



COMMITTEE OF THE WHOLE Regular Meeting Agenda

May 26, 2022
5:30 PM
6738 Dixon Street
Milton, FL 32570

- 1. Open Meeting**
- 2. Invocation**
- 3. Pledge of Allegiance**
- 4. Approval of Agenda for Additional Items**
 - Recommendation for Additional Items from Staff
 - Recommendation for Additional Items from Council
- 5. Recognitions, Special Presentations and Awards**
- 6. Public Hearings/Meetings**
- 7. Invited Speakers**
- 8. Persons to Appear**
- 9. Agenda Items**

Item # 2022-308
Energy Audit - Project Development Agreement

Item # 2022-317
Business Improvement Program FY 2022 Cycle 2

Item # 2022-328
Milton High School Fence

Staff Items

Item # 2022-335
Annexation Petition- 5599 Econfina St

Administration
Councilwoman Shari Sebastiao

Item # 2022-332
Special Event Permit Application - Christmas Lighted Boat Parade

Item # 2022-333
Bid Opening for ITB 2022.07 Floating Kayak Launch System

Item # 2022-334
Special Event Permit Application - Coming Clean 5K

Community Improvement Board
Councilman Vernon Compton

Economic Development
Councilwoman Shannon Rice

Finance
Councilman Casey Powell

Historic Preservation Board
Councilwoman Roxanne Meiss

LEAP
Councilman Vernon Compton

Parks & Recreation
Councilman Jeff Snow

Pensacola Perdido Bay Estuary Program
Councilwoman Shannon Rice

Public Safety
Mayor Heather Lindsay

Item # 2022-285
Speed Spy Data

Item # 2022-340
Vehicle Purchase

Public Works
Councilman Robert Leek

Item # 2022-320
Carmell Ridge has requested "NO PARKING" signs to be placed throughout the subdivision.

Item # 2022-321
Informational Item Street Sweeping Schedule and Cost of New Sweeper

Item # 2022-327
Whisper Creek Developers Agreement

Stormwater
Councilman Matt Jarrett

Tourist Development Council
Councilman Jeff Snow

Transportation Planning Organization
Councilman Vernon Compton

Item # 2022-285
Caroline Street Traffic Data

Item # 2022-337
Magnolia/Stewart St Intersection Update

Item # 2022-338
Trail Town Designation

Item # 2022-342
Florida/Alabama Pedestrian Bicycle Plan

**West Florida Regional Planning Council
Councilman Vernon Compton**

10. City Attorney's Report

Item # 2022-341

Consideration of Election Ordinances and Practices for Council Elections

11. City Manager's Report

Bands on the Blackwater City Material Distribution

Florida League of Cities Annual Conference 2022

Item # 2022-331

Rapid Infiltration Basin

12. Public Input

13. Adjournment

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this meeting is asked to advise the City at least 48 hours before the meeting by contacting City Hall, 6738 Dixon Street, Milton, or by calling 983-5410.

"If any person decides to appeal any decision made by the board, agency, or commission, with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." FS 286.0105



Agenda Item # 2022-308

Energy Audit - Project Development Agreement

MEETING DATE

May 26, 2022

PREPARED BY

Ed Spears, Director of
Economic Development

BACKGROUND

The City engaged Energy Systems Group, LLC (ESG) to conduct an energy audit for the City of Milton. The contracting process and preliminary scope of projects was presented to Council on April 21, 2022. The Project Development Agreement (PDA) is the next step in the process. The PDA defines the projects that will be evaluated and evolve into detailed project proposals. The PDA further details the process to continue with each specific project proposal. The projects that will generate detailed proposals are:

Solar Photovoltaic (PV):

- a) Community Center flat roof area including a new roof for that area (existing roof is almost 20 years old and the new solar PV will have about a 30 year life)
- b) West side of fire station roof
- c) Warehouse roof
- d) Option for ground mount system at the community center between the ballfield and tennis courts
- e) Option for Police station roof
- f) Option for ground mount system on south side of police station
- g) Option for solar PV carports at the Community Center and City Hall

Interior lighting retrofits (conversion to LED):

- a) Community center excluding gym
- b) Fire station
- c) WWTP lab building

Sport lighting LED conversions:

- a) Ballfields (the ballfield with wooden poles will need to have poles replaced. The other ballfields with cement poles should not need new poles)
- b) Tennis courts (the existing cement poles should not need to be replaced)

HVAC and Controls:

- a) Replace the Desert Aire system at the community center (serves gym)
- b) Recommissioning of HVAC and control systems
- c) Consider occupancy sensors to control both HVAC (Heating, Ventilating and Air Conditioning) and lighting systems
- d) Evaluate the use of bipolar ionization for HVAC systems
- e) Consider CO2 (carbon dioxide) based controls (spot readings showed most areas were

over-ventilating)

Following the project evaluation and development, ESG and the City will negotiate a Performance Contract under which ESG will design, install, and implement the projects selected by the City. The Performance Contract will be a separate and distinct agreement that will come back to City Council for consideration.

Should the City choose not to enter into a Performance Contract for specific projects following the completion of the analysis under the PDA agreement, the City would pay ESG a fee for completing the project research and design. The City has negotiated a fee of \$8,000, down from the \$12,500 referenced in the agreement, should the City choose not to proceed with a Performance Contract. Should the City and ESG enter into a Performance Contract in the next step, the \$8,000 fee would not be paid. Instead, the City would pay the cost associated with the projects selected for implementation and agreed upon in a Performance Contract. The City is under no obligation to enter into a Performance Contract or implement any project.

ESG will have up to 120 days to complete the work detailed in the PDA.

The PDA will be evaluated by the City Attorney following action by the Committee of the Whole.

The proposed projects will return to the Council in a future agreement proposal. Should the city not choose to pursue a project agreement, the cost to the City will be \$8,000.

SUMMARY

Energy Services Group, LLC has been conducting an energy audit of the City's operations. The Project Development Agreement is the next step in that process. It defines the projects to be evaluated with detailed project proposals for each and details the process to continue with each proposal. The City is not obligated to carry out any of the recommended projects.

RECOMMENDATION

Staff recommends approval of the Project Development Agreement with Energy Systems Group, LLC.

ATTACHMENTS

1. City of Milton PDA TIPS Language

Performance Savings Contract **Project Development Agreement**

City of Milton, Florida
6738 Dixon Street
Milton, FL 32572

Between
AND

Energy Systems Group, LLC
9877 Eastgate Court
Newburgh, IN 47630

The purpose of this Performance Savings Contract Project Development Agreement ("PDA"), effective the last date signed below, is to confirm the intent of Energy Systems Group, LLC ("ESG") and City of Milton, Florida ("Customer") (individually, generally, a "Party," and collectively, the "Parties") to develop a **Performance Savings Contract** ("Performance Contract") that will subsequently allow the Customer to implement energy, water, and wastewater efficiency and conservation measures pursuant to Florida Statute Fla. Stat. § 489.145. This PDA will provide the basis of the scope of the Performance Contract, the obligations of both Parties, and the intended outcomes and final contract implementation timeline.

ESG and Customer agree as follows:

1. **Detailed Engineering Evaluation (Project Development)**

ESG agrees to undertake and prepare a Detailed Engineering Evaluation Report ("DEE") of potential cost reducing strategies, including operational efficiencies, and equipment efficiency improvement strategies to the Customer's facilities and/or infrastructure. The Customer agrees to provide its complete cooperation with ESG in its preparation and completion of the DEE. ESG will provide to the Customer a DEE which may include, but is not necessarily limited to, comprehensive energy and efficiency upgrades with a focus on the following Energy Conservation and Improvement Measures:

Solar Photovoltaic (PV):

- a) Community Center flat roof area including a new roof for that area (existing roof is almost 20 years old and the new solar PV will have about a 30 year life)
- b) West side of fire station roof
- c) Warehouse roof
- d) Option for ground mount system at the community center between the ballfield and tennis courts
- e) Option for Police station roof
- f) Option for ground mount system on south side of police station
- g) Option for solar PV carports at the Community Center and City Hall

Interior lighting retrofits (conversion to LED):

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HVAC and Controls:

- a) Replace the Desert Aire system at the community center (serves gym)
- b) Recommissioning of HVAC and control systems
- c) Consider occupancy sensors to control both HVAC (Heating, Ventilating and Air Conditioning) and lighting systems
- d) Evaluate the use of bipolar ionization for HVAC systems
- e) Consider CO₂ (carbon dioxide) based controls (spot readings showed most areas were over-ventilating)

2. Preparation of Performance Contract

The Parties intend to negotiate a Performance Contract under which ESG will design, install, and implement cost reducing strategies, capital improvements and identified energy conservation measures that will adhere to performance standards as agreed upon by both Parties. The terms and provisions of such Performance Contract will be set forth in a separate document. ESG will prepare and submit to the Customer a Performance Contract to implement the Energy Conservation and Improvement Measures identified because of ESG's DEE. This Contract shall be prepared on standard ESG contract forms and will include, but will not be limited to, the following components:

- Terms and Conditions, a template will be provided for review during the development process
- Exhibit A - Scope of Work
- Exhibit B – Performance Guarantee
- Exhibit C – Support Service Annual Agreement
- Appendix

3. Financial and Utility Data Collection

During ESG's DEE, the Customer agrees to furnish to ESG accurate and complete energy usage, CIP, capital improvement and facility data.

During ESG's DEE, ESG may also request confirmation from the Customer regarding the Customer's historical maintenance and operational costs the Parties expect will be reduced, eliminated or otherwise offset through implementation of the proposed Performance Contract.

4. Price and Payment Terms

ESG is undertaking work and forgoing attendant business opportunities pursuant to this PDA at its cost and under consideration of the Customer's good faith intention to negotiate a Performance Contract following the DEE. The Customer agrees to pay to ESG a fee of **Eight Thousand Dollars \$8,000.00** (the "PDA Fee") within Ninety (90) days of receipt of the Report should the Customer decline to enter into a Performance Contract with ESG or if the Customer fails to negotiate the terms of a Performance Contract in good faith.

Customer has no obligation to pay the PDA Fee if the Parties agree to enter into a Performance Contract within sixty (60) days of Customer's receipt of the same. In such event, the Parties agree that all obligations under this PDA will have been fulfilled and satisfied and that this PDA will be superseded by the Performance Contract in its entirety. Further, in such event, the DEE will be incorporated into the services and work provided by ESG pursuant to the Performance Contract and all ESG's project development costs will be included within the total cost of Performance Contract, subject to any payment terms outlined therein.

The Customer acknowledges that while ESG may have discussed general financial and funding source options with the Customer for a prospective Performance Contract transaction, ESG's performance under this PDA is not contingent upon the Customer's creditworthiness or ability to qualify or obtain financing for its execution of a Contract. If the Customer is not able to obtain financing, for any reason, ESG will nonetheless be entitled to receive the PDA Fee identified herein.

5. Contract Implementation and Timeline

Customer has determined that its selection of ESG through its membership in The Interlocal Purchasing System (TIPS) satisfies the requirements of Fla.Stat. §287.055 and §489.145. The Customer agrees to work in good faith with ESG during its development of the DEE. Customer shall provide ESG with access to its facilities during normal working hours for the purpose of gathering information required for the DEE and will cooperate with ESG by providing timely, complete, accurate, and pertinent information as requested. Customer understands and appreciates ESG's efforts in performing the DEE; and while Customer is entitled to decline to enter

into a Performance Contract, Customer agrees that in order to aid in ESG's timely completion of the DEE it will not, during completion of the DEE and for a period of ninety (90) days following receipt of the Performance Contract, actively solicit, review, or consider any alternative proposals that offer to implement the Energy Conservation and Improvement Measures included in the Performance Contract with ESG. Nothing contained herein shall prevent the Customer and ESG from good faith negotiations with respect to the execution and implementation of a final Performance Contract.

It is the intent and commitment of the Parties to work diligently, and cause others under their direction to work diligently toward meeting or exceeding the following estimated timeline goals:

ESTIMATED IMPLEMENTATION TIMELINE:

As stated above, this Project Development Agreement (PDA) shall provide recommendations for capital and energy upgrades. Below is the estimated overall general timeline for completion of the PDA:

0 – 30 Days

- PDA approval, signatures and mobilization
- Additional facility site visits, contractor walk-throughs, surveys and data gathering
- Begin solar PV net metering project application
- Utility analysis and energy baseline development

30 – 60 Days

- Preliminary energy savings and solar PV production calculations
- Initial energy and facility improvement measure development and review
- Initial Scope of Work (SOW) review
- Initial measurement and verification (M&V) discussion and plan
- Evaluate opportunities for State and Federal Grants

60 – 90 Days

- Final energy savings and solar PV production calculations
- Final energy and facility improvement measure development and review
- Finalize contractor scopes and pricing
- Final Scope of Work (SOW) review
- Final measurement and verification (M&V) discussion and plan
- Begin preparation of contract documents
- Discuss preferred financing/funding method(s)

90 – 120 Days

- Deliver Detailed Engineering Evaluation ("DEE") Report
- Final contract documents/signing
- Arrange project financing/funding
- Project construction and implementation begins

6. Confidentiality

This PDA creates a confidential relationship between the Parties. The Parties acknowledge that while ESG performs services under this PDA, each Party will have access to confidential information and intellectual property, including but not limited to cost information, systems, services or planned services, suppliers, data, financial information, computer software, processes, methods,

knowledge, ideas, marketing promotions, current or planned activities, research, development, designs, and other trade information and/or intellectual property relating to the other Party ("Confidential Information").

Except as authorized in writing and subject to Chapter 119, Fla. Stat., and other applicable laws, rules or regulations, the Parties agree to keep all Confidential Information confidential. ESG may make copies of only that Confidential Information necessary for performing the DEE. Upon either Party's request, both Parties will return or destroy all such information and all documents, data and other materials in their control that contain or relate to such Confidential Information, with the exception of any such records that are required under the Party's record retention policy, in which case such records shall otherwise remain subject to the confidentiality obligations described herein.

Notwithstanding anything contained herein to the contrary, the Parties' obligations of confidentiality with respect to Confidential Information shall survive for a period of one year (1) year following expiration of this PDA pursuant to Section 8, below.

The Parties agree to keep and maintain confidentiality regarding its undertaking of the obligations under this PDA. ESG shall coordinate its services only through designated Customer representatives and shall provide information regarding the DEE to only those persons approved by Customer.

