



City of Jacksonville Beach

11 North Third Street
Jacksonville Beach, Florida

Workshop Meeting Agenda

Community Redevelopment Agency

Wednesday, February 16, 2022

3:00 PM

Council Chambers

MEMORANDUM TO:

Members of the City of Jacksonville Beach Community Redevelopment Agency

The following Agenda of Business has been prepared for consideration and action at a Workshop Meeting of the Community Redevelopment Agency:

CALL TO ORDER

ROLL CALL

ITEMS FOR DISCUSSION

- A. Southbeach Park Sidewalk Options
- B. Latham Plaza - DixHite Discussion
- C. Southend Passive Park Brainstorming

ADJOURNMENT

NOTICE

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing 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 or by sending an e-mail to CityClerk@jaxbchfl.net.

In accordance with Section 286.0114, Florida Statutes, any member of the public can attend the public hearing and can be heard on any matter presented before the Agency. Anyone who wishes to provide live public comment should complete a "Speaker Request Card" and submit it 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. Speakers will be called to address the Agency when specified items are under consideration and will be limited to a maximum of three minutes or less, at the discretion of the presiding officer.

Alternatively, written public comment can be submitted in advance and must include the following: (1) First Name, (2) Last Name, (3) Address, (4) Public Hearing Date, (5) Specific Agenda Item(s), and (6) Comments. Written public comments may be submitted by one of the following options: (1) Email to the Agency Administrator at planning@jaxbchfl.net, (2) Postal mail to Community Redevelopment Agency Administrator - Public Comment, 11 3rd Street North, Jacksonville Beach, FL 32250, or (3) Drop off in-person to Planning and Development at City Hall. Written comments that include all required information and are received 24 hours in advance of the meeting will be distributed to the Agency and attached to the related agenda item before the start of the meeting. Written public comments will be read into the record at the appropriate time and will be limited to three minutes of reading time. All comments received are public record.

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.

cc: Mike Staffopoulos, City Manager; Chris Ambrosio, City Attorney's Office



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CRA AGENDA ITEM	
TO:	CRA Board
FROM:	Jason Phitides, Parks and Recreation Director
DATE:	01/27/2022
SUBJECT:	South Beach Park Sidewalk Project

BACKGROUND

The CRA board and staff have determined there is a need to connect South Beach Park to Osceola Avenue. Staff engaged CHW to assist in pre-planning, conceptual designs, and cost estimates for design concepts. The goal is to create a sidewalk that is functional, as well as inviting. In order to make the routes as inviting as possible, landscaping options have been incorporated into the estimates provided.

FINANCIAL IMPACT

TBD pending which sidewalk plan is chosen.

REQUESTED ACTION

Staff is requesting consensus of the board to begin moving forward with one of the options proposed in the packet.

ATTACHMENTS

1. CHW - Estimates for Sidewalk(s)
2. Sidewalk/Landscape options

October 8, 2021

City of Jacksonville Beach
Jason Phitides
Director of Parks and Recreation
250 South Beach Parkway
Jacksonville Beach, Florida 32250

**RE: South Beach Park, Sidewalk and Landscaping Project
Sidewalk Conceptual Alignments**

Jason,

I've attached a graphic with several options for the sidewalk connecting the South Beach Park amenities to Osceola Avenue. The pros and cons (from our perspective) are provided below, as well as a basic construction cost estimate.

We have tried to focus on a route that is a logical connection and therefore natural and comfortable to use. Our assumptions include a minimum 6-foot-wide sidewalk, but wider if possible. A standard sidewalk is typically 5 feet wide (and the Jacksonville Beach Code requires a minimum of 5 feet wide in most areas) but that width makes two abreast walking sometimes difficult, especially when pushing baby carriages or pulling wagons. Also, based on discussions with the City, one of our goals was to minimize parking loss or at least find locations for new parking.

In identifying these options, the CHW team tried to identify routes that could be landscaped. The purpose of the landscaping is to provide an interesting and inviting route. Depending on the type of landscaping, there may be an opportunity to provide shade or keep trees that provide shade along the walk. We believe the landscaped environment would draw pedestrians to the sidewalk and away from walking through the parking lot.

