



City of Jacksonville Beach

11 North Third Street
Jacksonville Beach, Florida

Council Briefing Notice

City Council

Monday, July 25, 2022

5:30 PM

Council Chambers Conference Room

City Manager Mike Staffopoulos will conduct a Council Briefing to update the City Council about ongoing items in the City. The Briefing will include, but not be limited to, the following topics:

- A. ARPA Update
- B. Urban Trails Master Plan
- C. Camera System
- D. Southend Redevelopment Area Plan Update
- E. CRA Quarterly Report and Update
- F. Miscellaneous City Manager's Items
- G. Committee Assignment Report
- H. Future Briefing Topics

Council Members in attendance may include:

Mayor: Christine Hoffman

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

Please note: Council members in attendance at this meeting may vary, according to their schedules.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodations 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 email to CityClerk@jaxbchfl.net.



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CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Ashlie Gossett, Chief Financial Officer
DATE:	July 25, 2022
SUBJECT:	American Rescue Plan Act Grant Funding Update

BACKGROUND

As part of the American Rescue Plan Act (ARPA), the City of Jacksonville Beach has been awarded \$11,834,170 in Coronavirus Local Fiscal Recovery Funds (CLFRF) from the federal government (distributed over two years), plus an additional \$3,000,000 as a sub-recipient for one year from the City of Jacksonville (COJ). The City Council approved funding agreements at their meetings on September 7, 2021 and November 15, 2021, respectively.

The deadline for obligating federal received monies is December 31, 2024, with expenditure by the end of FY2026. The City of Jacksonville funds, however, require full expenditure by September 30, 2022.

Eligible uses of ARPA funds fall into the following five categories:

1. Support public health expenditures.
2. Address negative economic impacts caused by the public health emergency.
3. Replace lost public sector revenue.
4. Provide premium pay for essential workers.
5. Invest in water, sewer, and broadband infrastructure.

At a Briefing on November 22, 2021, Council approved several projects identified by Staff that met the eligibility requirements while conforming with expenditure deadlines at the federal and City of Jacksonville levels. Projects were divided into two categories: Priorities 1 and 2. The projects in Priority 1 are specifically to address the expenditure deadline imposed through the agreement with the City of Jacksonville and the first year of federal funding. Priority 2 projects contemplated the second year of federal funding and, if available, a second round of funding through the City of Jacksonville.

Since the time of the Briefing, there has been a significant escalation in cost estimates given the current inflationary environment. As a result, the updated estimates for Priority 1 projects now exceed the direct recipient ARPA funding amount as shown in the attached Direct Recipient table.

Because of the expenditure time limitation in the sub-recipient agreement, staff met with the grant administrator for COJ to identify additional eligible projects with dollars spent as of July 2022. Staff was advised that investments in information technology, public safety, and public buildings were permissible, in addition to previously identified water/sewer projects. The



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attached Sub-Recipient table provides a detailed listing of expenditures for review.

FINANCIAL IMPACT

The estimated financial impact of each project is identified within the attached tables.

COUNCIL DIRECTION REQUESTED

Does City Council concur with the selected projects for the direct recipient grant?

Does City Council concur with the selected projects for the sub-recipient grant?

ATTACHMENTS

1. Direct Recipient Table
2. Sub-Recipient Table

Source	Deadline for Obligation	Deadline for Spending	Amount
Coronavirus Local Fiscal Recovery Funds (CLFRF)	12/31/2024	12/31/2026	\$ 11,834,170

ARPA Eligible Project	Status	Obligation Date	Cost Estimate 11/22/21	Updated Cost
PRIORITY 1				
<i>a</i> Water Main Improvements (Bid No. 2021-12)	Bid 2021-12 awarded, project ongoing	9/20/2021	927,753	927,753
<i>b</i> Water/Sewer Main Improvements	FY22 projects in design, FY23 projects being evaluated by staff for design		2,660,000	3,850,000
<i>c1</i> PCP North Digester Tanks and Air Piping Improvements	Bid 2122-08 awarded, project ongoing	5/2/2022	345,000	1,117,206
<i>c2</i> Sludge Dewatering Facility Replacement	In design		1,000,000	1,500,000
<i>c2</i> Modifications to the PCP Chlorine Contact Tanks and Chlorination/De-Chlorination Systems	In design		1,680,000	1,500,000
<i>c2</i> PCP Chlorine Conversion Project	In design		1,675,000	750,000
<i>d</i> Water Plant Generator Fuel Storage Tank Replacement	Ordered, awaiting delivery		125,000	125,000
<i>d</i> Water Plant Chlorine Conversion Project	In design		628,000	750,000
<i>g</i> Septic Tank Rebate Program	Active	12/20/2021		112,000
<i>g</i> 10th Street South Water Sewer Stormwater Improvements Phase 1 (12th Ave South to 5th Ave South).	Intent to Award issued, seeking Council approval at upcoming meeting			4,663,235
Total Estimated Priority 1 Project Costs			\$ 9,040,753	\$ 15,295,194
PRIORITY 2				
<i>e</i> Perform a Hydraulic Model of the Potable Water System for Fire Flows	PW working with engineering firm to complete model		TBD	TBD
<i>e</i> Improvements to Potable Water System for Fire Flows	Once model is complete, design work will begin		TBD	TBD
<i>f</i> Improvements to Carver Center to implement COVID-19 mitigation tactics. Project may include an expanded indoor space to promote social distancing and serve a larger population during a public health or economic crisis.			TBD	TBD
<i>f</i> Cybersecurity improvements to protect water and sewer infrastructure			TBD	TBD
<i>f</i> Fund additional residential utility assistance program			TBD	TBD

Source:

- a* Bid No. 2021-12 awarded by Council on 9/20/2021
- b* FY2022-2026 CIP Plan pg. 265; Updated FY2023 & 2024 costs with 2023-2027 CIP Plan pg. 79
- c1* FY2022-2026 CIP Plan pg. 271; Updated costs for bid 2122-08 award amount
- c2* FY2022-2026 CIP Plan pg. 271; Updated FY2023-2026 CIP Plan costs pg. 84
- d* FY2022-2026 CIP Plan pg. 272; Updated FY2023-2026 CIP Plan costs pg. 86
- e* Strategic Plan Project
- f* Project in development
- g* Projects identified as ARPA eligible since initial Council Briefing on 11/22/2021

Source	Deadline for Obligation	Deadline for Spending	Amount
City of Jacksonville Sub-Recipient Agreement	9/30/2022	9/30/2022	\$ 3,000,000

ARPA Eligible Project	Status	Project Cost	Amount Expended to Date
Water, Sewer, and Broadband Infrastructure Investments			
Lift Stations #7 and #20 Water, Sewer, and Stormwater Improvements	Project ongoing	4,568,385	1,494,103
Penman Road Septic Tank Phase Out Improvements	Project ongoing	267,306	210,910
Public Safety & Provision of Government Services			
Public Safety - Replace Aging Police Vehicles	5 vehicles received; 13 on order	890,608	252,913
Public Safety - Radio System Upgrade Maintenance Agreement	Performance period 10/1/21 through 9/30/22	99,596	99,596
IT Infrastructure - Hyper-Converged Server Upgrade	Work complete	557,324	557,324
IT Infrastructure - Replace obsolete Windows 8 computers	Work complete	151,790	151,790
Major Building Systems - HVAC System Improvements and Replacements	Work complete	238,047	238,047
Total Expenditures in Year			\$ 3,004,682

Note:

Agreement stipulates that project monies must be expended in during fiscal year in order to receive funding



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CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Trevor Hughes, Chief of Parks Maintenance and Development
DATE:	July 25, 2022
SUBJECT:	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.

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;
- Develop a catalogue of potential funding opportunities and strategies.

The next steps in the process would be the formal adoption of the Master Plan document, followed by the prioritization of a phased implementation plan over the next several years.

FINANCIAL IMPACT

TBD

COUNCIL DIRECTION REQUESTED

Does the Council have additional input for the Master Plan document before submittal for formal adoption?

ATTACHMENTS

1. Proposed Urban Trails Master Plan Document



JAX

BEACH
PARKS & REC

URBAN TRAILS
MASTER PLAN

FINAL REPORT MASTER PLAN

07.12.22

DRAFT

CHIX AVRES AG

TOC

CHAPTER 1

Acknowledgements

CHAPTER 2

Underlying Objectives

CHAPTER 3

Existing Conditions

CHAPTER 4

Public Involvement & Input

CHAPTER 5

Trail Types

CHAPTER 6

Trail Design Guidance & Standards

CHAPTER 7

Policy Considerations

CHAPTER 8

Operations & Maintenance

CHAPTER 9

Funding Sources

CHAPTER 10

Implementation & Recommendations

APPENDIX

ACKNOWLEDGEMENTS



CHIX 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 Nature trail Trail (ECG Trail), is also discussed within the Plan. Jacksonville Beach is one of the communities that the ECG Trail will pass through and by providing a corridor that is consistent with the guidelines, will **create a regionally significant asset in the community**.

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



BENEFITS OF TRAILS

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



BENEFITS OF TRAILS

ECONOMIC ACTIVITY AND VITALITY

.....

RECREATIONAL ACTIVITY

.....

RESILIENT TRANSPORTATION CHOICES

.....

HEALTH ENHANCEMENT

.....

COMMUNITY IDENTITY

ECONOMIC ACTIVITY AND VITALITY

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

RESILIENT TRANSPORTATION CHOICES

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

HEALTH ENHANCEMENT

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

COMMUNITY IDENTITY

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

PROJECT APPROACH

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

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

LEARN

VISION

IMPLEMENT

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

PROJECT SCHEDULE



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

JOIN US IN THE RESEARCH AND DISCOVERY PROCESS ON OCTOBER 27, 2021, as we host an open community meeting to introduce the project, our goals and objectives, answer questions. We believe thoughtful design that reflects the character and history of the local community while making it functional and affordable. The goal is to provide our residents, visitors, of all ages and abilities, a high-quality pedestrian and bicycle network that serves as a safe and active for 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 generations to come.

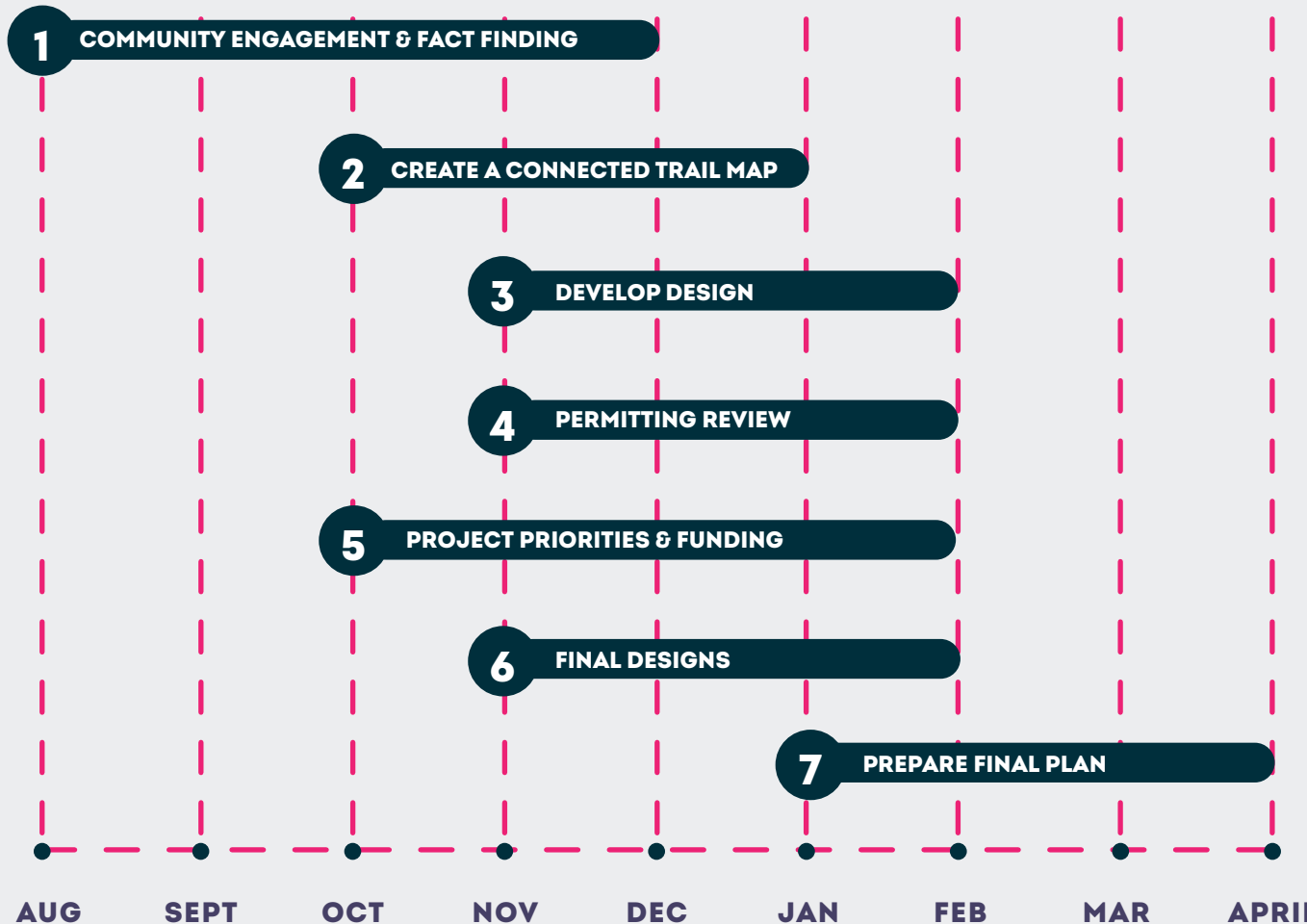
MEETING INFORMATION
RSVP BY 10.22.21:
 Email: jacksonvillebeach@chwa-agg.com
 provide your first name, last name, and zip code
 Consultants: CHW + AGG
 Date: Wednesday, October 27, 2021
 Time: 4:00pm - 7:00pm
 Address: 2001 Beach Parkway, Jacksonville Beach, FL 32250
 RSVP Questions: jacksonvillebeach@chwa-agg.com
 Website: www.jacksonvillebeach.org/4233/Parks-Recreation

Email: jacksonvillebeach@chwa-agg.com Phone: 904.235-4805 | CHW, AGG, AYERS



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

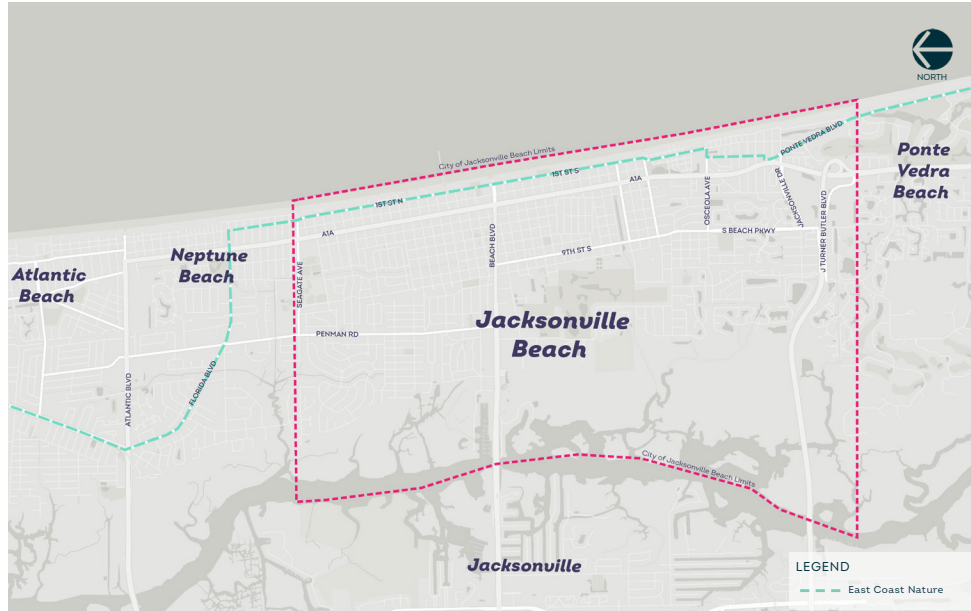




EXISTING CONDITIONS

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.



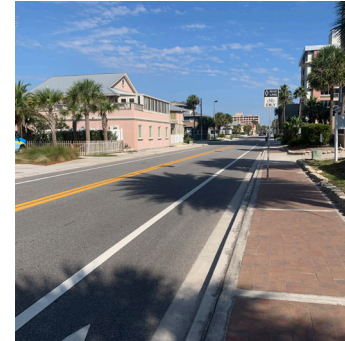
Greenspace provides an opportunity for trail and landscaping.



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.



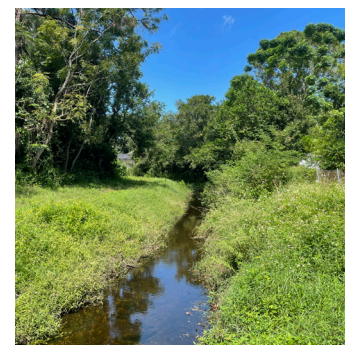
Sidewalk used for "other" purposes results in constrained pedestrian areas.



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.

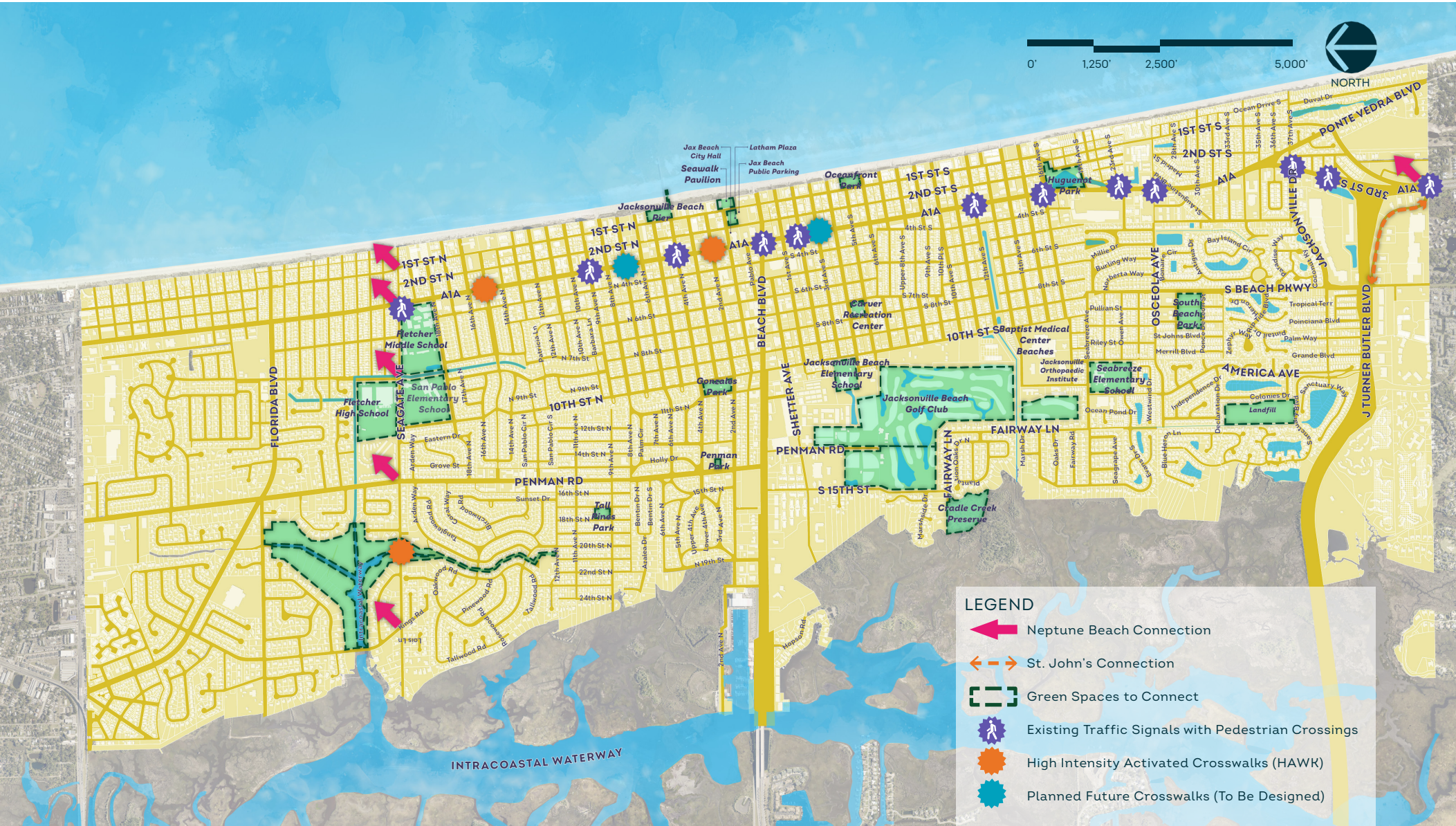
Each team was responsible for walking, biking, and driving the trail corridors in their assigned area to make observations and collect information. Scheduling for site visit days was coordinated between team captain and co-captain with available members able to attend to collect data. Captains worked 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 Nature 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 NATURE 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 ECG 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 Nature trail 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 Nature trail website, <https://www.nature>



#TimucuanParks

Altamonte Park and Boat Ramp
Jacksonville-Saltwater R Trail
Tiger Point Preserve
Jacksonville-Durbin Creek Preserve
Talbot Island State Park
Kathryn Abbey Hanna Park
Milton Historic Preserve
Kingsley Plantation

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.

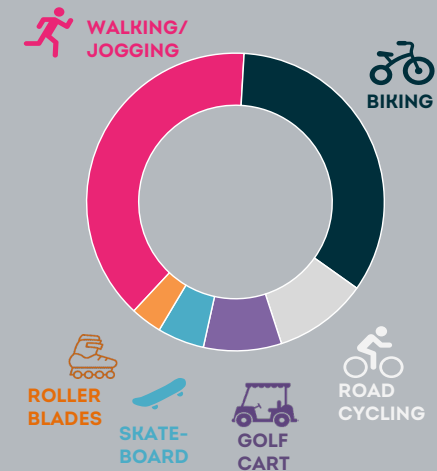
QUESTION: WHAT WOULD MAKE THE JACKSONVILLE BEACH URBAN TRAIL SYSTEM SUCCESSFUL?

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?

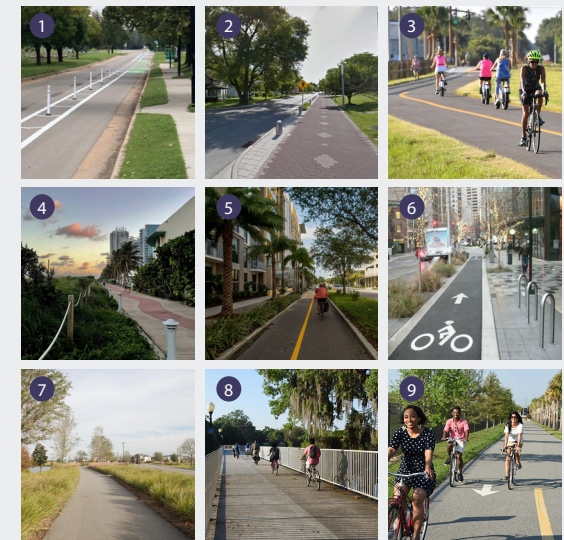
Considerations that would discourage trail use focused on a lack of safety. Interactions with higher speed vehicles such as golf carts, electric bikes, and electric scooters were also identified as issues that would discourage trail use. Using the existing sidewalk network as the trail system was also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

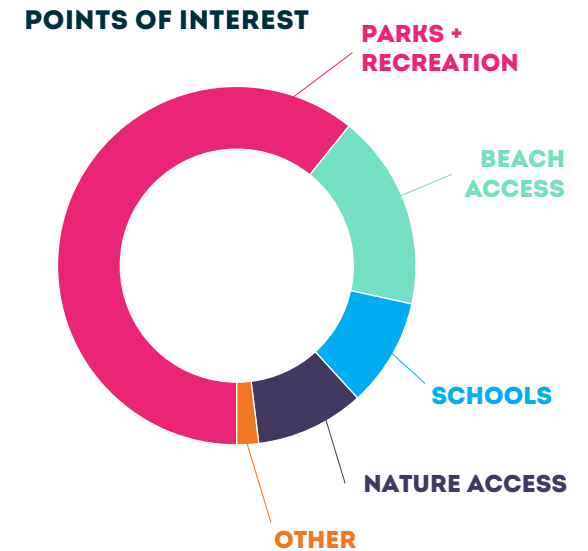
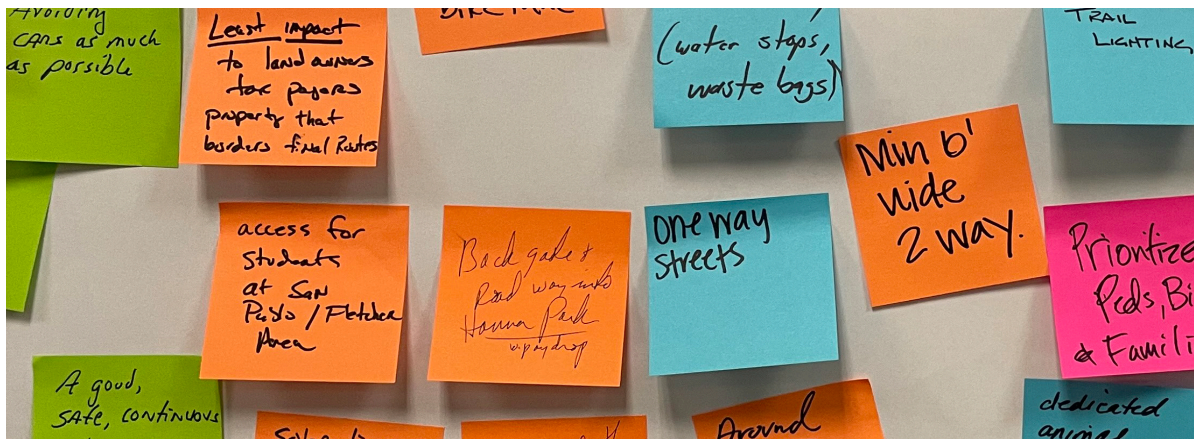
QUESTION: WHAT ARE THE SIGNIFICANT ORIGINS AND DESTINATIONS?