7. Miscellaneous Provisions

Neither party may assign their rights or obligations under this PDA without the prior written consent of the other Party. This PDA is the entire agreement between ESG and the Customer and supersedes any prior oral understandings, written agreements, proposals, or other communications between ESG and the Customer. Any change or modification to this PDA will not be effective unless made in writing and signed by both Parties.

This PDA shall be enforced and interpreted in accordance with the laws of the state of Florida, except its choice of law provisions. Any difference or dispute arising out of this PDA or relating to this PDA, including, but not limited to, payments under, or the breach, invalidity or termination hereof, which cannot be amicably settled between senior members of the Parties, the Parties shall submit their dispute to mediation for resolution under the Commercial Mediation Procedures of the American Arbitration Association. Mediation is a condition precedent the institution of legal or equitable proceedings by either party. Once one party files a request for mediation with the other party and with the American Arbitration Association, the parties agree to conclude the mediation within 60 days of filing of the request. Either party may terminate the mediation at any time after the first session, by delivering such termination in person to the other party's representative and the mediator. Such mediation shall be held in an agreed upon location in Florida.

8. Agreement Expiration

This PDA will expire upon the occurrence of any of the following: (a) the Parties' full execution of the Performance Contract or a substantially similar version thereof; (b) twenty four (24) months following the latest date of execution, identified below; or (c) the Parties' written mutual consent to terminate. Either party may terminate this PDA at any time for the following reasons: (a) due to an event of force majeure that prevents either party from performing the majority or all of its obligations in this PDA for a period of 120 days or longer; (b) the other party's breach of any material term of this PDA; or (c) the other party's violation of any rule, law or regulation. Expiration of this PDA does not impact the obligation of Customer to pay ESG the PDA Fee in accordance with Section 4.

[Remainder of this page is intentionally left blank; signature page to follow]

Energy Systems Group, LLC	City of Milton , Florida
Authorized Signature:	Authorized Signature:
Print Name:	Print Name:
Title:	Title:
Date:	Date:

** This PDA represents the business intent of both Parties and should be executed by the parties who would ultimately be signatories to a final Performance Contract.*

DRAFT



Agenda Item # 2022-317

Business Improvement Program FY 2022 Cycle 2

MEETING DATE

May 26, 2022

PREPARED BY

Ed Spears, Director of
Economic Development

BACKGROUND

City Council approved changes to the Commercial Facade Program on April 12, 2022. Changes to the program included expansion of the eligible area to city-wide, addition of business equipment as an eligible expense and changing the program from deadline based, to first come, first serve, which can accept applications at any time. Following the grant awards approved during Cycle 1 in March, 2022, there remains \$17,500 in the FY 2022 program budget.

Since inception in 2018, the Business Improvement program has provided 32 grants to 26 different businesses totaling \$120,147.89. The program has generated a match from the private sector totaling \$400,458.03. For every \$1 invested by the City, the businesses have invested \$3.05.

Staff began advertising the new opportunity on April 13, 2022. Since that time, two applications have been received. Bar Strength and Conditioning is requesting a sign grant for \$1,000 and a business expansion grant of \$5,000. The required match is \$5,000. However, the company is investing \$100,000 in their new facility located in the Winn Dixie Shopping Center on Dogwood Drive. They are relocating within the City Limits from Berryhill Road to the much larger new facility. The second applicant, The Sweet Greek will be a new dessert and pastry shop located at 5237 Willing Street (formerly Scoops Ice Cream Shop). This a brand new business. They are requesting a \$5,000 business expansion grant for a required commercial chiller to keep their custom made sweets at the appropriate temperature. The required match is \$5,000. However, the company is investing \$50,000 in building renovations, equipment and start-up costs.

Both applicants meet the requirements for the grants. If approved, \$6,500 will remain in FY 2022 grant funding for future applicants.

SUMMARY

Staff received two eligible grant applications totalling \$11,000. \$17,500 is available for new applications.

RECOMMENDATION

Staff recommends approving the grant applications in the amount of \$11,000.

ATTACHMENTS

1. 2022 Cycle 2 Business Improvement Program Spreadsheet
2. Commercial Facade Program Financial Report - 5-19-22
3. The Bar Gym Application
4. The Sweet Greek Application

City of Milton
2022 Business Improvement Program
Cycle 2 Applications

5/19/2022

	NAME	ADDRESS	REQUEST	MATCH	PROJECT	FIRST TIME APPLICANT	TARGET LOCATION	HISTORIC STRUCTURE
	CYCLE 1 Approved Applications							
1	Cohen Innovation, LLC	5739 Stewart Street	\$ 10,000.00	\$ 13,850.00	New Facia and Soffett	No	Yes	No
2	CD Properties, Inc.	6821 Caroline Street	\$ 10,000.00	\$ 12,000.00	Replace Door and Window Wood Rot	No	Yes	Yes
3	Santa Rosa Historical Society	6866 Caroline Street	\$ 2,500.00	\$ 2,802.00	Replace Windor Wood Rot	Yes	Yes	Yes
	CYCLE 2 Applications							
1	The Bar Gym	5436 Dogwood Dr.	\$ 6,000.00	\$ 100,000.00	Signage, building upgrade and equipment	Yes	No	No
2	The Sweet Greek	5237 Willing Street	\$ 5,000.00	\$ 50,000.00	New commercial chiller	Yes	Yes	Yes
	TOTAL REQUEST		\$ 33,500.00	\$ 178,652.00	Match Ratio: \$1/\$5.50			
	AVAILABLE FUNDING	CRA	\$ 20,000.00					
		General Revenue	\$ 20,000.00					
		TOTAL	\$ 40,000.00					
		BALANCE	\$ 6,500.00					

City of Milton
Commercial Facade Program
Complete History

CYCLE	PROJECTS	BUSINESSES	GRANTEE	PROJECT	AWARD	REQUIRED MATCH	EST. TOTAL MATCH	CRA	CITY	PAYMENT	NOTES
<u>2018 Cycle 1</u>	1	1	Visible Changes Barber Shop	Code required upgrades, signage, painting	\$ 2,500.00	\$ 2,500.00	\$ 7,500.00		\$ 2,500.00	\$ 2,500.00	Completed
	2	2	LilPax's Boat Rental	Business Signage	\$ 500.00	\$ -	\$ 2,500.00	\$ 369.82		\$ 369.82	Completed
	3	3	Man Cave Barber Shop	Signage, exterior awning	\$ 500.00	\$ -	\$ -		\$ 500.00	\$ 500.00	Completed
	4	4	Beardless Brewhaus	Roll-up garage door	\$ 5,000.00	\$ 5,000.00	\$ 15,000.00	\$ 5,000.00		\$ 5,000.00	Completed
	5	5	Corner Shack	Business equipment, fire suppression, painting, doors	\$ 3,250.00	\$ 3,250.00	\$ 12,500.00		\$ 3,250.00	\$ 3,250.00	Completed
	6	6	Boomerang Pizza	Exterior Painting & Lighting	\$ 5,000.00	\$ 5,000.00	\$ 15,000.00	\$ 5,000.00		\$ 5,000.00	Completed
<u>2019 Cycle 1</u>	7	7	Elliott & Cunningham Office	Exterior Façade, interior ceiling replacement, painting	\$ 5,000.00	\$ 5,000.00	\$ 50,000.00	\$ 5,000.00		\$ -	\$0 Expenses to Date
	8	8	CD Properties	Repair Historic Windows and surrounds	\$ 4,450.00	\$ 4,450.00	\$ 5,000.00	\$ 4,450.00		\$ -	\$0 Expenses to Date
	9	9	Brew Angels Brewery	Equipment Upgrade	\$ 5,000.00	\$ 5,000.00	\$ 35,000.00		\$ 5,000.00	\$ 5,000.00	Completed
	10		Brew Angels Brewery	New business sign	\$ 500.00	\$ -	\$ 1,153.15	\$ 500.00		\$ 500.00	Completed
	11	10	Janet Coulter Realty Office	Exterior awning and painting	\$ 5,000.00	\$ 5,000.00	\$ 15,000.00		\$ 4,943.12	\$ 4,943.12	Completed
	12	11	Milton Revival, LLC	Exterior awning, painting and drainage system	\$ 5,000.00	\$ 5,000.00	\$ 20,000.00	\$ 5,000.00		\$ 5,000.00	Completed
<u>2019 Cycle 2</u>	13	12	Blackwater Bistro	ADA Ramp, Painting, Siding	\$ 2,500.00	\$ 2,500.00	\$ 5,000.00	\$ 2,125.00		\$ 2,125.00	Completed
	14	13	Brooks, Warrick & Assoc.	Sign	\$ 500.00	\$ -	\$ 1,000.00	\$ 485.78		\$ 485.78	Completed
	15		Boomerang Pizza	Exterior Painting	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 4,876.20		\$ 4,876.20	Completed
	16		Beardless Brewhaus	Equipment Upgrade	\$ 5,000.00	\$ 5,000.00	\$ 7,000.00		\$ 5,000.00	\$ 5,000.00	Completed
	17	14	Wacked Out Weiner	Doors and Code Required Plumbing	\$ 5,000.00	\$ 5,000.00	\$ 104,270.00		\$ 5,000.00	\$ 5,000.00	Completed
	18	15	Spencer's Second Hand Shop	Window Replacement	\$ 668.89	\$ 668.88	\$ 668.88	\$ 668.88		\$ 668.88	Completed
<u>2020 Cycle</u>	19		Brooks, Warrick & Assoc.	Roof	\$ 5,000.00	\$ 5,000.00	\$ 16,210.00		\$ 5,000.00	\$ 5,000.00	Completed
	20	16	Sport & Wheat, CPA	Exterior Doors, Windows & Painting	\$ 5,000.00	\$ 5,000.00	\$ 10,000.00		\$ 5,000.00	\$ -	\$0 Expenses to Date
	21	17	Saver Self Storage	Painting	\$ 4,750.00	\$ 4,750.00	\$ 4,750.00		\$ 4,750.00	\$ 4,750.00	Completed
<u>2021 Cycle</u>	22	18	Cohen Innovation, LLC	New Roof	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00		\$ 5,000.00	\$ 5,000.00	Completed
	23	19	Lindsay & Andrews	New Signage, Front Door Replacement, Railing, Stairs	\$ 5,000.00	\$ 5,000.00	\$ 7,575.00	\$ 5,000.00		\$ 4,566.54	Completed
	24	20	RaeJean, LLC, DBA Mason's	New Road Sign	\$ 530.00	\$ 530.00	\$ 530.00		\$ 530.00	\$ 530.00	Completed
	25		Boomerang USA, Inc.	Paint and Awning	\$ 1,999.00	\$ 1,999.00	\$ 1,999.00		\$ 1,999.00	\$ -	Awarded
	26	21	John C. Allen	Windows and Shutters	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00		\$ -	\$0 Expenses to Date
	27	23	Resource Real Estate (Scoops Ice Cream)	Paint, Awning, Signage & Doors	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00		\$ -	\$0 Expenses to Date
<u>2022 Cycle 1</u>	28		Cohen Innovation, LLC	Facia and Soffet Replacement	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00		\$ 10,000.00	\$ -	\$0 Expenses to Date
	29		CD Properties	Window and Door Wood Rot Replacement/Repair	\$ 10,000.00	\$ 10,000.00	\$ 20,000.00	\$ 10,000.00		\$ -	\$0 Expenses to Date
	30	24	Santa Rosa Historical Society	Window Wood Rot Replacement/Repair	\$ 2,500.00	\$ 2,500.00	\$ 2,802.00	\$ 2,500.00		\$ 2,500.00	Completed
<u>2022 Cycle 2</u>	31	25	Bar Strength & Conditioning, LLC	Signage & Building Renovations for new location	\$ 6,000.00	\$ 5,000.00	\$ 100,000.00		\$ 6,000.00		
	32	26	Oh Sugar, LLC, DBA The Sweet Greek	Commercial Chiller	\$ 5,000.00	\$ 5,000.00	\$ 50,000.00	\$ 5,000.00			
				TOTALS	\$ 131,147.89	\$ 128,147.88	\$ 550,458.03	\$ 65,975.68	\$ 64,472.12	\$ 72,565.34	
						ROI Ratio	\$ 4.20				
		Budget	\$ 10,000.00	FY 2018	3/29/2018						
			\$ 10,000.00	FY 2018	8/20/2018						
			\$ 20,000.00	FY 2019	12/12/2018	50% CRA/50% GR					
			\$ 20,000.00	FY 2019	4/9/2019	50% CRA/50% GR					
			\$ 40,000.00	FY2020	Program Returned to City - In City Budget				\$15,414.50 Refund from MSM		
			\$ 30,000.00	FY 2021	In City Budget						
			\$ 40,000.00	FY 2022	In City Budget						
		Total	\$ 170,000.00								
		Allocated	\$ 131,147.89								
		Expended	\$ 72,565.34								
		Open Projects	\$ 46,449.00								



City of Milton
Office of Economic
Development

Business Improvement Program

DATE OF APPLICATION: 3/12/22
NAME OF BUSINESS (Legal and DBA, if Different): Bar Strength and Conditioning LLC
BUSINESS OWNER(S): Bryan May
PROPERTY OWNER(S) (IF DIFFERENT): WBS Properties

GRANT CATEGORY: Sign Grant / Business Expansion Grant
TOTAL AMOUNT REQUESTED (MAXIMUM \$5,000): \$ Sign Grant 1,000
TOTAL AMOUNT OF MATCH (MINIMUM 100%): \$ Business Expansion Grant 5,000
TOTAL AMOUNT OF PROJECT (ALL ASPECTS): \$ 6,000

ADDRESS OF PROJECT: 5436 Dogwood Drive
PROJECT NAME: Bar Strength and Conditioning LLC

ATTACH REQUIRED ADDITIONAL INFORMATION:

- Complete application form
- Detailed project description
- Legal description of property
- Proof of property ownership or letter from owner consenting to the project
- Proof of property insurance
- Certification of sign ordinance, zoning, and future land use compliance
- Scaled drawing of improvements involving building changes
- Accurate color mock-ups and/or paint chips
- Original color photographs of existing property conditions
- Three cost estimates from qualified contractors (labor and materials for entire project).
- Final cost estimate including name of licensed contractor chosen to perform work
- Copy of the chosen contractor's license (if licensure is required for the work)
- Copy of City of Milton Business License.

