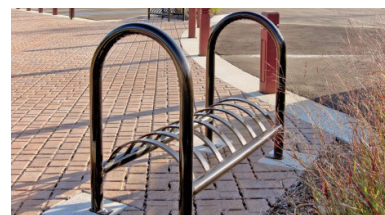


PRODUCT: Mingle Table & Chairs
MANUFACTURER: Landscape Forms

BIK RACK



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

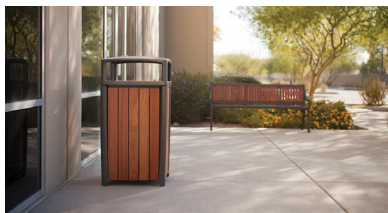


PRODUCT: Knight Bench
MANUFACTURER: Forms + Surfaces

TRASH & RECYCLE



PRODUCT: Tonyo Waste Receptacle
MANUFACTURER: Forms + Surfaces



PRODUCT: Cordia Waste Receptacle
MANUFACTURER: Landscape Forms

TABLE & CHAIRS

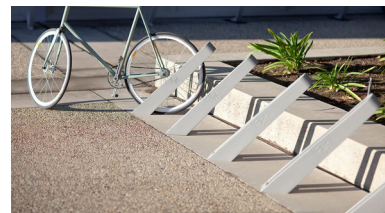


PRODUCT: Soleris
MANUFACTURER: Forms + Surfaces



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.



2"

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.

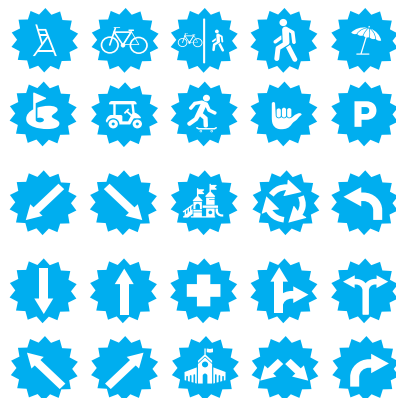
JAX BEACH LOGO



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

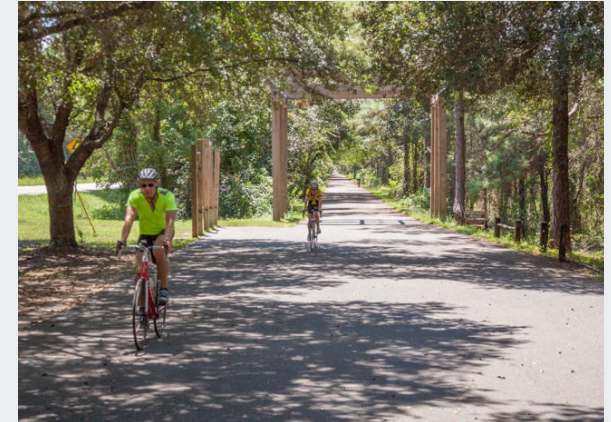
CITY OF JACKSONVILLE BEACH PROJECT COST ESTIMATE BY PHASE

DESIGN = \$50,000 PER MILE

CONSTRUCTION = \$350,000 PER MILE

DECREASE CONSTRUCTION COSTS BY:
7% FOR 10 FOOT TRAIL
14% FOR 8 FOOT TRAIL

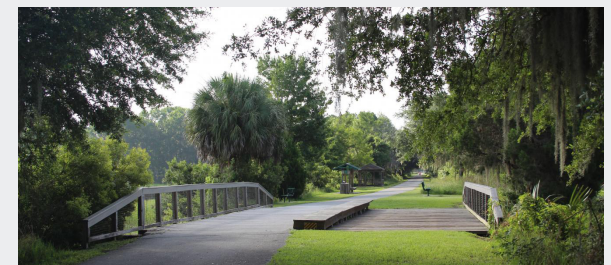
Most of the Jacksonville Beach trail system will be constructed at grade. In some cases, it may be necessary to bridge areas or use a boardwalk to cross drainage systems or waterways. These structures vary significantly due to the location of the structure, design requirements, or environmental requirements 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

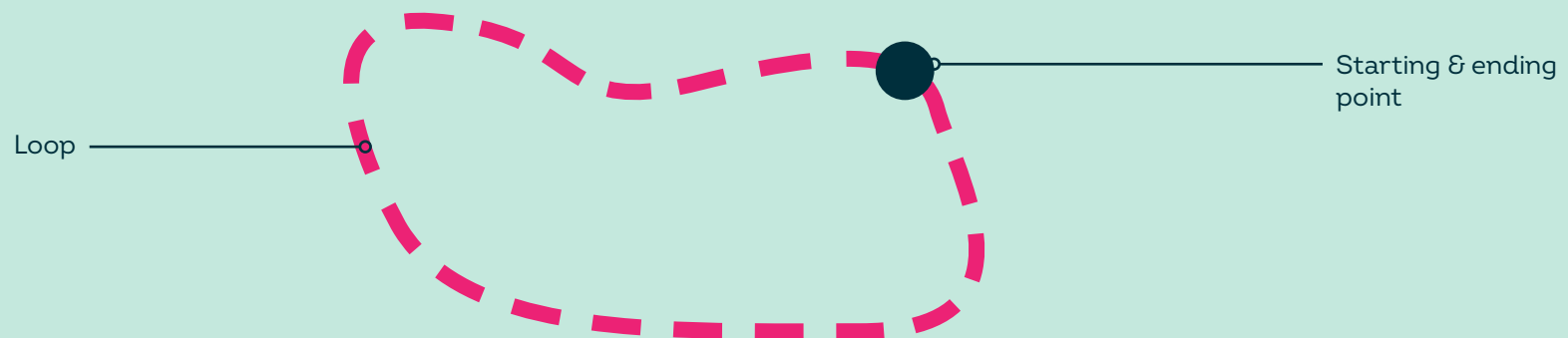
CHAPTER 10

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.

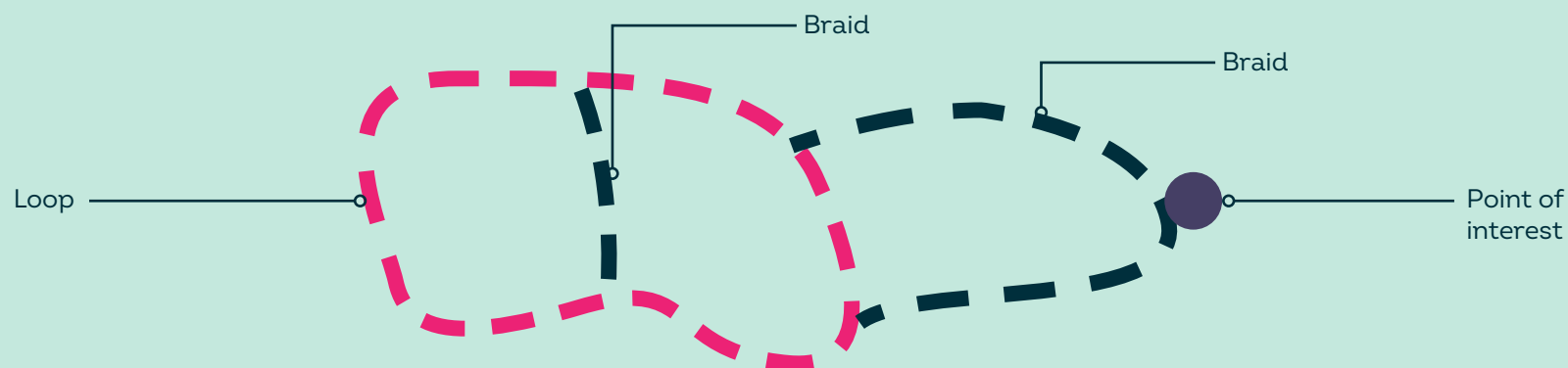
LOOPS

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.