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.

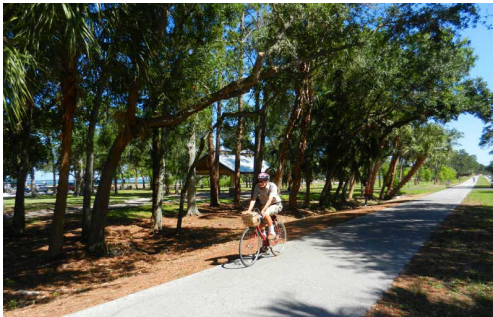
NETWORK HIERARCHY

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 version 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

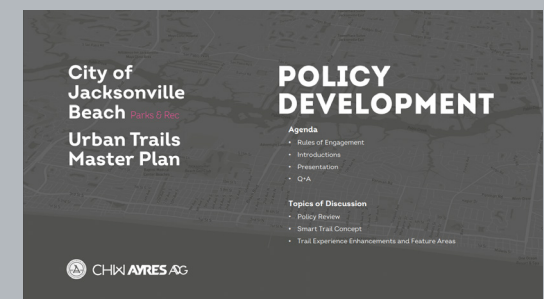
Meeting #5 - February 23, 2022

- > 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

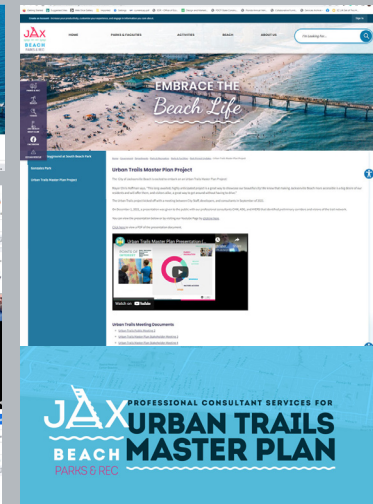
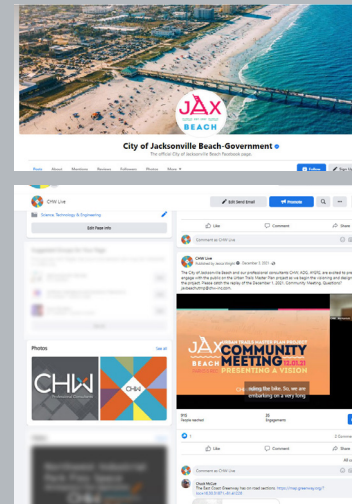


COMMUNITY ENGAGEMENT

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
of Attendees

Community Presentation
Open House
of Attendees

COMMUNITY ENGAGEMENT PHASE 2

VISION.

(4) Stakeholder Meeting(s)
Comments
of Attendees

City Council Presentation

COMMUNITY ENGAGEMENT PHASE 3

IMPLEMENT.

(1) Stakeholder Meeting(s)
Comments
of Attendees

(1) Community Presentation
Comments
of Attendees

City Council Presentation



TRAIL TYPES

CHAPTER 5

LEGEND

- Roadways
- Parks & Open Space
- Water Bodies

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

NORTH

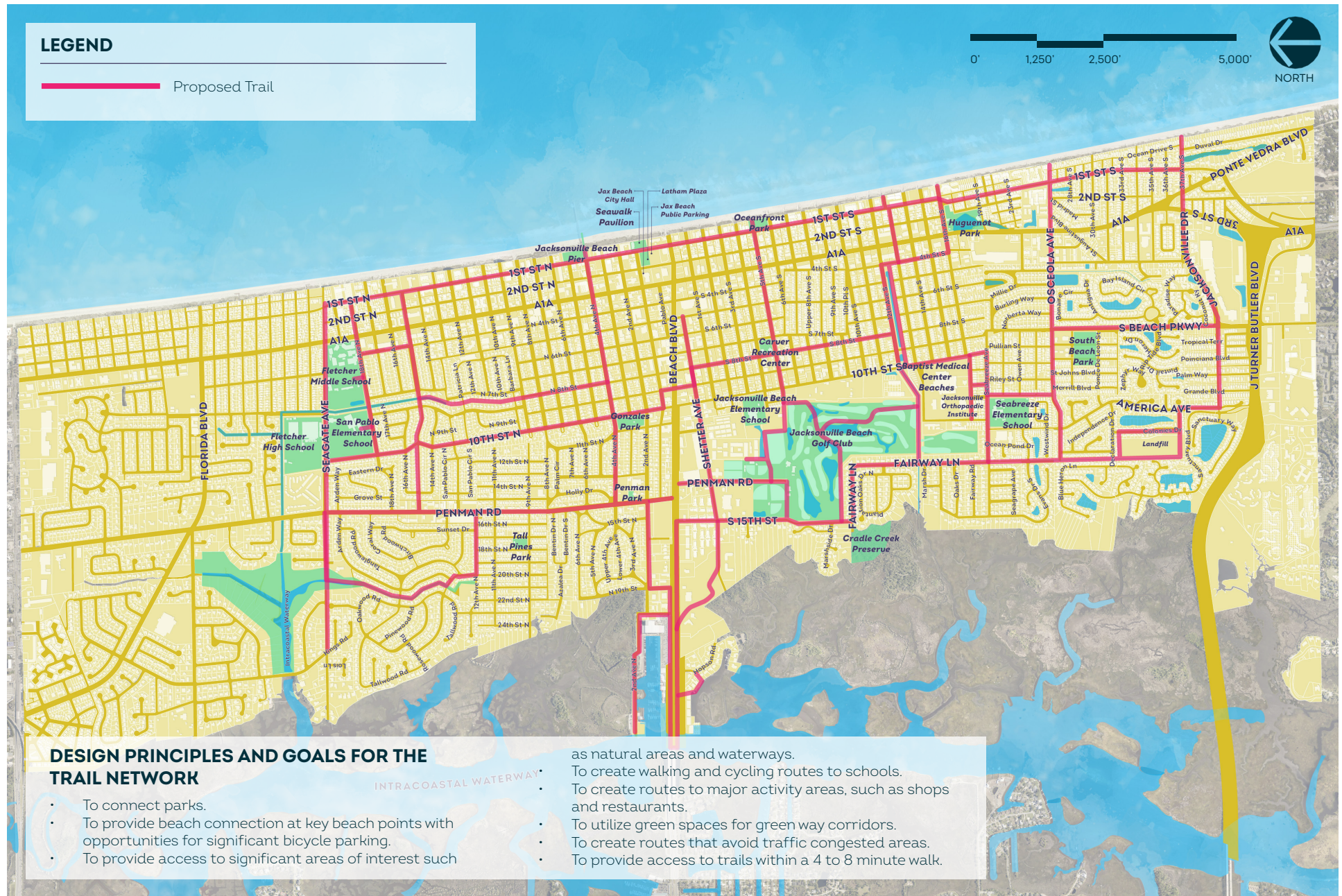
Map of Jacksonville, Florida, showing the city grid, parks, water bodies, and major roads. The map includes a legend, a scale bar, and a north arrow. The legend identifies roadways (yellow), parks and open space (green), and water bodies (blue). The scale bar shows distances from 0 to 5,000 feet. The north arrow points towards the top right. The map shows the city's layout with major roads like Florida Blvd, Seagate Ave, Penman Rd, and Fairway Ln. Parks and open spaces include Jacksonville Beach, Oceanfront Park, Carver Recreation Center, Jacksonville Beach Golf Club, and Cradle Creek Preserve. Water bodies include the Intracoastal Waterway and Jacksonville Beach. The map also shows the city's boundary and the location of the Jacksonville International Airport.

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.

LEGEND

- Proposed Trail
- 4-Minute Walk from Proposed Trail

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

NORTH

This map shows the proposed trail network and the amount of time that it would take for the average pedestrian to walk 4-minutes from each trail corridor. This demonstrates the accessibility of the network to pedestrians within a short walking distance.

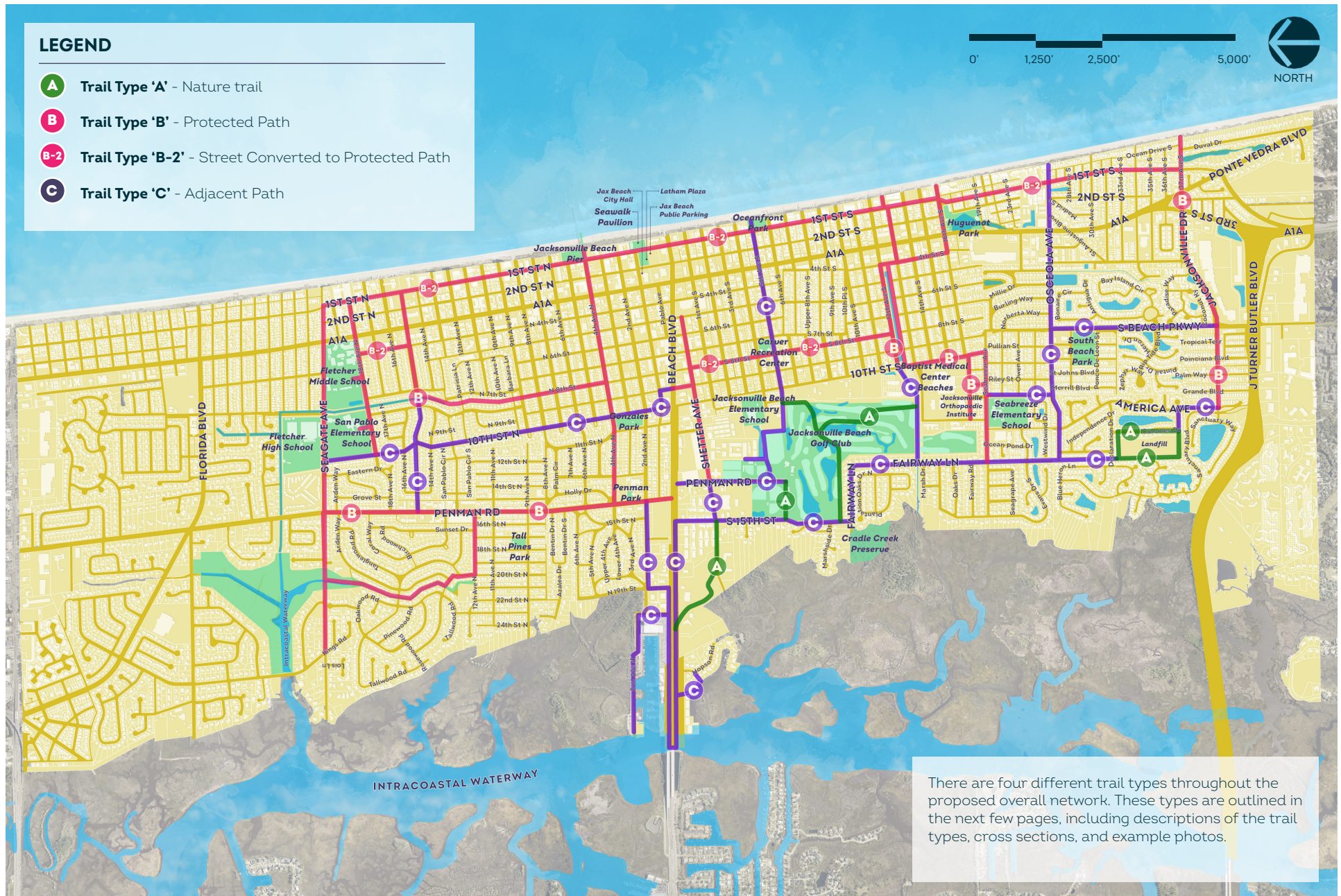
This map shows the proposed trail network and the amount of time that it would take for the average pedestrian to walk 4-minutes from each trail corridor. This demonstrates the accessibility of the network to pedestrians within a short walking distance.

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

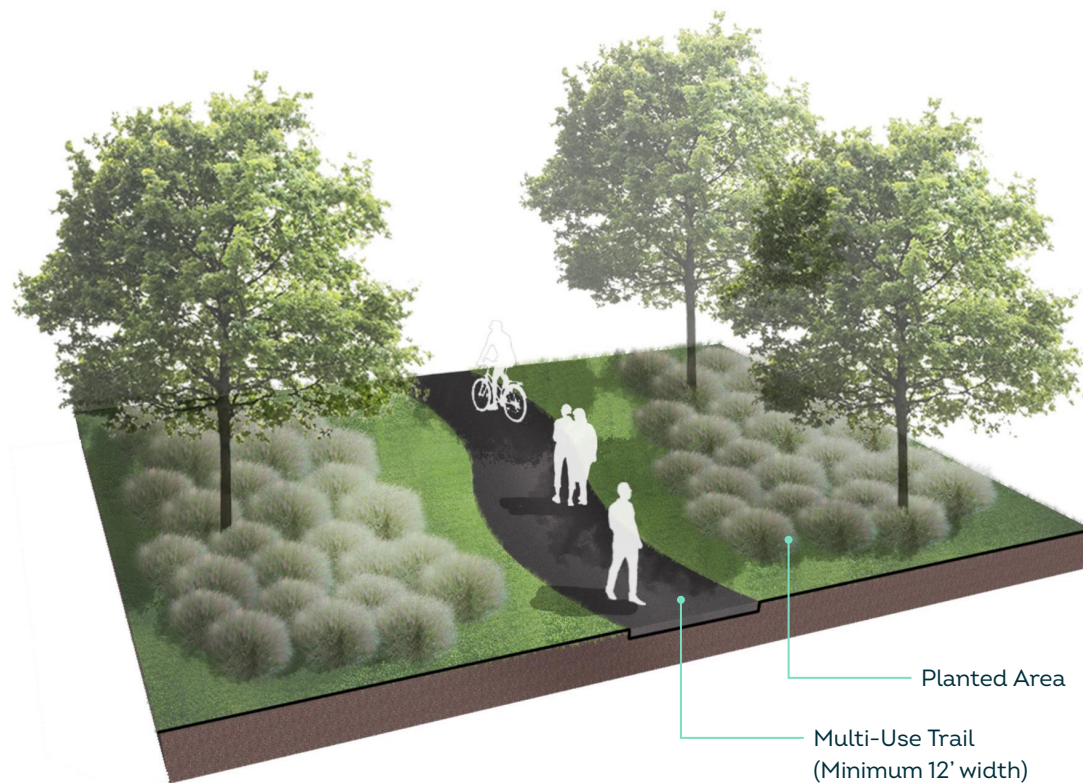
0' 1,250' 2,500' 5,000'



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



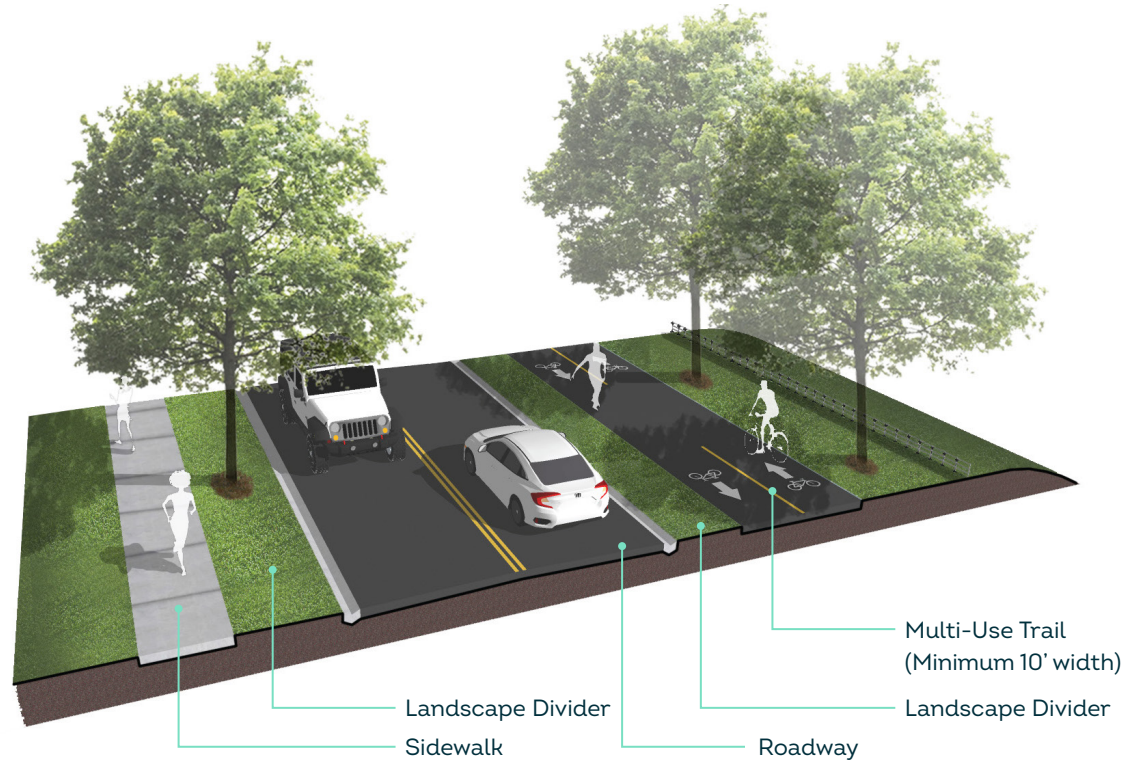
LEGACY TRAIL, SARASOTA, FL



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

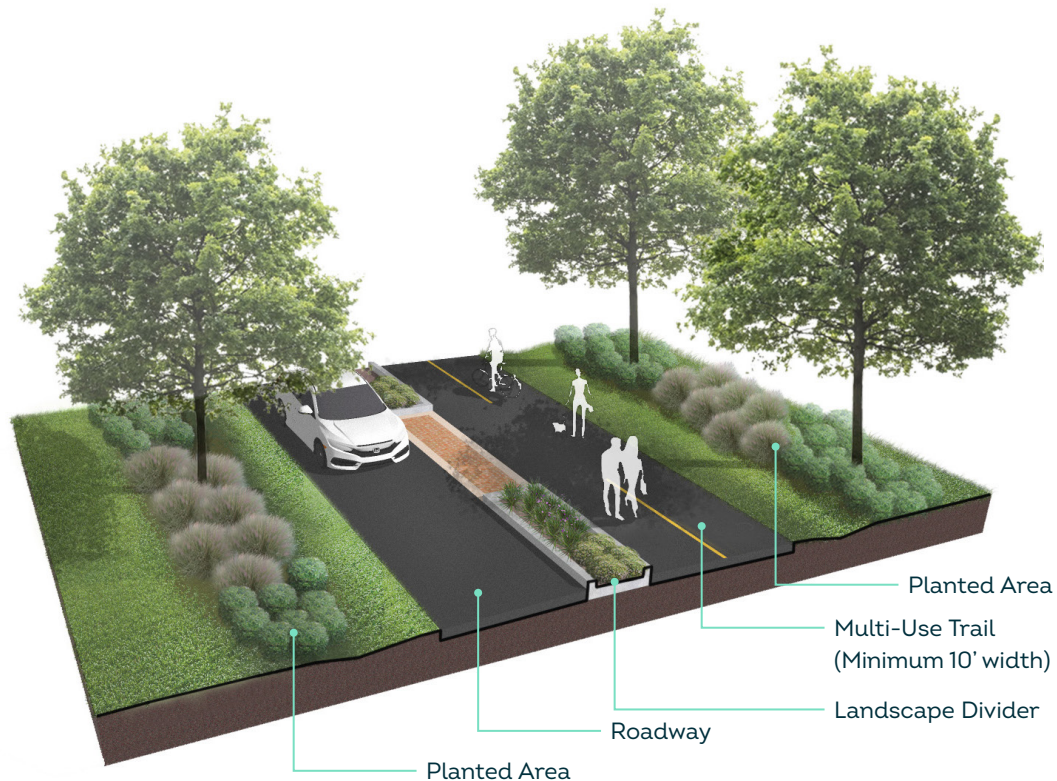


THE ESPLANADE NORTH, VENICE, FL

TYPE B2:

STREET CONVERTED TO PROTECTED PATH

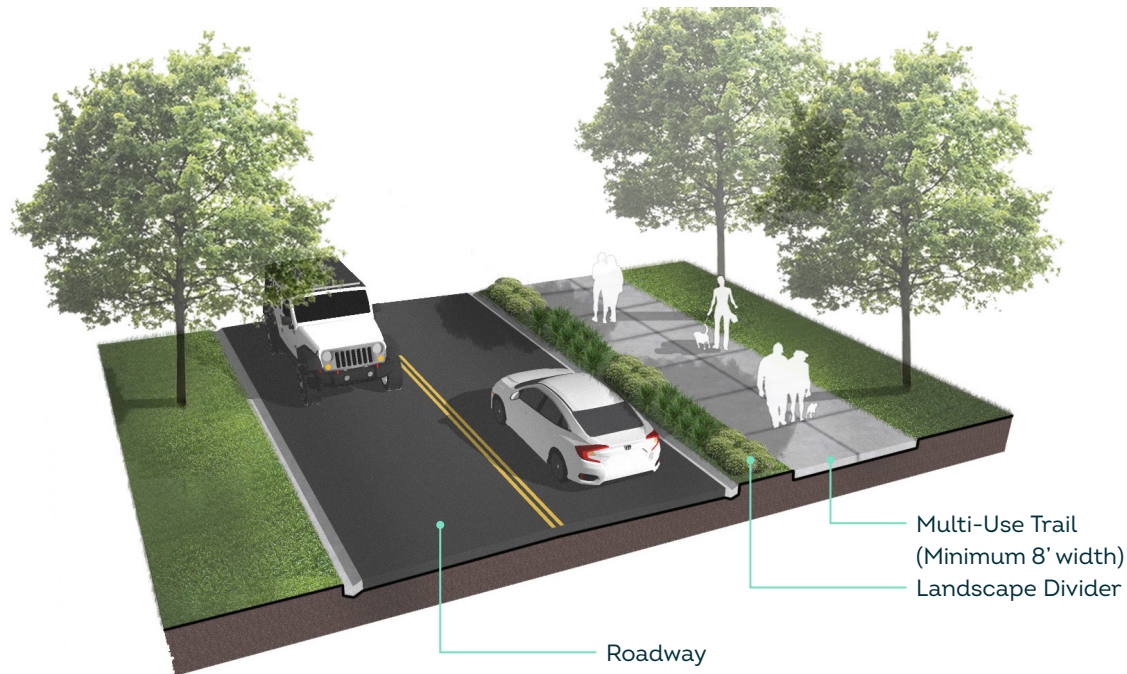
- > Provides a trail separated from traffic
- > Converts one of two lanes to a trail corridor, remaining corridor repurposed for a trail separated from the vehicle travel way
- > Remaining lane becomes one lane/one way or single lane vehicle path providing local access
- > Safe environment for diverse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

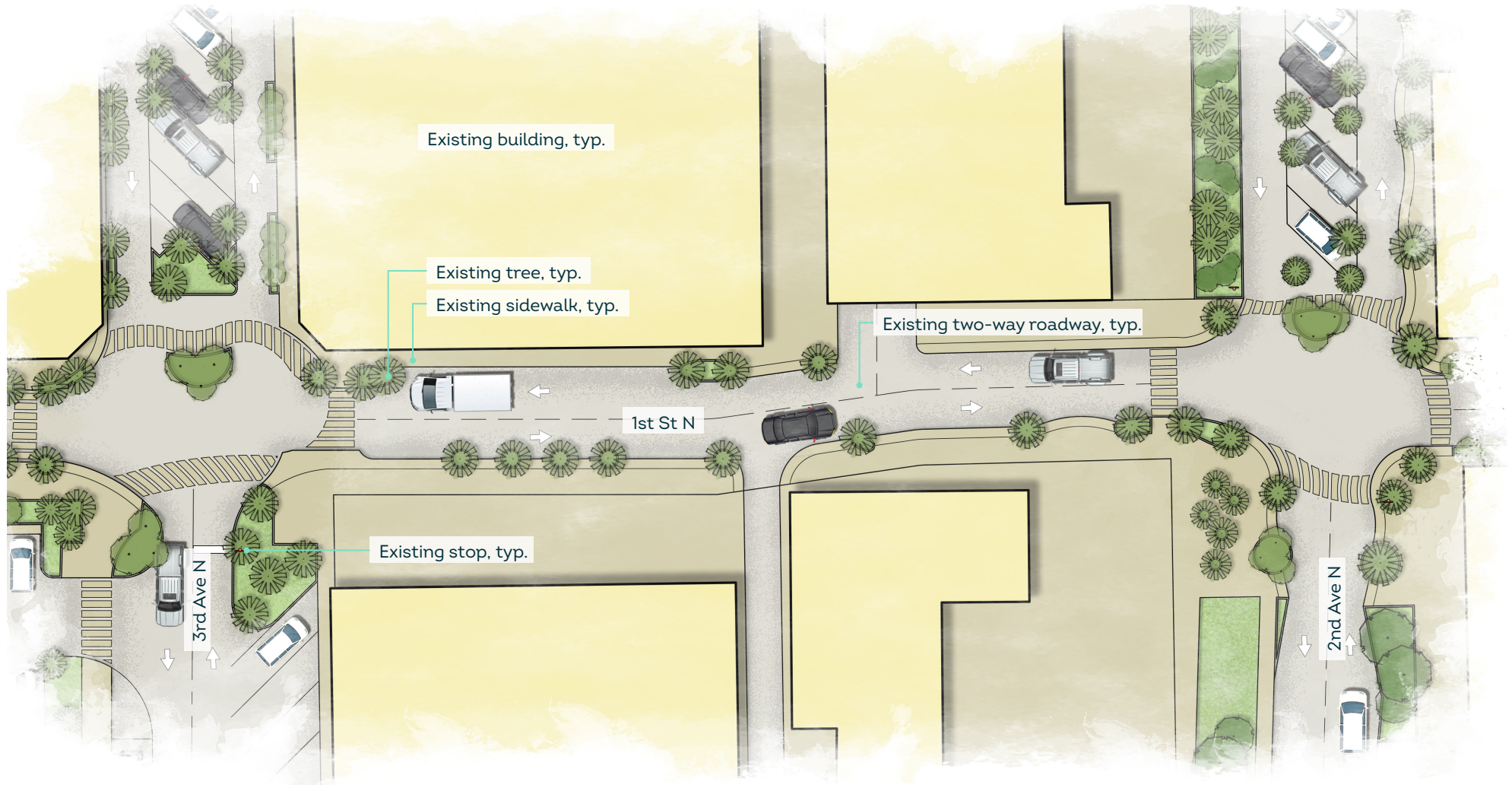
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In the downtown/commercial area:

- > 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.