NAME & MAILING ADDRESS OF OWNER/APPLICANT (PLEASE PRINT):

Bryan May
4140 Lazy Breeze Lane
Milton, Florida 32583

SIGNATURE(S) OF BUSINESS AND PROPERTY OWNER(S) (IF DIFFERENT)

TELEPHONE # (850) _____ CELL # 302-248-4837 EMAIL may.302@hotmail.com

For official use only:

DATE & TIME APPLICATION RECEIVED: _____ RECEIVED BY: _____

Subject: 2022 Business Improvement Program

Bar Strength & Conditioning LLC is expanding and I am relocating my business from 5941 Berryhill Road, Milton, Florida 32570 to 5436 Dogwood Drive, Milton, Florida 32570 in the Dogwood Park Shopping Center.

Enclosed is a photo that Turn One Graphics has prepared for the signage on our new location.

Max metal sign 16' x 4' 930.00

Perforated vinyl windows signage for 6 windows and door as dimensions are noted on the Turn One Graphics receipt

Marquee signs x 2 printed and installed at 275.00 each 550.00

Receipt for the entire project 3,728.95 we have already paid see canceled check # 1508 attached
Please refer to the receipt provided by Turn One Graphics

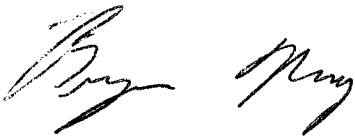
Enclosed is the receipt prepared by Warren Doors & Access Control for replacement of the two existing front entry doors to the building. These special ordered doors are of unique size for the building consisting of standard anodized bronze metal as noted in the description.

Receipt for the price of the doors as noted 8,620.72 we have already paid see canceled check # 1519 attached

We have purchased the above preemptively due to supply issues so we would have them for when the lease is completed for our build out to begin which started on 3/15/22.

Respectfully submitted,

Bryan May, owner Bar Strength & Conditioning LLC



VENDOR/PAYEE
TAXPAYER'S IDENTIFICATION NUMBER/ENTITY TYPE

The Internal Revenue Service (IRS) codes require us to have the Taxpayer's Identification Number on file for vendors/payees receiving payments after January 1, 1984. There are substantial IRS penalties if we do not comply. Furthermore, under Federal Income Tax Law, you are subject to certain penalties if you do not provide us with your correct Social Security Number (SSN) or Employer Identification Number (EIN). For assistance in determining proper name and number to report, refer to the IRS for W-9.

IMPORTANT: THIS COMPLETED FORM MUST BE RETURNED WITHIN 10 DAYS TO:

Main Street Milton, Inc.
5256 Alabama Street
Milton, Florida 32570

3. IF YOU ARE AN INDIVIDUAL OR NONCORPORATE COMPANY, PLEASE PRINT THE FOLLOWING INFORMATION:

Company/Individual's

Name Bar Strength and Conditioning LLC

Address (for mailing payments)

Street/P.O. Box 4140 Lazy Breeze Lane

City/State/Zip Milton Florida 32583

Telephone 302-249-4837 Fax _____

EIN/SSN [REDACTED]

Authorized Signature/Title _____

Date 3/12/22

4. IF YOUR COMPANY IS INCORPORATED, PLEASE PRINT THE FOLLOWING INFORMATION:

_____ does operate in corporate form. (Corporate Name)

Address (for mailing payments)

Street/P.O. Box _____

City/State/Zip _____

Telephone _____ Fax _____

EIN/SSN _____

Authorized Signature/Title _____

Date _____

Form **W-9**
(Rev. November 2005)
Department of the Treasury
Internal Revenue Service

a

Social
security

Give form to the
requester. Do not
send to the IRS.

Print or type See Specific Instructions on page 2.	Name (as shown on your income tax return)		
	Bar Strength and Conditioning LLC		
	Business name, if different from above		
	Individual/	☐ Sole proprietor ☐ S corporation ☐ Corporation ☐ Partnership ☐ Other	☐ Exempt from backup withholding
	Check appropriate box: Address (number, street, and apt. or suite no.)		Requester's name and address (optional)
	4140 Lazy Breeze Lane		
	City, state, and ZIP code		
	Milton, Florida 32583		
	List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

or
Employer identification number

Part II Certification

Under penalties of perjury, I certify that:

4. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
5. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
6. I am a U.S. person (including a U.S. resident alien).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. (See the instructions on page 4.)

Sign
Here

Signature of
U.S. person



Date

3/12/22

Purpose of Form

A person who is required to file an information return with the IRS, must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

U.S. person. Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

4. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
5. Certify that you are not subject to backup withholding, or
6. Claim exemption from backup withholding if you are a U.S. exempt payee.

In 3 above, if applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

For federal tax purposes, you are considered a person if you are:

- An individual who is a citizen or resident of the United States,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States, or
- Any estate (other than a foreign estate) or trust. See Regulations sections 301.7701-6(a) and 7(a) for additional information.

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax on any foreign partners' share of income from such business. Further, in certain cases where a Form W-9 has not been received, a partnership is required to presume that a partner is a foreign person, and pay the withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid withholding on your share of partnership income.

The person who gives Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States is in the following cases:

- The U.S. owner of a disregarded entity and not the entity,



City of Milton
Office of Economic Development

Page 2 of 2

2022 Business Improvement Program

Memorandum of Understanding

I, the grantee, understand that work cannot commence on any portion of the Business Improvement Project prior to receiving approval of the grant funds by the City of Milton. A written notification to proceed will be provided. I, the grantee, have read, understand, and accept the terms and conditions of the grant. I have read and understand the actions which will trigger a default. In the event of a default, I, the grantee, do hereby guarantee the repayment of the principal amount of the grant in accordance with the terms of the Commercial Façade Program application and guidelines. If the grantee is not the property owner, as shown in the Santa Rosa County Property Appraiser's Database, the property owner must also execute this Memorandum of Understanding.

Bryan May
Grantee Name (Please Print)

[Signature]
Grantee Signature

3/12/22
Date

Property Owner Name (Please Print)

Property Owner Signature

Date

City of Milton (Please Print)

City Manager Signature

Date

2021 2022 RECEIPT NUMBER 128-21-00194090 ACCOUNT NO. 71593

MACHINES	ROOMS	SEATS	EMPLOYEES	EXPIRES
BUSINESS TYPE 4710 SERVICE (PERSONAL FITNESS TRAINER)				SEPTEMBER 30, 2022
BUSINESS ADDRESS 5941 BERRYHILL RD UNIT L MILTON, FL 32570				
RENEWAL				
AMOUNT				13.75
PENALTY				0.00
BAR STRENGTH & CONDITIONING LLC BRYAN MAY				
TOTAL DUE				13.75
TOTAL PAID				13.75
BAR STRENGTH & CONDITIONING LLC 5941 BERRYHILL RD UNIT L MILTON, FL 32570				

STAN COLLIE NICHOLS, TAX COLLECTOR
SANTA ROSA COUNTY, FLORIDA



Stan Collie Nichols, Tax Collector
6495 Caroline Street, Suite E
Milton, Florida 32570
(850) 983-1800

BEFORE POSTING YOUR BUSINESS TAX RECEIPT READ ALL INFORMATION CAREFULLY.
IT IS THE OWNERS RESPONSIBILITY TO ENSURE COMPLIANCE.

THIS B.T.R. IS FURNISHED DISCOUNTED



City of Milton

P.O. Box 909
MILTON, FL 32572

SUBJECT TO
BUSINESS TAX
ORDINANCE

NO. 21-00002901

DATE ISSUED: August 24, 2021

YEAR: 2021

VALID THROUGH: September 30, 2022

AMOUNT PAID: 133.71

BUSINESS CLASSIFICATION: RS-BUILDING LESS THAN 10,000 SQ FT

BUSINESS ADDRESS: 5941 BERRYHILL RD

ISSUE TO BAR STRENGTH & CONDITIONING LL
5941 BERRYHILL RD
UNIT L
MILTON FL 32570

**CITY
BUSINESS TAX**

Dewitt Nobles

CITY CLERK

THIS MUST BE POSTED CONSPICUOUSLY IN YOUR PLACE OF BUSINESS. PENALTY FOR FAILURE TO DO SO.

TOTAL FOR ALL \$164,000.00

- COVER UP ENDS OF LIGHTS, SPRINKLER HEADS, REMOVE BLACK DONGS SPRAY 2 COATS FLAT BLACK
- CUT SHEET ROCK EVEN, REPAIR BAD SEAMS (20) ON SHEETROCK
- FRAME IN 8'x8' OPENING
- PAINT REAR WALL SEMI GLOSS BLACK, PAINT 3 WALLS 6' BLACK @ BOTTOM, 2' RED STRIP THEN 4' WHITE @ TOP EXCEPT WHERE WINDOW IS
- PAINT FLOOR THEN 2 COATS SEMI-GLOSS BLACK WITH GILD GEL
- 35'x10' STAGE BUILT WITH TREATED LUMBER WITH FLOOR JOISTS 12" APART USING 3" TONGUE & GROOVE PLYWOOD, SECURED TO GROUND & PAINTED BLACK
- ~~REAR WALL 10'x5' WALL BY ENTRANCE~~ 10'x5' WALL BY ENTRANCE
- 36" DOOR @ LEFT REAR
- PAINT 2 COATS SEMI-GLOSS WHITE BACK ROOM
- BUILD 9'x9' KIDS ROOM WITH 1/2 WALLS
- BUILD MAID OFFICE FRONT (Facing window) WILL BE HIGH & LOW COUNTER 2 SIDE 1/2 WALLS REAR WALL 2 6" COLUMNS COMING DOWN EACH SIDE, HALF WALL IN BETWEEN COLUMNS
- BUILD 8' WIDE 6" HILL CURB
- RUN ELECTRICAL IN OFFICE 10 OUTLETS
- RUN ELECTRICAL TO KIDS ROOM 2 OUTLETS
- RUN ELECTRICAL ON STAGE 5 ACROSS FRONT WALL 5' APART 5 ALONG REAR OF STAGE 5' APART DROP 2 DOWN FOR TV

RAND 20,500.00
 CUB 10,000.00
 BATH 2,000.00
 KIDS 1,000.00
 MAID 1,000.00
 STAGE 1,000.00
 REAR 1,000.00
 DOOR 1,000.00
 CURB 1,000.00
 TOTAL 38,500.00

Bar Strength and Conditioning LLC



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/21/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER We Insure, Inc. 1430 Prudential Dr Jacksonville FL 32207		CONTACT NAME: We Insure PHONE (A/C, No, Ext): 877-677-4063 E-MAIL ADDRESS: certificates@weinsuregroup.com FAX (A/C, No): 904-288-8979	
INSURED Bar Strength and Conditioning LLC 4140 Lazy Breeze Ln. Milton FL 32583		INSURER(S) AFFORDING COVERAGE INSURER A: Philadelphia Insurance Company INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	
License#: L062256 BARSTRE-01		NAIC #	

COVERAGES**CERTIFICATE NUMBER:** 1047634729**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☒ POLICY ☐ PROJECT ☐ LOC OTHER:	Y	PHPK2334819	10/13/2021	10/13/2022	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A				PER STATUTE ☐ OTH-ER ☐ E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
A	BPP		PHPK2334819	10/13/2021	10/13/2022	BPP \$100,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Loc. 1 Bldg. 1 5941 Berryhill Rd. Milton, FL 32570
Milton Commercial Properties LLC are designated as additional insured by this policy.

CERTIFICATE HOLDER**CANCELLATION**

Milton Commercial Properties LLC
5436 Dogwood Drive
Milton FL 32570

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

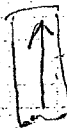
TURN ONE GRAPHICS

Ph: (850) 626-0539
Fax: (850) 626-0585

3833 Stewart St. Milton, FL 32570
turnOneGraphics@mcchsi.com

Business Name THE BAR		Date In 8/11/2021
First & Last Name (Individual Acct.) Brian May		Deadline
Land Line:		P.O. Number
Cell: 302-249-4837	may302@hotmail.com	
E-Mail Proofs To: text to #5. Send Email? call Afterwards		Walk-In ☒ Phone ☐ E-Mail ☐ Other ☐

Description:	Qty:	Unit Price:	Total:
Max metal Sign 16' x 4'	1		930 ⁰⁰
Marquee Signs Printed & installed on Sign	2	275	550 ⁰⁰

Quote
Perforated Vinyl windows  Print, Laminated, Installed per window
window 74 1/4" (W) 59 3/8" (H) 5' \$320 Each
6 windows 445.5' x 37 1/8' x 6
\$1,900

Door 30 1/8" (W) 75 3/4" (H) = 85⁰⁰
Install included

Window Qty 5 71" (W) Solid Red Background

Ratio 7.5' x 1'
Marquee & IFA Sign > Black Background

Rush Fee:

Trip Charge: (Minimum \$15)

Art Work/Design Fee:

Set Up Fee:

Installation Fee:
Big Sign Paid 1/1/2022

Sub Total:
3485⁰⁰

Sales Tax: (7%) 243.95	(Certificate) EXEMPT ☐
Grand Total: \$3728.95	ON ACCT ☐
Deposit: \$3728.95	CASH ☐ CHECK ☒ CARD ☐
Balance Due: \$0	
Final Payment: \$	CASH ☐ CHECK ☐ CARD ☐

10/19/2021
Pmt Date:

/ /2021
Pmt Date:

BriteLine 60/40 Perforated Vinyl 60" x 100'
Oraguard 290 GF Optically Clear Laminate 60" x 10yds



Disclaimer:
All Business Cards or Stationary must be paid in full at time of order. Artwork is non-refundable once we start on the design process and there will be no exceptions. If multiple proof changes are required, you may incur additional charges, however you will be notified if this is necessary. If you wish to cancel your order due to dissatisfaction with a layout a \$25 to \$45 cancellation fee may be charged. Signs will be produced exactly as written above unless otherwise stated in writing. Any changes or corrections to your order need to be made before your order has been sent to production. Customer acknowledges full responsibility for the use herein of any and all trade marks, logos, copyrights, etc. and understand that Turn One Graphics shares no liability.
Turn One Graphics is not responsible for any conflict of any type of city, county, or home owners association laws or regulations.
At any time you receive artwork from Turn One Graphics via e-mail, fax or printed material for your proof and has not yet been paid for in full or released to you is still the property of Turn One Graphics, LLC. All artwork is copyrighted by Turn One Graphics, LLC. and the use of artwork by any party for any purpose whatever is prohibited without a signed release form from Turn One Graphics, LLC. A 50% deposit is required at time of order and balance due at time of completion unless otherwise specified by management.
Any bounce check will have a minimum of \$35 charge. By signing this, you understand and agree with our policy and terms.