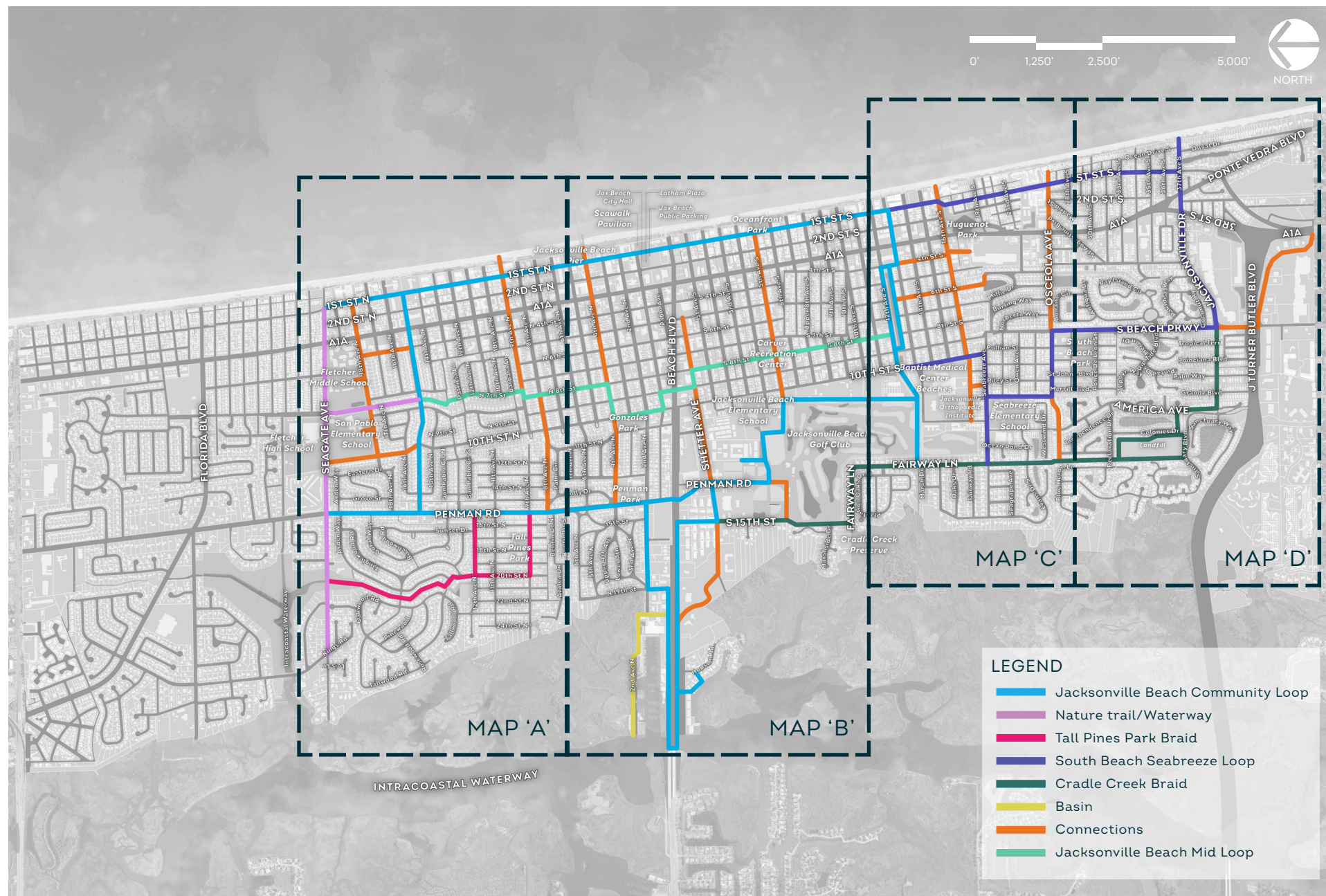


CONNECTORS

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

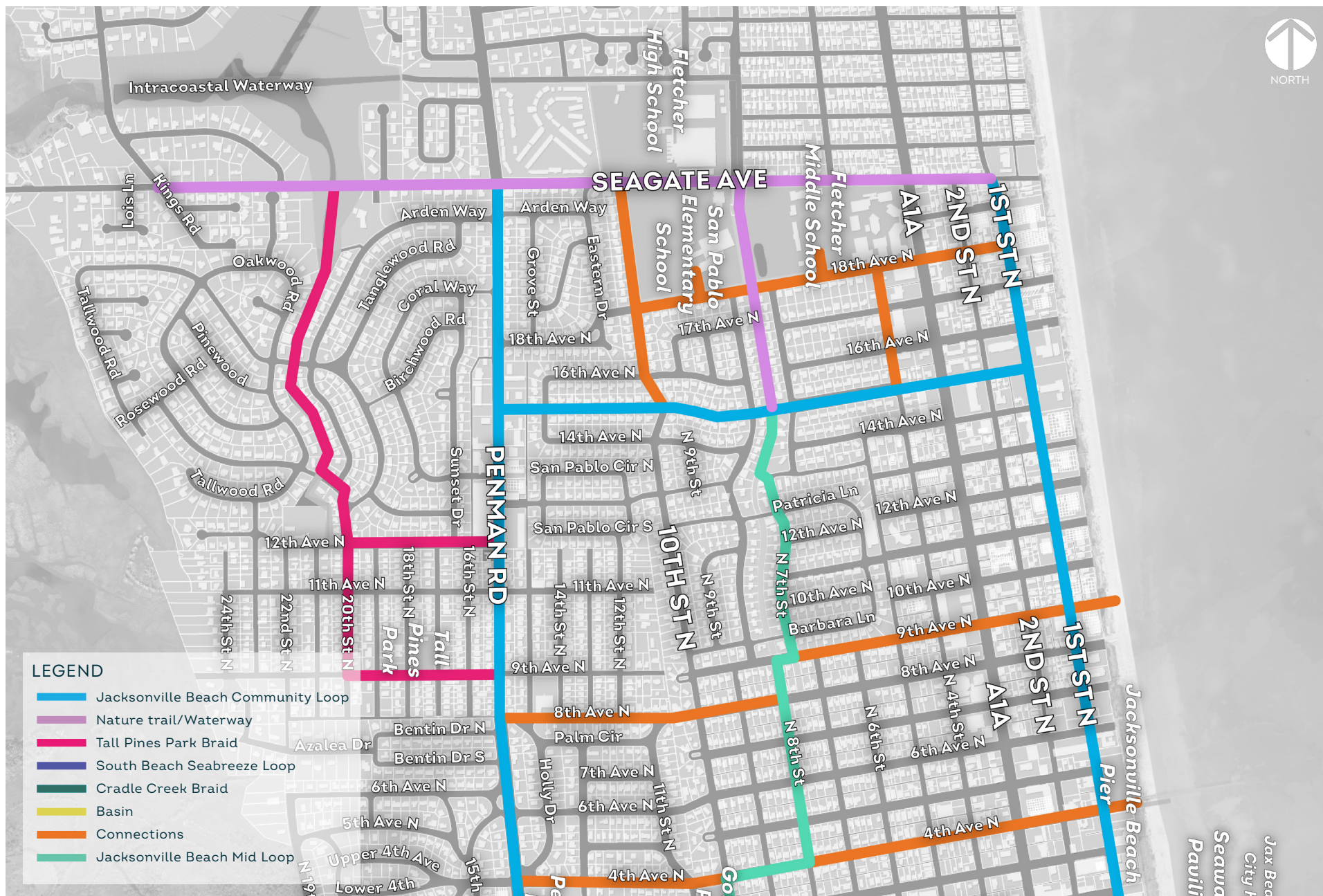


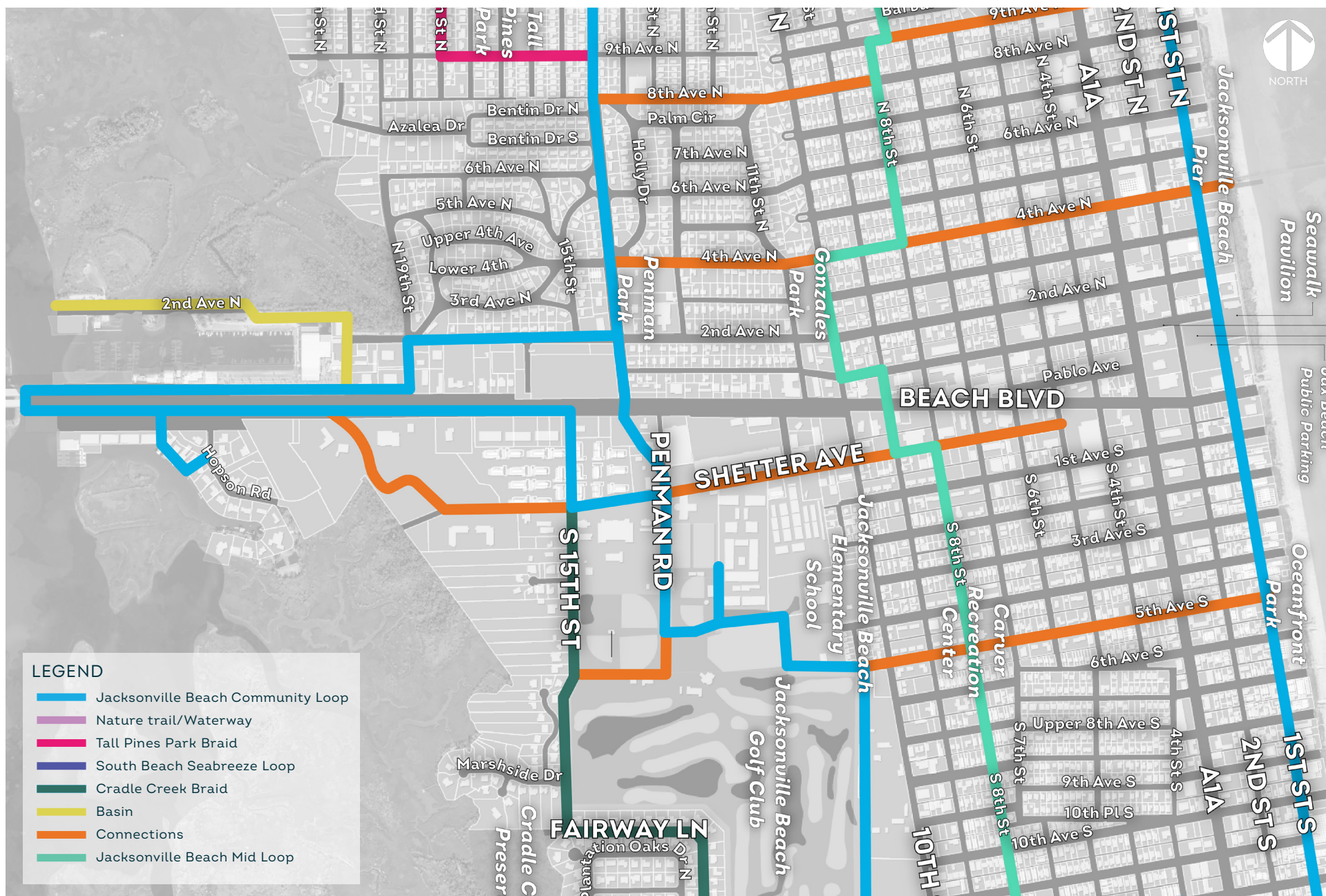
DESTINATION MATRIX

LEGEND

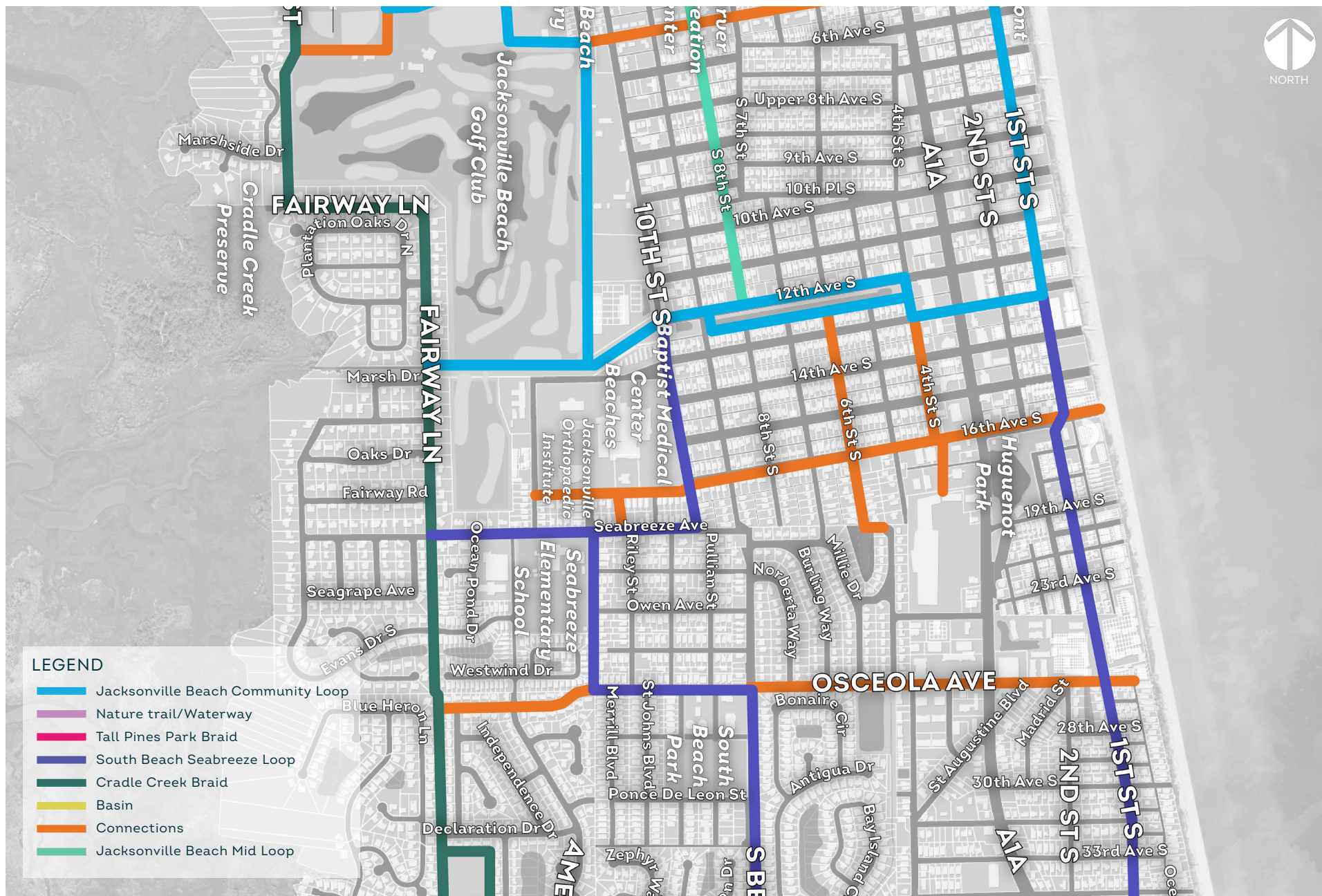
- DESTINATION IS ON THE TRAIL/ROUTE
- DESTINATION IS WITHIN ~5-MINUTE WALK OF THE TRAIL/ROUTE

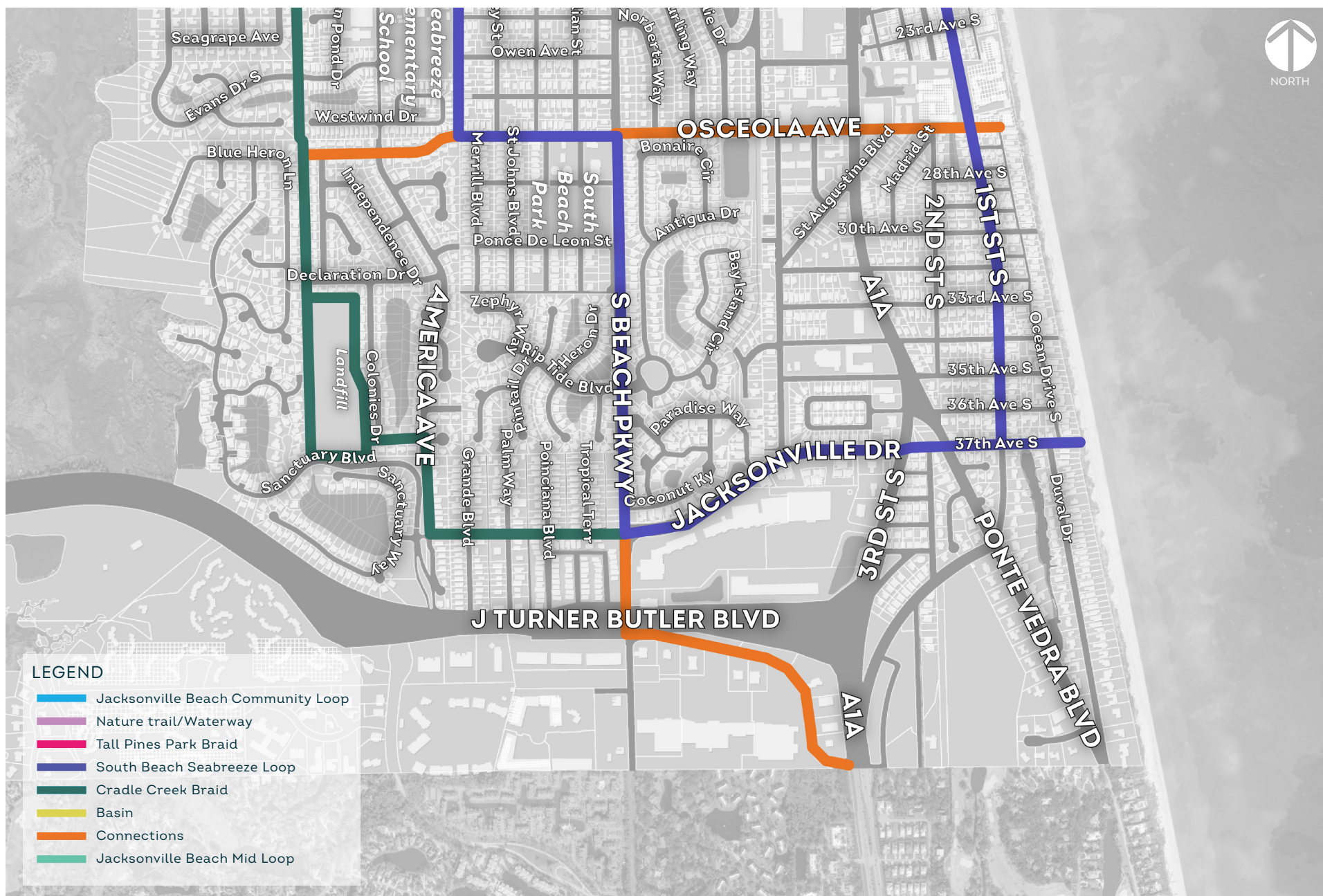
		JACKSONVILLE BEACH COMMUNITY LOOP	JACKSONVILLE COMMUNITY MID LOOP BRAID	SOUTH BEACH LOOP	CRADLE CREEK BRAID	TALL PINE PARK BRAID	SANDRA DRIVE CONNECTOR	MIDDLE BEACH COMMONS CONNECTOR	OSCEOLA BEACH CONNECTOR	OCEANFRONT PARK CONNECTOR	HUGUENOT PARK CONNECTOR	PIER CONNECTOR	SAN PABLO FLETCHER CONNECTOR	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 'B'**

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

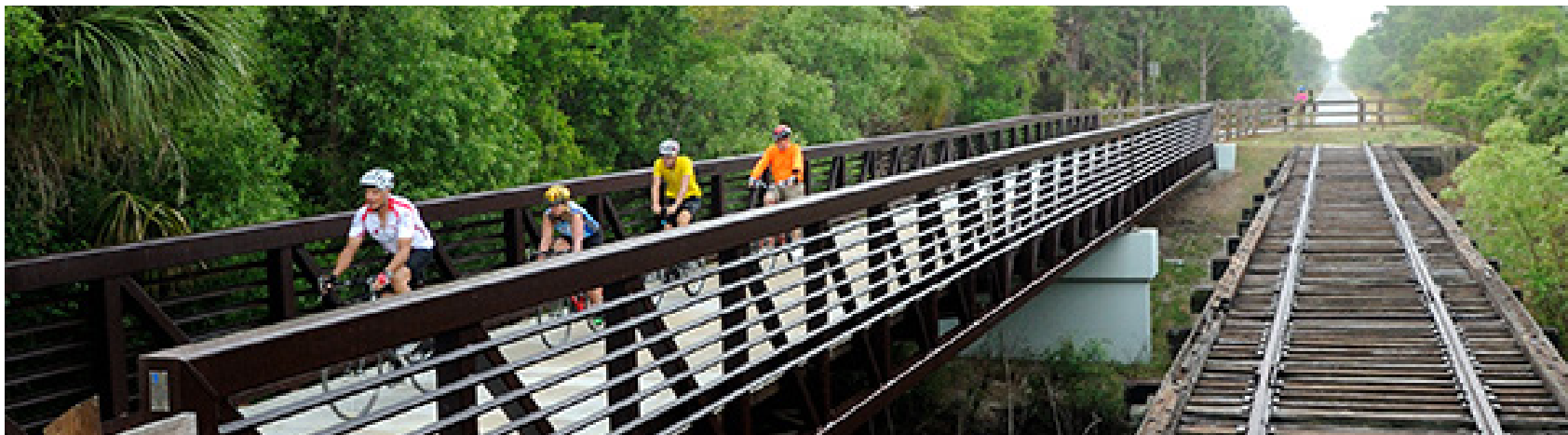
PRIMARY NETWORK	SECONDARY NETWORK	LOCAL NETWORK
- Nature trail in nature. - Separated from the roadway, ensuring a safe travel environment. - Loop route, allowing for a route that does not require doubling back on the same trail.	- Separated, but closer to the roadway edge, similar to the typical sidewalk 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

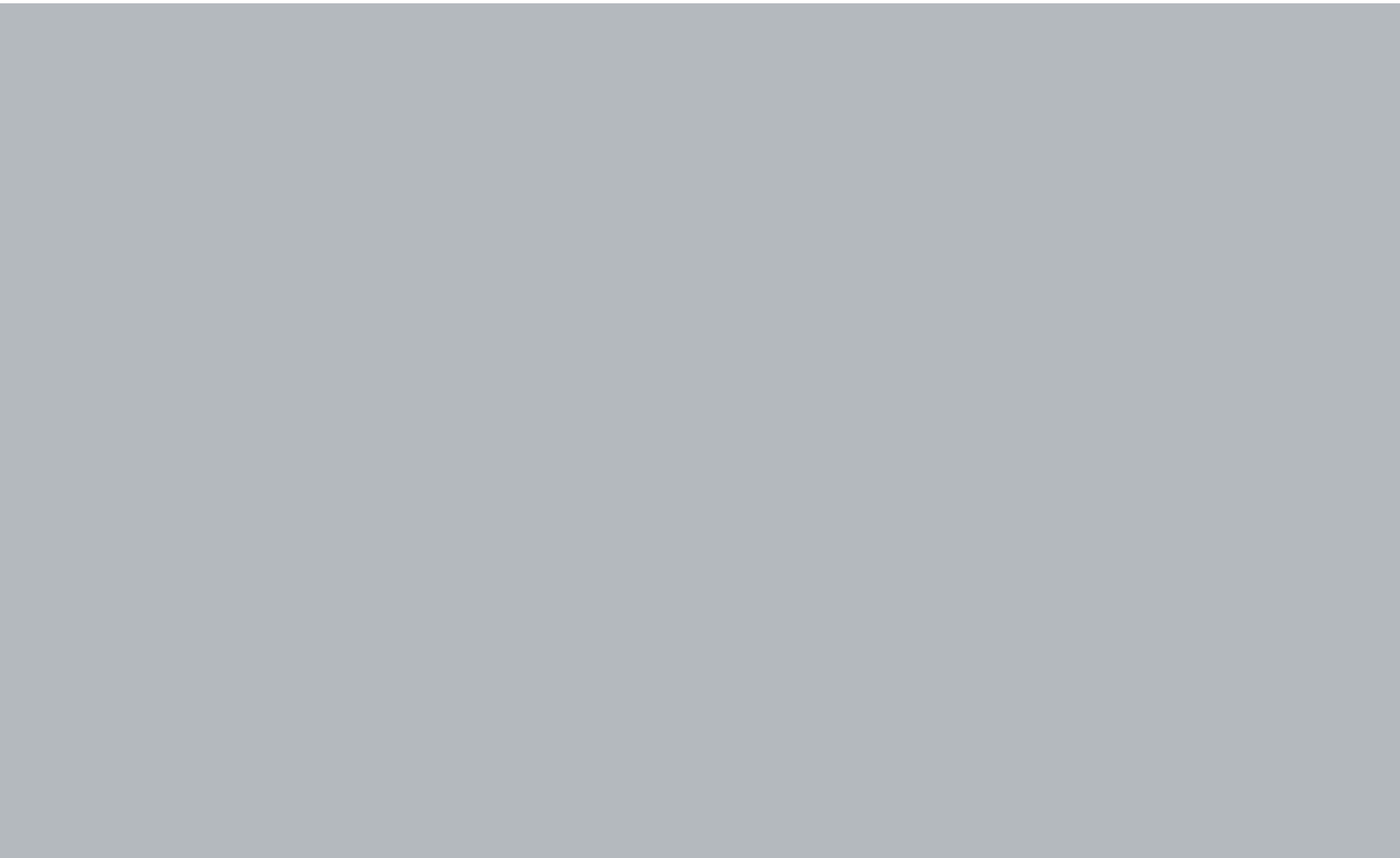
PHASE	CATEGORY	ACTION	DETAILS
FIRST 100 DAYS	POLICY	Adopt the trail master plan map as the official map, with the trail type designations and expectations of the community.	The adoption of the map as identified and necessary infrastructure and the process of programming that infrastructure opens additional 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

City of Jacksonville Beach — Urban Trails Project - Adopted Network and Cost Estimates

Based on construction cost per mile \$ 375,000
Design costs based on construction 12%