.....

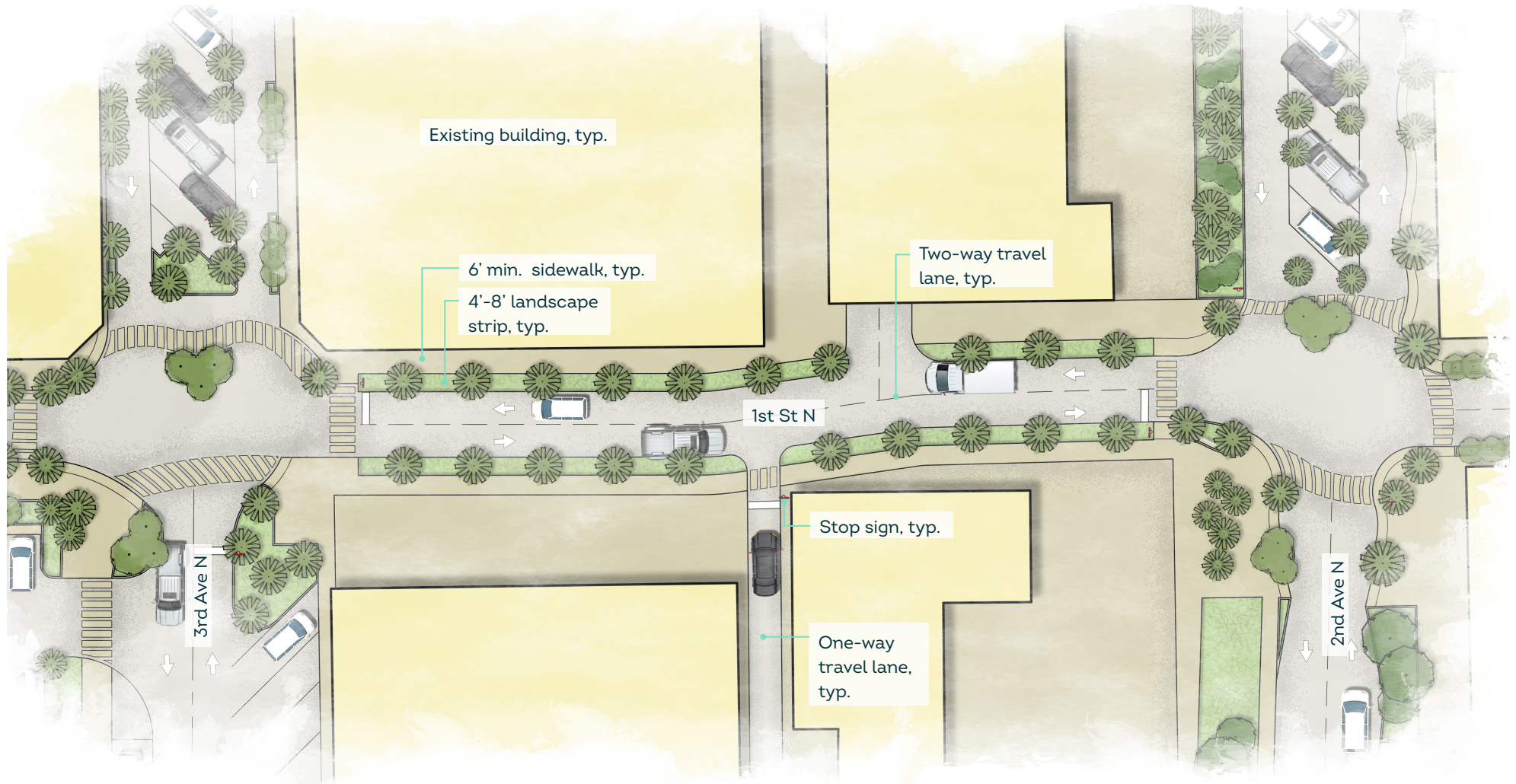
1ST STREET STREETSCAPE EXISTING CONDITIONS



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



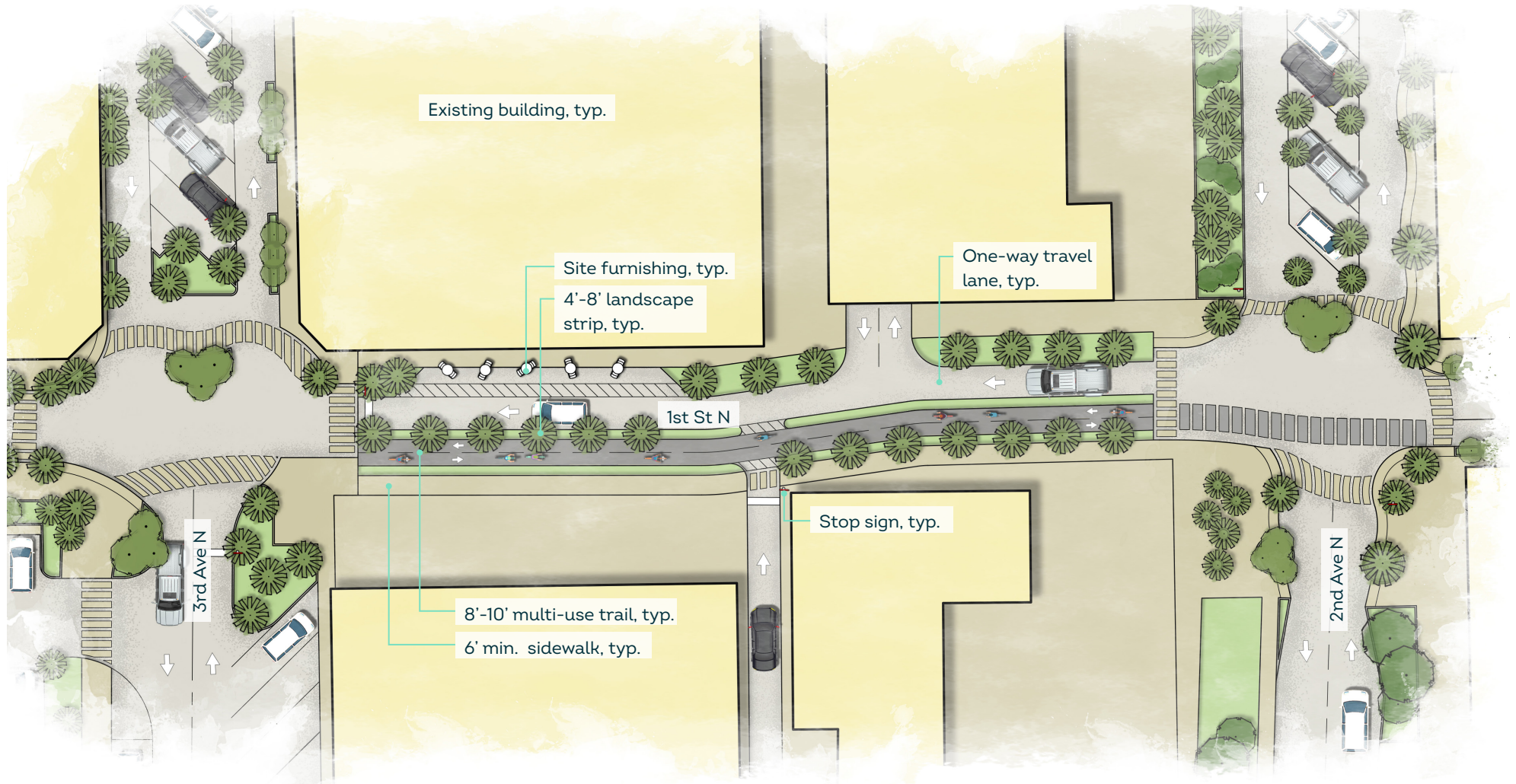
1ST STREET STREETSCAPE CONCEPT 'A'



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.



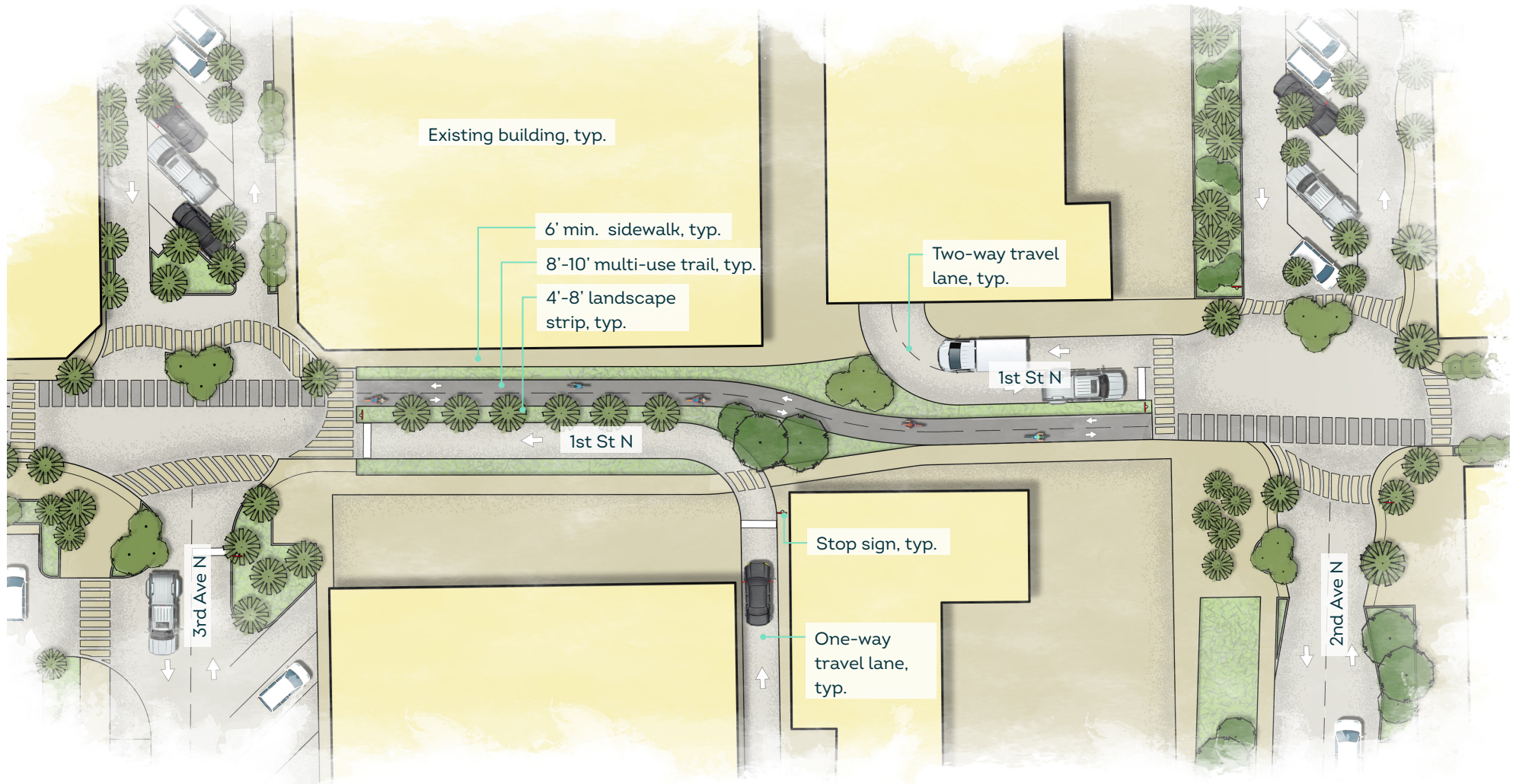
1ST STREET STREETSCAPE CONCEPT 'B'



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.



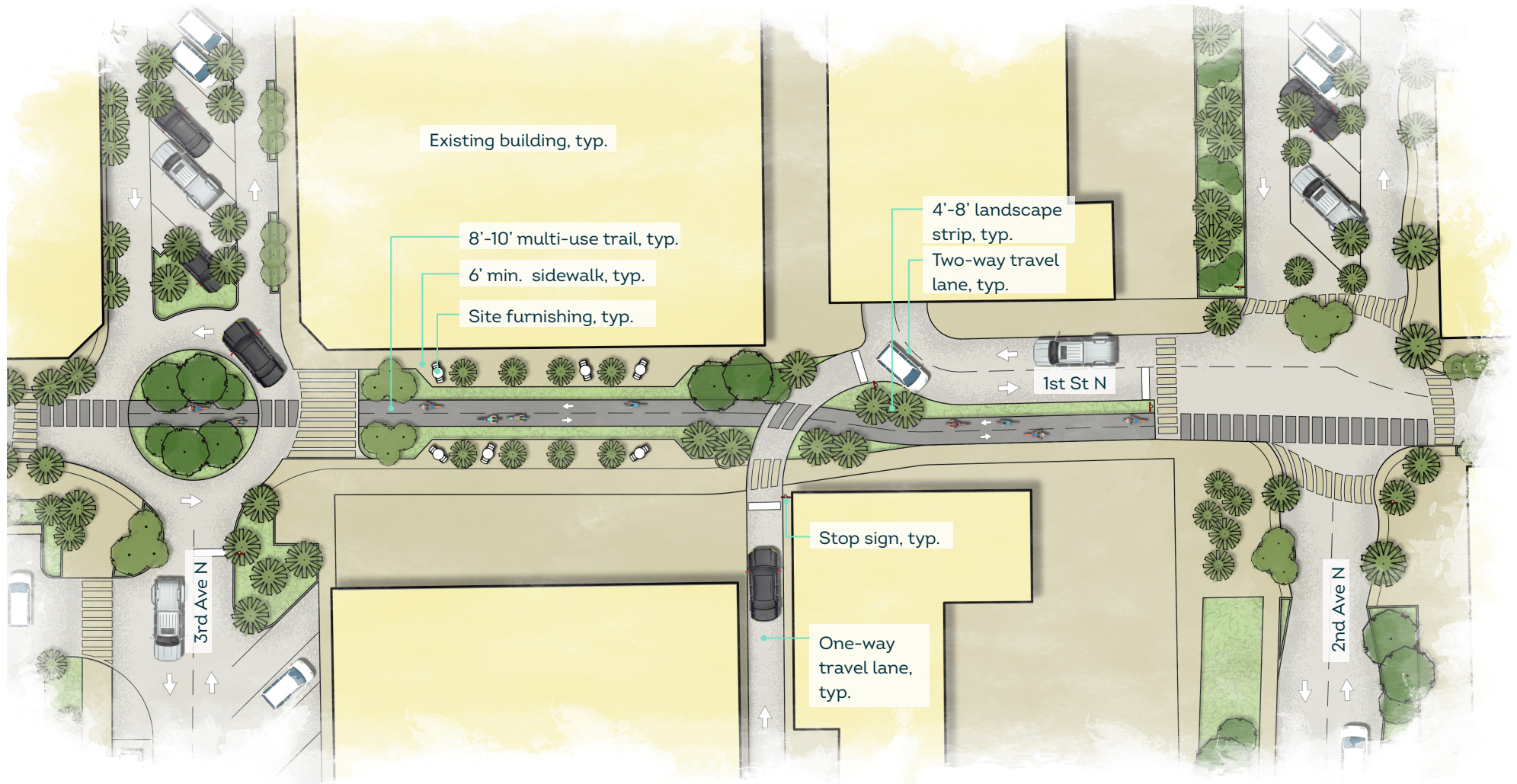
1ST STREET STREETSCAPE CONCEPT 'C'



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.

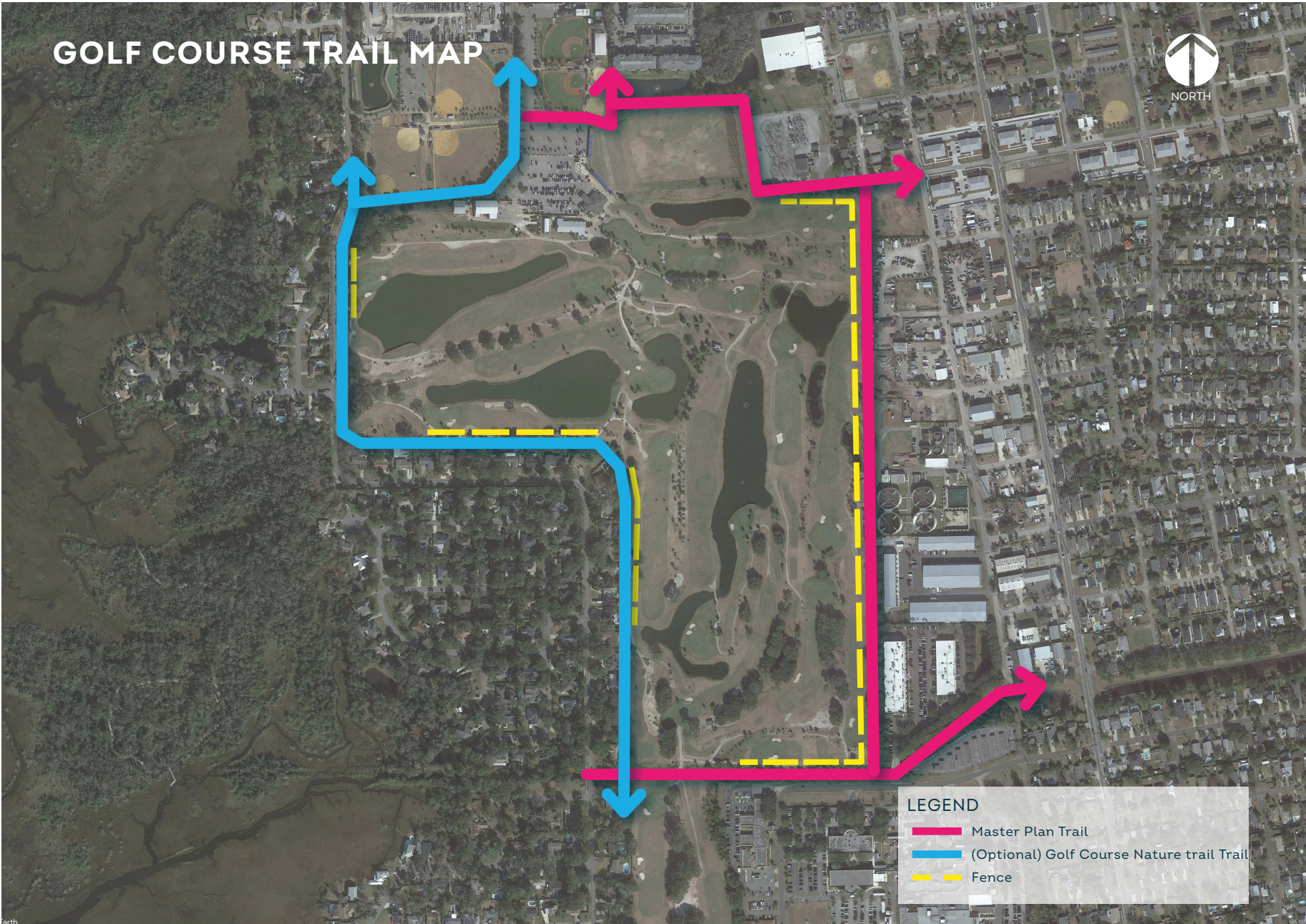
CORRIDOR EXPERIENCE DESCRIPTION: JACKSONVILLE BEACH GOLF CLUB

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.





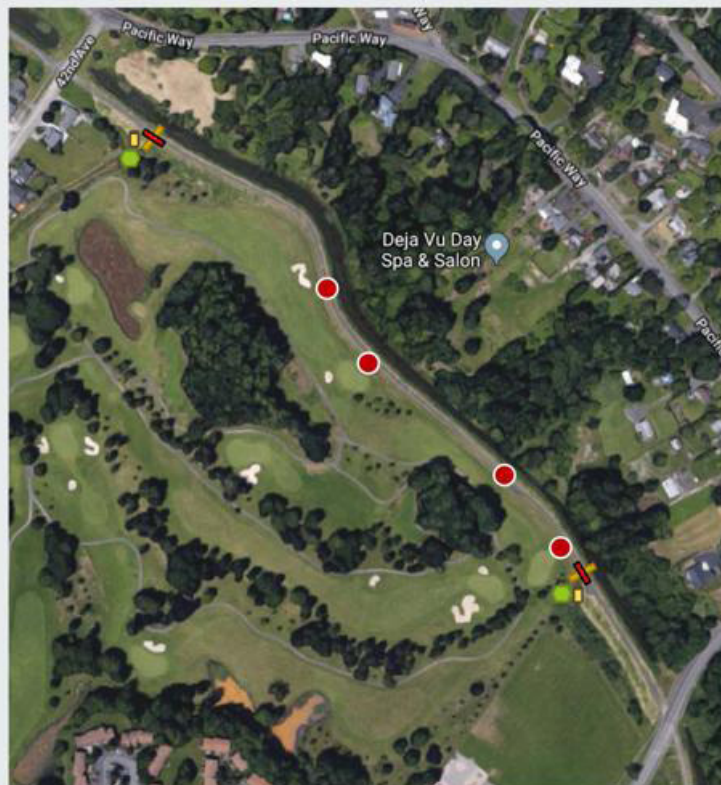
CASE STUDY: KYRENE CANAL TRAIL KEN MCDONALD GOLF COURSE, TEMPE, ARIZONA

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.