Customer Approved _____ Date _____



Ph: (850) 626-0539

Fax: (850) 626-0585

5833 Stewart St. Milton, FL 32570

TurnOneGraphics@mchsi.com

Business Name The Bar		Date In 1/7/2022
First & Last Name (Individual Acct.) Brian May		Deadline
Land Line:		P.O. Number
Cell: 302-249-4837		
E-Mail Proofs To:		☐ Walk-In ☐ Phone ☐ E-Mail ☐ Other

Description:

Description:	Qty:	Unit Price:	Total:
Installation of 10 Sign Above Door	2		225 ⁰⁰

FILE COPY

Rush Fee:	
Trip Charge: (Minimum \$15)	
Art Work/Design Fee:	
Set Up Fee:	
Installation Fee:	
Sub Total: 225⁰⁰	
Sales Tax: (7%) 15.75	(Certificate) EXEMPT ☐
Grand Total: \$ 240.75	ON ACCT ☐
Deposit: \$ 240.75	CASH ☐ CHECK ☐ CARD ☒
Balance Due: \$ 0	
Final Payment: \$	CASH ☐ CHECK ☐ CARD ☐

1/7/2022
Pmt Date:

1/ /2022
Pmt Date:



Disclaimer:

All Business Cards or Stationary must be paid in full at time of order. Artwork is non-refundable once we start on the design process and there will be no exceptions. If multiple proof changes are required, you may incur additional charges, however you will be notified if this is necessary. If you wish to cancel your order due to dissatisfaction with a layout a \$25 to \$45 cancellation fee may be charged. Signs will be produced exactly as written above unless otherwise stated in writing. Any changes or corrections to your order need to be made before your order has been sent to production. Customer acknowledges full responsibility for the use herein of any and all trade marks, logos, copyrights, etc. and understand that Turn One Graphics shares no liability. Turn One Graphics is not responsible for any conflict of any type of city, county, or home owners association laws or regulations. At any time you receive artwork from Turn One Graphics via e-mail, fax or printed material for your proof and has not yet been paid for in full or released to you is still the property of Turn One Graphics, LLC. All artwork is copyrighted by Turn One Graphics, LLC. and the use of artwork by any party for any purpose whatever is prohibited without a signed release form from Turn One Graphics, LLC.

A 50% deposit is required at time of order and balance due at time of completion unless otherwise specified by management. Any bounce check will have a minimum of \$35 charge. By signing this, you understand and agree with our policy and terms.

X

(No Subject)

From: Bryan May (may302@hotmail.com)

To: swimlittlefishy07@yahoo.com

Date: Sunday, March 13, 2022, 09:52 AM CDT



Sent from my iPhone



INVOICE

Main Office: 1011 West Texar Drive, Pensacola, FL 32501

Phone: (850) 432-9821 (800) 850-9821 Fax: (850) 432-9823

Panama City Office: 17704 Ashley Drive A-1&2, Panama City Bch, FL 32413

Phone: (850) 234-5266

Fax: (850) 312-5050

Accounting Office: P.O. Box 18707, Pensacola, FL 32523

Phone: (850) 432-9821 (800) 850-9821 Fax: (850) 436-4939

PLEASE REMIT PAYMENT TO: P.O. BOX 18707, PENSACOLA, FL 32523**Bill to:**CASH SALES PENSACOLA
DEPOSIT OR PAYMENT REQUIRED BEFORE DELIVERY

...

Phone: () -

Ship to:The Bar Gym New Location STOREFRONT
DOORS
CASH SALES PENSACOLA
DEPOSIT OR PAYMENT REQUIRED
BEFORE DELIVERY

...

CustomerID	Invoice Number	Invoice Date	PO Number	Salesperson
CASH-P	159157AW	11/9/2021	PIF	Austin Watson

SPECIAL INSTRUCTIONS: PIF \$8,620.72 CK# 1519 11.16.21 - SLT

Item	ID Description	QTY	Unit Price	Line Total
Frm/Dr/Hdwe	We propose to furnish materials and labor for the following: Replacement of 2 Non Impact door leaf replacements only. Existing doors (2) are center hung doors with overhead concealed closers. PGC to modify existing header to accept surface mounted closers. PGC to replace with (2) medium stile 3' x 7' single hung out swing only, 1 left hand and 1 right hand. Metal finish shall be manufacturer's standard anodized bronze. Door hardware to consist of the following: Continuous hinges, keyed cylinder exterior, Rim panics (non electric) interior, Warren Hollow Metal to electrify panics. PGC to replace existing thresholds with new bumper thresholds, surface mounted closers, door sweeps. Doors to be glazed with 1/4" non impact clear tempered safety glass.	1	\$8,062.00	\$8,062.00
SubTotal				\$8,062.00
Tax				\$483.72
SurTax				\$75.00
Total				\$8,620.72

Signature: _____

(If signature is blank, see attached shipping copy)

TERMS: All sales must be paid in full at time of order. Credit card payments over \$10,000 may be subject to an additional 2.5% processing charge. Returned items may be subject to a 25% restocking fee.

Lease Agreement

Summary of Terms:

Landlord:	Milton Commercial Properties LLC		
Landlord's Address:	5801 Congress Ave, Suite 219, Boca Raton, FL 33487		
Tenant:	Bar Strength & Conditioning, LLC		
Contact Person:	Bryan May		
Tenant's Mailing Address:	4140 Lazy Breeze Lane, Milton FL		
Business Telephone No.:	850-564-1036	Facsimile No.:	
Home Telephone No:		Mobile Telephone No:	
Lease Commencement Date:	At conclusion of Tenant's Work	Lease Expiration Date:	5 years after Commencement, with additional 5 year renewal
Demised / Leased premises:	5436 Dogwood DR Milton, FL 32570		
Gross Square Footage:	APPROXIMATELY: 9800		
Monthly Base Rent:	\$5308.00	Security Deposit:	\$5,308.00
Sales Tax (currently 6.5%):	\$345.02	Total Amount Due:	\$10,961.02
Initial Monthly Rent:	\$5,653.02		

THIS AGREEMENT, hereinafter interchangeably called "Agreement" or "Lease," made and entered into, and effective on ~~May 10, 2021~~ ^{November 1} ("Effective Date") by and between Milton Commercial Properties, LLC, hereinafter interchangeably called "Owner" or "Landlord," and Bar Strength & Conditioning, LLC, hereinafter called "Tenant."

TERMS and CONDITIONS

1. DEMISED PREMISES.

1.1. Landlord is the owner of that certain real property with situs of 5436 Dogwood Drive, Milton, FL 32570, Unit # , (the "Leased Premises" or the "Demised Premises") having approximately 9800 sqft, more specifically described on Exhibit B, which is attached hereto and incorporated for all purposes. As set forth in this Agreement, Landlord hereby leases to Tenant and Tenant hereby leases from Landlord the Lease Premises

2. TERM/COMMENCEMENT.

2.1. The commencement date of the term of this Lease (hereinafter called the "Commencement Date") shall be the first day of the first month following that date on which all of the following conditions are satisfied:

2.2. The term shall continue after the Commencement Date for a period of five (5) years (such term, any extension or renewal thereof, are each hereinafter referred to as the "Term"). "Lease Year" shall be defined as each twelve consecutive month period throughout the Term, beginning on the Commencement Date and each anniversary thereof. Tenant shall pay rent per this Agreement beginning on the Commencement Date.

2.3. Condition Precedent -- 90 Day Option to Terminate. For a period of sixty (90) days from the Effective date of this Agreement, the Landlord shall have the option to terminate this Lease. This option is being provided to allow the Landlord an opportunity to acquire approval of this Lease Agreement from the adjacent tenants of the shopping center. To exercise the option to terminate, Landlord must deliver written notice of such election to Tenant on or before sixty (90) days from the Effective date of this Agreement. If Landlord properly exercises the option to terminate, any deposit remitted by Tenant shall be immediately refunded within ten (10) business days. If no notice or election is properly made, this option shall expire and Landlord shall waive and release such condition precedent.

2.4. Condition Precedent -- Air Quality Test. Tenant shall not be obligated under terms of this Agreement unless the following conditions are satisfied, or expressly waived in writing by Tenant:

2.4.1. Landlord shall have an Air Quality Test performed / conducted by a qualified Environmental Professional, Indoor Environmental Professionals, Industrial Hygienist, IRC-Code Certified Building Inspector.

and/or Building Scientist, and the results of the Air Quality Test shall be delivered to Tenant. Tenant shall have thirty(30) days from receipt of the results to determine in Tenant's sole discretion if the Lease premises is acceptable. If Tenant determines, in Tenant's sole discretion, that the Leased premises is not acceptable to Tenant, Tenant may terminate this Agreement by providing written notice of such election to Landlord within the sixty (30) day period above. If timely terminated pursuant to this paragraph, any deposits paid by Tenant shall be returned / refunded promptly (not to exceed three (3) business days), and Tenant shall be released of all further obligations under this Agreement. Unless Tenant exercises the right to terminate timely as provided in this paragraph, Tenant shall waive and release its right to terminate as provided in this paragraph.

3. RENT.

3.1. Tenant agrees to pay to Landlord Rent monthly, as defined below, in effect on or before the first day of each full calendar month during the Term. Rent for any period during the Term which is less than a full month shall be a prorated portion of the Rent based upon a thirty (30) day month. Said rent shall be paid to Landlord at the Landlord's address, as set forth herein, or to such other person or at such other place as Landlord may from time to time designate in writing. Monthly Rent shall be five thousand, three hundred eight dollars (\$5,308.00). The rent for the first six months of the Lease shall be abated. The Monthly Rent shall be abated by fifty percent (50%) (i.e. \$2,654.00) for months 7 and 8 of the Lease. Starting the Third year of the Lease the Base Rent shall increase by \$0.25 per square foot per year (9800 sqft x .25 = \$2,450) for the remaining Term of the Lease, including extended terms, and shall be payable on a monthly basis.

4. PAYMENT.

4.1. In consideration for use of the aforementioned space, Tenant agrees to pay the Landlord as per the schedule above, inclusive of sales tax. This monthly payment shall be made on or before the due date of each month. If payment is more than five (5) days past due, a late fee will be charged at the rate of FIVE CENTS (\$.05) for each dollar of such delinquent payment for each month of delinquency. Said monies due under this clause shall be considered additional rent. A Fifty and 00/100 (\$50.00) Dollars charge will be assessed for each returned check. Checks should be made payable to Milton Commercial Properties, LLC, and mailed to: 5801 Congress Avenue, Suite 219, Boca Raton, FL 33487.

5. RENEWAL OPTION.

5.1. If all rents are current and Tenant has lived up to all Terms and Conditions of the Lease, Tenant shall be granted a five (5) year option to extend this Lease under the same Terms and Conditions of this Agreement. The Renewal Option for each Extension Term must be exercised at least One Hundred Eighty (180) days prior to the end of the lease term (or any Extension Term, as the case may be) which Renewal Option shall be sent, in writing, to Landlord by certified mail and as to which TIME IS OF THE ESSENCE. If Tenant fails to give notice on or before the aforementioned date it shall be deemed without further notice or agreement between the parties hereto that Tenant elected not to exercise said option. Each Extension Term shall commence immediately upon the expiration of the preceding term, provided Tenant has exercised its Renewal Option in accordance with the terms set forth herein.

6. USE PROHIBITED.

6.1. The premises are leased solely to be used as Health and Fitness Center and those services currently offered, and normally and usually offer in connection with a Health and Fitness Center (the "Use"). Tenant agrees to restrict use of the leased property purposes, and not to use or permit the use of the leased property for any other purposes without first obtaining the Landlord's written consent. Landlord further agrees that Landlord shall not enter into any agreement with any future tenant that would compete with the Tenant, without first obtaining Tenant's written consent. Tenant shall not directly compete with any other tenant in said Shopping center, except as provided herein or a permitted Use. Tenant agrees not to operate its business under this Lease so as to breach or violate the restrictive covenants as set forth on Exhibit "B," including the exclusive use clause (the "Exclusive Use"), a description of which is attached hereto as Exhibit "B". Tenant agrees to operate 100% of the premises during the entire term of this Lease and to conduct its business at all times in a normal and usual manner consistent with its current conduct and reputation. Tenant shall keep the premises open for business during normal and customary business hours. No auction, fire or bankruptcy sales shall be conducted in the Premises without the previous written consent of Landlord. Tenant shall not use the sidewalks or parking areas adjacent to the Premises for business purposes without the written consent of Landlord, except as provided herein.

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There shall be no outside storage, except as provided herein. In the event that any unauthorized material or vehicle must be removed by Landlord, Landlord must provide Tenant ten (10) written notice to cure the issue. Within the ten (10) notice period, Tenant shall in good faith take steps to resolve the issue within thirty (30) days. Tenant shall have a reasonable amount of time to cure the issue. If Tenant fails to take good faith steps within ten (10) day notice period, then on the eleventh (11th) day, Landlord may take steps to cure the issue. Tenant shall reimburse Landlord for all costs associated with the removal of the material within five (5) days of invoicing, plus ten (10%) percent of the total invoiced amount to cover administrative service costs.

7. SECURITY DEPOSIT.

7.1. Tenant shall pay the sum of Five Thousand Three Hundred and Eight dollars (\$5,308.000) Dollars, which shall be used as a Security Deposit. Said Security Deposit shall be used for the repair of any damage done to the rented space not caused by Landlord, and to clean the premises at the termination of the Agreement. It shall also be used as security for all the obligations, including monetary obligations, of Tenant under the Terms and Conditions of this Agreement. In the event that the premises are left in good state of repair, in broom-swept condition, and the Tenant has met all its obligations under this Agreement, then the Security Deposit shall be refunded to Tenant at its last known address, within thirty (30) days after the termination of the Agreement.