Trail Name	Roadway	#	Segment	Category	Characteristic	Type	Width	Length	Special Increase	Special Increase Reason	Design	Construction	Total Cost
1 Jax Beach - Community Loop	1st Street N	a	Seagate Avenue to 7th Avenue N	Primary	Loop	B-2	12	0.7	2	Extra demo and work on existing street.	\$ 62,100	\$ 517,500	\$ 579,600
	1st Street N	b	7th Avenue N to Beach Boulevard	Primary	Loop	B-2	12	0.7	2	Extra demo and work on existing street.	\$ 58,500	\$ 487,500	\$ 546,000
	1st Street N	c	Beach Boulevard to 13th Avenue S	Primary	Loop	B-2	12	0.8	2	Extra demo and work on existing street.	\$ 72,000	\$ 600,000	\$ 672,000
	12th Ave S/13th Ave S	d	1st Street South to Golf Course	Primary	Loop	B	12	0.7	2	Bridge and intersection work	\$ 60,300	\$ 502,500	\$ 562,800
	Golf Course Route	e	13th Ave S/Penman Rd S	Primary	Loop	A	12	1.2	2	Protection Fencing	\$ 110,700	\$ 922,500	\$ 1,033,200
	Beach Boulevard Bridge	f	Penman Rd S to Penman Road	Primary	Loop	C	12	1.9	1		\$ 84,150	\$ 701,250	\$ 785,400
	Penman Rd	g	Beach Boulevard to 15th Avenue N	Primary	Loop	B	10	1	1		\$ 43,650	\$ 363,750	\$ 407,400
	15th Avenue	h	Penman Rd to 1st Street N	Primary	Loop	B	10	0.8	1		\$ 37,800	\$ 315,000	\$ 352,800
Subtotal Jax Beach Community Loop											\$ 529,200	\$ 4,410,000	\$ 4,939,200
2 Jax Beach - Mid Loop	N 8th Street/S 8th Street	a	15th Ave N to 12th Ave S	Primary	Braid	B-2	10	2.1	1.3	Extra demo and work on existing street.	\$ 122,850	\$ 1,023,750	\$ 1,146,600
3 South Beach Seabreeze Loop	1st Street S	a	13th St S to Jacksonville Drive	Primary	Loop	B-2	10	1.3	1.5	Extra demo and work on existing street.	\$ 85,725	\$ 714,375	\$ 800,100
	Jacksonville Drive	b	1st Street S to S Beach Pkwy	Primary	Loop	B	12	0.3	1		\$ 13,500	\$ 112,500	\$ 126,000
	S Beach Pkwy/Osceola Ave	c	Jacksonville Drive to Williams Street	Primary	Loop	C	10	0.9	1		\$ 39,150	\$ 326,250	\$ 365,400
	Williams Street/ 16th Avenue	d	Osceola Ave to 13th Ave S	Primary	Loop	C	10	0.9	1		\$ 41,850	\$ 348,750	\$ 390,600
Subtotal South Beach Seabreeze Loop											\$ 180,225	\$ 1,501,875	\$ 1,682,100
4 Cradle Creek Braid	Jacksonville Dr/American Ave	a	Osceola Ave to Landfill	Secondary	Braid	B	10	0.5	1		\$ 20,250	\$ 168,750	\$ 189,000
	Fairway Lane/S 15h Street	b	Landfill to Beach Blvd	Secondary	Braid	C	10	2.1	1		\$ 96,300	\$ 802,500	\$ 898,800
Subtotal Cradle Creek Braid											\$ 116,550	\$ 971,250	\$ 1,087,800
EAST - WEST BEACH CONNECTORS:													
5 Seagate Waterway	Seagate Ave		1st St N to Kings Rd	Secondary	Connector	B	10	0.5	4		\$ 95,400	\$ 795,000	\$ 890,400
6 San Pablo Fletcher Connector	18th Ave N		10th St N to 1st St N	Secondary	Connector	C	12	1	1		\$ 45,000	\$ 375,000	\$ 420,000
7 North Cross Town Connector	8th Ave N / 9th Ave N		Penman to 1st St N	Secondary	Connector	A	12	1	1.5	Utility obstruction east of A1A	\$ 67,500	\$ 562,500	\$ 630,000
8 Pier Connector	4th Ave N		Penman Rd to Beach	Secondary	Connector	C	10	1	1		\$ 44,550	\$ 371,250	\$ 415,800
9 Oceanfront Park	5th Ave S		Golf Course to Beach	Secondary	Connector	C	10	0.7	1		\$ 30,150	\$ 251,250	\$ 281,400
10 16th Ave South	16th Ave S		10th St NS to 4th St S	Secondary	Connector	C	10	0.7	1		\$ 30,150	\$ 251,250	\$ 281,400
11 Osceola Beach Access	Osceola Ave		Fairway Lane to Beach	Secondary	Connector	C	10	1.1	1		\$ 51,300	\$ 427,500	\$ 478,800
OTHER BRAIDS/CONNECTORS:													
12 Tall Pines Park Braid	20th St N Greenway/ 9th Ave N		Penman Rd to Seagate Ave	Secondary	Braid	A	10	1.1	1.25	Greenway access difficulty	\$ 60,188	\$ 501,563	\$ 561,750
13 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	\$ 20,250	\$ 168,750	\$ 189,000
14 Beach Blvd Basin	2nd Ave North		Beach Blvd to Basin	Secondary	Connector	C	8	0.5	1		\$ 22,950	\$ 191,250	\$ 214,200
15 Middle Beach Commons	Shetter Ave		S 15th St to 5th St N	Secondary	Connector	C	10	0.8	1		\$ 35,550	\$ 296,250	\$ 331,800
16 Wingate Park Connector	Park Access Route		S 15th St to Penman Rd S	Secondary	Connector	A	10	0.2	1		\$ 6,750	\$ 56,250	\$ 63,000
17 Huguenot Park Braid	16th Ave S/4th St S		13th Ave S to 1st St S	Secondary	Braid	C	8	0.4	1		\$ 18,000	\$ 150,000	\$ 168,000
18 Pablo Connector	4th Street S		13th Ave S to south end canal	Secondary	Connector	C	8	0.4	1.5	Greenway access difficulty	\$ 27,000	\$ 225,000	\$ 252,000
19 Sandra Dr Connector	6th St S		13th Ave S to Sandra Dr	Secondary	Connector	B-2	10	0.4	1		\$ 17,100	\$ 142,500	\$ 159,600
20 Baptist Medical Connector	Seabreeze Ave		Fairway Lane to hospital	Secondary	Connector	C	8	0.4	1		\$ 19,800	\$ 165,000	\$ 184,800
21 St. John's Connector	Marsh Landing Parkway		S Beach Parkway to A1A	Secondary	Connector	C	10	0.6	1		\$ 27,000	\$ 225,000	\$ 252,000
TOTAL LENGTH								27.1	GRAND TOTALS		\$ 1,567,463	\$ 13,062,188	\$ 14,629,650

Connecting
Under-
utilized
spaces

Well defined Street
Path rules-
Walk, Skate, Run,
bike + pet
friendly

Good connectivity
throughout the
entire city
Shade
• Safe from cars
• for bikes & peds.

Barrier
to
traffic

Barrier to
traffic -
Not a
bike lane

Tie in to
Atl Beach
Neptune Beh
Ponte Vedra
Seamless trail

Safe biking
• Connectivity to
event areas
• Connection to
larger trail
systems

PEDESTRIAN
FRIENDLY!

Make sure
becomes
certified
East of
Greenwood

Safer
Walking
routes to
schools

Avoiding
cars as much
as possible

Least impact
to land owners
tax payers
property that
borders final routes

Pet Friendly
(water stops,
waste bags)

TRAIL
LIGHTING

Good
Access

Good
Signage

Connect Locally
Wood business
downtown, South beach,
beach beach PKWY,
Berman, Seagate

access for
students
at San
Pedro / Fletcher
Area

Back gate &
road way into
Hanna Park
w/ pay drop

One way
streets

Min 6'
wide
2 way.

Prioritize
Peds, Bikes
& Families

A good,
safe, continuous
loop

Solar lighting

Around the
Golf
Course

Around
golf
course

dedicated
animal
spaces

2-WAY
TRAILS

SAFE =
- patrolled
- lighted
- sign

Designated

Make it

Shared
Use Path

**City of
Jacksonville
Beach** Parks & Rec

Urban Trails Master Plan

CITY COUNCIL AGENDA ITEM	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director of Planning and Development
DATE:	11/08/2022
SUBJECT:	Ordinance No. 2022-8183 Dolphin Depot Redevelopment District: RD Zoning Amendment Application (First Reading)

BACKGROUND

The subject property is comprised of three separate but contiguous vacant parcels located on the city block bound by 1st and 2nd Streets North and 6th and 7th Avenues North. The property does not include the existing multiple-family residential building at 160 7th Avenue North. The subject property is under new ownership as of October of 2021, and the new owner/developer desires to develop the property as originally imagined under a 2015 rezoning application, and 2017 amendment, with some minor modifications to the commercial component to the project.

A previous owner applied to rezone the property to Redevelopment District: RD in 2012 to accommodate a mixed-use multiple-family residential and commercial project. That project was never constructed, and in 2015 a new applicant applied to amend the RD zoning to accommodate a mixed-use, multiple-family residential and commercial development to take advantage of a vested height of 68 feet. The 2015 RD zoning amendment project had 54 residential units, 36 hotel rooms, and 2,500 square feet of retail. In 2017, the previous property owner applied to further amend the RD zoning to accommodate 54 residential units, 57 hotel rooms, and approximately 2,500 square feet of commercial space on the same footprint as the 2015 application. Additionally, the 2017 application proposed a different architectural style than the 2015 application.

The current owner of the property plans to develop the site as originally approved in 2016 and modified in 2017 with some additional minor modifications. The project is still proposed to have 54 multiple-family dwelling units and 57 hotel rooms with an added integrated restaurant space of approximately 4,000 square feet including outdoor seating, and approximately 1,000 square feet of retail space. The proposed building height is 67 feet 6 inches, which is permitted through a negotiated settlement with a previous owner. The building's footprint remains unchanged, and parking will be provided through both surface and structured parking. An updated building elevation is provided in Exhibit 3 of the application, and does not significantly differ from the 2017 RD Zoning amendment application.

Both the 2015 and 2017 RD Zoning applications were found to be consistent with the Jacksonville Beach Community Redevelopment Plan, and this proposed minor modification to the RD zoning maintains that consistency. Staff recommends **approval** of the rezoning amendment application, based on Section 34-211 of the Land Development Code.

The Community Redevelopment Agency (CRA) discussed the Redevelopment District: RD Zoning Amendment Request at their regular meeting held on September 26, 2022, and found the request **consistent** with the Downtown Redevelopment Plan. The CRA recommended **approval** of the RD Zoning Amendment Request with the following conditions: 1) The applicant reviews the site plan for opportunities to relocate the dumpster; and 2) The applicant identifies opportunities to visually enhance the first street side of the building with art or decorative lighting.



The Planning Commission (PC) discussed the Redevelopment District: RD Zoning Amendment Request at their regular meeting held on October 10, 2022, and considered the application based on the recommendation of the CRA, the staff report, presentation by the applicant, and public testimony. Following the close of the public hearing, the Planning Commission recommended the City Council to **approve** the zoning amendment request.

The City Council voted to defer the Redevelopment District amendment application on November 7, 2022 at the first reading of the Ordinance. The application was deferred to the December 5, 2022 meeting to allow for time for City staff to review an updated site plan, and for the applicant to propose some changes to the request. The following changes were made to the project narrative:

1. The site plan was updated to reflect a new location for trash receptacles, generators, and transformers to address concerns of the neighbors;
2. Short-term Vacation Rentals and multiple family units that can be converted to hotel units were added to the list of permitted uses in the RD Zoning;
3. The proposed waiver of the 500 foot proximity requirement for bar to bar portal to portal distance was **removed**; and
4. The project narrative date was updated to November 30, 2022.

FINANCIAL IMPACT

There is no financial impact to the City of Jacksonville Beach anticipated at this time.

REQUESTED ACTION

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 December 19, 2022

ATTACHMENTS

1. Dolphin Depot RD Amendment Application (Amended)
2. Ordinance No. 2022-8183 Dolphin Depot RD Amendment



REZONING APPLICATION

RECEIVED

JUL - 8 2022

PC No.

AS/400#

PC HEARING

18-22

22-100090

8/22/22

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: Jax Beach II LLC

Mailing Address: 177 4th Avenue North, Suite 200, Jacksonville Beach, FL 32250

Telephone: _____

Fax: _____

E-Mail: _____

Applicant Name: Jax Beach II LLC

Mailing Address: 177 4th Avenue North, Suite 200, Jacksonville Beach, FL 32250

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) 807-0185

Fax: _____

E-Mail: ctrimmer@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: 173944 0000 (174257 0000, 174255 0000)

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: RD Future Land Use Map Designation: Commercial

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" x 11" 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: 7/7/2022

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 705 2nd Street North, 704 1st Street North, and 0 7th Avenue North (RE#s 173944 0000; 174257 0000; 174255 0000)

Ladies and Gentlemen:

You are hereby advised that Matthew S. McAfee, as manager of Contega Business Services, LLC, a Florida limited liability company, the sole manager of Nueces LLC, a Florida limited liability company, the sole manager of Jax Beach II 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, modification to 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.

JAX BEACH II LLC, a Florida limited liability company

By: NUECES LLC, a Florida limited liability company, its sole manager

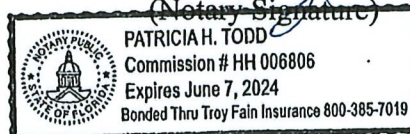
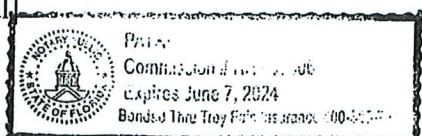
By: CONTEGA BUSINESS SERVICES, LLC, a Florida limited liability company


Matthew S. McAfee, its manager

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 27 day of June, 2022 by, Matthew S. McAfee manager of Contega Business Services, LLC, a Florida limited liability company, the sole manager of Nueces LLC, a Florida limited liability company, the sole manager of Jax Beach II LLC, a Florida limited liability company, on behalf of the company, who is ☒ personally known to me or ☐ has produced _____ as identification.

[Notary Seal]



NARRATIVE DESCRIPTION
DOLPHIN DEPOT REDEVELOPMENT

November 30, 2022

I. Introduction:

This rezoning to Redevelopment District (“RD”) is for the Dolphin Depot property located at 705 2nd Street North, 704 1st Street North, and 0 7th Avenue North (RE#s 173944 0000, 174257 0000, and 174255 0000) (collectively, the “Property”) as more particularly described in the legal description attached hereto as Exhibit 1. The Property has a history of redevelopment efforts including rezoning to RD district by Ordinance 2016-8070, as amended by Ordinance 2017-8089. This RD filing provides an updated narrative description to reflect the current programming for the project with the corresponding site plan and building elevation drawing attached hereto as Exhibit 2 and Exhibit 3, respectively. Items such as colors and materials shown on these exhibits are conceptual and may be updated throughout the design and buildout of the Property.

II. RD Requirements:

1. *An 8 1/2” x 11” vicinity map identifying the Property proposed for amendment:*

See attached Exhibit 4.

2. *An aerial photograph, less than twelve (12) months old, of the land proposed for amendment, with the boundaries clearly marked:*

See attached Exhibit 5.

3. *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 in the LDC governing a rezoning:*

A. Existing conditions on the Property:

The Property is bounded on the north by 7th Avenue North, on the east by 1st Street North, on the south by 6th Avenue north, and on the west by 2nd Street North. The Property is currently undeveloped and vacant.

B. Existing surrounding uses:

The surrounding uses are as follows:

North	Single and multi-family residential
East	Hotel, bar and grill
South	Commercial strip center
West	Single-family residential

C. *Proposed Mixed-Use Development*

Jax Beach II LLC, Owner of the Property, proposes a six (6) story, mixed use project with fifty-four (54) multi-family dwelling units, fifty-seven (57) hotel rooms, integrated restaurant space including outdoor seating, and approximately one thousand fourteen (1,014) square feet of commercial retail space. The project will be heavily amenitized to cater to residents, hotel guests and patrons.

The maximum height for this development is sixty-eight (68) feet subject to providing the required side yard setbacks. As currently proposed, the maximum height is sixty-seven (67) feet six (6) inches. The allowable height is greater than thirty-five (35) feet due to the negotiated settlement with a previous owner and the City of Jacksonville Beach as memorialized in the 2016 and 2017 RD approvals.

Surface parking is provided along with garage parking spaces located on the first and second floors.

D. *Consistency with the Jacksonville Beach Community Redevelopment Plan ("CRP"):*

The proposed redevelopment is consistent with the general purpose and intent of the CRP and specifically contributes to the following objectives:

General Objectives:

1. Eliminate the conditions of blight and prevent the spread of blighting conditions.
2. Encourage the core downtown area to develop as the center for cultural, entertainment and community activities within the City.
3. Provide for reasonable plan flexibility in accommodating unforeseen private sector initiatives and future economic trends, consistent with these redevelopment objectives.

Economic Objectives:

1. Increase the tax base in the Community Redevelopment Area to assist in financing public actions to support redevelopment.
2. Encourage the re-creation of a compact mixed-use core area, oriented to recreation, entertainment, specialty retail tourism and housing.

Land Use Objectives:

1. Encourage the development of a mix of activities in the core area including residential, retail, hotel and office.

2. Control the amount of land zoned for commercial use to stabilize predominately residential areas and concentrate commercial activity in the core area.

Circulation and Parking Objectives:

1. Promote greater pedestrian circulation in the core area particularly along 1st Street and the boardwalk.
2. Maintain the existing street pattern with improvements as necessary to accommodate new development.

Urban Design Objectives:

1. Promote standards of high quality in new development and rehabilitation consistent with the desired image of Jacksonville Beach.
2. Promote compatibility and integration among public and private developments.

E. *Consistency with the LDC applicable to RD zoning. 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:*
 - a. Multi-family residential dwellings, including apartments and condominiums.
 - b. Hotels and motels.
 - c. Multi-family residential dwelling units deemed hotel rooms by the State of Florida Department of Business and Professional Regulation are permitted.
 - d. Restaurants with outdoor sale and service, including roof top service.
 - e. Short-term vacation rentals.
 - f. Miscellaneous amusement and recreation services.
 - g. Any other permitted or accessory use within Sections 34-342(b) and (c) of the C-1 zoning district, attached hereto as Exhibit 6.
3. *Prohibited Uses:* The uses specifically prohibited in Section 34-347(c)(3)i.2.ii of the RD zoning district regulations, attached hereto as Exhibit 7, shall not be permitted.