OPTION#1 – RED

The route runs along the east side of the water plant, between the fence and angled parking.

Pros

- There is little change to the total parking count, with only one space lost or relocated.

Cons

- Requires rebuilding and relocating the fence next to the water plant. At a minimum, the fence would need to be moved/relocated about 2 feet to the east. This is a cost driver for the project and adds significant expense to this option, both in demolition and new construction.
- There is little room for landscaping along the route.
- Highest cost option due to removing then reconstructing the fence next to the water plant.

Option #1 – RED Construction Cost Estimate: \$75,000.00

OPTION #2A – BLUE/GREEN

The route goes through the fire station yard and then uses the sidewalk along the front of the Parks office building/community center.

Pros

- The option involves the least amount of construction work; however, special care would be needed to work through some utility conflicts.
- There is no parking lost with this proposal.
- There is an opportunity to landscape the route through the fire station yard.
- The route is logical and would be inviting coming from Osceola Avenue.

Cons

- Even though the route is inviting near Osceola Avenue, people may avoid the portion of the route in front of the community center in favor of walking through the parking lot. This doesn't seem to address the City's concern with pedestrians walking through a parking area.
- The utility conflicts along the fire station drive could pose a problem.

Option #2A – BLUE/GREEN Construction Cost Estimate: \$8,300.00

OPTION #2B – GREEN

The option runs through the fire station yard and along the parking lot drive aisle.

Pros

- No significant park loss, but some spaces could be changed to compact car/golf cart parking to save the two trees along the route. Angled parking could be added near the fire station to gain spaces and offset the compact car/golf cart parking spaces.
- The route offers the most landscaping opportunity and shade, which would add to the attractiveness of the route for users.

Cons

- There are some utility and drainage conflicts, but there appears to be enough room to work around these points.

Option #2B – GREEN Construction Cost Estimate: \$21,000.00

OPTION #3 – ORANGE

The route parallels the parking drive aisle and fence next to the water plant.

Pros

- This is the straightest most direct route, similar to Option #1 – RED, but does not require moving the fencing next to the water plant.
- With the space along the fence, there is an opportunity to landscape the route.

Cons

- This option results in the loss of the greatest number of parking spaces. To fit everything in along the fence the angle spaces would be changed to parallel space. This results in relocating or losing approximately 14 spaces.

Option #3 – ORANGE Construction Cost Estimate: \$31,000.00 (excludes parking replacement)

OPTION #4 – LIGHT BLUE

This option runs along Horn Street into existing parking lot.

Pros

- The option involves minimal construction work; however, special care would be needed to address the drainage along Horn Street.
- This option takes the path away from the parking area providing a safer route.

Cons

- There is little room for landscaping along the route with the drainage area.

Option #4 – LIGHT BLUE Construction Cost Estimate: \$15,000.00

The CHW team's preferred alignment is Option #2B – GREEN. We feel this provides the most inviting route and the greatest amenity for the park. With those characteristics, we feel it would draw pedestrians away from walking up the parking lot drive aisle.

Once you have had a chance to review the options, I would suggest we set up a conference call or in-person meeting to answer any questions or incorporate any suggestions. Once we have a selected option we can proceed with formal design. Although the design will not take too much time, there may need to be some survey work completed to ensure we have identified all underground utilities and grades to accommodate Americans with Disabilities Act (ADA) grade requirements.

The construction cost estimates we provided are based on the Florida Department of Transportation unit cost database. The estimates do not include landscaping enhancements or traffic control additions (such as adding crosswalks) at Osceola Avenue. While we have tried to be conservative, actual construction costs could vary depending on the construction industry at the time of the project. In my experience, during a robust time of