8. USE OF SPACE.

8.1. Use of the premises by the Tenant will comply with all federal, state, municipal, or county requirements, regulations, ordinances, and statutes applicable thereto; and all rules and regulations of the Landlord. Failure to keep and observe each of the foregoing will constitute a breach of this Agreement in the same manner as if contained within the covenants. Tenant agrees that he will not store any illegal, explosive, highly flammable, corrosive, hazardous or toxic materials, or pollutants in the leased premises, and that he will not make any use of the space which would constitute a nuisance, annoyance, inconvenience, or danger to the Landlord or any of the other tenants. Furthermore, Tenant acknowledges that it must remove all items from the leased premises upon termination of this Agreement; otherwise, Landlord will have the option of disposing of these items.

9. DEFAULT BY TENANT.

9.1. Landlord shall have a lien on all property owned by Tenant on the rental premises for all rent, expenses of retaking, holding and preparing property for sale, court costs, attorney's fees, and any other expenses set forth in the Agreement or under applicable Law. In the event that any charges for rent or other charges set forth in the Agreement are not paid within ten (10) days after becoming due, Landlord shall have all remedies provided under the law.

10. ASSIGNMENT AND SUBLEASE.

10.1. Tenant shall not assign this Agreement or sublet the whole or any portion of the leased premises hereunder without the prior written approval of the Landlord. The Landlord will not unreasonably withhold such approval. There will be a charge of Four Hundred Dollar and 00/100 (\$400.00) for administrative fees for any transfer caused by the reassignment of this Lease.

11. ORDINANCES AND STATUTES.

11.1. The Tenant will comply with all city, county, state, and federal statutes and regulations in the operation of his business. Tenant shall comply with all ordinances, rules, and statutes relating to the disposal of hazardous waste and pollutants. The Tenant shall be liable for any violations of this Clause. The Tenant, at Tenant's expense, shall store and have removed by an authorized company all used oils, greases, fluids, and floor trap/interceptor as required by City ordinance.

12. FIXTURES AND ALTERATIONS.

12.1. Tenant will make no alterations or additions to the leased unit after completion of initial construction without prior written consent of Landlord, and Tenant will have no power to subject the premises to any Mechanic's Liens. All fixtures will be made at Tenant's sole expense and shall become the property of the Landlord at the termination of this Agreement. The Landlord will have the right to compel Tenant, at Tenant's sole expense, to

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remove any substandard alterations, additions, or fixtures, and to repair any damage to the leased unit so as to make the unit suitable for releasing. Any improvements or required Building Code changes to demised premises shall be made at Tenant's expense, except for improvements or required Building Code changes to the demised premises that Landlord is responsible to maintain.

13. RIGHT TO ENTER.

13.1. Upon reasonable notice, Landlord will have, at all times, the right to enter the leased unit for the following reasons: (a) pest control fumigation and extermination; (b) fire protection; (c) maintenance and repairs, however, Landlord shall not be imposed upon to either maintain or make repairs to the interior of the leased premises; (d) to ascertain if the provisions of this Agreement have been or are being complied with; (e) to enforce the provisions of the Agreement, including all rights or remedies; and (f) to show space for lease three (3) months prior to expiration date of the Lease.

14. LANDLORD DISCLAIMER OF LIABILITIES AND FORCE-MAJEURE.

14.1. **DISCLAIMER.** It is agreed that Landlord is not an insurer and that payments required to be made are based solely upon the value of the privilege granted, and it is not the intention of the parties that the Landlord assume responsibility for any loss occasioned by malfeasance or by malfeasance in the performance of its duties under the Terms and Conditions of this Agreement, or for any loss or damage, mysterious disappearance, rodents, acts of God, or the negligent or intentional acts of third parties. The parties agree that the Landlord does not accept Tenant's goods or property for storage, and is not liable in any manner for the safekeeping or condition of the same, nor is Landlord responsible, therefore, as warehouseman. To the extent not caused by an act or omission by Landlord or its agents, Landlord shall neither have nor incur any liability for personal injury to Tenant, Tenant's agents or employees, any business invitees, or any members of the public visiting Tenant, and Tenant agrees to hold harmless from any such claims and agrees to indemnify the Landlord for any such loss by all claims, including attorney's fees, incurred by Landlord.

14.2. **FORCE MAJEURE.** Notwithstanding the foregoing, neither party shall be held responsible for delays in the performance of its obligations hereunder when caused by a declared state of emergency, public health emergency or pandemic or epidemic (including, but not limited to, the COVID-19 pandemic); government mandated closures; the closure of government buildings, airports, harbors, railroads, or pipelines, or other infrastructure due to a public health emergency, pandemic or epidemic; industry wide strikes, lockouts or labor disputes; acts of God; inability to obtain labor or materials or reasonable substitutes therefor that could not reasonably have been anticipated; governmental restrictions, regulations or controls; delay in issuance of permits beyond time periods typical for the jurisdiction in which the Building is located; enemy or hostile governmental action; civil commotion; fire or other casualty; and other causes beyond the reasonable control of such party (each, a "Force Majeure Event"). Landlord and Tenant acknowledge and agree that prior COVID-19 pandemic government orders directly affected health and fitness centers, which caused shutdowns, closures, and partly and whole cessation of operations for periods of time. As such Landlord and Tenant acknowledge and agree that Rent shall be abated for any period of time that Tenant's business is reduced, limited, or otherwise hindered as a result of public health emergency or pandemic or epidemic (including, but not limited to, the COVID-19 pandemic); government mandated closures; and/or governmental restrictions, regulations or controls. This paragraph shall be liberally interpreted in the favor of Tenant

15. EMINENT DOMAIN.

15.1. If more than twenty-five (25%) percent of the premises shall be taken or appropriated by any public or quasi-public authority under the power of the eminent domain, either party hereto shall have the right, at its option, to terminate this Lease, and Landlord shall be entitled to any and all income, rent, award, or any interest therein whatsoever which may be paid or made in connection with such public or quasi-public use or purpose, and Tenant shall have no claim against Landlord or the condemning authority for the value of any unexpired term of this Lease. If either less than twenty-five (25%) percent of the premises is taken or more than twenty-five (25%) percent is taken, and neither party elects to terminate this Lease as herein provided, the rental thereafter to be paid shall be equitably reduced. If any part of the Building other than the premises may be taken or appropriated, the taking of which would, in Landlord's opinion, prevent the economical operation of the building, Landlord shall, in such event, have the right, at its option, to terminate this Lease and shall be entitled to the entire award as above provided.

16. SALE.

16.1. In the event the Landlord named herein or any successor Landlord of the building shall sell or convey the building, all liabilities and obligations on the part of the original Landlord or such successor Landlord under this Lease, accruing thereafter shall terminate, and thereupon all such liabilities and obligations shall be binding upon the new Landlord, and Tenant agrees to attorn to such new Landlord.

17. INSURANCE.

17.1. Tenant acknowledges that Landlord does not have insurance covering Tenant, its agents or employees, invitees, or clients. All property kept, stored, or maintained within the leased premises shall be at Tenant's risk. Tenant shall carry a minimum amount of liability insurance coverage of \$1,000,000.00 per incident. Tenant shall furnish Landlord with a current Certificate of Insurance in which Landlord shall be named as an "Additional Insured."

18. FIRE OR OTHER CASUALTY.

18.1. In the event of a fire or other casualty in the Leased Premises, Tenant shall immediately give notice thereof to Landlord. If the Leased Premises are totally or partially destroyed by fire or other casualty so as to render the Leased Premises untenantable in whole or part, then the Rent provided for herein shall abate as to the portion of the Leased Premises rendered untenantable until the Leased Premises or the damaged portion of the Leased Premises is made tenantable. In the event of a fire or casualty to all or any portion of the Leased Premises which causes damage that can be repaired within 120 days, as estimated by a responsible contractor selected by Landlord, then Landlord shall rebuild and restore the Leased Premises to substantially the same condition as of the date hereof, limited to the extent of casualty proceeds received by Landlord less any applicable deductible. In the event of a fire or casualty to all or any portion of the Leased Premises that cannot be repaired within 120 days as estimated by a responsible contractor selected by Landlord, then Tenant or Landlord shall have the option to terminate this Lease and if Tenant terminates the Lease, Tenant shall pay to Landlord all Rent owed up to the time of such fire or casualty. If Tenant does not elect to terminate this Lease, then the Landlord shall have the option to rebuild and restore the Leased Premises to substantially the same condition as of the date hereof, limited to the extent of casualty proceeds received by Landlord less any applicable deductible. Furthermore, Landlord shall in no event be responsible for or liable to Tenant for the restoration of any improvements to the Leased Premises made by Tenant. Any repair or restoration work performed by Landlord to the Leased Premises shall be performed by Landlord in such a manner so as to minimize interference with Tenant's use of any portion of the Leased Premises that is tenantable. If the Leased Premises or any other portion of the Building is damaged by fire or other casualty resulting from the fault or negligence of Tenant or its agents, contractors, customers, employees, servants or visitors, the Rent shall not abate as to the portion of the Leased Premises rendered untenantable and Tenant shall be liable to Landlord for the cost of repair and restoration of the Building, to the extent such Rent and costs are not covered by insurance proceeds.

19. ATTORNEY'S FEES.

19.1. In the event that any suit or action is instituted to enforce any provision in this Agreement, the prevailing party in such dispute shall be entitled to recover from the losing party all fees, costs, and expenses of enforcing any right of such prevailing party under or with respect to this Agreement, including without limitation, such reasonable fees and expenses of attorneys and accountants, which shall include, without limitation, all fees, costs, and expense associated with appeals.

20. SEVERANCE OR UNENFORCEABLE PROVISIONS.

20.1. In the event any provisions of this Agreement shall be held to be invalid or unenforceable, it shall not affect the validity or enforceability of the remaining provisions under this Agreement.

21. SUBORDINATION.

21.1. Tenant agrees that Tenant's interests under this Agreement are subject and subordinate, at all times, to all mortgages or other methods of financing or refinancing in any amount, and all advances thereon which now or hereafter be placed against or affect any portion of the demised premises and to all renewals, modifications, consolidations, participants, replacements, and extensions thereof. The aforementioned provisions shall be self-operative and no further instrument of subordination shall be necessary unless required by Landlord.

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22. ESTOPPEL CERTIFICATE BY TENANT.

22.1. Tenant shall, within the (10) days after receiving a written request from Landlord, execute and deliver to Landlord, or to any Mortgagee or prospective purchaser of the Center, a statement in writing certifying: (1) that the lease term has commenced, setting forth the Commencement Date; (2) that this Lease is unmodified and in full force and effect (or, if there have been modifications, that this Lease is in full force and effect as modified, stating the modifications); (3) whether or not there are then existing any known offsets or defenses against the enforcement of any of Tenant's covenants hereunder (and if so, specifying them); (4) the dates to which rent, impositions and other amounts have been paid, if any; and (5) whether or not Tenant has acquired any interest in the Demised Premises except for its interest under this Lease. Such statements shall be given as often as Landlord may reasonably request them and may be relied upon by any prospective purchaser of the Landlord's interest in the Demised Premises, by any Mortgagee, or by any assignee of any Mortgagee.

23. UTILITIES AND SERVICES.

23.1. The Tenant will pay for all utilities for the operation of its business at the leased premises, including, but not limited to, telephone, electricity, and trash removal. Tenant will pay for backflow recertification and or repairs as needed for the leased demised premises. Tenant agrees to pay electric charges by separate meter. Landlord is not responsible for damages to items resulting from electrical charges.

24. PERSONAL PROPERTY TAXES.

24.1. Tenant shall pay, or cause to be paid, before delinquency any and all taxes levied or assessed and which become payable during the term hereof upon all Tenant's leasehold improvements, equipment, furniture, fixtures, and any other personal property located on the premises.

25. COMMON AREA MAINTENANCE, REAL ESTATE TAXES, & INSURANCE INCREASE.

25.1. In the event there is any increase during any year of the term of this lease in the City, County or State real estate taxes over and above the amount of such taxes assessed for the tax year during which the term of this lease commences, whether because of increased rate or valuation, Tenant shall pay to Landlord upon presentation of paid tax bill an amount Equal to its pro-rata share of the increase in taxes upon the land and building in which the leased premises are situated. In the event that such taxes are assessed for a tax year extending beyond the term of the lease, the obligation of Lessee shall be proportionate to the portion of the lease term included in such year.

25.2. If the premium for property, casualty and/or liability insurance (or similar insurance premiums) payable by Landlord, with respect to the Building's increase over the amount of such premiums paid by the said Landlord at the time of commencement of this Lease. Lessee shall pay to Landlord as additional rent within ten (10) days after the Landlord invoices Tenant, an amount equal to its pro-rata share of the increase in the premiums in which the leased premises are situated. In the event that such insurance premiums are assessed for a year extending beyond the term of the lease, the obligation of Lessee shall be proportionate to the portion of the lease term included in such year. Landlord shall be responsible for and obligated to pay for all common area maintenance, insurance, all real estate taxes (not including sales tax associated with this lease).

26. TENANT'S OBLIGATIONS FOR MAINTENANCE AND REPAIRS.

26.1. General. Tenant shall keep and maintain in good order, condition and repair (including replacement of parts and equipment, if necessary) the Leased Premises and every part thereof and any and all appurtenances thereto wherever located, including, but without limitation, the exterior and interior portion of all doors, door checks, windows, plate glass, store front, all plumbing and sewage facilities within the Leased Premises, including free flow up to the main sewer line and water lines up to and including the water meter serving the Leased Premises unless water service is provided by a master water meter, in which case Tenant shall be responsible for maintenance and repair (including replacement of parts and equipment, if necessary) of the water lines to the point of connection at a shut off valve, all fixtures, heating, air conditioning, sprinkler and electrical systems which service the Leased Premises (whether or not located in the Leased Premises), and all walls, floors, and ceilings. Tenant is responsible for pest control for the Leased premises.