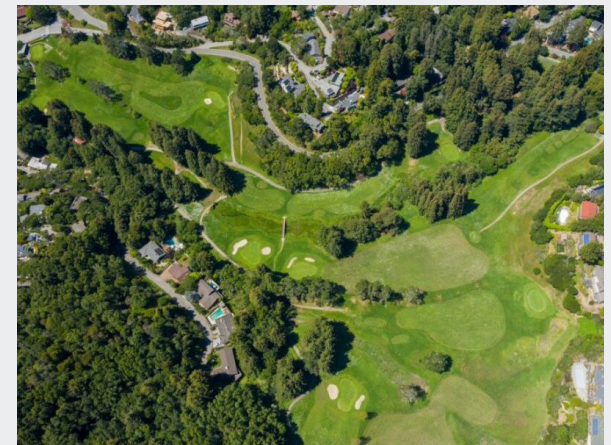


- Vehicle Gates
- Rules Signs
- Warning – Entry Signs
- Warning – Path Signs
- Mutt Mitt/Trash Cans

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 & RESORTS
800-362-5675

TRAIL DESIGN GUIDANCE STANDARDS

CHAPTER 6

DESIGN F.A.Q.

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

PHYSICAL DESIGN

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

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

COMPATIBLE USER GROUPS

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

ETIQUETTE

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

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

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

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

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

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

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

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

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

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

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

DESIGN F.A.Q.

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

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

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

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

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

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

Intersection with motor vehicles fall into three categories.

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

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



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

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

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

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

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

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

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

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

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

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

DESIGN F.A.Q.

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

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

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

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

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

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

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

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



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

Q: What is the best trail surface?

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

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

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

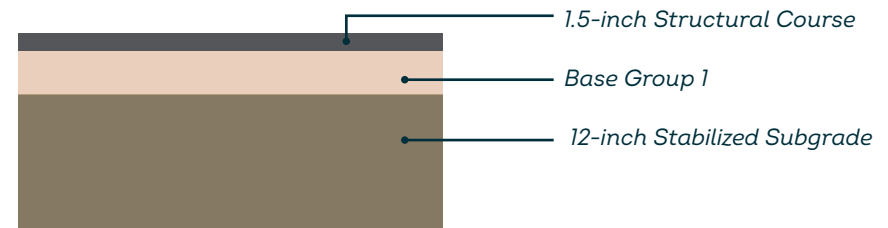


The 606, Chicago, Illinois

PAVEMENT STANDARDS

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

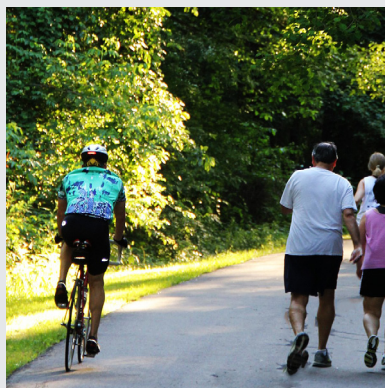
To ensure safety through these corridors, the pedestrian safety shall be in accordance with the most current American Disabilities Act (ADA) requirements for curb ramps and overall path geometry. Along with slope and access constraints, the trail must provide a pavement design equivalent to standard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



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



BIKE RACKS



TREES & SHADE



POINTS OF INTEREST



REST AREAS



WATER STATIONS



LIGHTING

ANCILLARY IMPROVEMENTS

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

USER TYPES

PEDESTRIANS (WALKING)

TYPICAL USER DIMENSIONS

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



WHEELCHAIR

TYPICAL USER DIMENSIONS

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



JOGGERS

TYPICAL USER DIMENSIONS

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



ROLLERBLADERS

TYPICAL USER DIMENSIONS

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



SKATEBOARDS

TYPICAL USER DIMENSIONS

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



BICYCLE

TYPICAL USER DIMENSIONS

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



USER TYPES

E-BIKE		SCOOTERS	
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		 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	
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)

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Clean Water Act

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

Local Requirements

Floodways

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

Municipal Stormwater

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

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

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

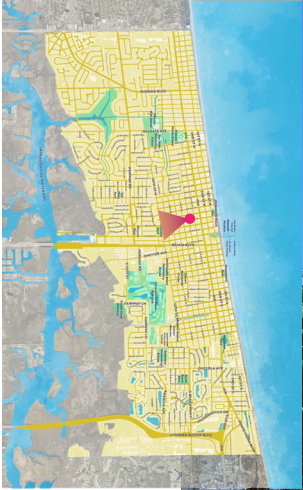
12TH AVENUE SOUTH (LOOKING WEST) - BEFORE



12TH AVENUE SOUTH (LOOKING WEST) - AFTER



4TH AVENUE NORTH (LOOKING WEST) - BEFORE



4TH AVENUE NORTH (LOOKING WEST) - AFTER



NEAR LIBERTY LANE (LOOKING NORTH) - BEFORE



NEAR LIBERTY LANE (LOOKING NORTH) - AFTER



1ST STREET NORTH (LOOKING SOUTH) - BEFORE



1ST STREET NORTH (LOOKING SOUTH) - AFTER



WILLIAMS STREET (LOOKING NORTH) - BEFORE



WILLIAMS STREET (LOOKING NORTH) - AFTER



1ST STREET NORTH DOWNTOWN (BEFORE)



1ST STREET NORTH DOWNTOWN (AFTER)



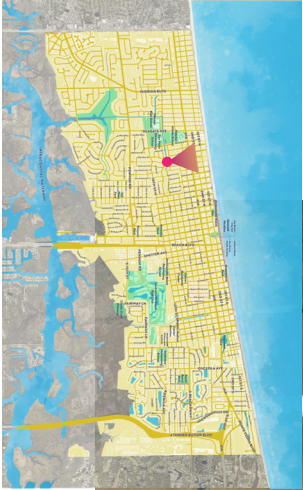
1ST STREET DOWNTOWN (BIRD'S EYE) - BEFORE



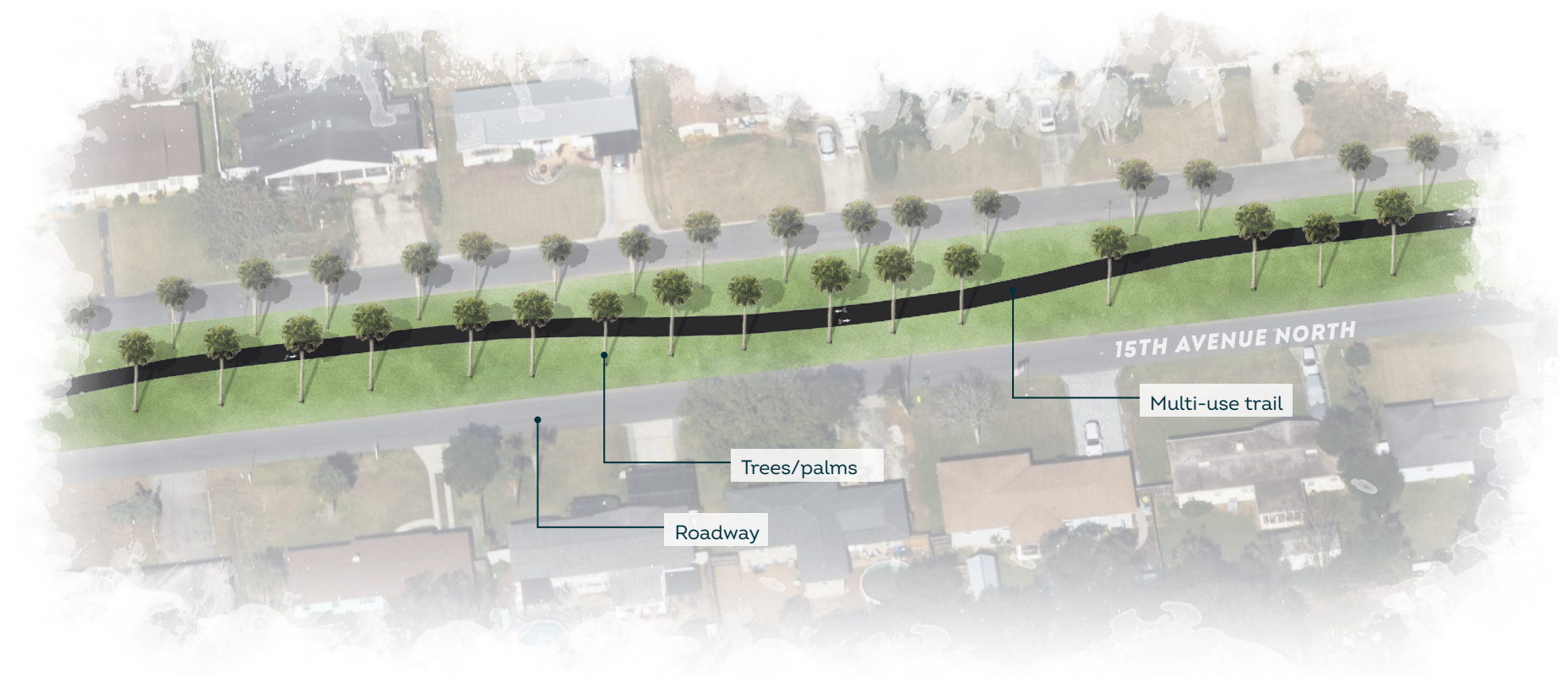
1ST STREET DOWNTOWN (BIRD'S EYE) - AFTER



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



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



BEACH BOULEVARD (BIRD'S EYE) - BEFORE



BEACH BOULEVARD (BIRD'S EYE) - AFTER



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



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





POLICY CONSIDERATIONS

CHAPTER 7

INTRODUCTION

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

TRAIL FRONTAGE DEVELOPMENT STANDARDS

Understanding

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

Existing Jacksonville Beach Standards

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



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

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

STRATEGY FOR INCORPORATION

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

TRAIL HIERARCHY

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

CONSTRUCTION CONTRIBUTION REQUIREMENTS

FOR TRAILSIDE DEVELOPMENT

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

Existing Jacksonville Beach Standards

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

The Jacksonville Beach Mobility Fee program includes a provision that offers an offset to the calculated mobility fee, with conditions, if a developer or landowner constructs a transportation improvement project identified in the 2030 Mobility Plan.

Examples

City of Jacksonville

The City of Jacksonville requires property owners developing land that abuts a street, park, or public place in the City to construct a sidewalk, curb, and gutter along its frontage at the time the parcel is developed.

The City of Jacksonville also offers an In-Lieu Sidewalk program, also referred to as the “Sidewalk Construction Special Revenue Fund.” If a developer is unable to construct sidewalks based on a set of criteria, a contribution to the In-Lieu Sidewalk Program can be paid as substitute, with City approval. Finally, the City of Jacksonville has a mobility fee. The funding from this fee funds mobility plan projects based on a development’s mobility zone.

City of Sarasota

The City of Sarasota established a Multimodal Transportation Impact Fee. This requires new development to pay a pro rata share of the reasonably anticipated expansion costs of new multimodal transportation facilities created by new growth and development.

Options & Considerations

TRAIL CONCEPTUALIZATION

- > Is an urban trail any different from a sidewalk for the sake of a development? If a development that abuts a planned urban trail would be required to construct a sidewalk, would it instead be required to construct a portion of the trail?

CASE BY CASE DEVELOPMENT V.S. FEE PAYMENT

- > One option is to require development occurring adjacent to planned trail segments to construct the portion of trail that abuts their property. This could potentially result in piecemeal trail development.
- > An alternative would be to require new development adjacent to planned trail segments to pay into a fund that is then utilized to build trail segments of the City’s choosing.

TRAILSIDE LANDSCAPING & HARDSCAPING STANDARDS

Understanding

Similar to the need for trail frontage development standards, landscaping standards may also be needed for property fronting the trails. Enhanced landscaping and hardscaping can improve trail experience by the provision of shade and a diversity of view.

Existing Jacksonville Beach Standards

No trailside landscaping standards currently exist in the City of Jacksonville Beach's LDC. The LDC does include landscape buffering requirements separating parking lots from public rights-of-way. These buffers are required to be five (5) ft. in width, have one (1) shade tree / 25 ft. of frontage, and have a hedge or nonliving barrier up to two (2) ft. tall along the parking lot side.

Sec. 28-5. establishes that it is the duty of abutting landowners to care for and protect sidewalks and parkways adjacent to their lot(s). This provision makes it lawful for landowners to improve by planting grass, flowers, and shrubbery along the edge, as well as a suitable barrier.

Examples

The City of Jacksonville includes landscaping standards for the Emerald Trail in the Emerald Trail Master Plan.

Options & Considerations

When crafting trail frontage development standards, factors to consider include:

CITYWIDE STANDARDS OR SPECIFIC STANDARDS BY USE TYPE

- > Multifamily residential, single family residential, and nonresidential developments may all warrant different landscaping standards.

TRAIL LOCATION

- > Will trail landscaping and hardscaping standards be the same across a property, or will the trail's location relative to the property's front, side, or rear influence the standards?
- > How should development treat landscaping if adjacent to an existing trail?

TRAIL HIERARCHY

- > Will there be a uniform standard for all urban trails? Will different tiers and types of trails have different standards?

STRATEGY FOR INCORPORATION

- > Trailside landscaping and hardscaping standards could be incorporated into the LDC by zoning district, as setbacks are currently.
- > These standards could also be incorporated into a standalone section, applicable across zoning districts.
- > Finally, landscaping and hardscaping standards could be worked out as part of negotiations of development agreements.
- > Landscaping and hardscaping enhancements may be most beneficial for multifamily, nonresidential, or mixed-use projects fronting a Primary Trail. These standards would need to be consistent with setback requirements and/or other development standards for the same uses. Such enhancements could include bicycle parking.

BICYCLE PARKING

Understanding

The trails will be used to connect users to destinations. Bicycle parking makes it possible for trail users to patronize trailside businesses while safely and securing storing their bicycles.

Existing Jacksonville Beach Standards

LDC §34-373.(a)(6) allows one (1) parking space in off-street parking lots containing ten (10) or more spaces to be converted to bicycle parking. This is an allowance, rather than a requirement.

Examples

City of Sarasota

The City of Sarasota includes bicycle parking requirements as part of their Off-street Parking and Loading section (Zoning Code Article VII, Division 2). Highlights include:

- Bicycle parking requirements based on percent of total automobile parking spaces required
- Style of bicycle parking—inverted U shape preferred
- Delineation of short-term and long-term bicycle parking location and design. Both are required, split 50/50.
- Short term—parking for customers, generally used for two hours or less
- Long term—parking for employees, residents, commuters, and others staying at a location for several hours



Examples

City of Neptune Beach

The City of Neptune Beach includes bicycle parking requirements as part of their Off-street Parking and Loading section (Unified Land Development Regulations Article XIII). The requirements are only applicable to the City's Central Business District (CBD).

Highlights include:

- Bicycle parking requirements for retail or commercial office uses based on gross square footage or percentage of total required automobile parking spaces.
- Guidelines on placement of bicycle parking spaces, related to visibility, lighting, weather protection, and clearance

City of Jacksonville

The City of Jacksonville includes bicycle parking requirements as part of their Off-street Parking, On-street Parking, and Mobile Home Subdivisions section (Zoning Section Ch. 656, Part 6). Section 656.608. delineates required number of bicycle parking spaces based on factors including dwelling units, square footage, or other similar factors. Section 656.609. delineates design standards, including those related to spacing, anchoring, and location.

The City of Jacksonville devotes Section 3.6 of its Land Development Procedures Manual to outlining standards for bicycle parking. These standards cover short-term parking and long-term parking solutions. Topics covered include location; design; and short- and long-term bicycle parking standards related to placement choice and installation.

BICYCLE PARKING (CONT.)

Options & Considerations

CITYWIDE V.S. TRAILSIDE

- > CHW recommends city-wide bicycle parking requirements for multifamily, commercial, and mixed-use development projects, with enhanced requirements along Primary Trails. An alternative would be to require new development adjacent to planned trail segments to pay into a fund that is then utilized to build trail segments of the City's choosing.
- > If bicycle parking requirements are applied city-wide, pertinent LDC sections to update are within LDC Article VIII Division 1. This section outlines vehicular parking standards, including design standards (§34-373), location standards (§34-374), and amount standards (§34-377).

FACTORS TO REGULATE

- > Factors to include in bicycle parking standards include but are not limited to: bicycle rack type; bicycle parking location; and required number of spaces.

TRAIL CONSTRUCTION STANDARDS

Understanding

Standards for trail construction by type will ensure uniform and well-engineered trails throughout the City.

Existing Jacksonville Beach Standards

No trail construction standards currently exist in the City of Jacksonville Beach's LDC.

Examples

City of Jacksonville

The City of Jacksonville includes section details for the Emerald Trail as part of the Emerald Trail Master Plan. The City also has a Standard Details manual provided by the Public Works Department.

Options & Considerations

LOCATION OF STANDARDS

- > Trail construction standards could be written out in the Master Plan and referenced in the LDC. CHW recommends this approach to streamline any necessary updates to the standards in the future.
- > Trail construction standards could be adopted into the Code of Ordinances, potentially in Chapter 7–Buildings and Building Regulations.



MOTOR VEHICLES AND SPEED LIMITS

Understanding

To ensure safety for all trail users, regulations on what vehicles are allowed and how fast users may travel will be necessary.

Existing Jacksonville Beach Standards

Jacksonville Beach regulates lawful speeds in Code of Ordinances §31-18. These regulations are based on where the roadway is. Examples include in a business district, residence district, school zone, or east of the established seawalls. Jacksonville Beach regulates the movement of bicycles, electric personal assistive mobility devices, micromobility devices, and motorized scooters in §31-5.

Examples

City of Sarasota

Sarasota County established an operation and use policy for the Legacy Trail through formal resolution by the Board of County Commissioners. Resolution No. 2019-234 dictates trail rules and regulations encroachment onto the trail by abutting property owners.

Neptune Beach

Neptune Beach regulates the operation of golf carts, low-speed vehicles, and utility vehicles on roads in §22.73. of their Code of Ordinances.

Options & Considerations

TYPES OF VEHICLES

- > As personal mobility choices continue to expand, a decision will need to be made on the types of vehicles allowed on the urban trails.
- > A simple approach would be to impose a blanket ban on motorized vehicles other than those used by persons with mobility assistance needs.

SPEED LIMITS

- > A maximum speed should be imposed on the urban trails. Determination of this speed may be influenced by the types of vehicles permitted and/or through coordination with local stakeholder groups and adjacent communities. 15 miles per hour (MPH) is a common speed limit for similar trails systems.

ENFORCEMENT

- > Will the regulations on trail usage be actively enforced by law enforcement officers?
- > Will the regulations on trail usage be passively enforced with infrastructure, such as bollards?
- > A combination of active and passive enforcement is also possible.



WAIVER FROM MINIMUM STANDARDS

Understanding

A method of obtaining a waiver from the minimum trailside development standards will allow development with unique circumstances the flexibility needed to complete construction.

Existing Jacksonville Beach Standards

LDC Article VI, Division 6 outlines the process for obtaining a variance. No other similar process could be found in the City's LDC.

Examples

City of Jacksonville

The City of Jacksonville does not have an explicit process for requesting a waiver from minimum standards, but Matt Fall, City Bicycle-Pedestrian Coordinator at time of writing, explained that "discretion was built into the code." This discretion allows the city to work with development on a case-by-case basis to ensure success and compromise.

Examples

City of Gainesville

In order to provide flexibility for the unique circumstances of individual developments, the City of Gainesville offers a method for applicants to seek modification from development standards in City of Gainesville LDC §30-3.54. Modifications are required to provide delineated minimum compensating enhancement to the public realm. Modification requests are administratively approved and do not require public hearings. Examples include:

REQUESTED MODIFICATION	MIN. COMPENSATING ENHANCEMENT OF PUBLIC REALM
Variation in required street setback up to 3 feet.	10% increase above required 1st floor glazing.
Reduction in required glazing percentages up to 10%.	Increase of 2 feet above required sidewalk width.
Reduction in required building frontage percentages up to 10%.	10% increase above required building frontage.
Reduction in required landscape zones up to 2 feet; however, in no case shall a landscape area be less than 4 feet in depth.	Increase of 4 feet above min. 1st floor height; Increase of 2 ft. above min. landscape zone.

Options & Considerations

PROCESS

- > Will a request for a waiver be administratively approved, or would the City prefer it go before a board? CHW recommends an administrative approval process.

ADOPTION AND UTILIZATION OF OFFICIAL MAP

Understanding

An official map will delineate Jacksonville Beach's Urban Trails in law and provide the basis for implementation of the plan.

Existing Jacksonville Beach Standards

No map currently exists.

Examples

City of Jacksonville

The City of Jacksonville does not appear to include a map of the Emerald Trail system in either its code of ordinances or Comprehensive Plan. The City does adopt an official map and boundaries for its Downtown Overlay Zone Map in the ordinance code. While the overlay is not a similar example compared to a trail system, it does offer an example of a map being adopted.

Sarasota County

The Legacy Trail is depicted on multiple maps in Sarasota County's Comprehensive Plan. The Master Plan is adopted by resolution.

Options & Considerations

It is suggested to have the official map as part of the Urban Trails Master Plan. The Comprehensive Plan can make reference to this map and require it exist and be updated. The LDC can adopt this map by reference. This will make amendment easier, as it avoids having to follow state statute protocol (Comprehensive Plan) and minimizes LDC updates. This will also help to ensure updates are comprehensive, rather than piecemeal.

It is also suggested that a provision be put in place requiring review and/or update of the official map at defined intervals. This will help keep the plan alive, rather than be forgotten.





OPERATIONS & MAINTENANCE

CHAPTER 8

ETIQUETTE

Public input and feedback have raised several concerns about conflicting uses of the trail and the interaction of trail users and vehicles. The City of Jacksonville Beach trail network uses public right-of-way where the trail is located between the edge of pavement and homes. This raises two immediate concerns, both of which were received as public comments:

BE PREPARED TO STOP

The use of headphones and earbuds is a popular enhancement to hiking, jogging, and bicycling. This may hamper trail etiquette where signaling is expected, so... be prepared to stop!

KEEP RIGHT or KEEP LEFT

Some communities have adopted a convention in which faster moving vehicles (such as bicycles, scooters, and skateboards) stay to the right while pedestrian and joggers stay to the left, facing on-coming users. This is the same convention used when walking on a roadway where sidewalks are not available.

Either approach has its benefits, but consistency and building expectations is key ensuring compliance.

Much of the trail will be located in what is currently the “front yard” of homes or businesses. Today that area is treated as private property and may be landscaped or used for parking. Additionally, the interaction between the trail user and vehicles will be prevalent due to the proximity of the two corridors.

The following summary of best practices provides recommendations from the trail community and the City of Jacksonville Beach Police Department for etiquette to adhere to during trail use.

ETIQUETTE RECOMMENDATIONS

STAY RIGHT, PASS LEFT!

WHEN ENCOUNTERING OTHERS, PROCEED LIKE A CAR – USE THE RIGHT SIDE OF THE TRAIL FOR TRAVEL, LEFT SIDE FOR PASSING.

LEAVE ROOM TO PASS.

WHETHER WALKING OR MOVING AT A FASTER PACE (E.G. JOGGING, BICYCLING) STAY TO THE RIGHT OF THE CENTERLINE, ALLOWING OTHERS ROOM TO PASS.

ANNOUNCE BEFORE PASSING.

USE A BELL OR ANNOUNCE “ON YOUR LEFT” WHEN PASSING ANOTHER TRAIL USER.

MAINTAIN COMPARABLE SPEEDS.

RECOGNIZE THAT PEOPLE CAN BE UNPREDICTABLE, SO BE PREPARED TO STOP. WHEN APPROACHING OR PASSING OTHERS, MAINTAIN A COMPARABLE SPEED OR SLIGHTLY FASTER.

KEEP THE PATH OPEN.

PULL OFF THE PATH TO LOOK AROUND OR TAKE A BREAK. DO NOT STOP OR PARK IN THE PATH.

RISK MANAGEMENT & LIABILITY

When considering a multi-use trails network, the impact to private property throughout a community may be assumed to be limited. However, a design limitation constraining trail networks to only public land may result in an inadequate and incomplete system, especially regarding connections to private development, such as commercial establishments and private residential developments.

A complete and comprehensive trail system should have continuous sidewalk systems where walking on a public sidewalk to a commercial establishment is seamless. The pedestrian may not necessarily know they have crossed the property line and if they do, it is likely because the logical walking route has been broken (for example, when a sidewalk intersects with a driveway.)

Well-planned urban trails system should provide the necessary logical, intuitive, and seamless connections with private property. The simplest method of implementing these connections is through local policy and development regulations. Risk and liability are always a concern and there are statutes within the State of Florida addressing this (Florida State Statutes 375.251). *(Image: Bell Street Park, Seattle, WA)*



RISK MANAGEMENT

State law requires that a managing agency must provide a reasonably safe facility. This is accomplished through good design and regular risk management procedures to identify and address problems before they arise. As the network grows, so will maintenance demands. Instituting and funding a maintenance program will go a long way to manage overall risk.