4. *Conditional Uses:* This RD adopts the conditional uses reflected in Section 34-342(d) of the C-1 zoning district, attached hereto as Exhibit 6, unless otherwise modified by the permitted and prohibited uses herein.
5. *Dimensional Standards:*
 - a. Minimum lot area and width: None.
 - b. Minimum yards:
 - i. Front (6th Avenue North): None.
 - ii. Side (1st and 2nd Street North): None; provided, however, that two (2) feet of total side yard setback shall be provided for each foot the primary structure exceeds thirty-five (35) feet.
 - iii. Rear (7th Avenue North): None.
 - c. Maximum floor area: None.
 - d. Maximum lot coverage: Ninety-two percent (92%).
 - e. Maximum height: Sixty-eight (68) feet, subject to the side yard setback requirements.
6. *Off-street parking and loading:* A minimum of one hundred eighty-two (182) parking spaces shall be provided based upon the following requirements:

Use	Ratio	Spaces Required
Multi-family	2 spaces per unit for a total of 54 units	108
Hotel ¹	1.25 spaces per unit for the first 50 units and one space per each additional unit for a total of 57 units	70
Retail	4 spaces per 1,000 square feet for a total of 1,014 square feet	4

Parking for all other uses shall be provided as required in Article VIII, Division 1 of the LDC. A maximum of twenty-five percent (25%) of parking spaces may be

¹ The City of Jacksonville Beach's Land Development Code (the "LDC") defines "hotel" as "a building or other structure kept, used, maintained, advertised as or held out to the public to be a place where sleeping accommodations are supplied for pay to transient guests or tenants, in which four (4) or more rooms are furnished for the accommodation of such guests; whether or not having one (1) or more dining rooms, restaurants or cafes where meals are served. Such sleeping accommodations and dining rooms, restaurants or cafes, and accessory uses such as gift shops, barber shops or other services primarily intended for the use of the hotel guests, being conducted in the same building or accessory buildings in connection therewith." For hotel rooms permitted per Section II.E.2.c. above, parking shall be provided per the Hotel requirements in Section II.E.6. above.

compact spaces, which shall be no smaller than 8' x 16'. A minimum of one (1) on-site loading space shall be provided, and on-street loading may be utilized in accordance with Ordinance 2020-8152.

7. *Open space requirements:* All residential developments shall provide common open space for amenities or recreational purposes as required by the RD zoning district, attached hereto as Exhibit 7.
8. *Signage:* All signs erected shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Redevelopment Plan and the standards of Article VIII, Division 4.
9. *Landscape standards:* Landscaping shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Community Redevelopment Plan and the standards of Article VIII, Division 3; provided, however, that the required landscape buffer adjacent to the north portion of the western property boundary (contiguous to 160 7th Avenue North) shall be reduced from seven (7) feet to two and one-half (2.5) feet.
10. *Environmental:* The stormwater management and flood protection standards shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan 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 to 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 consistent with the provisions set forth in Article X, Adequate Public Facility Standards.
13. *Comprehensive plan consistency:* The proposed development shall be consistent with the future land use map and the goals, objectives, and policies of the comprehensive plan.
14. *Time limitations:* As required by Section 34-347(c)(3)m of the RD zoning district regulations.
15. *Applicant and professionals:*

Applicant: Jax Beach II LLC
177 4th Avenue North, Suite 200
Jacksonville Beach, FL 32250

Agent: Steve Diebenow and Cyndy Trimmer
Driver, McAfee, Hawthorne & Diebenow, PLLC
One Independent Drive, Suite 1200
Jacksonville, FL 32202
sdiebenow@drivermcafee.com
ctrimmer@drivermcafee.com
(904) 301-1269

Civil Engineer: Joe Mecca and Taylor Hill
Kimley Horn and Associates, Inc.
12740 Gran Bay Parkway West, Suite 2350
Jacksonville, FL 32258
Joe.mecca@kimley-horn.com
taylor.hill@kimley-horn.com
(904) 828 3924 / (904) 828-3919

Architect: Melissa Smith
Dynamik Design
5901 Peachtree Dunwoody Road
Building C, Suite 250
Atlanta, GA 30328
msmith@dynamikdesign.com
(678) 506-8830

EXHIBIT 1

LEGAL DESCRIPTION

Parcel One:

Lots 46, 47, 48 and 49, Flagler Tract, according to the plat thereof recorded in Plat Book 15, page 50, Public Records of Duval County, Florida.

Parcel Two:

Lots 1 and 2, Block 72, Lot 7, Block 72 except that part conveyed in Official Records Book 170, page 518; and the north 50 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, the alley abandoned by Ordinance No. 7298.

Parcel Three:

A part of Lot 7, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida, being more particularly described as follows:

Beginning at a point where the east line of the right of way of the Florida East Coast Railway crosses the north line of Mier Avenue; thence running east 75 feet to the east line of said Lot 7; thence North along the east line of said Lot 7 a distance of 77 feet to a point; thence west to a point in the west line of said Lot 7 (which point is 80 feet north of said Mier Avenue); thence South along the west line of said Lot 7, a distance of 80 feet to the Point of Beginning.

and

The south 75 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Parcel Two and Parcel Three combined described as follows:

Lots 1, 2, 7 and 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, abandoned by Ordinance No. 7298 (said Ordinance referred to as Ordinance No. 7075 in the Certificate of Title recorded in Official Records Book 6942, page 815, Public Records of Duval County, Florida.

This instrument prepared by
and return to:

M. Lee Johnsey, Jr.,
Balch & Bingham LLP
1901 Sixth Avenue North, Suite 1500
Birmingham, AL 35203-4642

Parcel Identification No.: 173944-0000
174255-0000
174257-0000

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made and executed as of the 8th day of October, 2021, by DOLPHIN DEPOT, LLC, a Florida limited liability company, whose address is 930 3rd Street, Neptune Beach, FL 32266 (collectively, the "Grantor") to JAX BEACH II LLC, a Florida limited liability company, whose address is 177 4th Avenue N, Jacksonville Beach, FL 32250 ("Grantee").

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten and No/100 dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, by these presents does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, its successors and assigns forever, the property located in Duval County, Florida described on Exhibit "A" attached hereto (collectively, the "Real Property").

TOGETHER WITH all the tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining;

TO HAVE AND TO HOLD, the same in fee simple forever;

SUBJECT TO those matters shown on Exhibit "B" attached hereto (Permitted Exceptions), if any,,; existing zoning ordinances and other restrictions as may be imposed by applicable governmental authority; matters which would be shown on a current survey; and taxes and assessments for the year 2021 and subsequent years, which are not yet due and payable; and

SUBJECT TO the matters described above, Grantor specially warrants the title to the Real Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other.

The Property is not the homestead of the Grantor.

IN WITNESS WHEREOF, Grantor has executed under seal this Special Warranty Deed on the day and year set forth herein above.

Signed, sealed and delivered in the presence of:

GRANTOR:

DOLPHIN DEPOT, LLC, a Florida limited liability company

By:

M. Anthony Roffino
M. Anthony Roffino, Authorized Signatory

John Eckstein
Name Printed: JOHN ECKSTEIN

John Hidalgo
Name Printed: JOHN HIDALGO

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 7 day of October, 2021, by means of ☒ physical presence or ☐ online notarization, by M. Anthony Roffino, Authorized Signatory of DOLPHIN DEPOT, LLC, a Florida limited liability company. He is ☒ personally known to me or who ☒ has produced Drivers License as identification.

(NOTARY SEAL)

Kristina Hammons
(Notary Signature)

Kristina Hammons
(Notary Name Printed)

Notary Public Commission No. 1659867



Kristina Hammons
Notary Public, State of Florida
My Comm. Expires 05/03/2025
Commission No. 1659867

Exhibit "A"

Parcel One:

Lots 46, 47, 48 and 49, Flagler Tract, according to the plat thereof recorded in Plat Book 15, page 50, Public Records of Duval County, Florida.

Parcel Two:

Lots 1 and 2, Block 72, Lot 7, Block 72 except that part conveyed in Official Records Book 170, page 518; and the north 50 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, the alley abandoned by Ordinance No. 7298.

Parcel Three:

A part of Lot 7, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida, being more particularly described as follows:

Beginning at a point where the east line of the right of way of the Florida East Coast Railway crosses the north line of Mier Avenue; thence running east 75 feet to the east line of said Lot 7; thence North along the east line of said Lot 7 a distance of 77 feet to a point; thence west to a point in the west line of said Lot 7 (which point is 80 feet north of said Mier Avenue); thence South along the west line of said Lot 7, a distance of 80 feet to the Point of Beginning.

and

The south 75 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Parcel Two and Parcel Three combined described as follows:

Lots 1, 2, 7 and 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, abandoned by Ordinance No. 7298 (said Ordinance referred to as Ordinance No. 7075 in the Certificate of Title recorded in Official Records Book 6942, page 815, Public Records of Duval County, Florida.

Exhibit "B"

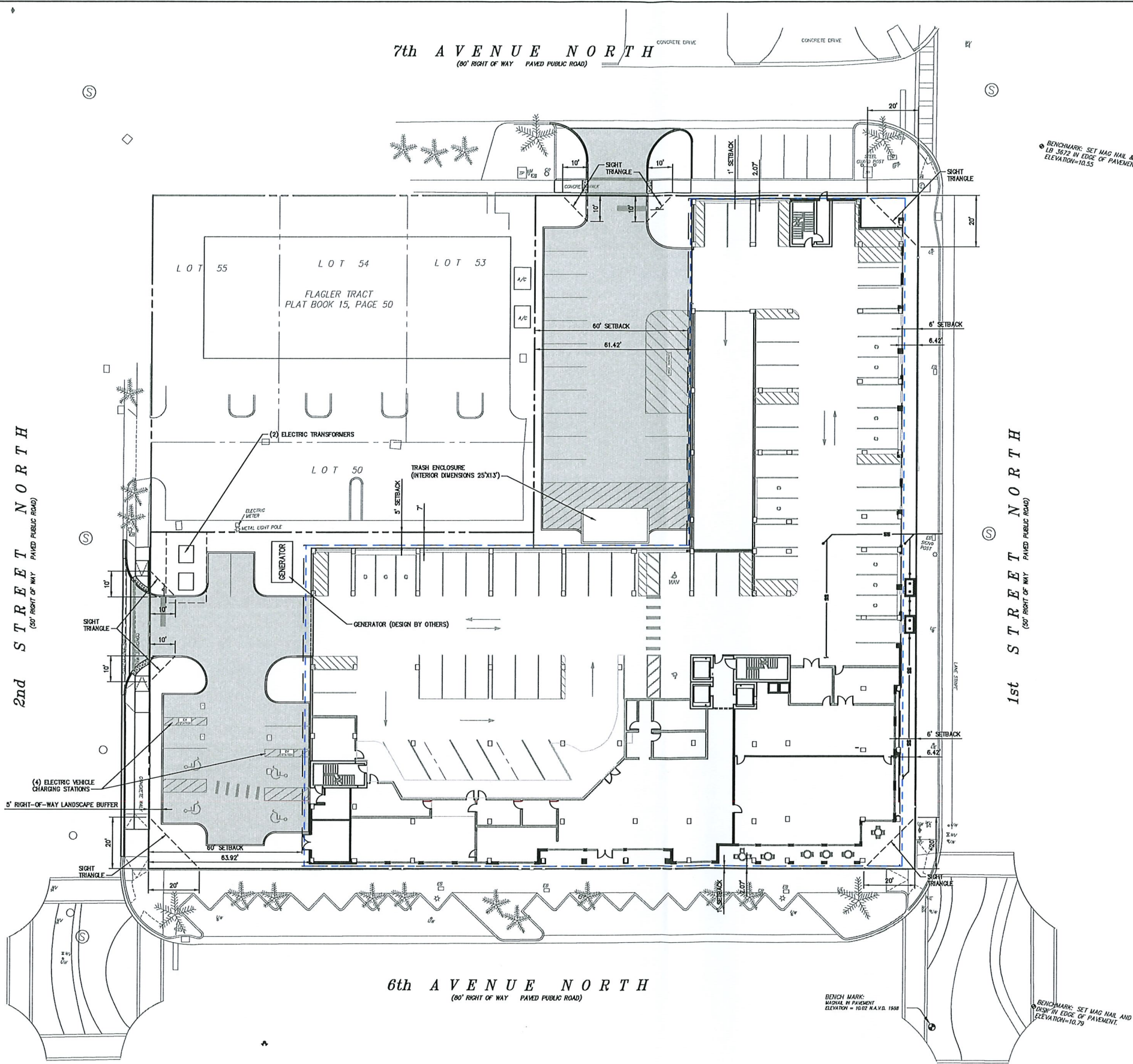
PERMITTED EXCEPTIONS

1. Recorded Notice of Environmental Resource Permit as set forth by instrument recorded in Official Records Book 19139, page 1148.

EXHIBIT 2

SITE PLAN

Plotted By: Hill, Taylor, Sheet: SLDOLPHIN DEPOT MIXED USE, Layout: 01, November 22, 2022, 04:30:33pm, K:\JAX-Civil\045683000 - Dolphin Depot Mixed Use\045683000 - Overall Site Plan.dwg
This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared, and no other use or adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



PRELIMINARY
NOT FOR CONSTRUCTION

OVERALL SITE PLAN		KHA PROJECT 045683000		DATE	
DOLPHIN DEPOT MIXED USE		SCALE: AS SHOWN		DESIGNED BY:	
PREPARED FOR		DRAWN BY:		CHECKED BY:	
TREVATO DEVELOPMENT GROUP, LLC		FLORIDA			
JACKSONVILLE BEACH					
SHEET NUMBER C-103		FOR ENGINEER OF RECORD SIGNATURE AND SEAL REFER TO SIGNATURE SHEET		Kimley»Horn	
				© 2023 KIMLEY-HORN AND ASSOCIATES, INC. 12744 GRAN BAY PARKWAY WEST, SUITE 2550 JACKSONVILLE, FLORIDA 32258 PHONE: 904-828-3500 WWW.KIMLEY-HORN.COM REGISTRY No. 35106	
				PRELIMINARY NOT FOR CONSTRUCTION	
				No.	
				REVISIONS	
				DATE	
				BY	

EXHIBIT 3

BUILDING ELEVATION DRAWING



1 SOUTH ELEVATION

SCALE: 1/16" = 1'-0"

TREVATO
DEVELOPMENT GROUP

DOLPHIN DEPOT

JACKSONVILLE BEACH, FL
CONCEPTUAL DESIGN • 07/06/22

TDC2022-01

DYNAMIK
DESIGN

© COPYRIGHT 2021 DYNAMIK DESIGN

VICINITY MAP

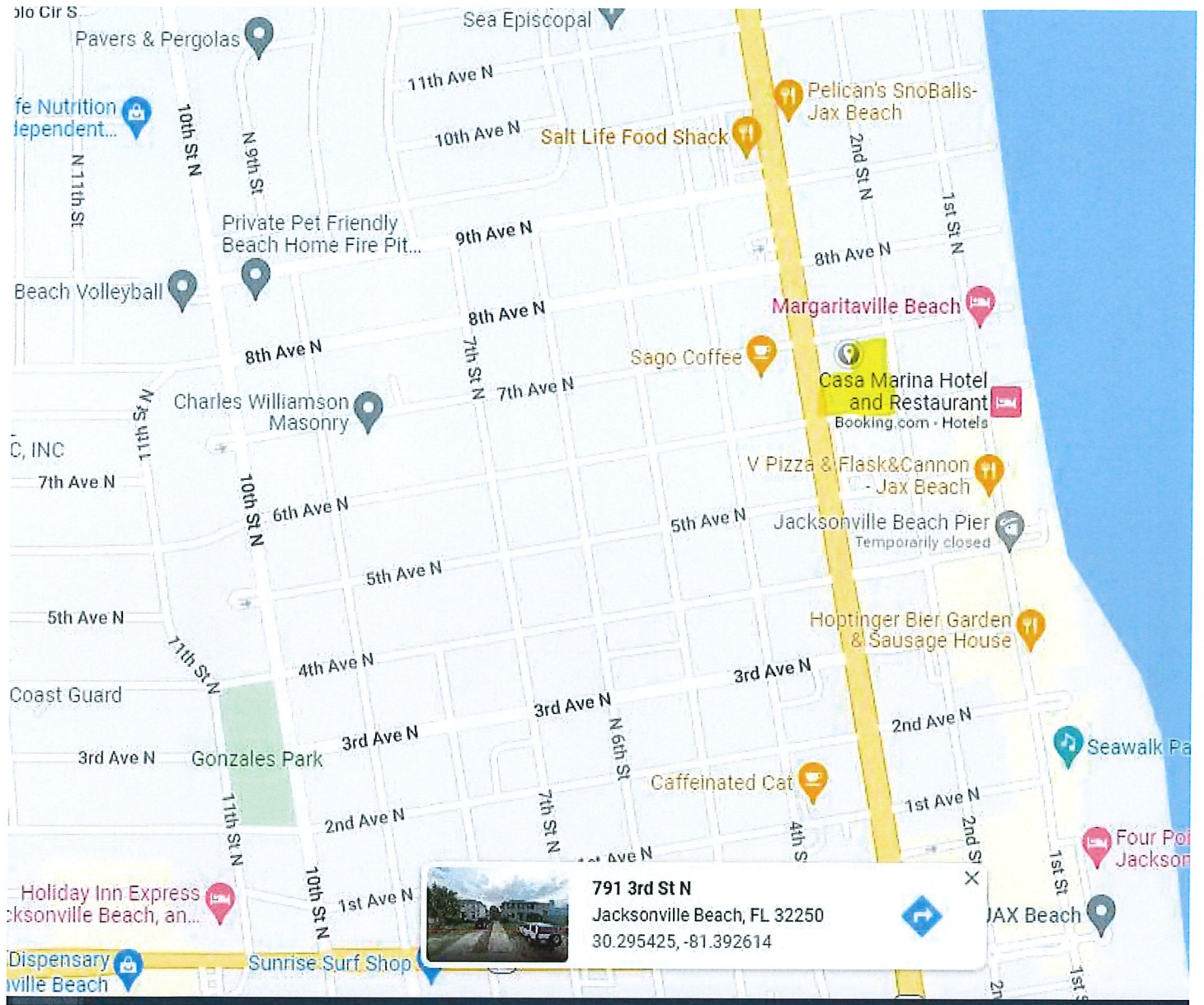


EXHIBIT 5

AERIAL PHOTOGRAPH



EXHIBIT 6

C-1 ZONING DISTRICT

Sec. 34-342. Commercial limited: C-1.