26.2. Tenant shall keep its dumpster area, if any, its loading area, if any and the area adjacent to the entrance to the Leased Premises clear of trash and debris. In addition, Tenant shall keep and maintain the Leased Premises in clean, sanitary, safe good working condition and repair in accordance with the laws of the State in which the Leased Premises are located and in accordance with all directions, rules and regulations of the health officer, fire marshal, building inspector, or other proper officials of the governmental agencies having jurisdiction in and all other Federal, State and local laws including without limitations the Americans with Disabilities Act of 1990 and any similar local statute and the Environmental Statutes, and shall comply with all requirements of law, ordinance and otherwise,

affecting the Leased Premises, all at the sole cost and expense of Tenant. If Tenant refuses or neglects to commence and to complete repairs promptly and adequately, in addition to any other rights and remedies of Landlord hereunder, Landlord may, but shall not be required to, make and complete said repairs and Tenant shall pay the cost thereof to Landlord upon demand as Additional Rent. At the time of the expiration of the tenancy created herein, Tenant shall surrender the Leased Premises broom clean in good condition, reasonable wear and tear and loss by fire or other unavoidable casualty excepted. If Tenant has made alterations to the Leased Premises, Landlord may, at its option, require Tenant to restore the Leased Premises to their condition upon delivery, at Tenant's cost and expense.

26.3. Tenant shall keep and maintain the Leased Premises and all other parts of the Shopping Center free from any and all liens arising out of any work performed, materials furnished or obligations incurred by or for Tenant, and agrees to bond against or discharge any mechanic's or material man's lien within ten (10) days of the filing of any such liens. Tenant shall reimburse Landlord for any and all costs and expenses which may be incurred by Landlord by reason of the filing of any such liens and/or the removal of same such reimbursement to be made with ten (10) days after receipt by Tenant from Landlord of a statement setting forth the amount of such costs and expenses. The failure of Tenant to pay any such amount to Landlord within said ten (10) day period shall carry with it the same consequences as failure to pay any installment of rent.

26.4. **HVAC.** Tenant, upon accepting the Leased Premises will provide to Landlord a copy of a heating and air conditioning preventative maintenance contract from a certified contractor approved by Landlord. Tenant shall keep such contract in full force and effect throughout the term of this Lease. Tenant shall be responsible for and obligated to pay up to seven hundred and fifty dollars (\$750.00) per incident towards any associated repairs or replacement of any heating, ventilation, and air conditioning system ("HVAC") repair / replacement / improvement. Repairs above \$750.00 require prior Landlord approval

27. LANDLORD'S OBLIGATIONS FOR MAINTENANCE.

27.1. Landlord shall keep and maintain the foundation, exterior walls, and roof of the building in which the Leased Premises are located and the structural portions of the Leased Premises, exclusive of doors, door frames, door checks, windows, and window frames, in good repair except that Landlord shall not be called upon to make such repairs occasioned by the act or negligence of Tenant, its agents, employees, invitees, licensees or contractors, except to the extent that Landlord is reimbursed there for under any policy of insurance permitting waiver of subrogation in advance of loss. Landlord shall not be called upon to make any other improvements or repairs of any kind upon said premises and appurtenances, except as may be required under this Lease.

27.2. HVAC

28. CONDITION OF THE PREMISES.

28.1. Except as provided herein, Tenant accepts the facilities in an "as is" condition. Except for any initial construction and Landlord's duty to repair and inspect as provided in Section 27 and 2.4, Tenant hereby accepts the Premises "as is" without any representation, warranty or expectation as to the condition of the Leased Premises.

28.2. **INITIAL CONSTRUCTION BY TENANT.** The responsibility for performance and payment for the initial construction of improvements on and in connection with the Leased Premises by Tenant, is set forth in Exhibit attached hereto and made a part hereof, and except as expressly set forth herein, and Landlord hereby accepts and approves of all alterations and improvements set forth on Exhibit, and all further subsequent alterations and improvements reasonable necessary to accomplish the intended alterations and improvements on Exhibit ("Tenant's Work"). Tenant shall use commercially reasonable efforts to substantially complete such construction in a timely manner, provided that in the event such substantial construction is delayed or hindered by government orders (including those for pandemics, i.e. Covid) strikes, casualties, fires, injunctions, inability to secure materials, restraints of law, actions of the elements, or any other causes beyond the reasonable control of Tenant, or by any acts or omissions of Landlord, then the construction period shall be extended to the extent of such delays. Any "delay" shall be liberally interpreted in the favor of Tenant.

28.3. **SUBSTANTIALLY COMPLETE.** Tenant's Work shall be deemed to be "substantially completed" for all purposes under this Lease if and when the Tenant's Work has been completed, except for minor, finish-out and so-called punch list items in substantial compliance with the plans and specifications therefor. Tenant further agrees that at the reasonable request of Landlord from time to time, Tenant shall furnish to Landlord a estimated timeline to reach "substantially completed."

29. **SURRENDER OF PREMISES.** Upon any termination of this Lease by Landlord, whether by lapse of time, cancellation pursuant to any election provided herein, forfeiture, or otherwise, Tenant shall immediately surrender possession of the Demised Premises to Landlord in good and tenantable repair, reasonable wear and tear, damage by fire or other casualty, the elements, and anything beyond the reasonable control or responsibility of Tenant

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excepted. If Tenant remains in possession after the expiration date without a new written lease or the extension of this Lease (1) Tenant shall be deemed a tenant-at-will, (2) Tenant shall pay two hundred percent (200%) of the Rent and any additional charges due hereunder; (3) there shall be no renewal or extension of this Lease by operation of law, and (4) the tenancy-at-will may be terminated upon thirty (30) days notice from Landlord.

30. NOISE. Tenant and Tenant's agents or employees shall not permit any improper noises in the building which may interfere in any way with other tenants or those persons doing business with other tenants.

31. SIGNAGE. Neither awnings, nor shades, nor signs, nor advertising, nor notices shall be inscribed, painted, or affixed unto any part of the outside or inside of the building without prior written consent from the Landlord.

32. LOCKS. Tenant shall not change locks or install additional locks on the door(s) of the leased premises without first obtaining the Landlord's written consent.

33. AMERICANS WITH DISABILITIES ACT. Tenant shall be responsible for compliance within the demised premises with all requirements of the Americans with Disabilities Act (the "Act"), and shall indemnify, defend and save Landlord harmless from any claim, damages or loss resulting from Tenant's failure to comply with the Act.

34. RADON GAS. The parties acknowledge that Landlord and Tenant have received the following statutory notification concerning Radon Gas:

34.1. RADON GAS: Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to persons who are exposed to it over a time. Levels of radon that exceed federal and state guidelines have been found in buildings. Additional information regarding radon and radon testing may be obtained from your county public health unit.

35. RULES AND REGULATIONS. Any rules and regulations appended to this Lease are hereby made a part of this Lease, and Tenant agrees to comply with and observe the same, to the extent not in conflict with the provisions of the Lease Agreement. Tenant's failure to keep and observe said rules and regulations shall constitute a breach of the terms of this Lease in the manner as if the same were contained herein as covenants. To the extent not in conflict with the provisions of the Lease Agreement, and only to the extent reasonably necessary, Landlord reserves the right from time to time to amend or supplement said rules and regulations and to adopt and promulgate additional rules and regulations applicable to leased premises and the Shopping Center. Notice of such additional rules and regulations, and amendments and supplements, if any, shall be given to Tenant, and Tenant agrees thereupon to comply with and observe all such rules and regulations, and amendments thereto and supplements thereof, provided the same shall apply uniformly to all tenants of the Shopping Center.

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AGREED and ACCEPTED this 07th day of October, 2021.

Witness to Tenant:

Tiffany N. Jones
Signature
Tiffany N Jones
Print Name

Witness to Tenant:

[Signature]
Signature
Pravank Patel
Print Name

Witness to Landlord:

[Signature]
Signature
Shirley Abem
Print Name

Witness to Landlord:

[Signature]
Signature
[Signature]
Print Name

Tenant

By: [Signature]
Signature
Bryan May
Bryan May, as Managing Member of
Bar Strength & Conditioning, LLC



TIFFANY N. JONES
Commission #HH 164637
Expires August 12, 2025
Bonded Thru Budget Notary Services

Landlord

By: [Signature]
Signature
[Signature]
Print Name
[Signature]
Title

(k) Will light the show windows of the demised premises and exterior signs each day of the year to the extent which shall be required by Landlord but in no event later than one hour after close of the Center;

(m) Will refer to the name of the Shopping Center in all advertising done to promote sales at its store or stores in the geographic area in which the Center is located;

(n) Will not use the plumbing facilities for any other purpose than that for which they are constructed and will not permit any foreign substance of any kind to be thrown in and the expense of repairing any breakage, stoppage, seepage or damage, whether occurring on or off the premises, resulting from a violation of this provision by Tenant or Tenant's employees, agents or invitees shall be borne by Tenant. All grease traps and other plumbing traps shall be kept clean and operable by Tenant at Tenant's own cost and expense;

(o) Will not permit any shopping carts in the Common Areas even if taken there by customers;

(p) Will not place or cause or permit to be placed within the demised premises, pay telephones or amusement devices of any kind without the prior written consent of Landlord.

(q) Tenant agrees to (i) allow Landlord access to Premises at anytime for the purpose of inspection and/or repair to the fire sprinkler system, if applicable. Should access be denied, Tenant shall become liable and responsible for any problems or incidents which may occur due to said denial of access to Premises (ii) keep the sprinkler heads, valves, boxes, etc. free of obstruction; (iii) ensure exits are free from obstruction and exit doors are in good working order; (iv) Tenant, Tenant's employees, contractors, vendors, guests or invitees shall be prohibited under any circumstance, from disrupting the operation or affecting the sprinkler system, alarm, or monitoring equipment in any way.

RULES AND REGULATIONS

Tenant covenants and agrees that Tenant at its own cost and expense:

- (a) Will keep all exterior and interior store front surfaces clean and will maintain the rest of the demised premises and all corridors and loading areas immediately adjoining the demised premises in a clean, orderly and sanitary condition and free of insects, rodents, vermin and other pests;
- (b) Will not permit accumulations of any refuse, but will remove the same and keep such refuse in odor-proof, rat-proof containers within the interior of the demised premises shielded from the view of the general public until removed and will not burn any refuse whatsoever but will cause all such refuse to be removed by such person or companies, including Landlord, as may be designated in writing by Landlord and will pay all charges therefore which shall in all events be competitive within the same geographical area for similar services performed by a reputable person or company; provided, however that Landlord may decline to designate any such person or company in which event all such refuse shall be removed by such person or company as Tenant, subject to Landlord's prior written approval, shall select;
- (c) Will replace promptly with glass of a like kind and quality any plate glass or window glass of the demised premises which may become cracked or broken;
- (d) Will not, without Landlord's prior written consent, place or maintain any merchandise or other articles in any vestibule or entry of the demised premises or within two (2) feet of any entrance from the demised premises, on the footwalk adjacent thereto or elsewhere on the exterior thereof;
- (e) Except in conjunction with the normal use and operation of a Health and Fitness Center, Will not use or permit the use of any apparatus, or sound reproduction or transmission, or any musical instrument in such manner that the sound so reproduced, transmitted or produced shall be audible beyond the confines of the premises, and will not use any other advertising medium, including without limitation flashing lights, or search lights which may be heard or experienced outside of the leased premises;
- (f) Except in conjunction with the normal use and operation of a Health and Fitness Center, Will keep all mechanical apparatus free of vibration and noise which may be transmitted beyond the confines of the demised premises;
- (g) Will not cause or permit objectionable odors to emanate or be dispelled from the demised premises;
- (h) Will not solicit business, distribute handbills or other advertising matter or hold demonstrations in the parking areas or other Common Areas;
- (i) Will not permit the parking of delivery vehicles so as to interfere with the use of any driveway, walk, parking area, or other Common Areas in the Shopping Center;
- (j) Will comply with all laws, rules, regulations, guidelines, orders and ordinances of applicable federal, state and local governmental authorities, commissions, boards and agencies with respect to this Lease, the use of demised premises or any work to be performed in the demised premises by Tenant and Tenant shall secure all permits, leases and approvals required for Tenant's use of the demised premises. In addition, Tenant shall also comply with all recommendations of the Association of Fire Underwriters, Factory Mutual Insurance Companies, the Insurance Services Organization, or other similar body establishing standards for fire insurance ratings with respect to the use occupancy of the premises by Tenant, and will participate in periodic fire brigade instructions and drills at the request of Landlord and will supply, maintain, repair and replace for the demised premises any fire extinguisher or other fire prevention equipment and safety equipment (including insulation of approved hoods and ducts if cooking activity is conducted on the premises) required by the aforementioned rules, regulations and Associations or other body in order to obtain insurance at the lowest available premium rate throughout the term of this Lease;