LIABILITY

To protect landowner rights, local governments can implement legal frameworks, such as a Public Use Easement, to ensure the trail system connectivity is not diminished due to legal concerns. Additionally, all fifty states have enacted some form of liability protection that limits land owner liability for recreational facilities. Under these protections, landowners are not liable for recreational trail injuries resulting from carelessness or accidents, provided the property owner has not engaged in wanton misconduct.

ACCESS, ENFORCEMENT & SECURITY

With the increasing popularity of E-bicycles and E-scooters, questions about trail use have arisen. With these vehicles traveling faster than their unmotorized counterparts, compatibility on the trail is a concern. Research shows that the allowance or banning of such vehicles is typically a local decision. Federally operated and maintained trails allow electronic, battery powered, or battery assisted vehicles, but defer to local agencies for local trails.

The City of Jacksonville Beach Police Department recommends a clear limitation on allowed versus prohibited vehicles: that only “human-powered” vehicles be allowed. In all cases, golf carts and low speed vehicles should be prohibited.

ACCESS

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

1. Parking on the trails. Active education was thought to be the best approach, and if necessary, issuing warnings and citations.
2. Wrong way turns at driveway and intersections. Site specific design should alleviate most of the problem, though bollards can be installed if necessary.
(See *Exhibit A*.)

ENFORCEMENT

Based on discussions with the Police Department, enforcement should take a backseat to education as the trail corridors open. Doing so will give the public a chance to adapt to the new facilities.

EXHIBIT 'A'



Safety and security are a high priority for any public recreation infrastructure and should be a consideration on urban trail design through Jacksonville Beach. Good design can alleviate many safety issues and can mitigate security concerns as well.

SECURITY

Good visibility is the most important component of trail security. Fortunately, the City of Jacksonville Beach has a built environment and infrastructure that lends itself to a secure environment. Good sight lines should be provided around constraints and trail users should have at least 100 feet of forward and rear visibility.

Dense foliage should be limited in trail areas and amenities. Tall fences that block visibility immediately adjacent to the trail also project negative image and should be avoided. Pedestrian scale lighting also helps to create a safer nighttime experience.

In remote areas, consideration should be given during design for access to emergency vehicles, primarily ambulances. The pavement, culverts, and, if applicable, bridges should be designed to accommodate emergency vehicles if no other immediately convenient route exists.

TRAIL PATROLS

The City of Jacksonville Police Department indicated that an education campaign would be implemented and later, if necessary, and enforcement campaign. This would most likely accomplished through bicycle or foot patrols around the network.

Some communities have also endorsed volunteer efforts to accomplish much of the same goals. These volunteers are usually avid users and enthusiasts. They care about the use and etiquette of the trail and want to help promote a successful trail network. They wear basic, noticeable uniforms (e.g., brightly colored t-shirts) and provide guidance, technical assistance, and education throughout the trail network. While these volunteers do not provide rules or regulatory enforcement, their presence around the network does provide an element of security and promotes a safe user experience.



WAYFINDING IS: LITERALLY, FINDING YOUR WAY.
ALL THE WAYS PEOPLE ORIENT THEMSELVES IN
PHYSICAL SPACE AND NAVIGATE FROM PLACE TO
PLACE.

- > **A holistic view from a visitor's perspective**
- > **Accomplished using a system of signage, banners, or other elements to direct people to destinations**
- > **A thoughtful, organized approach to direct people to destinations**
- > **An opportunity for community branding**



DOWNTOWN KISSIMMEE, FL



FREDERICK, MD



SANTA BARBARA, CA



WAUSAU, WI



WAYFINDING PRINCIPLES

Our work in wayfinding includes brand development, creative concept design, placement planning, design intent drawings, construction drawings, bid preparation and assistance, and construction support. Six core principles guide the placement and design of the wayfinding system to create a clear wayfinding experience and achieve a more navigable transportation network:

- > **Connecting Places:** Facilitate travel between destinations and provide guidance to new destinations. Wayfinding should provide seamless connections to and from destinations.
- > **Promote Active Travel:** Encourage increased rates of active transportation by helping people to realize they can walk, bike, or roll to the places they want to go.
- > **Maintain Motion:** Be legible and visible for people on the move so that they can interpret wayfinding elements without stopping.
- > **Keep it Simple:** Present information simply, using clear fonts and simple designs, so that it can be understood quickly.
- > **Be Predictable:** Standardize the placement and design of signs so that patterns are established, and wayfinding elements become predictable.
- > **Be Inclusive:** Signage should be accessible and designed to be comprehensible by a wide range of users, including people of all ages, ability levels, and languages.

SIGN TYPES & EXAMPLES



GATEWAY



DESTINATION



DIRECTIONAL



TRAIL MARKER



BANNER

WAYFINDING RECOMMENDATIONS

PHASING

- > Develop a phasing plan to prioritize signage, fabrication, and installation over the long term.
- > Focus on the most highly visible locations first.
- > Develop a long-term maintenance plan for the signage system.

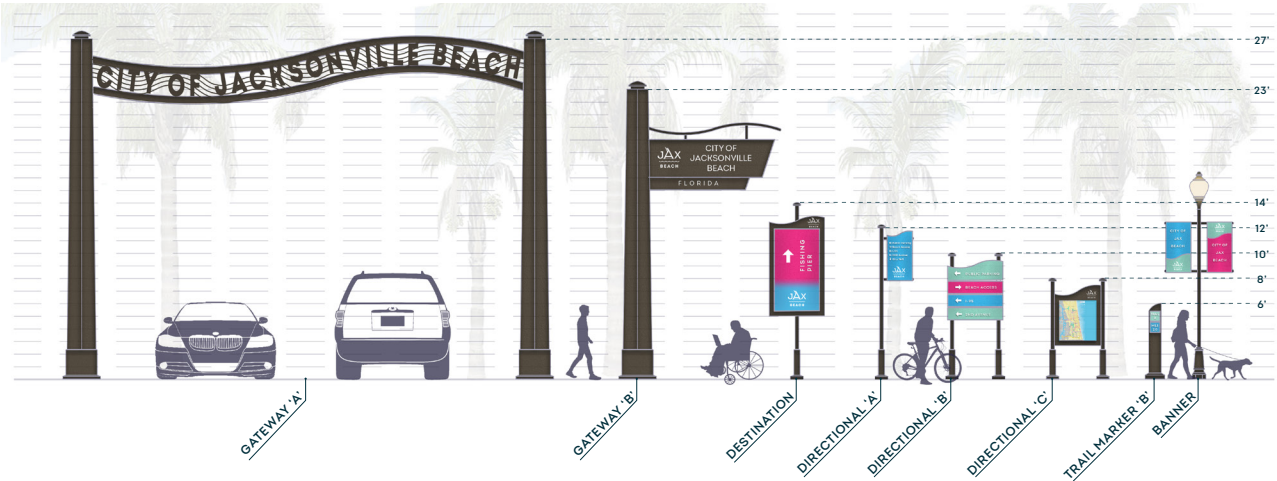
ACCESSIBILITY & SAFETY

- > Comply with ADA standards to ensure users of all abilities can enjoy safely.
- > Locate signage while taking sight distance and pedestrian/vehicular/bicycle safety standards into consideration.
- > Adhere to the Manual on Uniform Traffic Control Devices (MUTCD) where required for roadway signage to ensure clear communication to drivers.

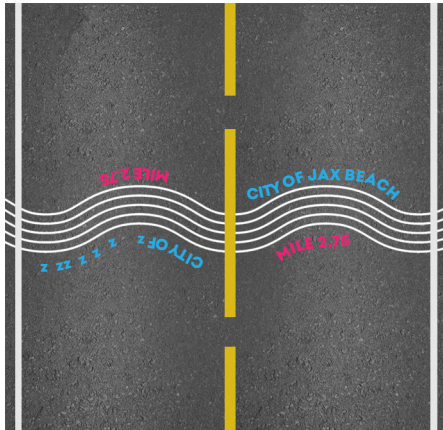
VISIBILITY & FUNCTIONALITY

- > Assess whether existing trees may need to be removed or selectively pruned to ensure signage is visible from major roadways.
- > Coordinate locations of signs to ensure optimized visibility from major roadways.
- > Utilize removable panels on directional signage for increased flexibility.
- > Coordinate with FDOT to approve signage located within the FDOT ROW.
- > Highlight the signage on major highways with lighting to attract visitors from major corridors and help visitors to find their way at night.

SIGNAGE DESIGN CONCEPTS



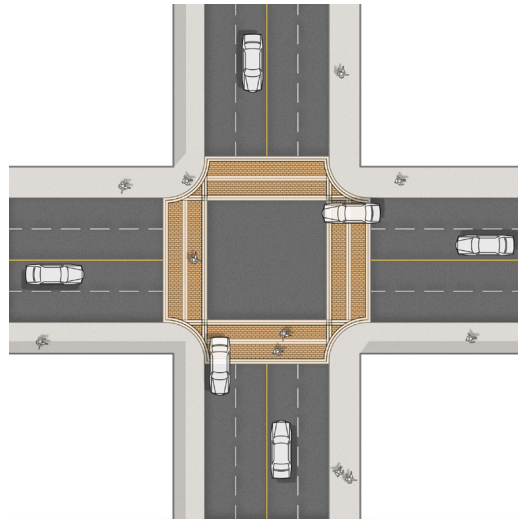
TRAIL MARKER 'A'



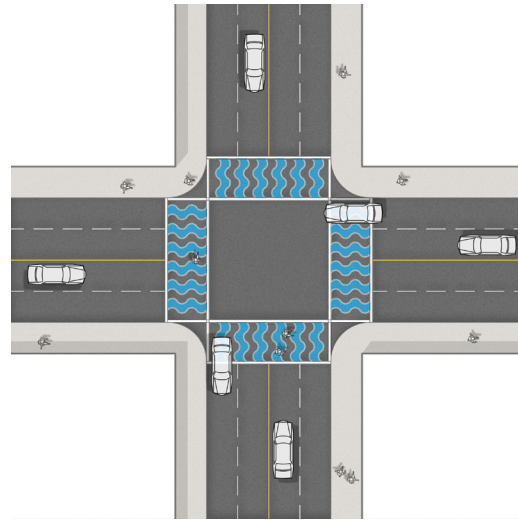
TRAIL MARKER 'B'

INTERSECTION CROSSING TREATMENTS

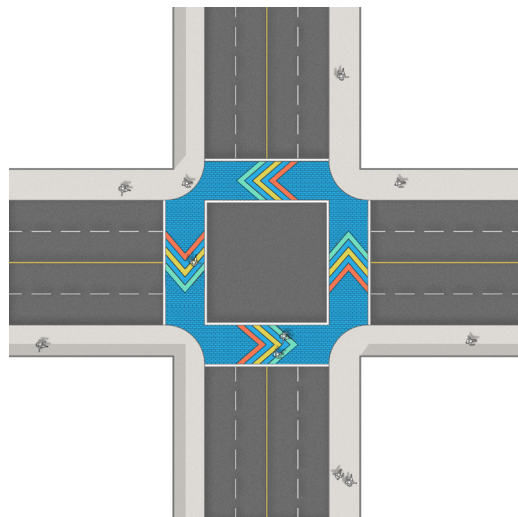
CONCEPT 'A'



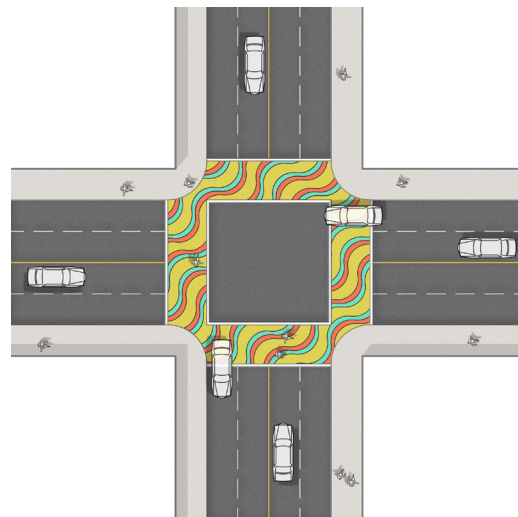
CONCEPT 'B'



CONCEPT 'C'



CONCEPT 'D'



SITE FURNISHINGS 'TRADITIONAL'

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

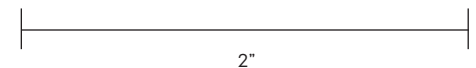


BRAND IDENTITY

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.



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
#EA1D76

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.

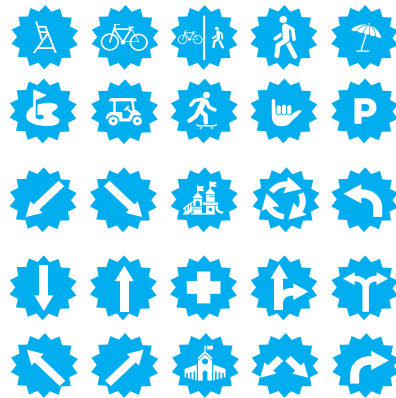
JAX BEACH LOGO



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

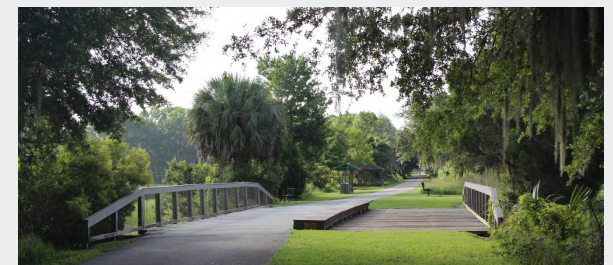
Most of the Jacksonville Beach trail system will be constructed at grade. In some cases, it may be necessary to bridge areas or use a boardwalk to cross drainage systems or waterways. These structures vary significantly due to the location of the structure, design requirements, or environmental requirements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

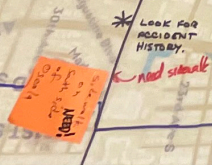
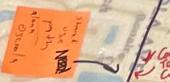
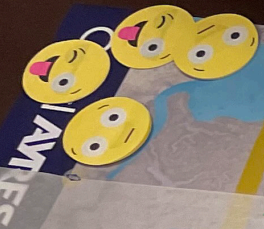


WITHLACOOCHEE STATE TRAIL, FL



What is the root of the problem?
Jax, FL

What is the root of the problem?
Jax, FL



Look for resident history

Residential

How do we keep separate?

No Dave Block

Correct w/ street both sides



IMPLEMENTATION & RECOMMENDATIONS

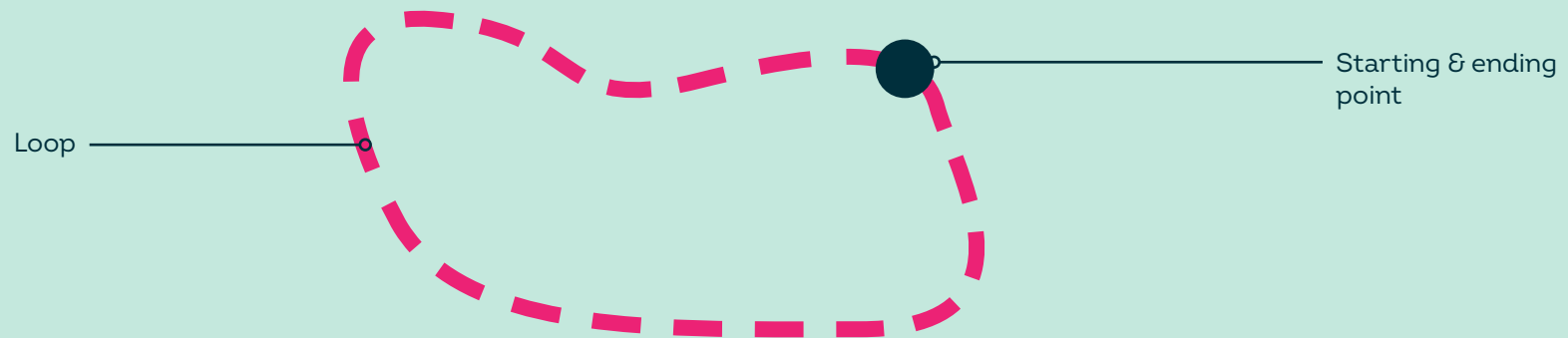
CHAPTER 10

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.

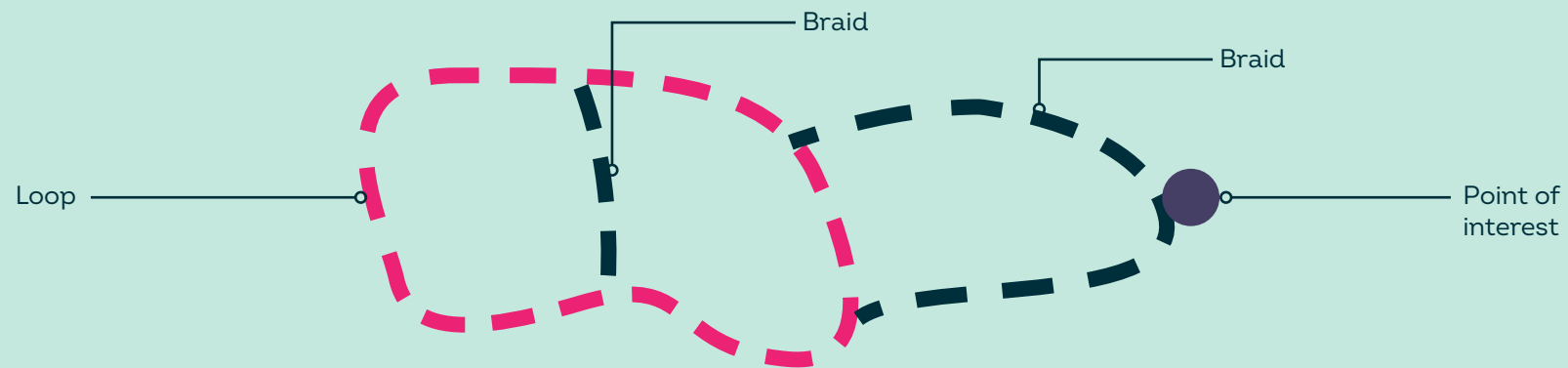
LOOPS

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.



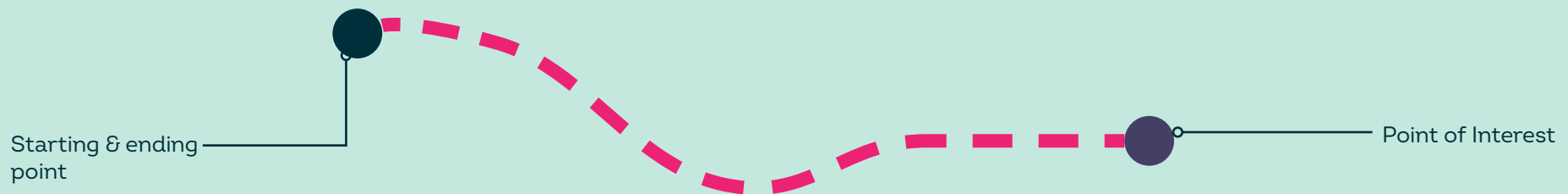
BRAIDS

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.