- (a) *Purpose.* The commercial limited (C-1) zoning district is intended to implement the commercial land use district in the comprehensive plan. It is intended to apply to commercial areas that can exist within close proximity to residential areas without creating an adverse effect on the development and character of such areas.
- (b) *Permitted uses.* The following uses, not to exceed fifty thousand (50,000) square feet in gross floor area for single or multiple use buildings or developments, are permitted as of right in the C-1 zoning district. Buildings or developments containing single or multiple uses listed herein and which exceed fifty thousand (50,000) square feet in gross floor area shall only be approved pursuant to section 34-348 planned unit development: PUD district standards and procedures.
 - (1) Business and professional offices as follows: Building contractors and subcontractors (no storage of vehicles, material or equipment); veterinary services for animal specialties; landscape architects; doctors, dentists, home health care services, and miscellaneous health offices and clinics; legal services; and engineering, architecture, accounting, research, management, and related services.
 - (2) Bakery products manufacturing, in conjunction with the retail sale of the bakery products on the same site.
 - (3) Jewelry and leather products manufacturing, in conjunction with the retail sale of the manufactured products on the same site.
 - (4) Travel agencies.
 - (5) Business offices for communications and utility services (no storage of vehicles, materials, or equipment).
 - (6) Retail trade establishments as follows: Building materials, hardware and garden supplies; general merchandise; food; apparel and accessories; home furniture, furnishing and equipment stores; non-prescription drugs; used merchandise; miscellaneous shopping goods; fuel dealers; florists; tobacco and newsstands; optical goods; and miscellaneous retail goods.
 - (7) Restaurants, except drive-ins; and outdoor restaurants less than or equal to two hundred fifty (250) square feet if alcohol is not served.
 - (8) Financial institutions, insurance and real estate offices.
 - (9) Hotels and motels.
 - (10) Rooming and boarding houses.

- (11) Personal service establishments as follows: Laundry, cleaning and garment services; photography studios; beauty and barber shops; shoe repair shops and shoe-shine parlors; tax preparation services; and miscellaneous personal services.
 - (12) Business service establishments as follows: Advertising; business and consumer credit reporting and collections; mailing reproduction, commercial art and photography and stenographic services; building services; medical and other equipment rental and leasing; personnel supply, excluding labor and manpower pools and similar temporary help services; computer programming, data processing and other computer services; and miscellaneous business services.
 - (13) Automotive rental and leasing.
 - (14) Electrical repair shops and watch, clock and jewelry repair shops.
 - (15) Motion pictures theaters, except drive-in, and video tape rental.
 - (16) Amusement and recreation services as follows: Dance studios and schools; bowling centers; physical fitness facilities; coin operated amusement devices; and membership sports and recreation clubs.
 - (17) Medical and dental laboratories.
 - (18) Child day care services.
 - (19) Adult day care services.
 - (20) Museums and art galleries.
 - (21) Membership organizations, including religious organizations.
 - (22) Government use.
 - (23) Type I home occupations.
 - (24) Auxiliary dwelling unit.
 - (25) Miscellaneous repair shops and related services as follows: Camera, luggage, sewing machine, musical instrument, and precision instrument repair, piano and organ tuning and repair, locksmith, gunsmith, picture framing, and china and pottery decorating and firing to individual order.
 - (26) 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.
 - (27) Short-term vacation rentals.
- (c) *Accessory uses.* The following uses are permitted as accessory uses in the C-1 zoning district.
- (1) Any use customarily accessory to the permitted and conditional uses in the C-1 zoning district.

- (d) *Conditional uses.* The following uses are permitted as conditional uses in the C-1 zoning district, subject to the standards and procedures established in section 34-221 et seq.
- (1) Job or quick print commercial printing.
 - (2) Motor vehicle dealers, new and/or used; auto and home supply stores; gasoline service stations; and boat, recreational vehicle and motorcycle dealers.
 - (3) Bar, lounge, nightclub, tavern or other drinking place.
 - (4) Package liquor store.
 - (5) Camps and recreational vehicle parks.
 - (6) Carwashes and automotive repair; except top, body and upholstery repair and paint shops.
 - (7) Funeral homes.
 - (8) Drive in motion picture theaters.
 - (9) Amusement parks.
 - (10) Hospitals, and nursing and personal care facilities.
 - (11) Essential public services.
 - (12) Educational services.
 - (13) Golf courses.
 - (14) Cemeteries.
 - (15) Multiple family dwellings, subject to section 34-339 residential, multiple family: RM-1, except that the maximum building height shall be determined in accordance with paragraph (e)(6) of section 34-342, and that for properties located east of 3rd Street, the minimum lot size shall be determined in accordance with paragraph (e)(3)a. of section 34-340.
 - (16) Mobile home parks.
 - (17) Commercial recreation facilities such as shooting galleries, outdoor skating rinks, amusement parks, go kart tracks, miniature golf courses and similar outdoor uses.
 - (18) Type II home occupations.
 - (19) Microbrewery.
 - (20) Outdoor restaurants or bars.
 - (21) Miscellaneous repair shops and related services as follows: Taxidermist, lawnmower repair, and window and blind fabrication and repair.
 - (22) Pharmacy.
 - (23) Medical marijuana treatment center dispensing facilities.

- (e) *Dimensional standards.* The following dimensional standards shall apply to all permitted, conditional, and accessory uses in the C-1 Zoning District.
- (1) *Minimum lot area:* None.
 - (2) *Minimum lot width:* None.
 - (3) *Minimum yards:*
 - a. *Front yard:* Ten (10) feet.
 - b. *Side yard:* None, except where adjacent to streets. If adjacent to a street ten (10) feet, for a corner lot, the side yard on the corner shall be ten (10) feet.
 - c. *Rear yard:* None. For oceanfront lots, the rear yard shall be the yard adjacent to the ocean, or the easterly yard, and the front yard shall be the westerly yard, or yard opposite the rear yard.
 - (4) *Floor area:* None.
 - (5) *Maximum lot coverage:* Eighty-five (85) percent.
 - (6) *Height:* Thirty-five (35) feet.
 - (f) *Off-street parking and loading.* The off-street parking and loading standards for the C-1 zoning district are found in Article VIII, Division 1.
 - (g) *Supplemental standards.* The supplemental standards for the C-1 zoning district are found in Article VIII, Division 2.
 - (h) *Landscape standards.* The landscape standards for the C-1 zoning district are found in Article VIII, Division 3.
 - (i) *Sign standards.* The sign standards for the C-1 zoning district are found in Article VIII, Division 4.
 - (j) *Environmental standards.* The environmental standards for the C-1 zoning district are found in Article VIII, Division 5.
 - (k) *Prohibited use.* The business of outdoor advertising.
- (Ord. No. 7500, § 7.2(G), 8-19-91; Ord. No. 96-7681, § 2, 10-21-96; Ord. No. 96-7689, § 2, 12-16-96; Ord. No. 97-7695, § 1, 2-3-97; Ord. No. 99-7774, § 4, 10-18-99; Ord. No. 2001-7810, § 1, 7-16-01; Ord. No. 2002-7838, § 2, 7-15-02; Ord. No. 2003-7860, §§ 3, 4, 10-6-03; Ord. No. 2003-7861, § 1, 10-6-03; Ord. No. 2005-7899, § 4, 4-4-05; Ord. No. 2005-7904, § 1, 6-20-05; Ord. No. 2011-7999, § 1, 5-16-11; Ord. No. 2014-8042, § 2, 2-3-14; Ord. No. 2015-8065, § 10, 12-7-15; Ord. No. 2018-8104, § 3, 2-19-18; Ord. No. 2019-8118, § 10, 9-16-19; Ord. No. 2020-8145, § 4, 9-21-20; Ord. No. 2021-8168, § 3, 2-7-22)

EXHIBIT 7

RD ZONING DISTRICT

Sec. 34-347. Redevelopment district: RD.

- (a) *Purpose and intent.* 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.
- (b) *RD zoning district boundaries.*
 - (1) *General.* The RD zoning district boundaries include all lands lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Thirteenth Avenue South, Third Street (State Route A-1-A), and Ninth Avenue North.
 - (2) *Subdistricts.* The boundaries of the RD zoning district may be further described by the following subdistricts:
 - a. *Downtown subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: First Avenue South, Third Street (State Route A1A), and Fifth Avenue North.
 - b. *North subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Fifth Avenue North, Third Street (State Route A1A), and Ninth Avenue North.
 - c. *South subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Thirteenth Avenue South, Third Street (State Route A1A), and First Avenue South.
- (c) *Procedure.*
 - (1) *General overview.* Land that is not zoned RD but seeks to be rezoned to Redevelopment District: RD must comply with Article VI, Division 3 standards and must also receive approval of a preliminary development plan pursuant to the procedures and standards of this section. The preliminary development plan for an RD zoning district classification must then receive approval of a development plan pursuant to the procedures and standards of section 34-251 et seq.
 - (2) *Preapplication conference.*
 - a. *Submission of application.* Before submitting an application for rezoning and preliminary development plan for RD zoning district classification, an applicant

shall request in writing a preapplication conference with the planning and development director. Accompanying the request for a preapplication conference shall be an application in the form established by the planning and development director and made available to the public, and a nonrefundable application fee which is established from time to time by the city council to defray the actual cost of the preapplication conference.

- b. *Scheduling of preapplication conference.* Within ten (10) working days after the planning and development director determines that the application is sufficient, a preapplication conference shall be scheduled with the applicant, representatives of the Jacksonville Beach Community Redevelopment Agency, such other city departments and, state or federal agencies that may be involved in the review and processing of the application. The applicant shall be notified in advance by the planning and development director about which other city departments, state and federal agencies will be involved in the preapplication conference and the time, date and place of the conference.
 - c. *Preapplication conference issues.* At the preapplication conference, the planning and development director, the applicant, representatives of the Jacksonville Beach Community Redevelopment Agency, and the representatives from other city departments, state and federal agencies shall discuss the proposed development and the following issues as they relate to the application for an RD zoning district designation:
 - 1. The existing characteristics of the site proposed for development or redevelopment including but not limited to existing built land uses, vacant areas, land ownership and existing densities;
 - 2. The relationship between the proposed development, existing land uses, and surrounding land uses;
 - 3. The status of existing and proposed on-site streets, utilities or other public and private facilities to serve the proposed development; and
 - 4. The status of public facilities that would serve the proposed development, specifically as it relates to the CIE of the comprehensive plan;
 - d. *Written summary.* Within ten (10) working days of the preapplication conference, the planning and development director shall provide the applicant with a written summary of the preapplication conference. One (1) copy of this written summary shall be submitted by the applicant to the planning and development director at the time of submission of the application for development permit.
- (3) *Preliminary development plan for an RD zoning district.*
- a. *Submission of application.* Following the preapplication conference, an application for rezoning and a preliminary development plan 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 preliminary development plan application shall include the following information:
1. The names, address, and telephone number of the owners of record of the land proposed for development.
 2. The name, address, and telephone number of the developer, if different from the owner, and an explanation of the difference.
 3. The name, address and telephone number of the agent of the applicant, if there is an agent.
 4. The name, address, and telephone number of the all land use, environmental, engineering, economic, or other professionals that are assisting with the application.
 5. The name, address and legal description of the land on which the preliminary development plan is proposed to occur, with attached copies of any instruments referenced, such as but not limited to deeds, plats, easements, covenants and restrictions.
 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.
 7. An eight and one-half (8½) by eleven (11) vicinity map locating the proposed land for development.
 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.
 9. A statement of the applicant's intentions 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.
 10. A description of the proposed development, including:
 - i. The number and type of residential dwelling units.
 - ii. The approximate gross density for the residential development.
 - 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.
 - iv. Calculations showing the total lot coverage for building and accessory uses.

11. A concept plan showing the location of all proposed buildings, the proposed traffic circulation system, and parking facilities.
 12. A tentative development schedule indicating:
 - i. The approximate date when construction of the development can be expected to begin.
 - ii. The stages in which the development will be built and the approximate date when construction on each stage can be expected to begin.
 - iii. The approximate date when each stage of development will be completed.
- c. *Determination of sufficiency.* The planning and development director shall determine if the application is sufficient within ten (10) working days after it is submitted.
1. If the planning and development director determines the application is not sufficient, a written notice shall be mailed to the applicant specifying the application's deficiencies. No further action shall be taken on the application until the deficiencies are remedied.
 2. When the application is determined sufficient, the planning and development director shall notify the applicant, in writing, of the application's sufficiency and that the application is ready for review pursuant to this section.
- d. *Review and report.* On the day the application is determined sufficient, the planning and development director shall forward the application to the Jacksonville Beach Redevelopment Agency for its review and recommendation. Within twenty-five (25) working days after the receipt of the application, the Jacksonville Beach Redevelopment Agency shall review the application and prepare a report recommending approval, approval with conditions or denial, based on the standards in section 34-347(c)(3). The planning and development director shall mail a copy of the redevelopment agency report to the applicant on the day the report is completed, along with written notification of the time and place the application will be considered by the planning commission at a public hearing.
- e. *Public hearings.* The planning commission shall hold one (1) public hearing and the city council shall hold two (2) public hearings on a preliminary development plan for a RD zoning district classification when the amendment would affect five (5) percent or more of the total land area of the city. The second public hearing before the city council shall be held approximately two (2) weeks after the first public hearing. The day, time, and place at which the second city council public hearing will be held shall be announced at the first public hearing. The planning commission and the city council each shall hold at least one (1) public hearing on a proposed preliminary development plan for a RD zoning district when that

amendment would affect less than five (5) percent of land in the city. The public hearings shall be held after 5:00 p.m. on a weekday.

- f. *Notice.* The planning and development director shall provide notice of the public hearings pursuant to the requirements of section 34-154(b).
- g. *Action by planning commission.* The planning commission public hearing on the application shall be conducted pursuant to the procedures in section 34-151 et seq. At the public hearing, the planning commission shall consider the application, the recommendation of the Jacksonville Beach Redevelopment Agency, comments of the applicant and city staff, and public testimony. After close of the public hearing, the planning commission shall recommend to the city council approval, approval with conditions, or denial of the requested rezoning and preliminary development plan for the RD zoning district classification. In reviewing and making a recommendation, the planning commission shall apply the standards in section 34-211 governing rezonings.
- h. *Action by the city council.*
 - 1. *Scheduling of public hearing.* Upon notification of the recommendation of the planning commission, the application and recommendation shall be forwarded to the city council for the scheduling of a public hearing at the first available regularly scheduled meeting by which time the public notice requirements can be satisfied, or such time as it is mutually agreed upon by the applicant and planning and development director.
 - 2. *Decision.* At the public hearing, the city council shall consider the application, the recommendation of the Jacksonville Beach Redevelopment Agency, the recommendation of the planning commission, and comments of the applicant and city staff. After the close of the public hearing, the city council shall approve, approve with conditions, or deny the rezoning application and preliminary development plan pursuant to the standards in section 34-211.
- 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.
3. *Residential density.* The maximum density allowed for residential development shall not exceed forty (40) dwelling units per gross acre, or two (2) dwelling units for the first five thousand (5,000) square feet, plus one (1) dwelling unit for each additional one thousand (1,000) square feet of land, whichever is the strictest.
4. *Area and setback requirements.* Minimum lot area, minimum width, yard setbacks, and maximum lot coverage shall be consistent with the goals, objectives and policies of the Jacksonville Beach Community Redevelopment Plan, comparable to the remainder of the planned redevelopment, and comparable to the existing and proposed development of the surrounding area. The maximum building height allowed shall be thirty-five (35) feet.
5. *Traffic circulation control and parking.*
- i. A suitable transportation and traffic control plan shall be provided showing the utilization of existing roads for access to the proposed development, and their relationship to on-site driveways, parking and loading areas, refuse collection points, sidewalks, bike paths, and other traffic-related facilities. The suitability of the proposed

traffic management system shall be determined, in part, by the potential impact of the development on safety, traffic flow and control, accessibility for emergency vehicles, and consistency of the development with the provisions of the Jacksonville Beach Community Redevelopment Plan.