BM
e

EXHIBIT A

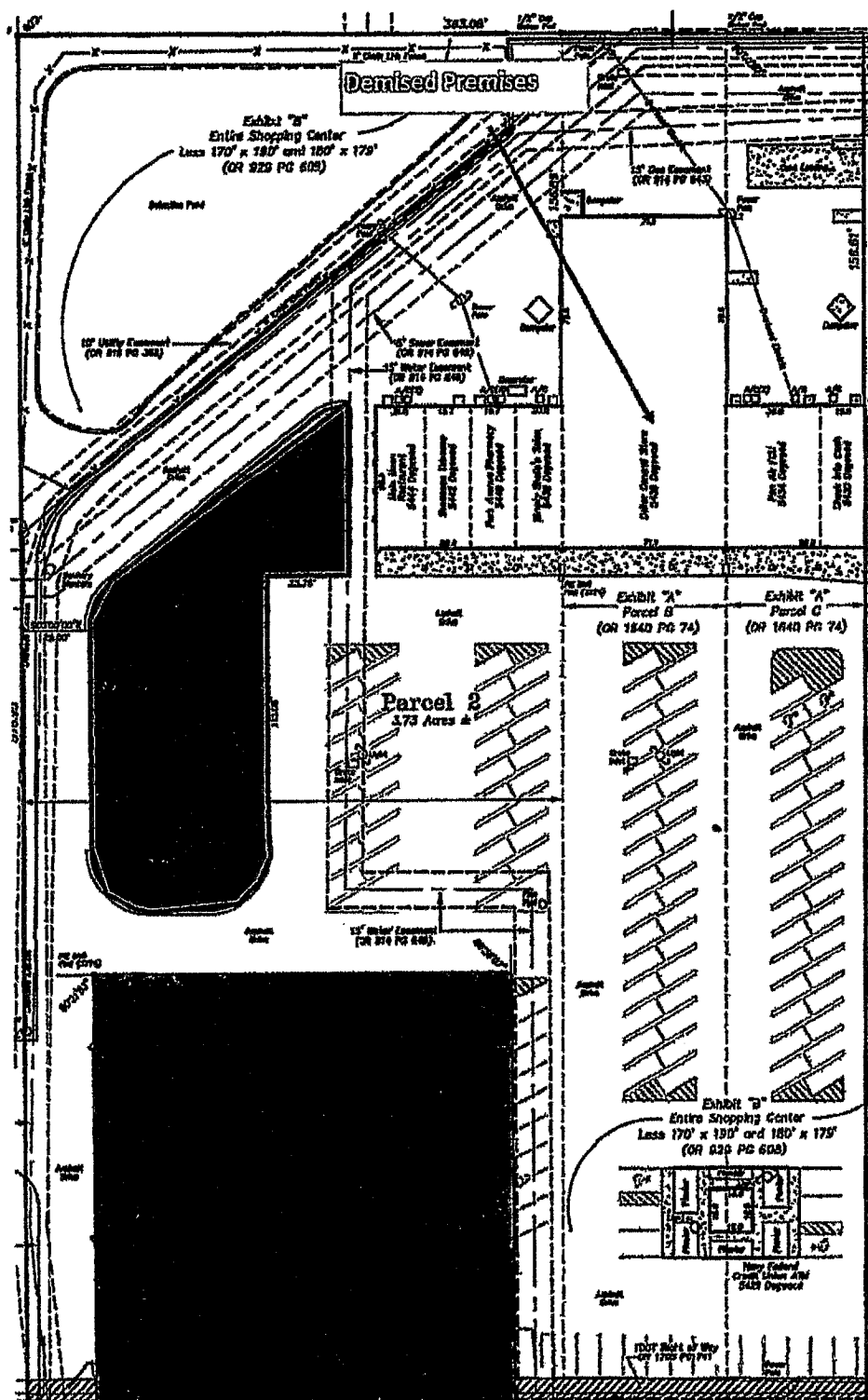


EXHIBIT B
EXCLUSIONS

Winn Dixie

**EXCLUSIVE
SUPERMARKET**

28. Landlord covenants and agrees that the Tenant shall have the exclusive right to operate a supermarket in the shopping center and any enlargement thereof. Landlord further covenants and agrees that it will not directly or indirectly lease or rent any property located within the shopping center, or within 1000 feet of any exterior boundary thereof, for occupancy as a supermarket, grocery store, meat, fish or vegetable market, nor will the landlord permit any tenant or occupant of any such property to sublet in any manner, directly or indirectly, any part thereof to any person, firm or corporation engaged in any such business without written permission of the Tenant; and Landlord further covenants and agrees not to permit or suffer any property located within the shopping center to be used for or occupied by any business dealing in or which shall keep in stock or sell for off-premises consumption any staple or for grocery groceries, meats, fish, vegetables, fruits, bakery goods, dairy products or frozen foods without written permission of the Tenant; except the sale of such items in not to exceed the lesser of 500 square feet of sales area or 10% of the square foot area of any storeroom within the shopping center, as an incidental only in the conduct of another business, and except the sale by a restaurant operation of prepared, ready-to-eat food items, either for consumption on or off the premises, shall not be deemed a violation hereof. With the exception of bars and package stores, only Tenant herein may sell beer and wine in the shopping center for off-premises consumption, except for the drug store.

except 1,000 square feet in the case of the drug store

It is further agreed that only Tenant herein shall have the privilege of operating a bakery and/or delicatessen or any department or concession which would constitute the equivalent thereof in the shopping center including any enlargement thereof.

**RETAIL
AND
SERVICE
STORES
ONLY**

7. Without the prior written consent of Tenant herein only retail and/or service stores shall be allowed to operate in the shopping center, or any enlargement thereof. It being the intent of the parties hereto that no spa, bowling alley, skating rink, bingo parlor, theatre (either motion picture or legitimate), business or professional offices, sales of automobiles, or health, recreational or entertainment-type activities, or non-retail or non-service type activities, shall be permitted. Notwithstanding the foregoing, Landlord may permit service and professional offices to be located in the shopping center provided that no such single office space shall be leased to a tenant or occupant with more than 7 owners or employees on the premises, and shall not be of a school or other nature likely to attract customers making long-term use of the parking. Of the initial spaces constructed, space 7 may be used for such uses. Not more than 25% of the future building area shall be used for such spaces, and Landlord shall use good faith efforts to locate such uses as far from Tenant's demised premises as possible. In addition thereto, the pad space shown adjacent to the right-of-way of Dogwood Drive may be use for such office purposes.

Only

or Vann Drugs

Notwithstanding the foregoing, Marco Drugs may sell incidental food items for off-premises consumption, provided however, that it may not devote in excess of one thousand (1,000) square feet of gross floor area of its premises in the shopping center to such incidental food sales.

It is still further agreed that, notwithstanding the foregoing, if Tenant shall cease to use the demised premises as a supermarket and/or grocery store, meat, fish or vegetable market business for in excess of a period of six (6) months, while the demised premises are usable for the operation of a general mercantile business (excluding temporary cessation of business caused by happenings beyond the control of Tenant), then in such event the exclusive rights of Tenant hereinabove granted shall automatically cease and be construed as cancelled and of no further force and effect, unless and until Tenant resumes such uses, whereupon exclusives shall be reimposed except as to other tenants to whom Landlord shall have granted such uses.

PM
[Signature]

Check Into Cash

4. **EXCLUSIVE USE:** Landlord agrees not to enter into any new leases for space within the shopping center property (including out-parcels) with a tenant who provides or brokers any type of "payday advance services" or "pay-day" loans. Further, the Landlord shall not grant permission to any existing tenant for such use if Landlord's approval is required by tenant's lease. In addition to any other remedies Tenant may have under the law, if Landlord violates this exclusive and does not cure within ninety (90) days of receiving written notice from Tenant, Tenant may remain at 50% of the rent, CAM, taxes, insurance, or any other charges for which Tenant is responsible until such violation is cured. If the violation is not cured within ninety (90) days after Tenant has notified Landlord of said violation, Tenant shall also have the right to terminate the Lease by giving Landlord written notice or return to payment of regular fixed rent amount after the 90 day period. Tenant acknowledges that the Anchor Tenant may have an unrestricted right to use its premises and no such use by Anchor Tenant shall constitute a violation of this clause. If Tenant shall cease to operate for more than sixty (60) days for any reason other than a casualty or remodeling, this exclusive clause shall be omitted from this lease agreement and no longer apply.

Manicles and Pedicles

Hair Cuts

EXHIBIT C
SIGN CRITERIA

Must be approved by landlord

ADDENDUM TO LEASE AGREEMENT

This lease addendum dated January 27, 2022 is an addendum to the lease dated November 1, 2021 between Milton Commercial Properties LLC and Bar Strength & Conditioning, LLC.

NOW THEREFORE, in consideration of the mutual covenant and conditions hereinafter set forth, the parties agree as follows:

1. The Landlord's option to terminate the Lease as mentioned in section 2.3 shall now expire March 31, 2022.
2. Except as modified above, all other terms, provisions, and conditions of the lease shall remain in effect.

TENANT

Bar Strength & Conditioning, LLC

Bryan May
SIGNATURE

Bryan May / Owner
NAME / TITLE

OWNER

Milton Commercial Properties LLC

[Signature]
SIGNATURE

Bo Stouffer, Jr.
NAME / TITLE



City of Milton Office of Economic Development

Business Improvement Program

DATE OF APPLICATION: _____
 NAME OF BUSINESS (Legal and DBA, if Different): Oh Sugar Milton FL DBA The Sweet Greek Milton FL
 BUSINESS OWNER(S): Melissa Glyptis Simpson
 PROPERTY OWNER(S) (IF DIFFERENT): Margaret Reis for Milton Revival LLC

 GRANT CATEGORY: Business Expansion Grant
 TOTAL AMOUNT REQUESTED (MAXIMUM \$5,000): \$ 5,000.00
 TOTAL AMOUNT OF MATCH (MINIMUM 100%): \$ 100%
 TOTAL AMOUNT OF PROJECT (ALL ASPECTS): \$ 50,000.00

 ADDRESS OF PROJECT: 5237 Willing St Milton Fl 32570
 PROJECT NAME: Sweet Greek Renovation

ATTACH REQUIRED ADDITIONAL INFORMATION:

- Complete application form
- Detailed project narrative
- Legal description of property
- Proof of property ownership or letter from owner consenting to the project
- Proof of property insurance
- Certification of sign ordinance, zoning, and future land use compliance
- Scaled drawing of improvements involving building changes
- Accurate color mock-ups and/or paint chips
- Original color photographs of existing property conditions
- Three cost estimates from qualified contractors (labor and materials for entire project).
- Final cost estimate including name of licensed contractor chosen to perform work
- Copy of the chosen contractor's license (if licensure is required for the work)
- Copy of City of Milton Business License.

NAME & MAILING ADDRESS OF OWNER/APPLICANT (PLEASE PRINT):

Melissa Glyptis Simpson
 5568 Woodbine Rd Suite 500
 Pace FL 32571

SIGNATURE(S) OF BUSINESS AND PROPERTY OWNER(S) (IF DIFFERENT)

Melissa Glyptis Simpson dotloop verified
04/15/22 8:10 AM CDT
MQ0-HTGQ-SXB0-CMHU

Margaret Reis dotloop verified
04/15/22 8:58 AM CDT
GTLM-PVX9-K6W6-FL5A

TELEPHONE # (850) _____ CELL # 919-402-3295 EMAIL thesweetgreekmiltonfl@gmail.com

For official use only:

DATE & TIME APPLICATION RECEIVED: 5/15/22 RECEIVED BY: [Signature]

Via Email



City of Milton Office of Economic Development

Page 2 of 2

2022 Business Improvement Program

Memorandum of Understanding

I, the grantee, understand that work cannot commence on any portion of the Business Improvement Project prior to receiving approval of the grant funds by the City of Milton. A written notification to proceed will be provided. I, the grantee, have read, understand, and accept the terms and conditions of the grant. I have read and understand the actions which will trigger a default. In the event of a default, I, the grantee, do hereby guarantee the repayment of the principal amount of the grant in accordance with the terms of the Commercial Façade Program application and guidelines. If the grantee is not the property owner, as shown in the Santa Rosa County Property Appraiser's Database, the property owner must also execute this Memorandum of Understanding.

Melissa Glyptis Simpson for the Sweet Greek Milton FL

Grantee Name (Please Print)

Melissa Glyptis Simpson
dotloop verified
04/15/22 8:10 AM CDT
TTON-HJN1-OM7R-C6NG

Grantee Signature

Date

Margaret Ries for Milton Revival LLC

Property Owner Name (Please Print)

Margaret Ries
dotloop verified
04/15/22 8:58 AM CDT
LQND-HHNJ-HGNA-YKTT

Property Owner Signature

Date

City of Milton (Please Print)

City Manager Signature

Date

Brief Business Summary:

The Sweet Greek is a family run business that spans generations of original family recipes from Greece while adding a little twist on modern treats. The Sweet Greek uses 100 year old recipes that have been passed down through the family with all the little secrets for the true authentic experience. Our family has joined across state lines and also brought another family business, Viores Fine Candies and Chocolates to our community, a 100 year old chocolate company brought over from Greece and continued on by our dear cousins in Pennsylvania.

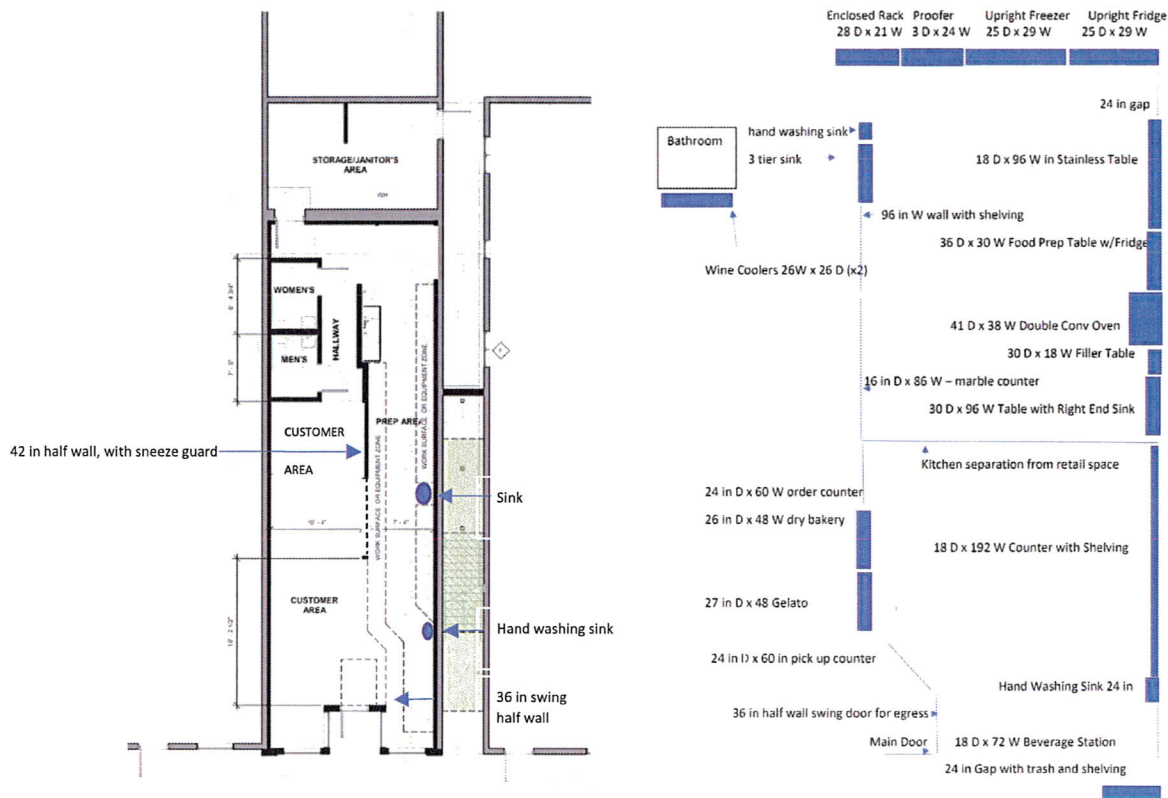
Our retail shop will provide an upscale environment with attention placed on the quality of the ingredients all while staying as authentic as possible to our Greek roots and sprinkling a little flair on traditional items. And of course, what kind of Greeks would we be, if we did not try to teach you a little Greek and some of our traditions and history all at the same time. We look forward to seeing you at our establishment to enjoy the environment and eat well.