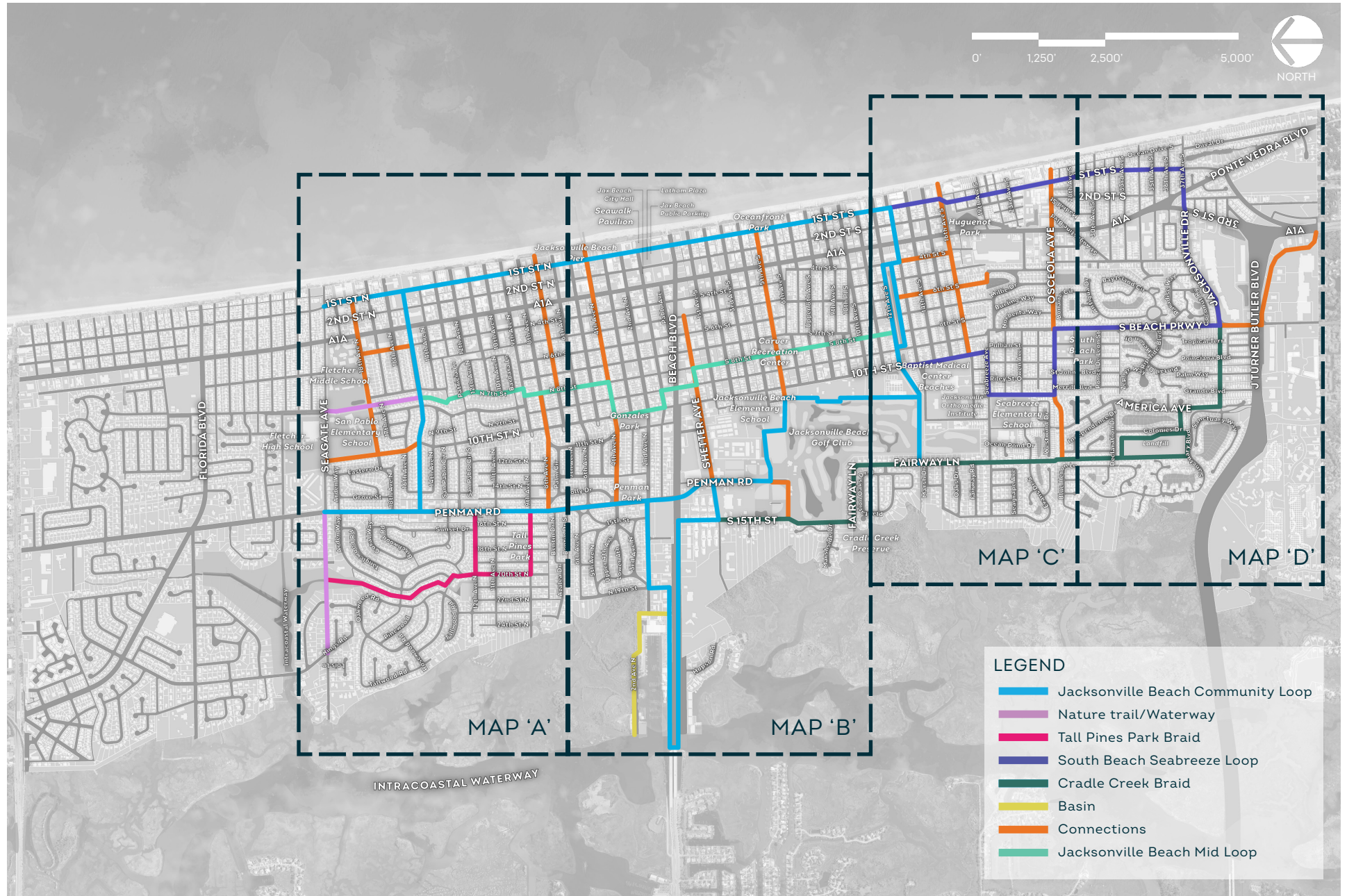


CONNECTORS

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



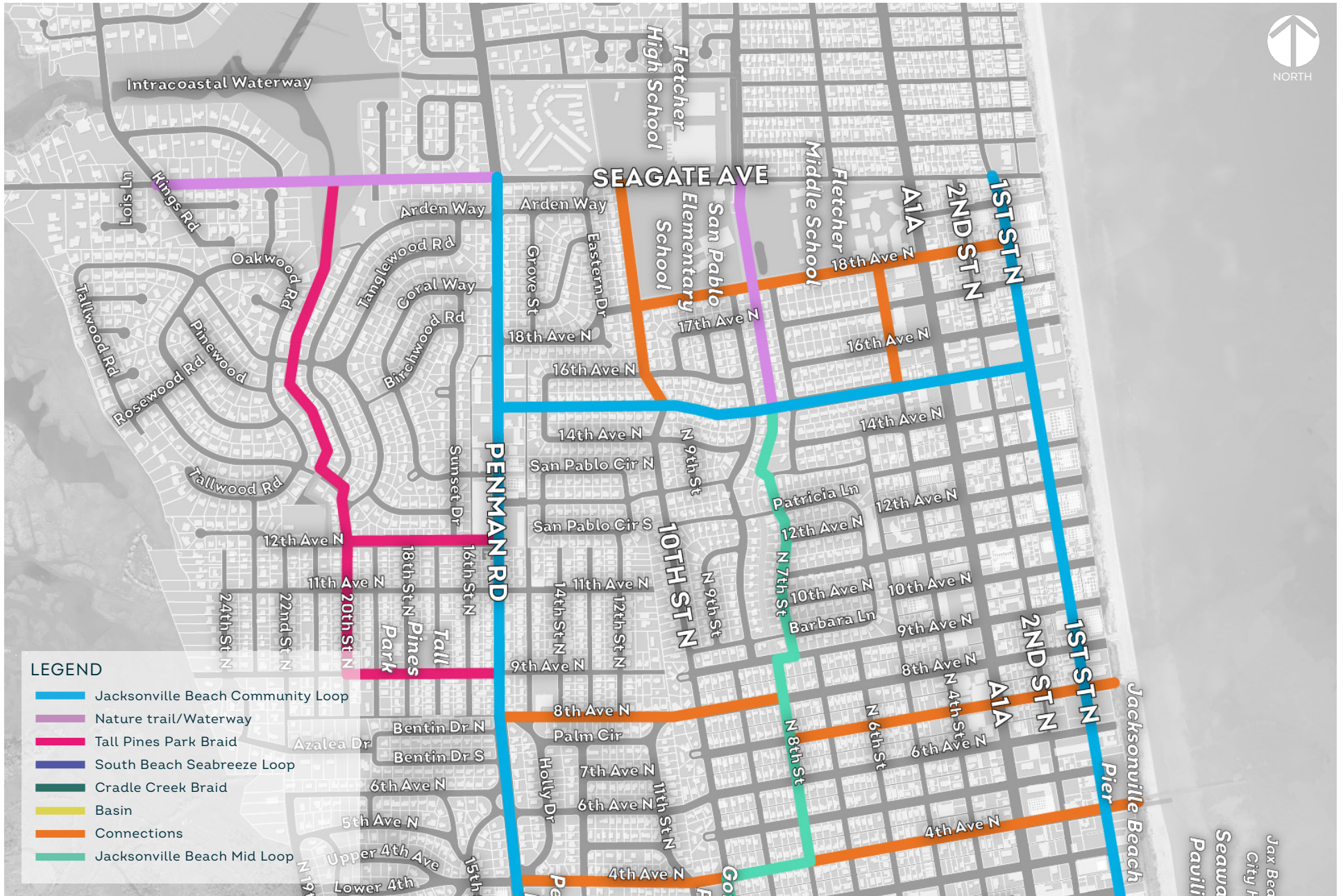
DESTINATION MATRIX

LEGEND

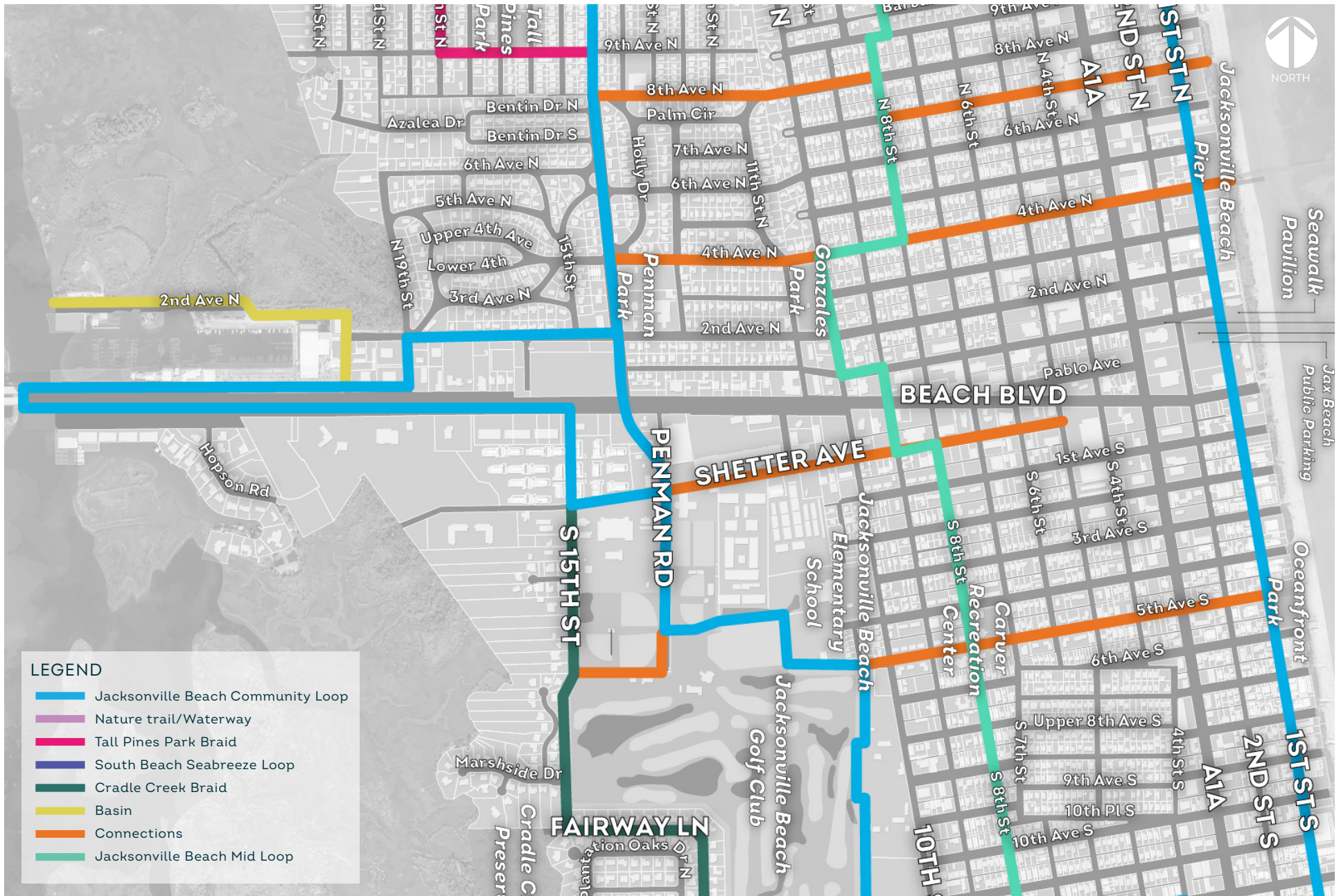
- DESTINATION IS ON THE TRAIL/ROUTE
- DESTINATION IS WITHIN ~5-MINUTE WALK OF THE TRAIL/ROUTE

		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																●		

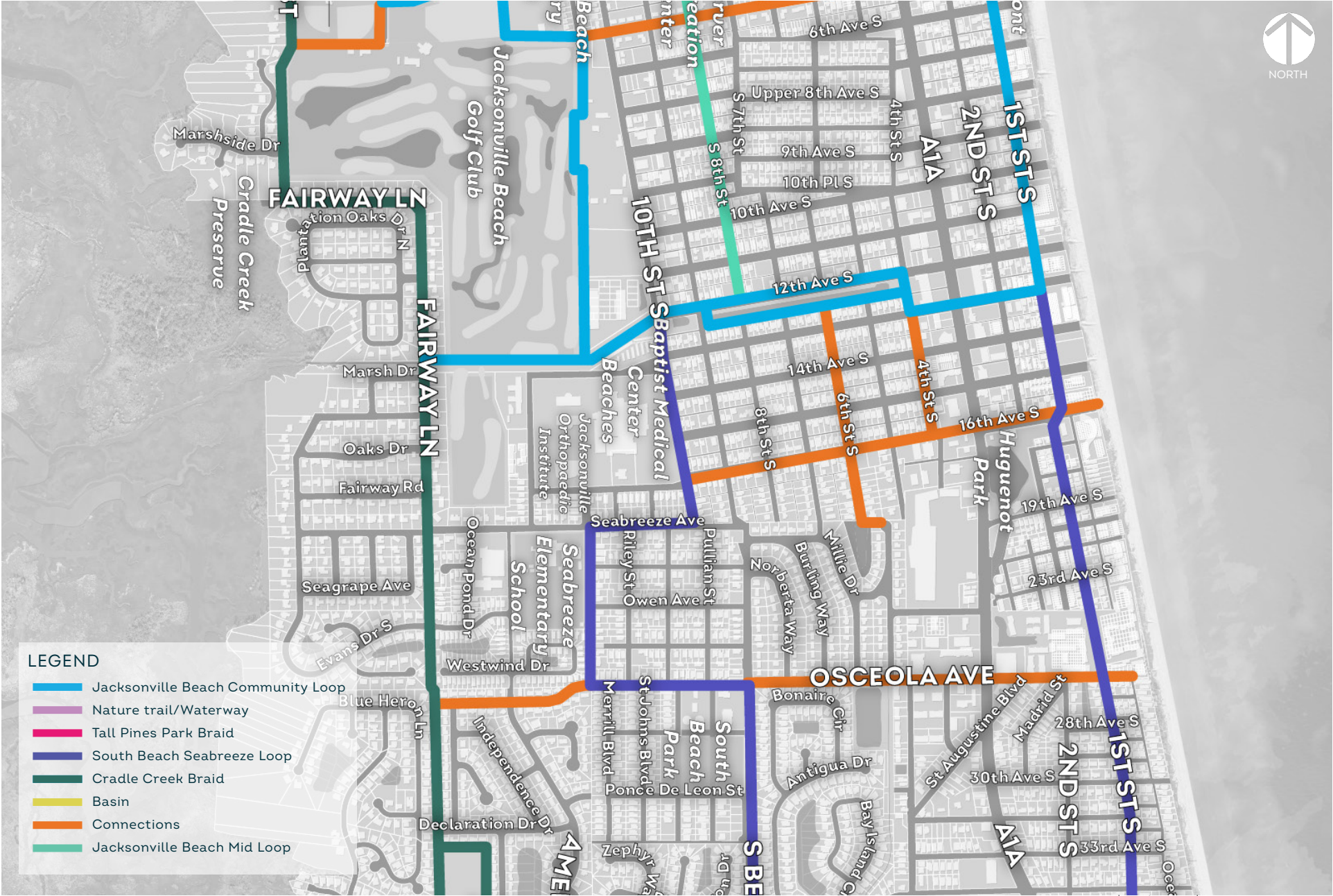
IMPLEMENTATION MAP | MAP 'A'



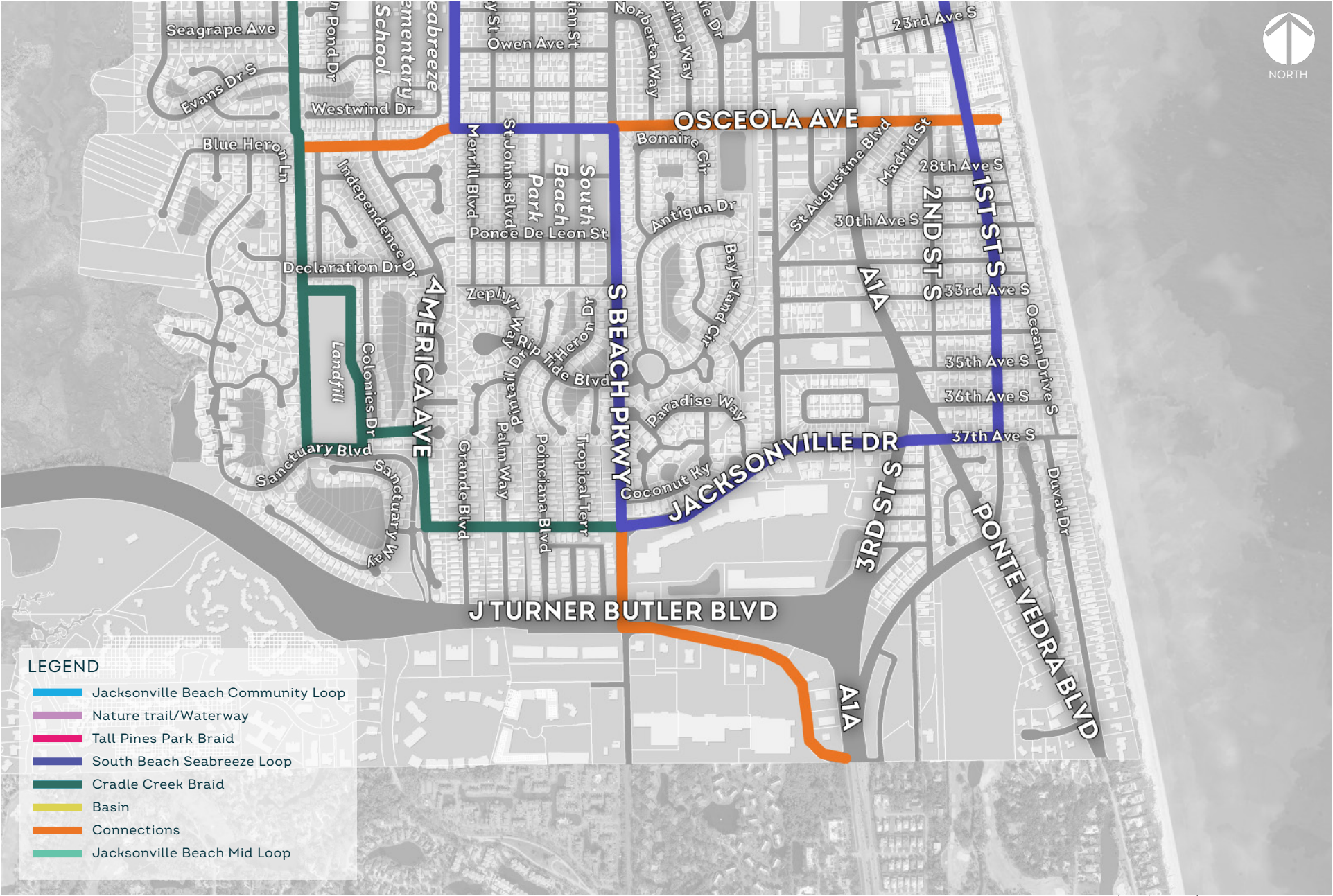
IMPLEMENTATION MAP | MAP 'B'



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

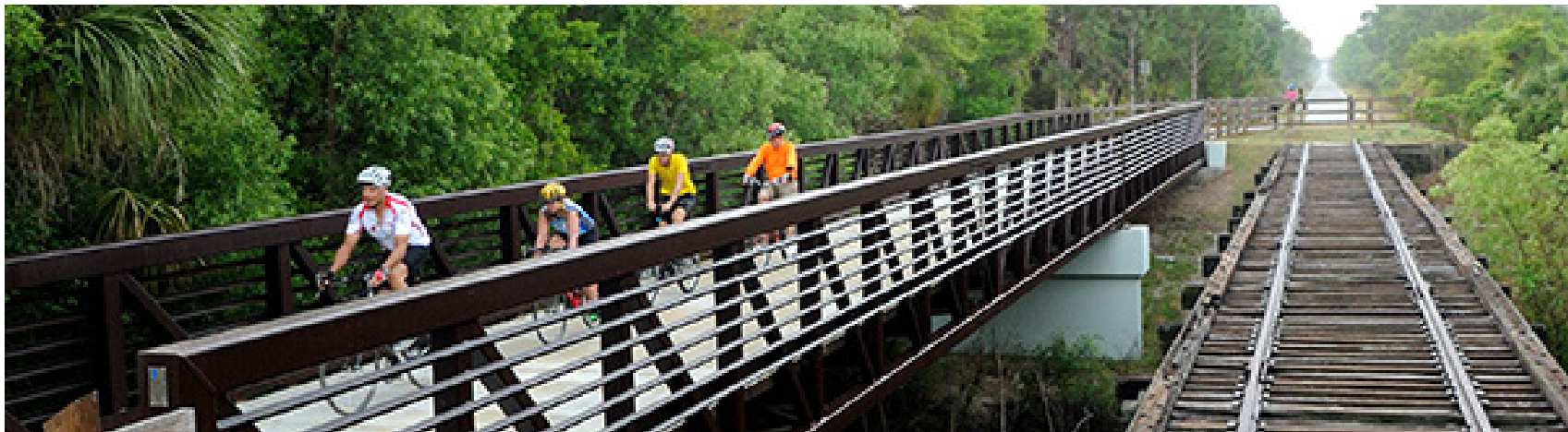
PRIMARY NETWORK	SECONDARY NETWORK	LOCAL NETWORK
• Nature trail in nature. • Separated from the roadway, ensuring a safe travel environment. • Loop route, allowing for a route that does not require doubling back on the same trail.	• Separated, but closer to the roadway edge, similar to the typical sidewalk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

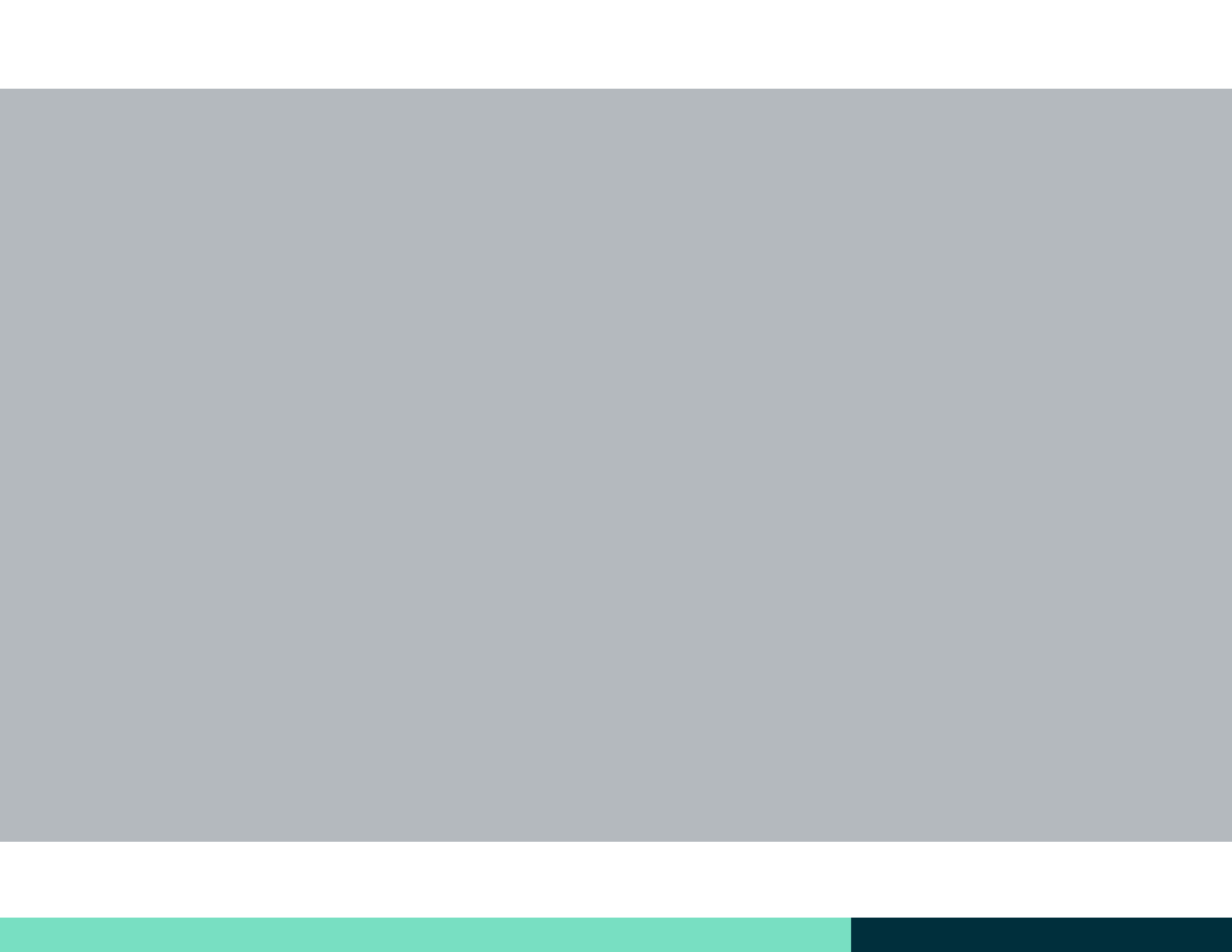
PHASE	CATEGORY	ACTION	DETAILS
FIRST 100 DAYS	POLICY	Adopt the trail master plan map as the official map, with the trail type designations and expectations of the community.	The adoption of the map as identified and necessary infrastructure and the process of programming that infrastructure opens additional 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 implement this primary loop.
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 adjacent bicycle/pedestrian infrastructure. "	New development/re-development adjacent to planned trail segments could be required 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.
FIRST	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 transportation by ensuring users can park at the destination.

TRAIL MASTER PLAN RECOMMENDATIONS WITH NOTES (CONTINUED)

PHASE	CATEGORY	ACTION	DETAILS
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 Nature 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.
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.

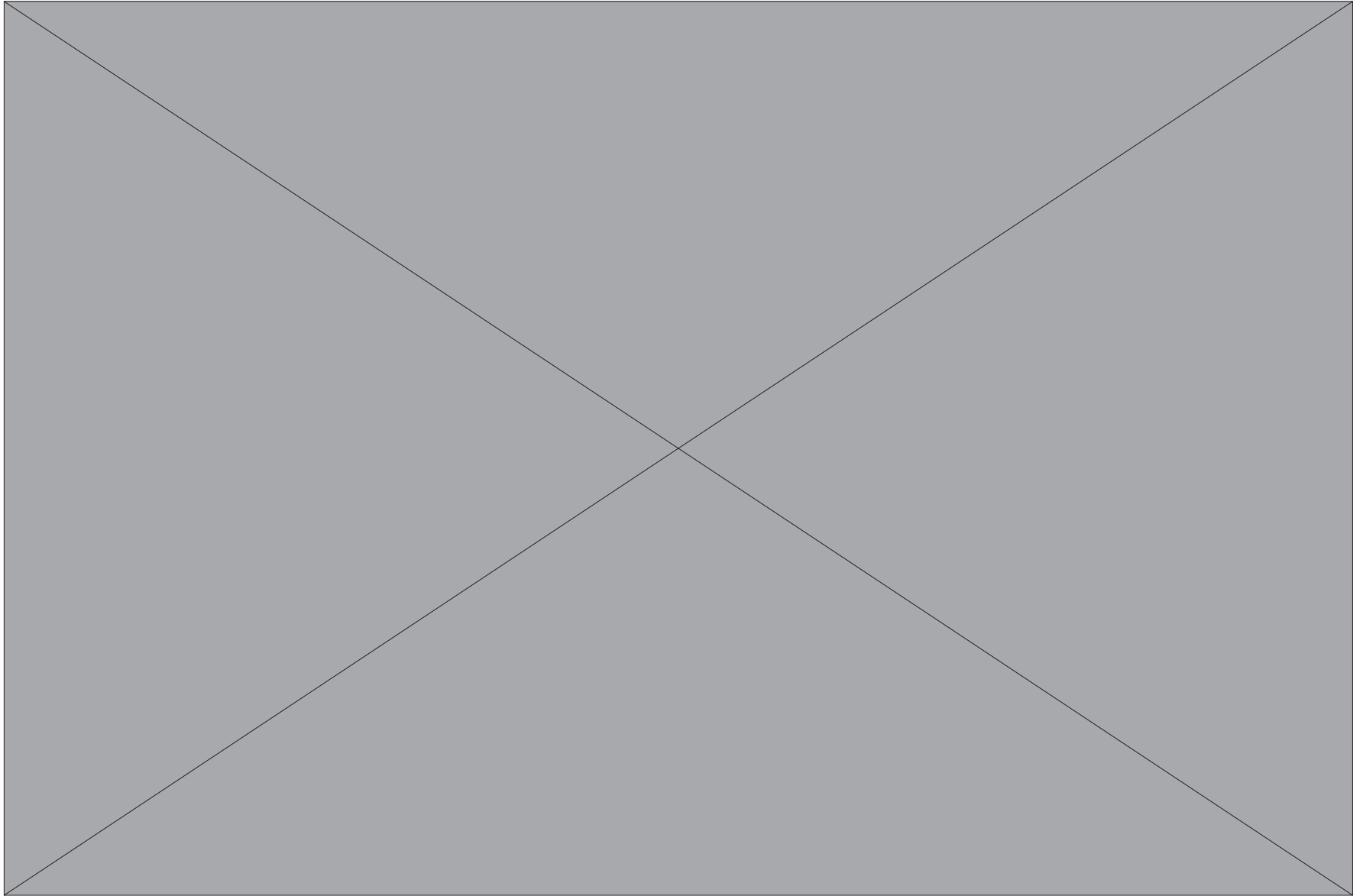
TRAIL MASTER PLAN RECOMMENDATIONS WITH NOTES