- ii. Principal vehicular access points shall be designed to permit smooth traffic flow and minimize hazards to vehicular and pedestrian ways. Minor streets within a Preliminary Development Plan shall not be connected to streets outside the site in such a way as to encourage their use by through traffic.
6. *Off-street parking and loading.* Off-street parking and loading shall be provided in a planned and coordinated manner consistent with the provisions of the Jacksonville Beach Community Redevelopment Plan.
7. *Open space requirements.* All residential developments shall provide common open space for amenities or recreational purposes. The use of the open space or recreational areas shall be appropriate for the scale and character of the proposed residential development based on consideration of the size, density, anticipated population, topography, and the type of dwelling units. The common open space or recreational area shall be suitably improved for its intended use and the buildings, structures, and improvements permitted in the common areas shall be appropriate to the uses which are authorized for such areas.
8. *Signage.* All signs erected shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Redevelopment Plan and the standards of Article VIII, Division 4.
9. *Landscape.* Landscaping shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan and the standards of Article VIII, Division 3.
10. *Environmental.* The stormwater management and flood protection standards shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan 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 to 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 IX, Adequate public facilities standards.

13. *Comprehensive plan consistency.* The proposed development shall be consistent with the future land use map and the goals, objectives, and policies of the comprehensive plan.
- j. *Conditions.* The Jacksonville Beach Redevelopment Agency and the planning commission shall have the authority to recommend, and the city council shall have the authority to impose such conditions on a preliminary development plan for an RD zoning district designation that are necessary to accomplish the purposes of this section, this code, and the comprehensive plan.
- k. *Effect of development order for an RD zoning district designation.* Issuance of a development order for RD zoning district classification shall constitute an amendment to the official zoning map to RD zoning district. It shall also be deemed to authorize the applicant to submit to the planning and development director an application for development permit for the approved preliminary RD development plan pursuant to section 34-251 et seq. No development plan shall be accepted for review and consideration unless the RD zoning district classification and preliminary RD development plan have been approved and remain valid and in effect.
- l. *Recordation.* The adopted Redevelopment District: RD ordinance shall be recorded in the office of the Duval County Clerk, and shall be binding upon the property owners subject to the development order, their successors and assigns, and shall constitute the development regulations for the property. Development of the property shall be limited to the uses, density, configuration, and all other elements and conditions set forth on the adopted preliminary RD development plan. Failure on the part of the applicant to record the Redevelopment District: RD ordinance within a period of one hundred eighty (180) days following its adoption by the city council shall render the plan invalid.
- m. *Time limitations.* Receipt of a development order for an RD zoning district classification shall expire at the end of one (1) year after the date of its initial approval unless an application for a development permit for a development plan has been submitted to the planning and development director. Only one (1), one-year extension shall be granted for an RD zoning district classification 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. Failure to submit an application for a final development plan within the time limits established by this section shall render null and void the development order for the preliminary development plan and RD zoning district classification.
- n. *Minor deviation to preliminary development plan for an RD zoning district designation.* A minor deviation may be made from the preliminary development plan upon written approval of the planning and development director. Minor deviations which shall be authorized are those that appear necessary in light of

technical or engineering considerations first discovered during actual development that are not reasonably anticipated during the initial approval process, and shall be limited to the following:

1. Alteration of the location of any road or walkway by not more than five (5) feet;
 2. Alteration of the building envelope of up to five (5) percent, provided such alteration complies with the requirements of this Code.
 3. Reduction of the total amount of open space by not more than five (5) percent, provided that such reduction does not permit the required open space to be less than that required by this Code.
 4. Alterations of the location, type, or quality of required landscaping elements, if it complies with this Code.
- o. *Amendments to preliminary development plan.* A preliminary development plan may be amended only pursuant to the procedures established for its original approval as otherwise set forth in this section.
- (4) *Development plan.* An application for a development plan shall be submitted within one (1) year of receipt of a development order for RD zoning district classification, or the development order shall become immediately void.

(Ord. No. 7500, § 7.2(L), 8-19-91; Ord. No. 99-7776, § 1, 12-6-99; Ord. No. 2001-7810, § 1, 7-16-01; Ord. No. 2004-7878, § 1, 7-19-04; Ord. No. 2005-7899, § 7, 4-4-05; Ord. No. 2014-8042, § 6, 2-3-14; Ord. No. 2015-8065, § 15, 12-7-15 ; Ord. No. 2018-8103, § 1, 2-19-18)

Introduced by: _____
1st Reading: _____
2nd Reading: _____

ORDINANCE NO. 2022-8183

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.

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 City Council approved the rezoning of certain lands in the City from *Commercial, limited: C-1* to *Redevelopment District: RD* on April 18, 2016, establishing a Redevelopment District, pursuant to Ordinance No. 2016-8070; and

WHEREAS, the City Council approved an amendment to the rezoning of certain lands in the City, zoned *Redevelopment District: RD* on June 5, 2017, pursuant to Ordinance No. 2017-8089; and

WHEREAS, the owner of the subject property desires to modify the development plans for the project approved via Ordinance No. 2017-8089; and

WHEREAS, such modifications require an amendment to Ordinance No. 2017-8089 currently governing the subject property; and

WHEREAS, the City Council has considered the application to amend Ordinance No. 2017-8089, 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 Redevelopment District: RD, 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.

SECTION 3. That Ordinance No. 2017-8089 is hereby amended by replacing the Preliminary *RD* Development Plan and Project Narrative received on March 7, 2017 and included in Exhibit A to Ordinance No. 2017-8089, with a new Project Narrative dated November 30, 2022, Preliminary RD Development Plan dated November 22, 2022, and Building Elevation Drawing dated July 6, 2022 attached hereto as Composite Exhibit A.

SECTION 4. Except as provided herein, all other portions of the Jacksonville Beach Land Development Code and Zoning Atlas remain in effect.

SECTION 5. 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 6. 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

NARRATIVE DESCRIPTION

DOLPHIN DEPOT REDEVELOPMENT

November 30, 2022

I. Introduction:

This rezoning to Redevelopment District ("RD") is for the Dolphin Depot property located at 705 2nd Street North, 704 1st Street North, and 0 7th Avenue North (RE#s 173944 0000, 174257 0000, and 174255 0000) (collectively, the "Property") as more particularly described in the legal description attached hereto as Exhibit 1. The Property has a history of redevelopment efforts including rezoning to RD district by Ordinance 2016-8070, as amended by Ordinance 2017-8089. This RD filing provides an updated narrative description to reflect the current programming for the project with the corresponding site plan and building elevation drawing attached hereto as Exhibit 2 and Exhibit 3, respectively. Items such as colors and materials shown on these exhibits are conceptual and may be updated throughout the design and buildout of the Property.

II. RD Requirements:

1. *An 8 1/2" x 11" vicinity map identifying the Property proposed for amendment:*

See attached Exhibit 4.

2. *An aerial photograph, less than twelve (12) months old, of the land proposed for amendment, with the boundaries clearly marked:*

See attached Exhibit 5.

3. *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 in the LDC governing a rezoning:*

A. Existing conditions on the Property:

The Property is bounded on the north by 7th Avenue North, on the east by 1st Street North, on the south by 6th Avenue north, and on the west by 2nd Street North. The Property is currently undeveloped and vacant.

B. Existing surrounding uses:

The surrounding uses are as follows:

North	Single and multi-family residential
East	Hotel, bar and grill
South	Commercial strip center
West	Single-family residential

C. Proposed Mixed-Use Development

Jax Beach II LLC, Owner of the Property, proposes a six (6) story, mixed use project with fifty-four (54) multi-family dwelling units, fifty-seven (57) hotel rooms, integrated restaurant space including outdoor seating, and approximately one thousand fourteen (1,014) square feet of commercial retail space. The project will be heavily amenitized to cater to residents, hotel guests and patrons.

The maximum height for this development is sixty-eight (68) feet subject to providing the required side yard setbacks. As currently proposed, the maximum height is sixty-seven (67) feet six (6) inches. The allowable height is greater than thirty-five (35) feet due to the negotiated settlement with a previous owner and the City of Jacksonville Beach as memorialized in the 2016 and 2017 RD approvals.

Surface parking is provided along with garage parking spaces located on the first and second floors.

D. Consistency with the Jacksonville Beach Community Redevelopment Plan ("CRP"):

The proposed redevelopment is consistent with the general purpose and intent of the CRP and specifically contributes to the following objectives:

General Objectives:

1. Eliminate the conditions of blight and prevent the spread of blighting conditions.
2. Encourage the core downtown area to develop as the center for cultural, entertainment and community activities within the City.
3. Provide for reasonable plan flexibility in accommodating unforeseen private sector initiatives and future economic trends, consistent with these redevelopment objectives.

Economic Objectives:

1. Increase the tax base in the Community Redevelopment Area to assist in financing public actions to support redevelopment.
2. Encourage the re-creation of a compact mixed-use core area, oriented to recreation, entertainment, specialty retail tourism and housing.

Land Use Objectives:

1. Encourage the development of a mix of activities in the core area including residential, retail, hotel and office.

2. Control the amount of land zoned for commercial use to stabilize predominately residential areas and concentrate commercial activity in the core area.

Circulation and Parking Objectives:

1. Promote greater pedestrian circulation in the core area particularly along 1st Street and the boardwalk.
2. Maintain the existing street pattern with improvements as necessary to accommodate new development.

Urban Design Objectives:

1. Promote standards of high quality in new development and rehabilitation consistent with the desired image of Jacksonville Beach.
2. Promote compatibility and integration among public and private developments.

E. *Consistency with the LDC applicable to RD zoning. 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:*
 - a. Multi-family residential dwellings, including apartments and condominiums.
 - b. Hotels and motels.
 - c. Multi-family residential dwelling units deemed hotel rooms by the State of Florida Department of Business and Professional Regulation are permitted.
 - d. Restaurants with outdoor sale and service, including roof top service.
 - e. Short-term vacation rentals.
 - f. Miscellaneous amusement and recreation services.
 - g. Any other permitted or accessory use within Sections 34-342(b) and (c) of the C-1 zoning district, attached hereto as Exhibit 6.
3. *Prohibited Uses:* The uses specifically prohibited in Section 34-347(c)(3)i.2.ii of the RD zoning district regulations, attached hereto as Exhibit 7, shall not be permitted.

4. *Conditional Uses:* This RD adopts the conditional uses reflected in Section 34-342(d) of the C-1 zoning district, attached hereto as Exhibit 6, unless otherwise modified by the permitted and prohibited uses herein.
5. *Dimensional Standards:*
- a. Minimum lot area and width: None.
 - b. Minimum yards:
 - i. Front (6th Avenue North): None.
 - ii. Side (1st and 2nd Street North): None; provided, however, that two (2) feet of total side yard setback shall be provided for each foot the primary structure exceeds thirty-five (35) feet.
 - iii. Rear (7th Avenue North): None.
 - c. Maximum floor area: None.
 - d. Maximum lot coverage: Ninety-two percent (92%).
 - e. Maximum height: Sixty-eight (68) feet, subject to the side yard setback requirements.
6. *Off-street parking and loading:* A minimum of one hundred eighty-two (182) parking spaces shall be provided based upon the following requirements:

Use	Ratio	Spaces Required
Multi-family	2 spaces per unit for a total of 54 units	108
Hotel ¹	1.25 spaces per unit for the first 50 units and one space per each additional unit for a total of 57 units	70
Retail	4 spaces per 1,000 square feet for a total of 1,014 square feet	4

Parking for all other uses shall be provided as required in Article VIII, Division 1 of the LDC. A maximum of twenty-five percent (25%) of parking spaces may be

¹ The City of Jacksonville Beach's Land Development Code (the "LDC") defines "hotel" as "a building or other structure kept, used, maintained, advertised as or held out to the public to be a place where sleeping accommodations are supplied for pay to transient guests or tenants, in which four (4) or more rooms are furnished for the accommodation of such guests; whether or not having one (1) or more dining rooms, restaurants or cafes where meals are served. Such sleeping accommodations and dining rooms, restaurants or cafes, and accessory uses such as gift shops, barber shops or other services primarily intended for the use of the hotel guests, being conducted in the same building or accessory buildings in connection therewith." For hotel rooms permitted per Section II.E.2.c. above, parking shall be provided per the Hotel requirements in Section II.E.6. above.

compact spaces, which shall be no smaller than 8' x 16'. A minimum of one (1) on-site loading space shall be provided, and on-street loading may be utilized in accordance with Ordinance 2020-8152.

7. *Open space requirements:* All residential developments shall provide common open space for amenities or recreational purposes as required by the RD zoning district, attached hereto as Exhibit 7.
8. *Signage:* All signs erected shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Redevelopment Plan and the standards of Article VIII, Division 4.
9. *Landscape standards:* Landscaping shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Community Redevelopment Plan and the standards of Article VIII, Division 3; provided, however, that the required landscape buffer adjacent to the north portion of the western property boundary (contiguous to 160 7th Avenue North) shall be reduced from seven (7) feet to two and one-half (2.5) feet.
10. *Environmental:* The stormwater management and flood protection standards shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan 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 to 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 consistent with the provisions set forth in Article X, Adequate Public Facility Standards.
13. *Comprehensive plan consistency:* The proposed development shall be consistent with the future land use map and the goals, objectives, and policies of the comprehensive plan.
14. *Time limitations:* As required by Section 34-347(c)(3)m of the RD zoning district regulations.
15. *Applicant and professionals:*

Applicant: Jax Beach II LLC
 177 4th Avenue North, Suite 200
 Jacksonville Beach, FL 32250

Agent: Steve Diebenow and Cyndy Trimmer
Driver, McAfee, Hawthorne & Diebenow, PLLC
One Independent Drive, Suite 1200
Jacksonville, FL 32202
sdiebenow@drivermcafee.com
ctrimmer@drivermcafee.com
(904) 301-1269

Civil Engineer: Joe Mecca and Taylor Hill
Kimley Horn and Associates, Inc.
12740 Gran Bay Parkway West, Suite 2350
Jacksonville, FL 32258
Joe.mecca@kimley-horn.com
taylor.hill@kimley-horn.com
(904) 828 3924 / (904) 828-3919

Architect: Melissa Smith
Dynamik Design
5901 Peachtree Dunwoody Road
Building C, Suite 250
Atlanta, GA 30328
msmith@dynamikdesign.com
(678) 506-8830

EXHIBIT 1

LEGAL DESCRIPTION

Parcel One:

Lots 46, 47, 48 and 49, Flagler Tract, according to the plat thereof recorded in Plat Book 15, page 50, Public Records of Duval County, Florida.

Parcel Two:

Lots 1 and 2, Block 72, Lot 7, Block 72 except that part conveyed in Official Records Book 170, page 518; and the north 50 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, the alley abandoned by Ordinance No. 7298.

Parcel Three:

A part of Lot 7, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida, being more particularly described as follows:

Beginning at a point where the east line of the right of way of the Florida East Coast Railway crosses the north line of Mier Avenue; thence running east 75 feet to the east line of said Lot 7; thence North along the east line of said Lot 7 a distance of 77 feet to a point; thence west to a point in the west line of said Lot 7 (which point is 80 feet north of said Mier Avenue); thence South along the west line of said Lot 7, a distance of 80 feet to the Point of Beginning.

and

The south 75 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Parcel Two and Parcel Three combined described as follows:

Lots 1, 2, 7 and 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, abandoned by Ordinance No. 7298 (said Ordinance referred to as Ordinance No. 7075 in the Certificate of Title recorded in Official Records Book 6942, page 815, Public Records of Duval County, Florida.

This instrument prepared by
and return to:

M. Lee Johnsey, Jr.,
Balch & Bingham LLP
1901 Sixth Avenue North, Suite 1500
Birmingham, AL 35203-4642

Parcel Identification No.: 173944-0000
174255-0000
174257-0000

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made and executed as of the 8th day of October, 2021, by DOLPHIN DEPOT, LLC, a Florida limited liability company, whose address is 930 3rd Street, Neptune Beach, FL 32266 (collectively, the "Grantor") to JAX BEACH II LLC, a Florida limited liability company, whose address is 177 4th Avenue N, Jacksonville Beach, FL 32250 ("Grantee").

WITNESSETH:

THAT GRANTOR, for and in consideration of the sum of Ten and No/100 dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, by these presents does hereby grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, its successors and assigns forever, the property located in Duval County, Florida described on Exhibit "A" attached hereto (collectively, the "Real Property").

TOGETHER WITH all the tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining;

TO HAVE AND TO HOLD, the same in fee simple forever;

SUBJECT TO those matters shown on Exhibit "B" attached hereto (Permitted Exceptions), if any,,; existing zoning ordinances and other restrictions as may be imposed by applicable governmental authority; matters which would be shown on a current survey; and taxes and assessments for the year 2021 and subsequent years, which are not yet due and payable; and

SUBJECT TO the matters described above, Grantor specially warrants the title to the Real Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other.

The Property is not the homestead of the Grantor.

IN WITNESS WHEREOF, Grantor has executed under seal this Special Warranty Deed on the day and year set forth herein above.

Signed, sealed and delivered in the presence of:

GRANTOR:

DOLPHIN DEPOT, LLC, a Florida limited liability company

By:

M. Anthony Roffino
M. Anthony Roffino, Authorized Signatory

John Eckstein
Name Printed: John Eckstein

John Hidalgo
Name Printed: John Hidalgo

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was acknowledged before me this 7 day of October, 2021, by means of ☒ physical presence or ☐ online notarization, by M. Anthony Roffino, Authorized Signatory of DOLPHIN DEPOT, LLC, a Florida limited liability company. He is ☒ personally known to me or who ☒ has produced Drivers License as identification.