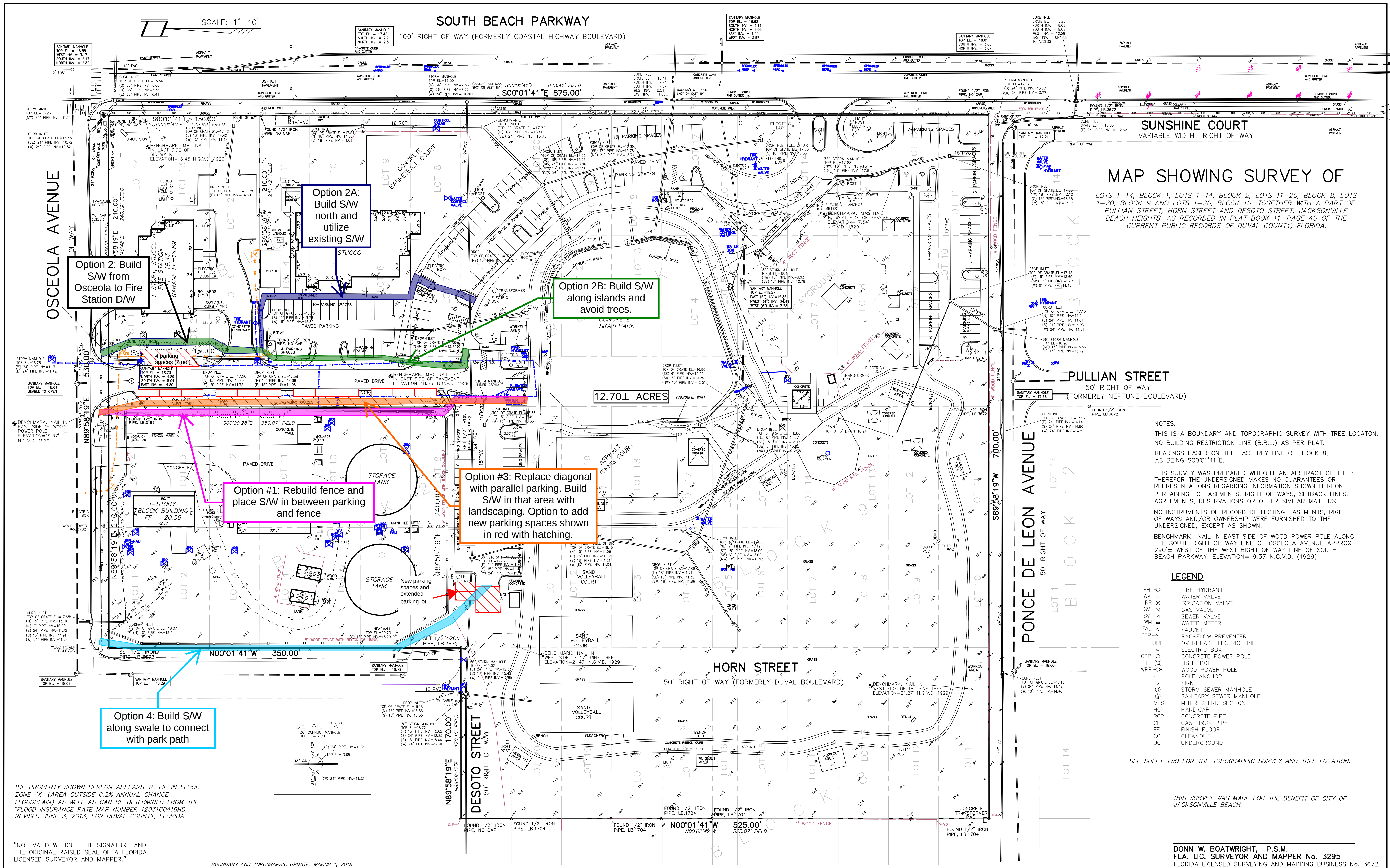
construction like today, small projects (such as this one) have higher bid prices than expected, Those inflated prices are very difficult to gauge. The primary purpose of the estimates is to provide a scaled comparison for each option.

Please let me know if you have any questions. We look to talking with you.

Sincerely,
CHW

A handwritten signature in blue ink, appearing to read "James K. Harriott, Jr.", with a stylized flourish at the end.

James K. Harriott, Jr., P.E.
Director of Transportation



THE PROPERTY SHOWN HEREON APPEARS TO LIE IN FLOOD ZONE "X" (AREA OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN) AS WELL AS CAN BE DETERMINED FROM THE FLOOD INSURANCE RATE MAP NUMBER 12031C0419HD, REVISED JUNE 3, 2013, FOR DUVAL COUNTY, FLORIDA.

"NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER."

BOUNDARY AND TOPOGRAPHIC UPDATE: MARCH 1, 2018



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CRA AGENDA ITEM	
TO:	CRA Board
FROM:	Taylor Mobbs
DATE:	11/23/2021
SUBJECT:	Latham Plaza

BACKGROUND

The CRA was presented a large "Downtown Action, Implementation and Management Plan" in December of 2017. In this plan are several conceptual designs for redeveloping Latham Plaza. After several public input sessions, it was determined the best use for the space was to integrate flexibility and daily recreation, while maintaining the ability to have large scale events. This would help appeal to families and patrons throughout the week, while still being able to accommodate festivals and events that citizens and visitors enjoy. This conceptual plan includes; a water feature, shade canopies, flexible seating, children's play area, public art, enhanced landscaping, and a flexible lawn space that can be utilized both during the week and for special events.

DixHite will be leading a discussion on review of the proposed concept, how this concept was achieved, and next steps in order to move forward.

The goal of this discussion is to review the conceptual design, discuss the public input that led to this design, and review any minor updates to the overall concept. Redevelopment of Latham Plaza falls in line with the City Council's overall vision for economic development in the downtown.

FINANCIAL IMPACT

To be determined based on the decision made by the CRA.

REQUESTED ACTION

Staff requests approval to begin working with DixHite to continue to work towards implementation of the Latham Plaza Plans.

ATTACHMENTS



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CRA AGENDA ITEM	
TO:	Community Redevelopment Agency
FROM:	Heather Ireland, Director Planning and Development
DATE:	01/27/2022
SUBJECT:	Southend Passive Park Brainstorming

BACKGROUND

The original 1986 Southend Redevelopment Plan identified opportunities for parks and open space as part of the overall vision for the district. According to the plan, a total of 16.6 acres of land were recommended for use as passive and active recreational areas. Proposed amenities included tennis courts and other recreational amenities to serve the residents of the southend master community. The area, which is now South Beach Park, was identified as an area for an active community park, while the remaining 4.7 acres were devoted to passive open space in a few separate key areas.

One of the areas identified for a passive park was in the center of a large traffic circle at the intersection of Jacksonville Drive and South Beach Parkway. This opportunity no longer exists, however the City and CRA own approximately 2 acres on either side of Jacksonville Drive at the intersection with South Beach Parkway in the same general vicinity. These properties represent an opportunity to develop passive recreation amenities as identified in the Southend Plan. This could take place in the form of a small pocket park on the south side of Jacksonville Drive and a linear passive park on the north side of Jacksonville Drive that doubles as part of the City's urban trail network.

Passive parks are generally designed to be utilized in a much more unstructured and informal way than active parks and used as an informal gathering and relaxation place for a neighborhood. Passive parks can include amenities such as walking and biking paths, dog walks, seating areas, casual spaces, educational information, picnic tables and manicured landscape. Passive parks can double as areas for memorials and reflection as well. Pocket parks, also known as mini-parks or parkettes, are generally less than an acre in size and can contain either passive or active recreation amenities.

Items to consider:

- Parcels are immediately adjacent to a very busy intersection and collector road with an annual average daily traffic count in 2020 of over 10,000.
- Parcels are immediately adjacent to established single-family homes.
- Access to South Beach Parkway from lots north of Jacksonville Drive is undesirable.
- Property north of Jacksonville Drive is wooded with thick overgrown underbrush.

FINANCIAL IMPACT

Construction of a passive and or pocket park will require inclusion in the updated Southend Capital



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Improvements Plan and a budget amendment once estimated costs are identified.

REQUESTED ACTION

Does the CRA desire staff to move forward on next steps with surveying the public and neighborhoods in the City and the Southend and begin community outreach and engagement activities to gather more information on these underutilized City and CRA-owned properties? Staff is preparing to add these potential park projects to the updated Capital Improvements Amendment to the Southend District Plan.

ATTACHMENTS