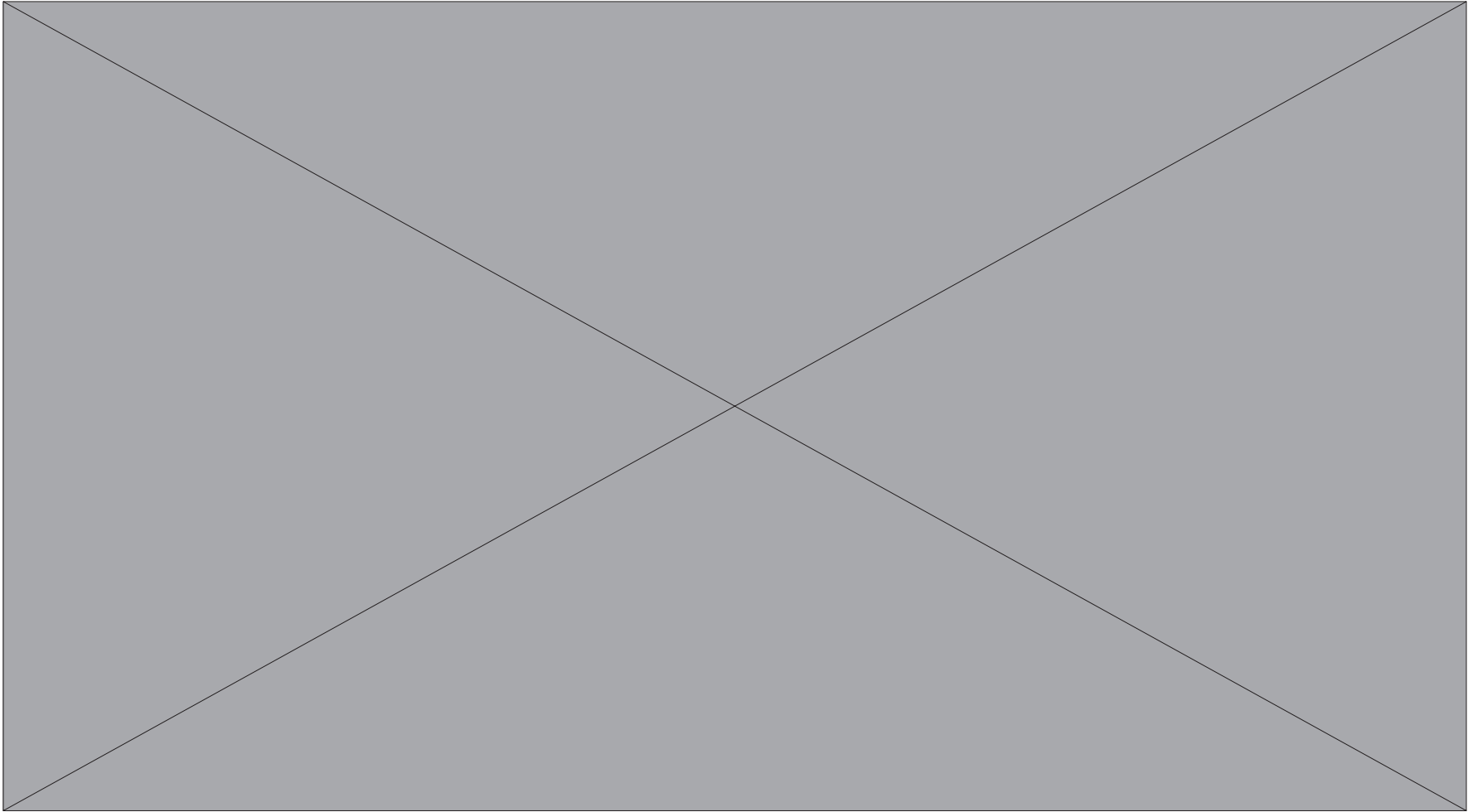
PHASE	CATEGORY	ACTION	DETAILS
FIRST 5 YEARS	SAFETY & ACCESSIBILITY	Implement policies to set and enforce trail speed limits to ensure that compatibility is maintained through multiple users.	The goal was to plan a system for multiple users and user types. Each use has a design speed and to ensure safe 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 accomodating 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 COMMENTS





INFORMATION

Trail Name	Roadway	Segment	Category	Characteristic	Type	Width	Length (miles)	Special Increase	Special Increase Reason	Unit Cost	Design Cost Estimate	Construction Cost Estimate	Total Implementation Cost Estimate
Jacksonville Beach - Community Loop	1st Street N	Seagate Avenue to 7th Avenue N	Primary	Loop	B-2	12	0.69	1.5	Extra demo and work on existing street.	\$ 350,000	\$ 43,470.00	\$ 362,250.00	\$ 405,720.00
	1st Street N	7th Avenue N to Beach Boulevard	Primary	Loop	B-2	12	0.65	1.5	Extra demo and work on existing street.	\$ 340,000	\$ 39,780.00	\$ 331,500.00	\$ 371,280.00
	1st Street N	Beach Boulevard to 13th Avenue S	Primary	Loop	B-2	12	0.84	1.5	Extra demo and work on existing street.	\$ 340,000	\$ 51,408.00	\$ 428,400.00	\$ 479,808.00
	12th Ave S/13th Ave S	1st Street South to Golf Course	Primary	Loop	B	12	0.67	1.25	Bridge and intersectopm work	\$ 340,000	\$ 34,170.00	\$ 284,750.00	\$ 318,920.00
	Golf Course Route	13th Ave S/Penman Rd S	Primary	Loop	A	12	1.23	2	Protection Fencing	\$ 340,000	\$ 100,368.00	\$ 836,400.00	\$ 936,768.00
	Beach Boulevard Bridge	Penman Rd S to Penman Road	Primary	Loop	C	12	1.87	1		\$ 340,000	\$ 76,296.00	\$ 635,800.00	\$ 712,096.00
	Penam Rd	Beach Boulevard to 15th Avenue N	Primary	Loop	B	10	0.97	1		\$ 340,000	\$ 39,576.00	\$ 329,800.00	\$ 369,376.00
	15th Avenue	Penman Rd to 1st Street N	Primary	Loop	B	10	0.84	1		\$ 340,000	\$ 34,272.00	\$ 285,600.00	\$ 319,872.00
Jacksonville Beach - Mid Loop	N 8th Street/S 8th Street	15th Ave N to 12th Ave S	Primary	Braid	B-2	10	2.1	1.3	Extra demo and work on existing street.	\$ 340,000	\$ 111,384.00	\$ 928,200.00	\$ 1,039,584.00
South Beach Seabreeze Loop	1st Street S	13th St S to Jaksonville Drive	Primary	Loop	B-2	10	1.27	1.5	Extra demo and work on existing street.	\$ 340,000	\$ 77,724.00	\$ 647,700.00	\$ 725,424.00
	Jacksonville Dr	1st Street S to S Beach Pkwy	Primary	Loop	B	12	0.3	1		\$ 340,000	\$ 12,240.00	\$ 102,000.00	\$ 114,240.00
	S Beach Pkwy to Osceola Ave	1st Street S to Williams Street	Primary	Loop	C	10	0.62	1		\$ 340,000	\$ 25,296.00	\$ 210,800.00	\$ 236,096.00
	Williams Street/ 16th Avenue S/10th Street S	Osceola Ave to 13th Ave S	Primary	Loop	C	10	0.93	1		\$ 340,000	\$ 37,944.00	\$ 316,200.00	\$ 354,144.00
Cradle Creek Braid	Jacksonville Dr/American Ave	Osceola Ave to to Landfill	Secondary	Braid	B	10	0.45	1		\$ 340,000	\$ 18,360.00	\$ 153,000.00	\$ 171,360.00
	Fairway Lane/S 15th Street	Landfill to Beach Blvd	Secondary	Braid	C	10	2.14	1		\$ 340,000	\$ 87,312.00	\$ 727,600.00	\$ 814,912.00
Tall Pines Park Braid	20th Street N Greenway/9th ave N	Penman Rd to Seagate Ave	Secondary	Braid	A	10	1.07	1.25	Greenway, access difficulty	\$ 340,000	\$ 54,570.00	\$ 454,750.00	\$ 509,320.00
Sandra Dr Connector	6th Ave S	13th Ave S to Sandra Dr	Secondary	Connector	B-2	10	0.38	1		\$ 340,000	\$ 15,504.00	\$ 129,200.00	\$ 144,704.00
Middle Beach Commons Connector	Shetter Avnue	S 15th Street to 5th Street N	Secondary	Connector	C	10	0.79	1		\$ 340,000	\$ 32,232.00	\$ 268,600.00	\$ 300,832.00
Osceola Beach Access Connector	Osceola Avenue	Fairway Lane to Beach	Secondary	Connector	C	10	1.14	1		\$ 340,000	\$ 46,512.00	\$ 387,600.00	\$ 434,112.00
Oceanfront Park	5th Ave S	Golf Course to Beach	Secondary	Connector	C	10	0.67	1		\$ 340,000	\$ 27,336.00	\$ 227,800.00	\$ 255,136.00
Huguenot Park Braid	16th Avenue S/4 St S	13th Ave S to 1st Street S	Secondary	Braid	C	8	0.4	1		\$ 340,000	\$ 16,320.00	\$ 136,000.00	\$ 152,320.00
Pier Connector	4th Ave N	Penman Road to Beach	Secondary	Connector	C	10	0.99	1		\$ 340,000	\$ 40,392.00	\$ 336,600.00	\$ 376,992.00
San Pablo Fletcher Connector	18th Ave N	10th Street N to 1st Street N	Secondary	Connector	C	12	0.59	1		\$ 340,000	\$ 24,072.00	\$ 200,600.00	\$ 224,672.00
San Pablo Fletcher Nature Trail	Canal - North of 8th	15th Ave N to Seagate Ave	Primary	Connector	A	12	0.36	1.25	Greenway, access difficulty	\$ 340,000	\$ 18,360.00	\$ 153,000.00	\$ 171,360.00
	Seagate Ave	Penman Rd to Kings Road	Secondary	Connector	B	10	0.53	3		\$ 340,000	\$ 64,872.00	\$ 540,600.00	\$ 605,472.00
Beach Blvd Basin	2nd Ave N	Beach Blv.d to basin	Secondary	Connector	C	8	0.51	1		\$ 340,000	\$ 20,808.00	\$ 173,400.00	\$ 194,208.00
Wingate Baseball Park Connector	park access route	S 15th Street to Penman Rd S	Secondary	Connector	A	10	0.15	1		\$ 340,000	\$ 6,120.00	\$ 51,000.00	\$ 57,120.00
St Johns Connector	Marsh Landing Pkwy	S Beach Pkwy too A1A (St Johns County)	Secondary	Connector	C	10	0.6	1		\$ 340,000	\$ 24,480.00	\$ 204,000.00	\$ 228,480.00
Baptist Medical Center Connector	Seabreeze Ave	Fairway Lane to hospital	Secondary	Connector	C	8	0.44	1		\$ 340,000	\$ 17,952.00	\$ 149,600.00	\$ 167,552.00
Trail Network Length							24.19				\$ 1,199,130.00	\$ 9,992,750.00	\$ 11,191,880.00

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

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

Barrier to
traffic -
Not a
bike lane

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



CHIXI AYRES AG



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CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director of Planning and Development Department
DATE:	July 25, 2022
SUBJECT:	Southend Redevelopment Area Plan Update

BACKGROUND

The City of Jacksonville Beach adopted the redevelopment plan for the Southend Redevelopment Area originally in 1987 and amended the plan in 1988 to expand the boundaries of the district. In 2011, the Community Redevelopment Agency (CRA) and the City Council adopted a plan amendment to include a Capital Improvement Plan (CIP). Many of the projects in the 2011 CIP have been completed or are deemed no longer necessary due to changed conditions and/or updated studies. Additionally, several of the listed projects referenced project details and technology that was so specific that when technology or project needs changed, the CRA was no longer able to fund the projects due to the level of detail provided in the adopted document.

With the Southend Redevelopment Area almost completely built out, and several projects already completed or deemed no longer necessary, staff and the CRA have had several discussions on remaining projects in the district that need to be included in a plan amendment.

The Southern Group (the City's Consultant) and City staff have worked to amend the Southend Redevelopment Area Plan to provide an updated list of remaining projects, and to keep the projects at a more general level to be prepared for potential project detail or technology changes that can be accommodated.

The CRA reviewed and discussed a Draft Southend Redevelopment Area Plan CIP on June 27, 2022 at their regular meeting. After discussion and comments, a final version of the Plan Amendment was prepared by staff and reviewed and discussed at the CRA's regular meeting on July 25, 2022. The CRA subsequently voted to adopt the final Southend Redevelopment Area Plan CIP for the 2023-2027 fiscal year. It is anticipated that the CIP will be reviewed every five years moving forward to keep up with needs in the Southend Redevelopment Area, until 2047 when the CRA expires.

The following documents are attached for review and discussion:

1. Proposed Plan Amendment CIP;
2. Florida State Statutes regarding plan amendment and adoption; and
3. Timeline for Plan Adoption.

FINANCIAL IMPACT

The CIP has been updated for the Southend Redevelopment Area with updated projects and estimated costs. Estimated costs are variable until project scope, design, bid advertisement and bid award have been completed.



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COUNCIL DIRECTION REQUESTED

Information and discussion item only at this time. The City Council will be presented with the Final Southend Redevelopment Area Plan Amendment at a future City Council meeting for consideration and adoption following final approval by the CRA.

ATTACHMENTS

1. CRA CIP FY2023-2027 Plan Amendment
2. Timeline for Plan Adoption
3. Florida State Statutes Regarding Plan Amendment and Adoption

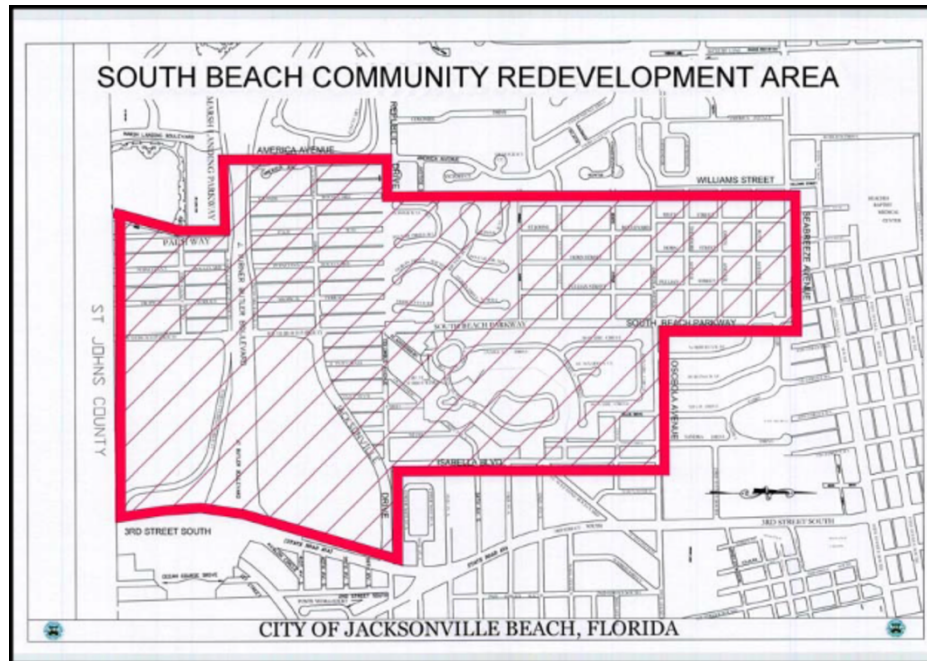
EXHIBIT A

Southend Community Redevelopment Plan Capital Improvement Plan: FY2023-2027 Program Amendment July, 2022

BACKGROUND

On June 15, 1987, the City of Jacksonville Beach adopted its plan for the redevelopment of the Southend area of the city. This action followed on the completion of a detailed study of physical conditions in the area and the approval of a resolution finding that a necessity exists for the redevelopment of the area. In August 1987, the City approved an ordinance establishing a tax increment trust fund for the Southend Community Redevelopment District.

The map below shows the current boundaries of the District. Please note that the southeastern portion of the District along South 3rd Street adjacent to the St. Johns County line was added to the area by amending the redevelopment plan in May 1988.



Since its inception in 1987, the City and its Community Redevelopment Agency (CRA) has worked diligently to carry out the adopted plan. The effort has focused primarily on the provision of public infrastructure to support the redevelopment of the area, both in the public-private partnerships and as standalone capital improvements.

EXHIBIT A

Southend Community Redevelopment Plan Capital Improvement Plan: FY2023-2027 Program Amendment July, 2022

Maintenance of existing improvements and of these improvements will utilize state of the art techniques to ensure the highest quality.

Project Title: *Community Redevelopment Agency – Southend Redevelopment District Road & Associated Infrastructure Improvements*

Since the adoption of the Southend redevelopment plan in 1987, six major public-private projects have been completed (Riptide, South Beach Regional Shopping Center, South Beach Parkway Shopping Center, Ocean Cay, South Beach Mixed Use Development, Ocean Terrace and Paradise Key). In addition to the projects involving private enterprises, numerous public infrastructure projects have been constructed to support the redevelopment activity in the district. The infrastructure projects are managed primarily by the Public Works Department; parks facilities projects are managed by both the Public Works and the Parks & Recreation Departments.

Project Description and Reason Necessary: Within the City there are roads, which need to be rebuilt because of deterioration caused by aging, compromise of the base and excess elevation due to asphalt overlays. The degree of required rebuilding differs with the condition of each road. When roads are identified for reconstruction, Public Works reviews other utility and traffic systems (water, wastewater, stormwater, pavement and road base, sidewalk, etc.) in the right-of-way for prudent upgrades and repairs to maximize return on investment. Estimated planning costs are variable until project scope, design, bid advertisement and bid award are complete.

- **South Beach Parkway Roadway/ Stormwater Improvements Project (Phase 3):** The design of improvements to the South Beach Parkway Stormwater Pond (at Marsh Landing Parkway) that receives Ocean Terrace stormwater design is being reviewed by City staff.
- **Stormwater Piping and Roadway Improvements Project (Phase 4): Phase 2: Additional design for America Avenue completed in FY22.** This is a sidewalk, drainage and roadway improvement for the area on America Avenue from Republic Drive Southward to cul-de-sac, including a stormwater pump station to discharge into Phase I of Phase 4 Jacksonville Drive Project.
- **Stormwater/Roadway Improvements (Phase 5):**
 1. Roadway improvements include Marsh Landing Parkway, Isabella Boulevard from Jacksonville Drive to Osceola Avenue, and 34th Avenue South from Isabella Boulevard to dead end.
 2. Stormwater Improvements include South Basin Canal modifications including basin silt removal, pipe cleaning/rehabilitation, channel stabilization (\$2.25M).

EXHIBIT A

Southend Community Redevelopment Plan Capital Improvement Plan: FY2023-2027 Program Amendment July, 2022

3. Pump Station improvements including new/improved pumps; stairs; channels to wet wells; improved bar screens; electrical; lighting; fencing and security improvements (\$1.25M).
 4. Downstream outfall improvements, including downstream silt removal, pipe cleaning/rehabilitation and channel stabilization. (\$10.5M)
- **Stormwater/Reuse Improvements (Phase 6):** Stormwater system improvements include Osceola Avenue from South Beach Parkway east to Sandra Drive, and Osceola Regional Pond modifications and reconstruction necessary at the JTB Basin pumping station and pond improvements.

Project (Fund Source)	Phase	FY2023	FY2024	FY2025	FY2026	FY2027	Total
South Beach Parkway Road Imps (Phase 3): Ocean Terrace Pond*	Construct					\$1,000,000	\$1,000,000
Stormwater/Road Imps (Phase 4) - America Ave (Phase 2 of Ocean Terrace)	Design Construct	\$1,500,000					\$1,500,000
Stormwater/Road Imps (Phase 5) – Marsh Landing Parkway, Isabella Blvd from Jacksonville Dr to Osceola Ave. and 34 th Avenue South from Isabella Blvd. to dead-end	Construct (CRA) Construct (City)	\$1,750,000 \$942,308					\$2,692,308
South Basin Stormwater Outfall Channel Imps (Phase 5) – South Basin Pump Station Improvements, Silt Removal, Pipe Cleaning/Rehab and Channel Stabilization	Design Construct	\$50,000 \$1,250,000 \$2,250,000	\$50,000				\$14,100,000
Stormwater/Reuse Imps (Phase 6) – Osceola Avenue from South Beach Parkway to Sandra Drive and Osceola Pond modifications	Design (CRA) Design (City) Construct (CRA) Construct (City)				\$584,000 \$314,462	\$4,136,000 \$2,227,077	\$7,261,539
	Total	\$7,742,308	\$50,000	\$10,500,000	\$898,462	\$7,363,077	\$26,553,847

The CRA/City have a 65%/35% split of costs for parts of the Stormwater/Road Improvements Phases 5 and 6 based on Southend CRA Stormwater Ditch Contribution Apportionment.

EXHIBIT A

Southend Community Redevelopment Plan Capital Improvement Plan: FY2023-2027 Program Amendment July, 2022

**Project re-budgeted from FY2022 CIP*

Funding Source	FY2023	FY2024	FY2025	FY2026	FY2027	Total
SB TIF	\$6,800,000	\$50,000	\$10,500,000	\$584,000	\$5,136,000	\$23,070,000
SW (City above)	\$942,308	\$0	\$0	\$314,462	\$2,227,077	\$3,483,847
Total	\$7,742,308	\$50,000	\$10,500,000	\$898,462	\$7,363,077	\$26,553,847

Recommended Funding Source – Southend Tax Increment Fund (SE TIF). Foundation for project scoping is in the Southend Redevelopment Master Plan (also incorporating appropriate portions of the City's Reuse Master Plan Study). Scope includes improvements to sanitary sewer, water distribution, reuse, stormwater and road systems throughout the area plus other identified ancillary public improvements.

NOTES:

1. These estimated planning costs are variable until project scope, design, bid advertisement and bid award are complete.
2. When roads are identified for reconstruction, Public Works reviews other utility and traffic systems (water, wastewater, stormwater, pavement and road base, sidewalk, etc.) in the right-of-way for prudent upgrades and repairs to maximize return on investment.
3. Other projects may be added in the future for other necessary road reconstruction. Listed projects may be deleted and/or shifted on time-line due to budgetary constraints.

EXHIBIT A

Southend Community Redevelopment Plan Capital Improvement Plan: FY2023-2027 Program Amendment July, 2022

Project Title: *Community Redevelopment Agency – Southend Redevelopment District South Beach Park Infrastructure Improvements and Maintenance Program*

City Priorities, Goals and Initiatives: Provide recreational amenities desired by the community. The South Beach Park area includes recreational opportunities for all ages. Beginning with the land acquisition for the park area, the Southend Redevelopment plan has provided for the Skate Park, tennis courts, beach volleyball, exercise trails, splash pad, basketball courts, multi-use play field, picnic shelters, and restrooms. In March 2017, the Plan was amended to include maintenance of these Tax Increment Funded facilities and improvements.

Southend Connectivity Corridors: This project includes connectivity corridors within the Southend redevelopment area that should enable safe non-motorized transport between neighborhoods, parks, commercial districts and the beach. These corridors will connect to the City funded urban trails. More information about the Urban Trails Project is available in the Parks Capital Improvement Plan.

South Beach Park and Medians Landscaping: The irrigation system needs to be replaced and several areas need landscape rejuvenation.

South Beach Park Sidewalk Entrance: The entrance to South Beach Park from Osceola Drive is not safe for pedestrians as there is no sidewalk. Construction of a sidewalk on the western part of the Fire Station will provide safer pedestrian ingress/egress off Osceola. This project also includes a sidewalk on the east side of Horn Street from Osceola into the parking lot.

Passive Park – Jax Drive/South Beach Parkway: This project includes several empty lots to the north of Jax Drive on South Beach Parkway (northwest corner), as well as a single lot to the South of Jax Drive on South Beach Parkway (Southwest corner). This may be a passive park or rest area. Budget includes design fees.

Security in Southend: This project is to help develop a strategy to cover more critical areas by designing and upgrading current security system(s) to provide more coverage in key areas within the Southend district. Overtime, these new cameras will require upgrades and general ongoing maintenance. The budget proposed below only includes the initial purchase and install of the new security cameras in the Southend. The ongoing monitoring and reporting of the camera system data may be contracted to the group who provides the installation.

EXHIBIT A

Southend Community Redevelopment Plan Capital Improvement Plan: FY2023-2027 Program Amendment July, 2022

Projects:	FY2023	FY2024	FY2025	FY2026	FY2027	Total
Southend Connectivity Corridors	\$300,000	\$300,000				\$600,000
South Beach park medians & landscaping	\$175,000					\$175,000
South Beach park sidewalk entrance	\$100,000					\$100,000
Passive Park	\$500,000	\$500,000				\$1,000,000
Security Cameras	\$350,000	\$350,000				\$700,000
Subtotal Capital	\$1,425,000	\$1,150,000	\$0	\$0	\$0	\$2,575,000

EXAMPLE TIMELINE FOR SOUTHEND PLAN AMENDMENT:

June 27, 2022: CRA first review of Draft Plan

July 13, 2022: (CRA WORKSHOP) CRA to view the draft with comments added

July 25, 2022: CRA Approve Final Draft and formally makes the recommendation to staff to take the plan amendment before Council

July 25, 2022: Council Briefing: Staff to give document to council at a briefing and discuss the plan amendment

- If council gives consensus to agree that they will be allowing the plan amendment, then staff will begin the advertising period. The advertising period will not commence until council has given the approval.