(NOTARY SEAL)

Kristina Hammons
(Notary Signature)

Kristina Hammons
(Notary Name Printed)

Notary Public Commission No. 1659867



Kristina Hammons
Notary Public, State of Florida
My Comm. Expires 05/03/2025
Commission No. 1659867

Exhibit "A"**Parcel One:**

Lots 46, 47, 48 and 49, Flagler Tract, according to the plat thereof recorded in Plat Book 15, page 50, Public Records of Duval County, Florida.

Parcel Two:

Lots 1 and 2, Block 72, Lot 7, Block 72 except that part conveyed in Official Records Book 170, page 518; and the north 50 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

Together with that certain abandoned alley lying south of Lots 1 and 2 and north of Lots 7 and 8, Block 72, said Pablo Beach North, the alley abandoned by Ordinance No. 7298.

Parcel Three:

A part of Lot 7, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida, being more particularly described as follows:

Beginning at a point where the east line of the right of way of the Florida East Coast Railway crosses the north line of Mier Avenue; thence running east 75 feet to the east line of said Lot 7; thence North along the east line of said Lot 7 a distance of 77 feet to a point; thence west to a point in the west line of said Lot 7 (which point is 80 feet north of said Mier Avenue); thence South along the west line of said Lot 7, a distance of 80 feet to the Point of Beginning.

and

The south 75 feet of Lot 8, Block 72, Pablo Beach North, according to the plat thereof recorded in Plat Book 3, page 28, Public Records of Duval County, Florida.

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Exhibit "B"

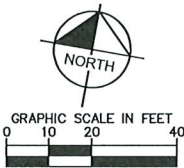
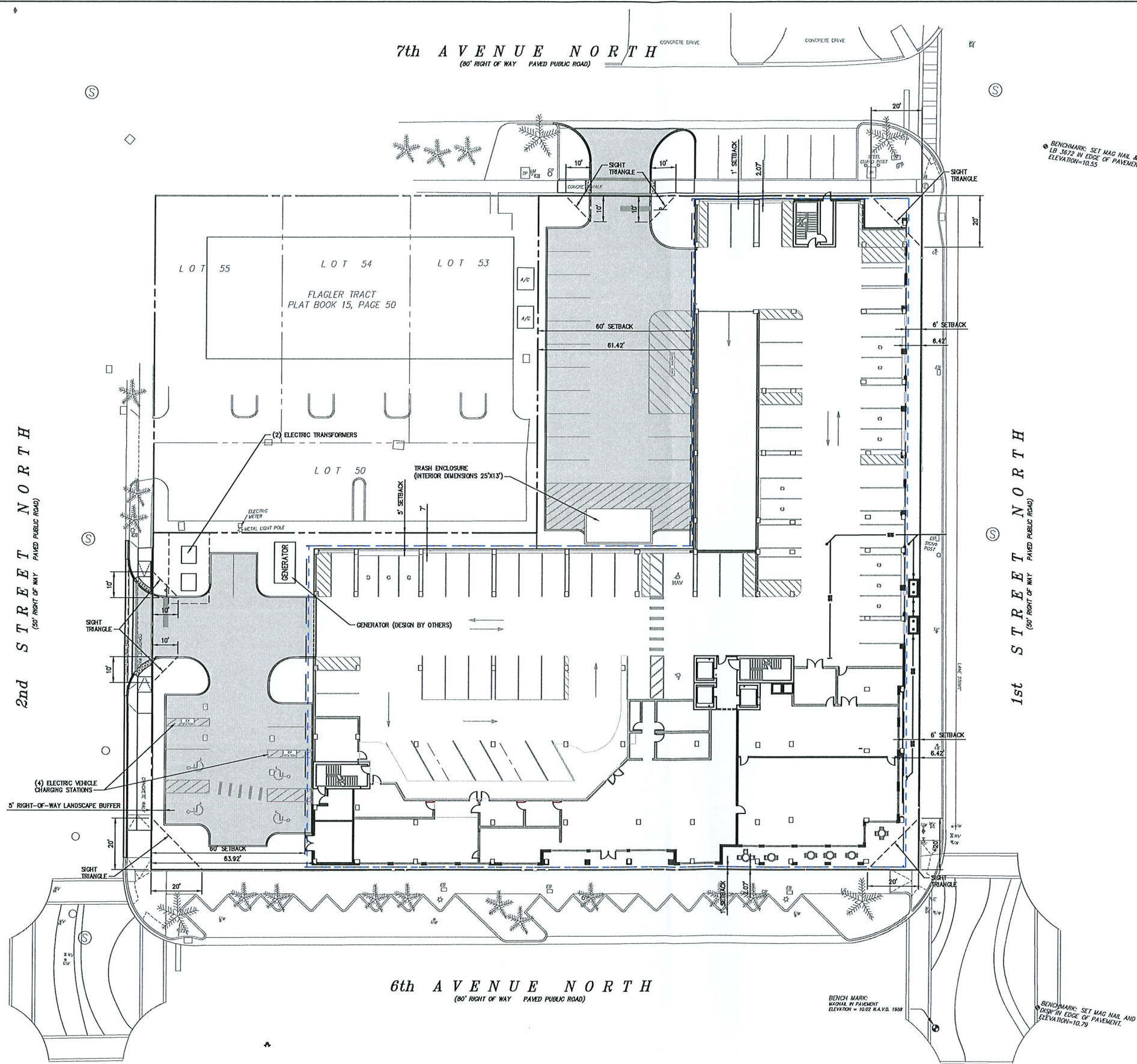
PERMITTED EXCEPTIONS

1. Recorded Notice of Environmental Resource Permit as set forth by instrument recorded in Official Records Book 19139, page 1148.

EXHIBIT 2

SITE PLAN

Plotted By: Hill, Taylor, Sheet: SLDOLPHIN DEPOT MIXED USE, Layout: 01, November 22, 2022, 04:30:33pm, K:\JAX-Civil\045683000 - Dolphin Depot Mixed Use\045683000 - Overall Site Plan.dwg
This document, together with the exhibits and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared, and no other use or adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



PRELIMINARY
NOT FOR CONSTRUCTION

OVERALL SITE PLAN		KHA PROJECT 045683000		DATE	
DOLPHIN DEPOT MIXED USE		SCALE: AS SHOWN		DESIGNED BY:	
PREPARED FOR		DRAWN BY:		CHECKED BY:	
TREVATO DEVELOPMENT GROUP, LLC		FLORIDA		SHEET NUMBER	
JACKSONVILLE BEACH		C-103		REVISIONS	
BY		DATE		BY	

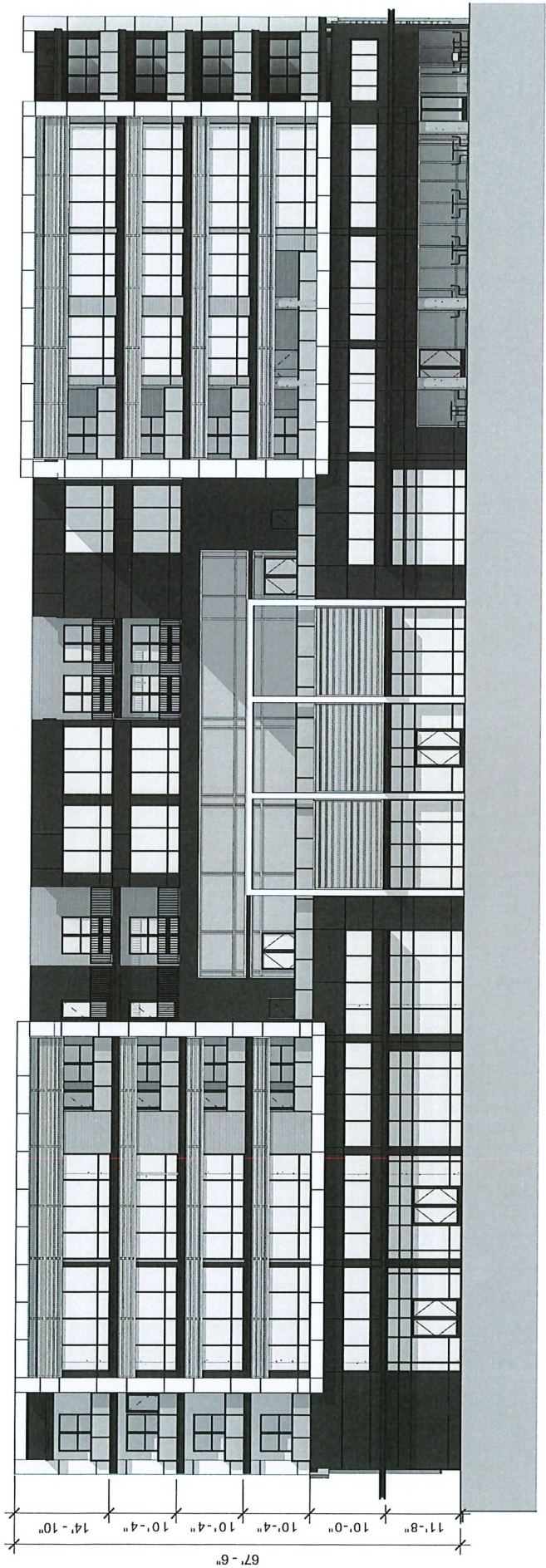
Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
12744 GRAN BAY PARKWAY WEST, SUITE 2550
JACKSONVILLE, FLORIDA 32258
PHONE: 904-828-3500
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

FOR ENGINEER OF RECORD SIGNATURE AND SEAL
REFER TO SIGNATURE SHEET

PRELIMINARY
NOT FOR CONSTRUCTION

EXHIBIT 3

BUILDING ELEVATION DRAWING



1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

DYNAMIK
DESIGN
© COPYRIGHT 2021 DYNAMIK DESIGN

DOLPHIN DEPOT
JACKSONVILLE BEACH, FL
CONCEPTUAL DESIGN • 07/06/22
TDG2021-01

TREVATO
DEVELOPMENT GROUP

EXHIBIT 4
VICINITY MAP

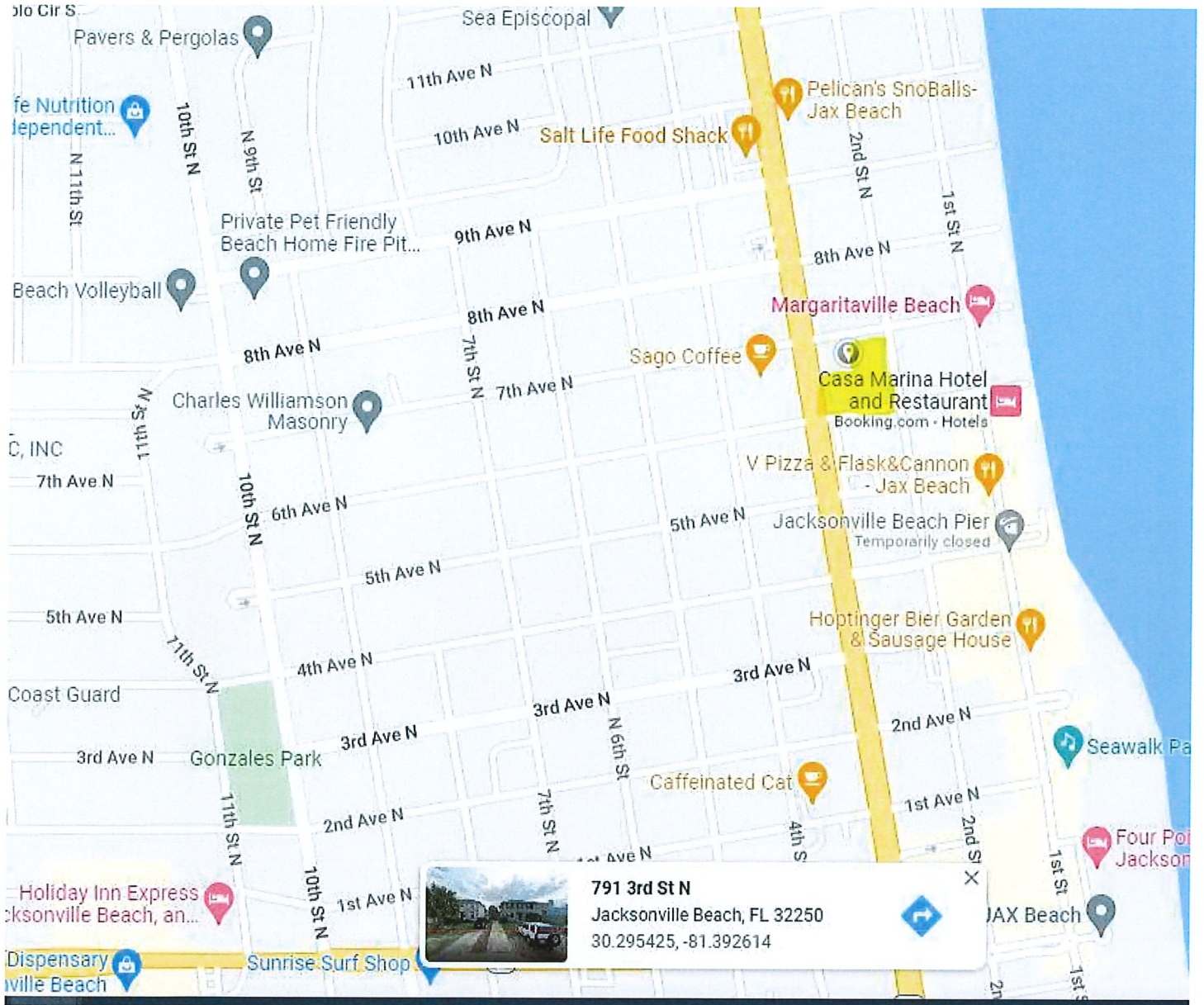


EXHIBIT 5

AERIAL PHOTOGRAPH



EXHIBIT 6**C-1 ZONING DISTRICT****Sec. 34-342. Commercial limited: C-1.**

- (a) *Purpose.* The commercial limited (C-1) zoning district is intended to implement the commercial land use district in the comprehensive plan. It is intended to apply to commercial areas that can exist within close proximity to residential areas without creating an adverse effect on the development and character of such areas.
- (b) *Permitted uses.* The following uses, not to exceed fifty thousand (50,000) square feet in gross floor area for single or multiple use buildings or developments, are permitted as of right in the C-1 zoning district. Buildings or developments containing single or multiple uses listed herein and which exceed fifty thousand (50,000) square feet in gross floor area shall only be approved pursuant to section 34-348 planned unit development: PUD district standards and procedures.
 - (1) Business and professional offices as follows: Building contractors and subcontractors (no storage of vehicles, material or equipment); veterinary services for animal specialties; landscape architects; doctors, dentists, home health care services, and miscellaneous health offices and clinics; legal services; and engineering, architecture, accounting, research, management, and related services.
 - (2) Bakery products manufacturing, in conjunction with the retail sale of the bakery products on the same site.
 - (3) Jewelry and leather products manufacturing, in conjunction with the retail sale of the manufactured products on the same site.
 - (4) Travel agencies.
 - (5) Business offices for communications and utility services (no storage of vehicles, materials, or equipment).
 - (6) Retail trade establishments as follows: Building materials, hardware and garden supplies; general merchandise; food; apparel and accessories; home furniture, furnishing and equipment stores; non-prescription drugs; used merchandise; miscellaneous shopping goods; fuel dealers; florists; tobacco and newsstands; optical goods; and miscellaneous retail goods.
 - (7) Restaurants, except drive-ins; and outdoor restaurants less than or equal to two hundred fifty (250) square feet if alcohol is not served.
 - (8) Financial institutions, insurance and real estate offices.
 - (9) Hotels and motels.
 - (10) Rooming and boarding houses.

- (11) Personal service establishments as follows: Laundry, cleaning and garment services; photography studios; beauty and barber shops; shoe repair shops and shoe-shine parlors; tax preparation services; and miscellaneous personal services.
- (12) Business service establishments as follows: Advertising; business and consumer credit reporting and collections; mailing reproduction, commercial art and photography and stenographic services; building services; medical and other equipment rental and leasing; personnel supply, excluding labor and manpower pools and similar temporary help services; computer programming, data processing and other computer services; and miscellaneous business services.
- (13) Automotive rental and leasing.
- (14) Electrical repair shops and watch, clock and jewelry repair shops.
- (15) Motion pictures theaters, except drive-in, and video tape rental.
- (16) Amusement and recreation services as follows: Dance studios and schools; bowling centers; physical fitness facilities; coin operated amusement devices; and membership sports and recreation clubs.
- (17) Medical and dental laboratories.
- (18) Child day care services.
- (19) Adult day care services.
- (20) Museums and art galleries.
- (21) Membership organizations, including religious organizations.
- (22) Government use.
- (23) Type I home occupations.
- (24) Auxiliary dwelling unit.
- (25) Miscellaneous repair shops and related services as follows: Camera, luggage, sewing machine, musical instrument, and precision instrument repair, piano and organ tuning and repair, locksmith, gunsmith, picture framing, and china and pottery decorating and firing to individual order.
- (26) 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.
- (27) Short-term vacation rentals.
- (c) *Accessory uses.* The following uses are permitted as accessory uses in the C-1 zoning district.
 - (1) Any use customarily accessory to the permitted and conditional uses in the C-1 zoning district.