July 28, 2022: AD to run in newspaper advertising the public hearing for the plan amendment

- Staff will simultaneously send notice to the taxing authority of the plan amendment

August 15, 2022: Public Hearing on the Plan Amendment

August 15, 2022: Resolution to be adopted by City Council Formally amending the CRA Southend plan

Select Year: 2021 ▼ Go

The 2021 Florida Statutes

[Title XI](#)
COUNTY ORGANIZATION AND INTERGOVERNMENTAL
RELATIONS

[Chapter 163](#)
INTERGOVERNMENTAL
PROGRAMS

[View Entire
Chapter](#)

163.346 Notice to taxing authorities.—Before the governing body adopts any resolution or enacts any ordinance required under s. [163.355](#), s. [163.356](#), s. [163.357](#), or s. [163.387](#); creates a community redevelopment agency; approves, adopts, or amends a community redevelopment plan; or issues redevelopment revenue bonds under s. [163.385](#), the governing body must provide public notice of such proposed action pursuant to s. [125.66\(2\)](#) or s. [166.041\(3\)\(a\)](#) and, at least 15 days before such proposed action, mail by registered mail a notice to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area.

History.—s. 8, ch. 84-356; s. 2, ch. 93-286; s. 13, ch. 95-310.

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163.361 Modification of community redevelopment plans.—

(1) If at any time after the approval of a community redevelopment plan by the governing body it becomes necessary or desirable to amend or modify such plan, **the governing body may amend such plan upon the recommendation of the agency.** The agency recommendation to amend or modify a redevelopment plan may include a change in the boundaries of the redevelopment area to add land to or exclude land from the redevelopment area, or may include the development and implementation of community policing innovations.

(2) **The governing body shall hold a public hearing on a proposed modification of any community redevelopment plan after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the agency.**



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CITY COUNCIL BRIEFING TOPIC	
TO:	Michael J. Staffopoulos, City Manager
FROM:	Heather Ireland, Director Planning and Development Department
DATE:	July 25, 2022
SUBJECT:	CRA Quarterly Report and Update

BACKGROUND

Pursuant to the CRA's Communications Strategy, staff will continue to provide quarterly updates to the City Council on CRA Board activities. This memo is the fourth quarterly report from staff. Below is a summary of CRA activities and projects since April 2022, broken down by District and includes staff and consultant assignments. Staff continues to encourage City Council members to review monthly CRA meeting agendas and review the detailed staff reports prepared by the CRA Coordinator monthly. Staff reports contain project specific updates and details. A copy of the July 2022 staff report is provided for your information. Highlighted information in the Staff Report is "new" information under each item.

Downtown CRA District

- Staff interviewed candidates for the Art Advisory Committee and made a recommendation to the CRA for the inaugural committee. The Committee was selected and approved and had a virtual kick off meeting to make introductions and select a regular monthly meeting date and time. Monthly meetings will be on the third Thursday of each month in City Council Chambers, unless otherwise specified. July 21, 2022 was the first official meeting of the committee.
- CRA Branding was discussed with the board. The CRA had several discussions regarding a unique brand identifier for the CRA and approved a final CRA specific logo via Resolution 2022-04 in June 2022.
- The CRA reviewed and discussed the Market Analysis prepared by GAI for the Latham Parking Lot. Staff will utilize this to prepare for a future development project. Staff is working on a P3 Internal Policy related to this and other similar projects.

Southend CRA District

- Sunshine playground reopened with a grand opening ceremony on April 15, 2022.
- The water tower feature of the playground that was delayed was finally installed beginning on July 11, 2022.
- The CRA approved moving forward with implementing two new sidewalk entrances from Osceola Avenue to South Beach Park that will be funded with funds for urban trails.
- The CRA reviewed and considered the proposed amendment to the Southend Redevelopment Area Plan Capital Improvement Plan (CIP).
- The sale of the Southend vacant lots went live via online auction on Thursday, June 23,



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2022 and was open for 30 days.

Staff/Consultant Assignments

- The Annual Report was prepared and presented to the CRA for review. Staff provided the CRA with examples from other CRAs around the state and discussed proposed changes and upgrades to the annual report that staff is going to implement moving forward that will improve the annual report.
- Staff facilitated a discussion with the CRA to determine what topics the CRA would like to discuss with the City Council at the next joint City Council/CRA meeting. A meeting will be scheduled when a suitable date for both groups can be determined.
- Staff facilitated an exercise with the CRA to discuss the content and purpose of a marketing brochure that staff is working to create to market downtown. Staff is working on a draft template to share at a future workshop.
- Staff prepared and issued an RFP for the next steps in the design work for the redevelopment of Latham Plaza.
- Staff did not receive any bids on the Bike Rack and Hardscape project for the downtown district and has been working on meeting with contractors to implement the project through a piggyback contract.
- Staff provided the CRA with a draft maintenance plan for the downtown district for review and discussion.

FINANCIAL IMPACT

The CRA Draft CIP and Operating Budget was presented to the CRA and discussed at a June 2022 Workshop.

COUNCIL DIRECTION REQUESTED

None at this time.

ATTACHMENTS

1. CRA Staff Report July 2022



Community Redevelopment Agency, Jacksonville Beach

Staff Report

July 2022 (Updates as of July 18, 2022)

Table of Contents:

P. 2.....	Economic Development Priorities and Initiatives
P. 3.....	Downtown Cape
P. 4.....	Parks and Recreation
P. 5.....	Public Works
P. 7.....	Planning/Building Department
P. 9.....	Staff/Misc.

ECONOMIC DEVELOPMENT PRIORITIES AND INITIATIVES:

- **CRA Branding/Logo:** the CRA has formally chosen the following logo, to be adopted via resolution



- **“Quality of Life”:**
 - **Infrastructure Upgrades**
 - **Upgraded Dune Walkovers (Public Beach Access)**
 - **Upgrades to Public Spaces**
 - Latham Plaza
 - P3 Project on Latham Plaza Parking Lot
 - Investments into South Beach Park
 - Investments into Bike Racks and Hardscapes
 - Landscaping Upgrades
 - Public Art Implementation
 - Lighting Upgrades (Safety)
- **Incentive Plans:**
 - Utilizing CRA funds to give existing and potential businesses opportunities for assistance.
- **Market Analysis:**
 - The analysis is intended for the recruitment of an appropriate business/developer for the lot adjacent to Latham Plaza, however, the market analysis will encompass data from the entire district/downtown. This will help staff further determine what type of businesses we need to be seeking.
- **CAPE Program:**
 - Having the police initiative specifically for the downtown district, helps to improve quality of life by improving safety, which will help in attracting businesses.

DOWNTOWN CAPE UPDATE:

PARKS AND RECREATION:

- Parks and Recreation staff has talked with the playground contractor and the recommendation regarding safety striping around the swing sets is to replace the green turf with a blue turf to differentiate the space that is walkable, versus space that is in the path of the swing. This amount is approximately \$30,000.00 and is covered in the contingency budget for the playground. No budget amendment will be necessary.
 - Staff asked about doing just a band of a different color around the swing area, however, the way turf is installed, it is safer to replace one large section.
 - Staff also received comments from citizens and visitors using the playground on the safety issue of the swing space being clearly marked, and the spaces at the base of the slides. This cost estimate includes both of those areas being replaced with a different color turf.
- Turf color has been replaced as of 7/18/22.
- The water tower has been installed. Parks is working with the contractor to get the turf and padding installed underneath (as of 7/18/22)
- Median Plantings on South Beach Parkway and Jacksonville Drive
 - Irrigation issues have been resolved as of January 2022
 - The Parks and Recreation Department will be using a contractor for the median plantings. With various projects going on, it was decided the best way to ensure the medians are done was to contract the work out. The contractor is currently under contract with parks, and will be planting the medians beginning late summer/fall 2022. This is due to 'seasonal' issues. The current season for landscape contractors is grass season, and many of them will not plant until the fall. The contractor who will be doing the work is Brightview.
- Staff submitted the playground for an FRA award for the annual conference in October 2022.
- Parks is aware that parking is sometimes scarce in the park. At this time, the Parks department is monitoring the lots to track the peak times for parking issues. After a few weeks of monitoring, staff will review the data provided and look into solutions, if there becomes a need for one. Staff has already discussed a few options for parking solutions if need be.

PUBLIC WORKS:

- Downtown Redevelopment Project- Phase 3B (2nd St. N. from Beach Blvd. to 6th Ave. N) will be designed and constructed at a future date (FY 2024)
- Phase 3C - Downtown Redevelopment Projects 4 & 5 – Design Engineering being completed by GAI. PW Staff discussed phasing and incentive options with City Council at their normally scheduled briefing on 6/13/22. Staff will provide updates to GAI to help determine the next design planning (for Projects 4 and 5) to work towards the 90% for project 4 and 5, addressing concerns from the second Public Meeting that was held June 8th from 5pm-7pm.
- Phase 3C - Storm Drainage Project 3 –Jones Edmunds (with Hanson Engineering). PW has updated the CRA CIP to phase the projects to fit into the desired schedule to assure project availability. PW Admin Staff met with Jones Edmunds on June 6, 2022 to further define existing design funding to continue in the design phases of the upcoming pump station improvements, and stormwater basin improvements. This will result in some new engineering design scopes and fees to be presented in July August for approval by the CRA.
- Southend Stormwater projects – Jones Edmunds/Hanson. PW Admin Staff met with Jones Edmunds on June 6, 2022 to further define existing design funding to continue in the design phases of the upcoming pump station improvements, and stormwater basin improvements. This will result in some new engineering design scopes and fees to be presented in July August for approval by the CRA.
- Pond “C” (Bank of America Pond/Ocean Terrace Pond) is being “studied” by Jones Edmunds to determine why it is not functioning as it was designed, and alternatives for future repairs and recommendations.
- PW has no additional projects to add to the southend CRA district per the parameters allowed on replacement.
- Phase 3C Project 7 has been submitted for inclusion in the upcoming CIP. This will be the north area of the Downtown Business District from 6th Ave. N to 9th Ave. North, between 3rd Street and beach ends.
- Jacksonville Drive Project is moving along in construction as planned. Contractor is making good timing as they move along.
- Dune Walkovers – The next 8 walkovers for construction beginning Nov 2022 are assigned to Four Waters (and ATM) to get designs underway. The master spreadsheet that I inherited for design criteria was wrong, and it came to light after a recent briefing topic. This changes the information previously submitted as part of the PW CRA Update. Changes are highlighted below. These include the following:
 - 16th Avenue North (Outside CRA) - (Non-ADA Ramp)
 - 8th Avenue North – (Stairs)
 - Pier Parking Lot (between 4th & 5th Ave North) – (Stairs)
 - Seawalk Pavillion (between 2nd & 1st Ave North) - (Non-ADA Ramp)
 - 3rd Avenue South – (Stairs)
 - 7th Avenue South - (Stairs)
 - 10th Avenue South - (Non-ADA Ramp)
 - 22nd Avenue South (Outside CRA) - Stairs
- Beach Outfalls – Four Waters (and ATM) is currently underway designing and DEP permitting. This will allow construction for this project to be completed over two years (or one if contractor can complete it) to be constructed November 2022 and November 2023.

- South Beach Parkway Road Improvements (Phase 3) – Ocean Terrace Drainage Improvements (Jax Drive) –Construction activities have begun. Timeline is 365 days construction.
- Stormwater/Road Improvements (America Ave.-Phase 2 of Jax Drive) – Navigating scope/fee with Hanson Engineering for design.
- Stormwater Outfall Improvements – South Basin outfall ditch clearing project awaiting bid.
- The pedestrian crossing signal near Paradise Key was destroyed by an automobile. We are working to get the required three quotes to get it replaced. PW currently has it signed as “out of order”. We believe we have a police report to pursue payment for replacement. This was included as part of a CRA project funding and if costs cannot be recouped from insurance, we will utilize CRA funding to get it replaced.

PLANNING/BUILDING DEPARTMENT:

- Dolphin Depot site (across from Margaritaville)
 - Trevato Development Group purchased the site
 - Development currently unnamed, but representatives of the developer stated it will be a “unique mix of hotel and residential project that does not exist in NE Florida”
 - Revised RD application submitted, in review for sufficiency
- Azure Property (former Waterfall Property)
 - Change in ownership
 - Anticipate official building permit within 12 months
 - 24 units total, all ocean view
 - Units starting at \$1.5Million and go up to \$6 million
 - 2,000-6,000 square foot units
 - Renovating existing sales trailer
 - Currently under permit review, should begin vertical construction in the next 60-90 days
 - Of the 24 units planned, only 3 remain for sale.
 - Issued a foundation only permit to begin work on the pilings, waiting revised plans regarding height issue prior to issuing the final permit
- Southend “big box” empty store
 - Spirit Halloween now closed for season
 - At this time, no permanent tenant
- Marc Angelo Project (downtown)
 - Vertical construction to begin soon, all underground construction completed as of June 2021
 - Restaurants announced coming are:
 - Jekyll Brewing, leasing approximately 6000 sq ft of indoor space and 2000 sq ft of outdoor space
 - Oaxaca Club (Mexican Food)
 - Private event space
 - Build out for Oaxaca Club is in permitting and review, Senior Planner approved, currently under Fire Marshall Review.
 - Both restaurant spaces received conditional use approval for their outdoor seating from the Planning Commission. Construction is still underway.
- Springhill Suites
 - Construction underway
 - Due to unforeseeable circumstances, project is slightly delayed

- Dick Mondell's
 - Burger restaurant based out of Gainesville, FL going to the former carwash location.
 - Walk-up and drive through service only
 - <https://www.dickmondells.com/> website for more information and menu
 - No anticipated opening date at this time
 - Finally planning for permits going on now, with staff anticipating receiving the permits in 30-60 days
 - Conditional use approval granted for outside seating
 - Development plan currently in approval process, should be ready to submit for building permit soon
 - Building permit has been submitted and is in staff review process
- Gallery Project
 - RD Rezoning has been filed and in in sufficiency review now for a multiphase redevelopment project. (30-day timeline for review)
 - Once rezoning has been reviewed, and is deemed sufficient, will come before the CRA for review (& planning commission)
 - Scheduled for 7/25 Council and Planning Commission meetings
- Habibis
 - Plans under review
 - Building and area deemed unsafe, were cited by the Fire Marshall 7/12/22 to secure the building and fence area

STAFF/MISC. UPDATES:

- Maintenance Plan
 - Maintenance plan for review at the June 2022 meeting.
 - Downtown District Maintenance/Plan Amendment to include Maintenance Provisions:
 - It was found by staff that due to language in the 2015 Downtown Plan Amendment, funding of maintenance in the downtown is restricted to only 'elevated' maintenance. This means that any of the maintenance the CRA wants in the downtown cannot be funded out of the trust fund if it is the same maintenance that is done City wide. The funds have to be spent from general fund dollars allocated to the parks and recreation department, severely limited the amount of money that can be spent. Staff is drafting a resolution to adopt, similar to the 2017 resolution adopted that updates the maintenance requirements for the Southend, and will bring this before the agency once the Southend plan amendment has been finalized. This will also formally include the downtown maintenance plan as an attachment, with the understanding that the plan is an evolving document annually.
- Staff is currently working on an "Action Item" spreadsheet. This spreadsheet will help staff to track projects, which department or person(s) is responsible for project oversight, anticipated completion, etc. This document will become an attachment to the staff report, thus making it easier for board members to have an overview/recap of all CRA projects at a glance.
- Pier Update
 - Staff working with DixHite on status of pier entry way and process, more information to come to CRA
 - Anticipated completion date of pier summer 2022 (COJ Project)
 - DixHite to attend a March workshop, tentatively scheduled for March 16th, to discuss
 - Please note: Per an MOU with the City of Jacksonville in 2002, COJ will maintain the costs associated with the pier, but COJB **must** provide a minimum of 100 parking spots for pier use only. That is the intended use for the parking lot located directly in front of the pier.
 - DixHite is addressing comments made on the permit from Moffatt & Nichol (engineering firm), and have a set of finalized plans ready end of next week. The civil team with Moffat & Nichol will be reviewing comments with staff, and working to submit the final plans. Once submitted FDEP will respond within 30 days of the submittal date. If approved, they will provide the final permit within 90 days.
 - **PLEASE NOTE:** this is not the first submittal to FDEP. As stated before, DixHite has submitted and DEP had comments that needed addressing. DixHite is working with the engineering firm to implement comments on this resubmittal.
 - Public Works received a request from Springhill Suites to take over the section of parking lot currently used by COJ once they vacate the space (anticipated June 2022). Springhill stated they would need the parking lot space until January 31, 2023. Public Works is working with Springhill

to allow them to utilize this space. This new parking space will allow them to vacate the empty lot they are currently using as a lay down yard, thus decreasing the amount of large trucks moving materials along that span of 1st Street.

- Downtown Hospitality Meetings

- Mayor Hoffman organized this series of monthly meetings, and gives staff an opportunity to listen to the business community needs, and give updates when appropriate
- No September meeting, meetings expected to occur in Oct or Nov, then be on hold until 2022
- Staff attended the February 22 meeting and gave a brief update on the CRA, and invited attendees to participate in CRA Meetings for more updates, as well as follow our City Facebook page
- No new hospitality meetings scheduled at this time.
- Staff attended the hospitality meeting in May 2022. Staff briefly mentioned the CRA updates coming soon (bike racks, site furnishings, incentives FY23, etc.)

- Horn Ct./Sunshine Lots

- Finance finalizing the costs associated with maintenance and upkeep of the lots
- City attorney set to start in October 2021, CFO wants to allow new attorney to write the interlocal agreement between the Jacksonville Beach CRA and City of Jacksonville Beach.
- City attorney is working on the disposition methodology, as well as deed restrictions that will go along with the property once sold
- City attorney is finalizing the interlocal agreement between the CRA and City of Jacksonville Beach
- City attorney will attend February meeting to give recommendation to the board on disposition methods and process
- MOU review/approval set for the March 28th regular CRA meeting. The next step will be taking this item to council
- On the City Council agenda for the April 18th meeting. If approved, staff will begin working with procurement and the legal department to schedule the sale of the property. More update to follow the Council meeting
- Council approve the sale of the properties.
- The auctions will go live on the GovDeals auction site June 23, 2022 and will also run in the Beaches Leader the same day, as the statute requires. This auction will remain active for 30 days as required, and the lot(s) will be awarded to the highest bidders.

- Incentive Plan Update

- Staff has completed the survey, and completed the post cards to be sent to all property owners.
- Post cards sent to business owners' week of 10/18/21, and staff along with board members distributed postcards to business owners/managers in the downtown.
- As of 11/4/2021, received 30 survey results
- Extended deadline through end of November to allow time for more results

- Staff will present final findings of this survey, as well as draft of the incentive package, during the January 2022 meeting
- Staff utilized the data received from survey results to create an item on the January 2022 agenda to review results and next steps
- CRA Board approved staff and the southern group to utilize the data collected to create an incentive package for consideration by the board
- Staff has added line items for the incentive to the proposed budget due to finance by April 25, 2022. Staff anticipates approximately \$500,000.00 for “Beautification Grants” and \$1,250,000.00 for Retail Enhancement Project Grants. If approved, these will be available in FY23.
- Due to other projects, staff is reevaluating the amounts allocated for the budget. Still moving incentive plans forward in FY23.
- As of June 20, 2022, staff has allocated \$500,000 for the incentive program in FY23. This will be to cover the beautification grant program (façade grant)

- **Art Master Plan Committee Plans:**

- Staff working to implement changes requested by the board to the application/process
- Staff met with legal in January of 2022 to make sure the process and creation of the advisory committee did not violate any state or local legal requirements
- Staff will work with the City Clerk to finalize the application for the committee and get the application out to the public. Staff will then select the best candidates to bring before the CRA for final selection approval
- Resolution 2022-01 for consideration at the February 28, 2022
- Staff will be reviewing applicants after the March 31st deadline, and will bring staff recommendations to the board in April 2022.
- Staff has attached a memo and resolution requesting the approval of 7 (seven) candidates for this committee. This is different than the originally anticipated 5 (five) members. After staff deliberation, we felt it was best suited for the board to have 7 members.
- The Art Committee had its kickoff meeting May 10. Staff outlined some priority locations for the committee to review, as well as some operating procedures and guidelines, all which will be discussed at their first official meeting June 16th, from 3-5PM. Moving forward, all of their meetings will be on the 3rd Thursday of the month, from 3-5PM, in Council Chambers.
- Due to unforeseen circumstances, the schedule art committee meeting on June 16th did not occur due to lack of a quorum. Staff reminded the committee that the regular meetings will occur on the third Thursday of the month, from 3-5PM. The first in person meeting of this committee will now commence on July 21, 2022.
- Wayfinding Signage Plan
 - Staff anticipates using a piggy back contract for the wayfinding sign plans
- Bicycle and Hardscapes

- Staff has given their changes to the RFQ to procurement department. Procurement is handling the procedural aspects of the RFQ and anticipate the RFQ being out by the end of June. The bid will be open for 30 days and then a selection committee of staff will review. The selection committee will include: CRA Coordinator, Planning Director, and Parks and Recreation Superintendent . once the review is complete, staff will bring the preferred candidate to the CRA
 - Staff has begun the process of getting the bike racks ordered, locations have been evaluated, and noted for locations that will need additional site work
- Code Enforcement/Violations
 - Should there be a need to report a code enforcement violation, please follow this link to fill out the form to report the issues to our code enforcement officer:
<https://www.jacksonvillebeach.org/FormCenter/Planning-Development-6/Report-a-Code-Enforcement-Violation-57>
 - This link will show the code enforcement page, with examples of typical violations:
<https://www.jacksonvillebeach.org/FormCenter/Planning-Development-6/Report-a-Code-Enforcement-Violation-57>
 - If you see an issue and have further questions or concerns, please reach out to Nikki Beavers in the planning department (code enforcement officer). 904-247-6284
- Irrigation and Planting in the Downtown:
 - The repairs are ongoing, with plans to be complete prior to spring, to allow for time for new planting to occur
- Landscaping around the Community Center
 - Will occur simultaneously with the sidewalk project at South Beach Park entrance.
- Upcoming Events:
 - July 31, 11AM-7PM, 904 Pop-Up – Latham Plaza area
 - August 6, 8AM-4PM, Brooks Surf Event – on the beach directly in front of lifeguard station
 - August 12, Tour De Pain, 630-8PM – Seawalk Lawn and Beach. Turnaround point is 37th Ave South
 - 4 mile beach run that is a part of a larger 2 day running event, incorporating 3 races
 - August 13, 1130-7PM, Festival of Chariots – Latham Plaza area
 - The festival will begin with a cultural program at the Seawalk Pavilion Lawn and end with a chariot procession on the beach.
 - August 14, 1130-7PM, Brunch at the Beach – Latham Plaza area
 - Back to school family event before summer vacation ends. Will include food trucks, vendors, and two inflatable slides
 - August 20, 12-8PM, R&B Soul Festival – Latham Plaza area

To access these events, on the COJB homepage, scroll down to the calendar and underneath click “view all events”. Once selected, you will be on a page where you can select which calendars (events, council, etc) you wish to see. When you click on a date in the calendar, it will bring up information on any events or meetings occurring that day.

- Social Media Update:
 - The first post outlined what a CRA is, where our districts are, why/how they were created, etc. staff was able to answer questions from citizens and engage with the community
 - The second post was a “coming soon” post regarding the bike racks. The engagement from the community was very positive.
 - At this time, all CRA posts have been very well received. Staff is exploring options with the communications manager to expand the CRA presence on social media & web.
- Lighting Update
 - Staff has met with Beaches Energy to get each other up to speed on the plan. After discussions, it was determined that the lighting styles would not change, since turtle lighting and police input was considered when these lights were chosen. Here are some examples of the types of lighting expected (please note these are examples, NOT the final lights chosen)
 - Beaches Energy will attend May meeting to discuss with the CRA
 - An internal meeting with Beaches Energy occurred on May 10, 2022. Beaches Energy has recognized some of the lighting options and locations as obsolete since the plans are several years old now. Beaches Energy is working with DixHite and the CRA staff to identify starting points, and alternate solutions to lighting that may be obsolete now. Beaches Energy is also working with the building department to be compliant with the newly added turtle lighting ordinance.
 - Most recent meeting with Beaches Energy occurred on June 3, and the plans overall concept and potential issues were discussed in detail. Due to the age of the plan, beaches energy and its engineers are working out of the current plan, and trying to tie the locations and planned lights to the current ordinances and lighting types available. Staff is meeting with beaches energy and the public works department on June 28 to discuss the next steps to begin the implementation. Staff has also compared the locations of this plan with the bike racks and site furnishing plans to ensure the locations make sense, and there are no areas of major overlap.