- (d) *Conditional uses.* The following uses are permitted as conditional uses in the C-1 zoning district, subject to the standards and procedures established in section 34-221 et seq.
- (1) Job or quick print commercial printing.
 - (2) Motor vehicle dealers, new and/or used; auto and home supply stores; gasoline service stations; and boat, recreational vehicle and motorcycle dealers.
 - (3) Bar, lounge, nightclub, tavern or other drinking place.
 - (4) Package liquor store.
 - (5) Camps and recreational vehicle parks.
 - (6) Carwashes and automotive repair; except top, body and upholstery repair and paint shops.
 - (7) Funeral homes.
 - (8) Drive in motion picture theaters.
 - (9) Amusement parks.
 - (10) Hospitals, and nursing and personal care facilities.
 - (11) Essential public services.
 - (12) Educational services.
 - (13) Golf courses.
 - (14) Cemeteries.
 - (15) Multiple family dwellings, subject to section 34-339 residential, multiple family: RM-1, except that the maximum building height shall be determined in accordance with paragraph (e)(6) of section 34-342, and that for properties located east of 3rd Street, the minimum lot size shall be determined in accordance with paragraph (e)(3)a. of section 34-340.
 - (16) Mobile home parks.
 - (17) Commercial recreation facilities such as shooting galleries, outdoor skating rinks, amusement parks, go kart tracks, miniature golf courses and similar outdoor uses.
 - (18) Type II home occupations.
 - (19) Microbrewery.
 - (20) Outdoor restaurants or bars.
 - (21) Miscellaneous repair shops and related services as follows: Taxidermist, lawnmower repair, and window and blind fabrication and repair.
 - (22) Pharmacy.
 - (23) Medical marijuana treatment center dispensing facilities.

- (e) *Dimensional standards.* The following dimensional standards shall apply to all permitted, conditional, and accessory uses in the C-1 Zoning District.
- (1) *Minimum lot area:* None.
 - (2) *Minimum lot width:* None.
 - (3) *Minimum yards:*
 - a. *Front yard:* Ten (10) feet.
 - b. *Side yard:* None, except where adjacent to streets. If adjacent to a street ten (10) feet, for a corner lot, the side yard on the corner shall be ten (10) feet.
 - c. *Rear yard:* None. For oceanfront lots, the rear yard shall be the yard adjacent to the ocean, or the easterly yard, and the front yard shall be the westerly yard, or yard opposite the rear yard.
 - (4) *Floor area:* None.
 - (5) *Maximum lot coverage:* Eighty-five (85) percent.
 - (6) *Height:* Thirty-five (35) feet.
- (f) *Off-street parking and loading.* The off-street parking and loading standards for the C-1 zoning district are found in Article VIII, Division 1.
- (g) *Supplemental standards.* The supplemental standards for the C-1 zoning district are found in Article VIII, Division 2.
- (h) *Landscape standards.* The landscape standards for the C-1 zoning district are found in Article VIII, Division 3.
- (i) *Sign standards.* The sign standards for the C-1 zoning district are found in Article VIII, Division 4.
- (j) *Environmental standards.* The environmental standards for the C-1 zoning district are found in Article VIII, Division 5.
- (k) *Prohibited use.* The business of outdoor advertising.
- (Ord. No. 7500, § 7.2(G), 8-19-91; Ord. No. 96-7681, § 2, 10-21-96; Ord. No. 96-7689, § 2, 12-16-96; Ord. No. 97-7695, § 1, 2-3-97; Ord. No. 99-7774, § 4, 10-18-99; Ord. No. 2001-7810, § 1, 7-16-01; Ord. No. 2002-7838, § 2, 7-15-02; Ord. No. 2003-7860, §§ 3, 4, 10-6-03; Ord. No. 2003-7861, § 1, 10-6-03; Ord. No. 2005-7899, § 4, 4-4-05; Ord. No. 2005-7904, § 1, 6-20-05; Ord. No. 2011-7999, § 1, 5-16-11; Ord. No. 2014-8042, § 2, 2-3-14; Ord. No. 2015-8065, § 10, 12-7-15; Ord. No. 2018-8104, § 3, 2-19-18; Ord. No. 2019-8118, § 10, 9-16-19; Ord. No. 2020-8145, § 4, 9-21-20; Ord. No. 2021-8168, § 3, 2-7-22)

EXHIBIT 7**RD ZONING DISTRICT****Sec. 34-347. Redevelopment district: RD.**

- (a) *Purpose and intent.* 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.
- (b) *RD zoning district boundaries.*
 - (1) *General.* The RD zoning district boundaries include all lands lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Thirteenth Avenue South, Third Street (State Route A-1-A), and Ninth Avenue North.
 - (2) *Subdistricts.* The boundaries of the RD zoning district may be further described by the following subdistricts:
 - a. *Downtown subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: First Avenue South, Third Street (State Route A1A), and Fifth Avenue North.
 - b. *North subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Fifth Avenue North, Third Street (State Route A1A), and Ninth Avenue North.
 - c. *South subdistrict:* That portion of the RD zoning district lying in and bounded by the mean low water mark of the Atlantic Ocean and the centerline of the following streets: Thirteenth Avenue South, Third Street (State Route A1A), and First Avenue South.
- (c) *Procedure.*
 - (1) *General overview.* Land that is not zoned RD but seeks to be rezoned to Redevelopment District: RD must comply with Article VI, Division 3 standards and must also receive approval of a preliminary development plan pursuant to the procedures and standards of this section. The preliminary development plan for an RD zoning district classification must then receive approval of a development plan pursuant to the procedures and standards of section 34-251 et seq.
 - (2) *Preapplication conference.*
 - a. *Submission of application.* Before submitting an application for rezoning and preliminary development plan for RD zoning district classification, an applicant

shall request in writing a preapplication conference with the planning and development director. Accompanying the request for a preapplication conference shall be an application in the form established by the planning and development director and made available to the public, and a nonrefundable application fee which is established from time to time by the city council to defray the actual cost of the preapplication conference.

- b. *Scheduling of preapplication conference.* Within ten (10) working days after the planning and development director determines that the application is sufficient, a preapplication conference shall be scheduled with the applicant, representatives of the Jacksonville Beach Community Redevelopment Agency, such other city departments and, state or federal agencies that may be involved in the review and processing of the application. The applicant shall be notified in advance by the planning and development director about which other city departments, state and federal agencies will be involved in the preapplication conference and the time, date and place of the conference.
 - c. *Preapplication conference issues.* At the preapplication conference, the planning and development director, the applicant, representatives of the Jacksonville Beach Community Redevelopment Agency, and the representatives from other city departments, state and federal agencies shall discuss the proposed development and the following issues as they relate to the application for an RD zoning district designation:
 1. The existing characteristics of the site proposed for development or redevelopment including but not limited to existing built land uses, vacant areas, land ownership and existing densities;
 2. The relationship between the proposed development, existing land uses, and surrounding land uses;
 3. The status of existing and proposed on-site streets, utilities or other public and private facilities to serve the proposed development; and
 4. The status of public facilities that would serve the proposed development, specifically as it relates to the CIE of the comprehensive plan;
 - d. *Written summary.* Within ten (10) working days of the preapplication conference, the planning and development director shall provide the applicant with a written summary of the preapplication conference. One (1) copy of this written summary shall be submitted by the applicant to the planning and development director at the time of submission of the application for development permit.
- (3) *Preliminary development plan for an RD zoning district.*
- a. *Submission of application.* Following the preapplication conference, an application for rezoning and a preliminary development plan 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 preliminary development plan application shall include the following information:
1. The names, address, and telephone number of the owners of record of the land proposed for development.
 2. The name, address, and telephone number of the developer, if different from the owner, and an explanation of the difference.
 3. The name, address and telephone number of the agent of the applicant, if there is an agent.
 4. The name, address, and telephone number of the all land use, environmental, engineering, economic, or other professionals that are assisting with the application.
 5. The name, address and legal description of the land on which the preliminary development plan is proposed to occur, with attached copies of any instruments referenced, such as but not limited to deeds, plats, easements, covenants and restrictions.
 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.
 7. An eight and one-half (8½) by eleven (11) vicinity map locating the proposed land for development.
 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.
 9. A statement of the applicant's intentions 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.
 10. A description of the proposed development, including:
 - i. The number and type of residential dwelling units.
 - ii. The approximate gross density for the residential development.
 - 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.
 - iv. Calculations showing the total lot coverage for building and accessory uses.

11. A concept plan showing the location of all proposed buildings, the proposed traffic circulation system, and parking facilities.
12. A tentative development schedule indicating:
 - i. The approximate date when construction of the development can be expected to begin.
 - ii. The stages in which the development will be built and the approximate date when construction on each stage can be expected to begin.
 - iii. The approximate date when each stage of development will be completed.
- c. *Determination of sufficiency.* The planning and development director shall determine if the application is sufficient within ten (10) working days after it is submitted.
 1. If the planning and development director determines the application is not sufficient, a written notice shall be mailed to the applicant specifying the application's deficiencies. No further action shall be taken on the application until the deficiencies are remedied.
 2. When the application is determined sufficient, the planning and development director shall notify the applicant, in writing, of the application's sufficiency and that the application is ready for review pursuant to this section.
- d. *Review and report.* On the day the application is determined sufficient, the planning and development director shall forward the application to the Jacksonville Beach Redevelopment Agency for its review and recommendation. Within twenty-five (25) working days after the receipt of the application, the Jacksonville Beach Redevelopment Agency shall review the application and prepare a report recommending approval, approval with conditions or denial, based on the standards in section 34-347(c)(3). The planning and development director shall mail a copy of the redevelopment agency report to the applicant on the day the report is completed, along with written notification of the time and place the application will be considered by the planning commission at a public hearing.
- e. *Public hearings.* The planning commission shall hold one (1) public hearing and the city council shall hold two (2) public hearings on a preliminary development plan for a RD zoning district classification when the amendment would affect five (5) percent or more of the total land area of the city. The second public hearing before the city council shall be held approximately two (2) weeks after the first public hearing. The day, time, and place at which the second city council public hearing will be held shall be announced at the first public hearing. The planning commission and the city council each shall hold at least one (1) public hearing on a proposed preliminary development plan for a RD zoning district when that

amendment would affect less than five (5) percent of land in the city. The public hearings shall be held after 5:00 p.m. on a weekday.

- f. *Notice.* The planning and development director shall provide notice of the public hearings pursuant to the requirements of section 34-154(b).
- g. *Action by planning commission.* The planning commission public hearing on the application shall be conducted pursuant to the procedures in section 34-151 et seq. At the public hearing, the planning commission shall consider the application, the recommendation of the Jacksonville Beach Redevelopment Agency, comments of the applicant and city staff, and public testimony. After close of the public hearing, the planning commission shall recommend to the city council approval, approval with conditions, or denial of the requested rezoning and preliminary development plan for the RD zoning district classification. In reviewing and making a recommendation, the planning commission shall apply the standards in section 34-211 governing rezonings.
- h. *Action by the city council.*
 - 1. *Scheduling of public hearing.* Upon notification of the recommendation of the planning commission, the application and recommendation shall be forwarded to the city council for the scheduling of a public hearing at the first available regularly scheduled meeting by which time the public notice requirements can be satisfied, or such time as it is mutually agreed upon by the applicant and planning and development director.
 - 2. *Decision.* At the public hearing, the city council shall consider the application, the recommendation of the Jacksonville Beach Redevelopment Agency, the recommendation of the planning commission, and comments of the applicant and city staff. After the close of the public hearing, the city council shall approve, approve with conditions, or deny the rezoning application and preliminary development plan pursuant to the standards in section 34-211.
- 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.
3. *Residential density.* The maximum density allowed for residential development shall not exceed forty (40) dwelling units per gross acre, or two (2) dwelling units for the first five thousand (5,000) square feet, plus one (1) dwelling unit for each additional one thousand (1,000) square feet of land, whichever is the strictest.
4. *Area and setback requirements.* Minimum lot area, minimum width, yard setbacks, and maximum lot coverage shall be consistent with the goals, objectives and policies of the Jacksonville Beach Community Redevelopment Plan, comparable to the remainder of the planned redevelopment, and comparable to the existing and proposed development of the surrounding area. The maximum building height allowed shall be thirty-five (35) feet.
5. *Traffic circulation control and parking.*
- i. A suitable transportation and traffic control plan shall be provided showing the utilization of existing roads for access to the proposed development, and their relationship to on-site driveways, parking and loading areas, refuse collection points, sidewalks, bike paths, and other traffic-related facilities. The suitability of the proposed

traffic management system shall be determined, in part, by the potential impact of the development on safety, traffic flow and control, accessibility for emergency vehicles, and consistency of the development with the provisions of the Jacksonville Beach Community Redevelopment Plan.

- ii. Principal vehicular access points shall be designed to permit smooth traffic flow and minimize hazards to vehicular and pedestrian ways. Minor streets within a Preliminary Development Plan shall not be connected to streets outside the site in such a way as to encourage their use by through traffic.
6. *Off-street parking and loading.* Off-street parking and loading shall be provided in a planned and coordinated manner consistent with the provisions of the Jacksonville Beach Community Redevelopment Plan.
7. *Open space requirements.* All residential developments shall provide common open space for amenities or recreational purposes. The use of the open space or recreational areas shall be appropriate for the scale and character of the proposed residential development based on consideration of the size, density, anticipated population, topography, and the type of dwelling units. The common open space or recreational area shall be suitably improved for its intended use and the buildings, structures, and improvements permitted in the common areas shall be appropriate to the uses which are authorized for such areas.
8. *Signage.* All signs erected shall be consistent with the goals, objectives, and policies of the adopted Jacksonville Beach Redevelopment Plan and the standards of Article VIII, Division 4.
9. *Landscape.* Landscaping shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan and the standards of Article VIII, Division 3.
10. *Environmental.* The stormwater management and flood protection standards shall be consistent with the goals, objectives, and policies of the Jacksonville Beach Community Redevelopment Plan 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 to 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 IX, Adequate public facilities standards.

13. *Comprehensive plan consistency.* The proposed development shall be consistent with the future land use map and the goals, objectives, and policies of the comprehensive plan.
- j. *Conditions.* The Jacksonville Beach Redevelopment Agency and the planning commission shall have the authority to recommend, and the city council shall have the authority to impose such conditions on a preliminary development plan for an RD zoning district designation that are necessary to accomplish the purposes of this section, this code, and the comprehensive plan.
- k. *Effect of development order for an RD zoning district designation.* Issuance of a development order for RD zoning district classification shall constitute an amendment to the official zoning map to RD zoning district. It shall also be deemed to authorize the applicant to submit to the planning and development director an application for development permit for the approved preliminary RD development plan pursuant to section 34-251 et seq. No development plan shall be accepted for review and consideration unless the RD zoning district classification and preliminary RD development plan have been approved and remain valid and in effect.
- l. *Recordation.* The adopted Redevelopment District: RD ordinance shall be recorded in the office of the Duval County Clerk, and shall be binding upon the property owners subject to the development order, their successors and assigns, and shall constitute the development regulations for the property. Development of the property shall be limited to the uses, density, configuration, and all other elements and conditions set forth on the adopted preliminary RD development plan. Failure on the part of the applicant to record the Redevelopment District: RD ordinance within a period of one hundred eighty (180) days following its adoption by the city council shall render the plan invalid.
- m. *Time limitations.* Receipt of a development order for an RD zoning district classification shall expire at the end of one (1) year after the date of its initial approval unless an application for a development permit for a development plan has been submitted to the planning and development director. Only one (1), one-year extension shall be granted for an RD zoning district classification 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. Failure to submit an application for a final development plan within the time limits established by this section shall render null and void the development order for the preliminary development plan and RD zoning district classification.
- n. *Minor deviation to preliminary development plan for an RD zoning district designation.* A minor deviation may be made from the preliminary development plan upon written approval of the planning and development director. Minor deviations which shall be authorized are those that appear necessary in light of

technical or engineering considerations first discovered during actual development that are not reasonably anticipated during the initial approval process, and shall be limited to the following:

1. Alteration of the location of any road or walkway by not more than five (5) feet;
 2. Alteration of the building envelope of up to five (5) percent, provided such alteration complies with the requirements of this Code.
 3. Reduction of the total amount of open space by not more than five (5) percent, provided that such reduction does not permit the required open space to be less than that required by this Code.
 4. Alterations of the location, type, or quality of required landscaping elements, if it complies with this Code.
- o. *Amendments to preliminary development plan.* A preliminary development plan may be amended only pursuant to the procedures established for its original approval as otherwise set forth in this section.
- (4) *Development plan.* An application for a development plan shall be submitted within one (1) year of receipt of a development order for RD zoning district classification, or the development order shall become immediately void.
- (Ord. No. 7500, § 7.2(L), 8-19-91; Ord. No. 99-7776, § 1, 12-6-99; Ord. No. 2001-7810, § 1, 7-16-01; Ord. No. 2004-7878, § 1, 7-19-04; Ord. No. 2005-7899, § 7, 4-4-05; Ord. No. 2014-8042, § 6, 2-3-14; Ord. No. 2015-8065, § 15, 12-7-15 ; Ord. No. 2018-8103, § 1, 2-19-18)

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 (Second 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, 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 Land Development Code may be proposed by the City Council. Therefore, the 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 Land Development Code on October 24th. The Planning commission made a recommendation to **approve** the application with a suggested modification/clarification to the language, which is reflected below. The City Council considered the Ordinance at its first reading on November 21, 2022. Changes to the language made at the November 21, 2022 City Council meeting are reflected below.

LDC AMENDMENT SUMMARY

Staff is proposing to add the following NEW language to Section 34-406(4) of the Land Development Code, 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 **bordering** 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

Adopt/Deny Ordinance No. 2022-8187 on the second reading for a Text Amendment to the Land Development Code for Fence Height

ATTACHMENTS

1. Ordinance Number 2022-8187, as Amended

AS AMENDED

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 bordering 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