Family History Summary:

Much of my youth was spent visiting my YiaYia (Grandmother) and Papou (Grandfather) during the summers and holidays in Tampa, FL. Unlike most vacations spent at the beach, most of my time was in the kitchen and at various restaurants and Church functions being taught the fine art of Greek Cuisine. My family's roots in the restaurant business are lengthy and full of amazing stories, beginning with my Great Grandparents, Steve and Clara Graham who immigrated from Fourni Ikaria, Greece. They owned and operated the Brass Rail Bar & Grill and Graham's Restaurant in Warren, Ohio where my YiaYia, Gramate "GiGi" worked. The family restaurant expanded when my Papou, Constantinos "Gus" Glyptis, arrived in Boston from Kardamyla Chios, Greece. After spending time in New York, he made his way to Pennsylvania and later Ohio where he was shortly thereafter arranged to marry my YiaYia by the Greek Orthodox Church via a push from the FBI (another one of many interesting stories). Shortly after being married my Papou was sent back to Europe as a member of the US Army. My Papou was a World War II European Campaign veteran, earning a Bronze Star. He earned the Good Conduct Medal, American Campaign Medal, World War II Victory Medal, and European-African-Middle East Campaign Medal with three Bronze Stars. He was a Rifle Expert, and a Carbine marksman and served at Omaha Beach and throughout Belgium and was at the Battle of the Bulge at Bastogne. He was honorably discharged from the Army in January 1946 where he returned to Warren, OH and re-entered into the restaurant business alongside my YiaYia. Many of the fantastic stories of the family history along with the recipes themselves were shared while being prepared in our home, various restaurants and of course the Greek Orthodox Church. The history, customs and culture shared during these moments are why I have decided to bring this business to Milton, FL. It is time for my two children, Constantina and Gramate, to learn their family history the best way possible; by way of the family table, which we will share with everyone. Our family ties to our cousins throughout the US continue to remain strong as we share the old recipes through oral traditions while making sure we write the information down for future generations. While not financially responsible to do so, we felt the desire to bring as many of our family items to the area as possible. In addition to the items being prepared, we are partnering with our cousins in Pennsylvania to transport the family's Chocolates from our 100 year old Chocolate Company, Viores Fine Candies & Chocolates. It will be an added treat as we are able to sustain the production and transportation of the Chocolate until the girls are old enough to travel and spend time with their Nouna's (Godmother's), learning how to make the Chocolate, as it has been done for the last 100 years. With the recent passing of our cousin's patriarch Franzee "Frank" Barlamas (my Papou's cousin), who ran the Atlas Beverage Co., Barlamas Luncheonette, Willow's Pool Club, Viores Candies, Franzee/ Javy's Banquet Halls and Johnny's Sandwich Shop, it becomes even more apparent that the time to start this business is now. This store is being dedicated to the memory of my YiaYia and Papou, Gramate and Gus Glyptis and to Frank Barlamas and his family. Their dedication to the Church, their families and their communities are an inspiration and need to be remembered and taught in more ways than one to my children. We have conducted trials in Escambia, Santa Rosa and Okaloosa County and will use the data derived as a benchmark for the opening. Our hope is that we can expand the menu and introduce more variations and foods as items are enjoyed specifically in Milton. As we grow more popular, so will our menu. We look forward to starting this business in the Historic District of Milton and cannot wait to have everyone enjoy our culture, history, and environment.

Renovations Summary:

Our location was very selective as we want to be a catalyst to improving the Downtown as so many others are doing already. The location at 5237 Willing was perfect as the exterior gives you the classic Greek look of all white, while still having the old historic downtown look to the front façade. Our improvements, along with the Landlord's are quite extensive, resulting in a full remodel of the building. Our architect, BA Architect Group Inc and general contractor, Olvera Company Inc., have placed permits with the City of Milton to ensure we are to code with life safety, fire, building, ..etc so we have the safest and cleanest environment possible for our employees and customers. Our site will have new HVAC, new tile flooring, extensive repairs to the drywall, repainted top to bottom, new light fixtures, new kitchen, and all new décor working within the Greek theme and traditional colors of Greece; white, blue and gold. Classical art work with modern accents will be throughout and a casual waiting area for easy grab and go service. Additional space will be created where others can stay and enjoy the atmosphere and conduct business, read a book or simply sit and relax. Current concept examples are below



The Σωεετ Γρεεκ



Milton FL



We are requesting the grant in order to obtain a specific storage system for our Chocolates that are being shipped down from Pennsylvania. The chocolates must be kept at correct temperature and humidity in order to keep in between shipping seasons. As it is too hot to ship the product during the summer, we must complete large shipments during the Fall, Winter and Spring. We are requesting a total of two (2) cabinets that have both the humidity control and temperature control. Through hours of searches online, we are unable to find any other product that can do both other than the one presented. All other items found are only temperature controlled. Our options were a humidor for cigars or a wine cooler. This one item gave us both.

Any unused funds will be used towards additional equipment. We have provided additional documentation for, the electric single phase convection ovens we are considering.

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[Home](#) » [Wine Cabinets](#) » THE Randolph

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THE Randolph

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Retail Price: \$3,650.00

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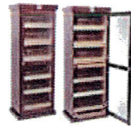
Product Description

The Randolph wine cabinet exudes a sumptuous flair in design while simultaneously preserving, protecting and showcasing your collection. This cabinet brings cutting-edge refrigeration & humidity control technology together in a remarkable chic design. From its dark cherry finish to its embossed side panels and crown molding detail, this work of art is easily recognized as the center piece in any room. The Randolph's refrigeration system outperforms the competition in terms of quietness, temperature and humidity performance. Each cabinet is outfitted with all-wood universal wine racking to accommodate a variety of different sized bottles. On-board user electronic climate control allows for ambient temperature and relative humidity to be adjusted and monitored through an electronic display in the front upper portion of the cabinet. All configurations are saved to memory so that optimal storage conditions are maintained for 66-85 bottles. Color coded LED lights indicate when the unit is active in heating, cooling and humidification modes. Includes a defogging feature to keep the glass door clear of condensation and a bright white LED lighting system. The Randolph cabinet has a fantastic solid weight and feel which is easily realized from the instant you open the door. This unit is equipped with 5 drawer style bottle shelves set on metal slides for smooth operation. The top 4 shelves are situated at an angle for easy viewing and the bottom is set flat. Shelves can be completely removed for maximum bottle storage. Each sliding shelf is adjustable and removable. No assembly or water lines required. Just connect the Randolph to a 110/120v outlet, choose your climate settings, load in your bottles and you are on your way! The cabinet ships fully assembled in a factory sealed box, includes a lock and key set and an easy to follow operating manual. The Randolph cabinet provides the best in quality wine storage at a fantastic price!

Capacity: 66-85 Bottles
 Dark Cherry Finish
 Embossed Wood Side Panels & Crown Molding
 Full Length Tinted Tempered Glass Door
 Digital Control Panel
 Monitor Temperature & Humidity Levels Through On-Board Display
 User Adjustable Temperature & Humidity Settings
 Advanced Cooling & Heating System
 High Performance Compressor for Super Quiet Operation
 Temperature Adjustable From 41F-71F
 Toggle Between Celsius Or Fahrenheit
 Ensures stable humidity between 58 - 78% with excess moisture discharged out of the cabinet
 Demist Feature Keeps Glass Clear of Condensation
 Heavy Duty Door Seal
 5 Drawer Style Bottle Shelves On Metal Slides
 Flat & Angled Storage
 Brilliant White LED Interior Lighting System
 Built-in Auxiliary Fan Evenly Balances Humidity & Temperature
 Solid Hardwood Construction
 Lock And Key
 26" W x 26" D x 52-3/4" H

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 Removable Trays & 12
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THE Redford



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 Now: \$2,099.00
 Item# RDFF

[view](#)

1250 Ct Electronic Climate
 Controlled Cigar Cabinet. Auto-
 Regulates Temp & Humidity

THE Reagan



\$4,795.00
 Item# REAGN

[view](#)

4000 Ct Automatic Climate
 Controlled Cigar Humidor
 Cabinets w/ Digital Display

Have a Question?

Please feel free to contact us if you have any questions. We will be glad to help!

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Comment:

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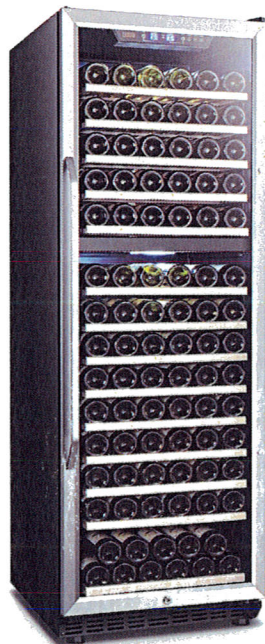
10

Subtotal
\$16,648.34
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Lanbo Dual Zone Compressor Red Wine Cooler with Wooden Shelves, 160 Bottles

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32 ratings
| 22 answered questions
\$1,789⁰⁰

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~~\$1,789.00~~ upon approval for the Amazon Prime Store Card. No annual fee.

- **MOST ENERGY EFFICIENT:** This wine cellar cooler contributes to protecting the environment by reducing energy consumption. Up to 55% less energy consumed compared to traditional wine fridge and uses environmentally friendly R600a refrigerant.
- **TINTED GLASS DOOR:** For durable and easily matching using, the door of any LANBO products is made of double-pane glass to protect the wine from outdoor harmful UV rays and easy to see your great collections.
- **DUAL TEMPERATURE ZONES:** With dual zone functionality both the top zone and the bottom zone are accurately controlled by the sophisticated and sensitive controls to maintain ideal serving temperatures.
- **REMOVABLE WOODEN SHELVES:** The wine cellar refrigerator contains 5 beech wooden shelves in the upper zone and 9 in the lower zone. It can hold up to 160 bottles of 750ml standard Bordeaux and the bottom shelf has large capacity that you can load large bottles.
- **CONTINUAL FRESH AIR FLOW:** Carbon filter ensures that fresh air can circulate throughout the cabinet and assists in maintaining proper humidity.

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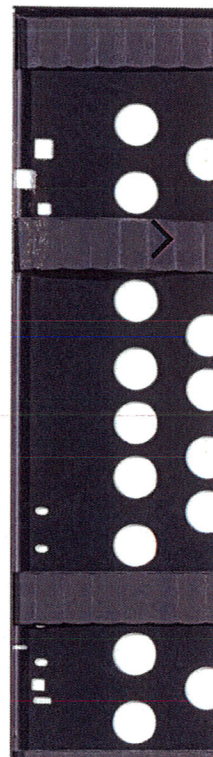
N'FINITY LX Dual Zone MAX Wine Cellar (Stainless Steel Door)

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Item # 237 09 87 001



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[◀ 240 Volts Commercial Convection Ovens](#)**Vulcan VC55ED-240/1 Double Deck Full Size Electric Convection Oven - 240V, 1 Phase, 24 kW**

★★★★★ Item #: 901VC55EDD MFR #: VC55ED 240/1

Free Shipping 

Retail Price

\$10,390.00**Lowest Price Guarantee**[Chat Now >](#)

Ships free with

Due to a manufacturer's price increase, this price will increase by **14.00%** on 06/01/22

1

Add to Cart**Earn up to \$311.70 back** (31,170 points)
with a [Webstaurant Rewards Visa® Credit Card](#)

Wish List

Rapid Reorder

Other Available Voltages:

240V, 1 Phase



240V, 3 Phase

- ✓ Double deck design with an interior light per section
- ✓ Solid state controls with temperature range of 150-500 degrees Fahrenheit
- ✓ 5 nickel plated oven Grab-n-Go racks with 11 rack positions per oven
- ✓ Independently operated doors with double pane windows
- ✓ Porcelain enamel interior with stainless steel exterior; 8" legs
- ✓ Oven cool switch for rapid cool down
- ✓ 1/2 hp two speed blower motor per oven
- ✓ Ships 3 phase; field convertible to 1 phase

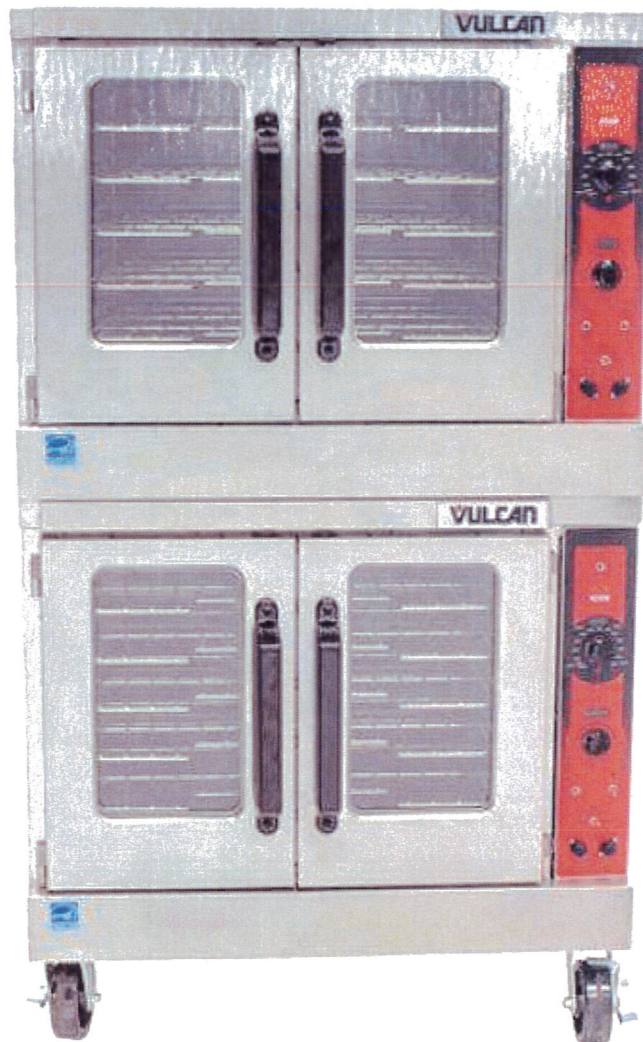
UPC Code:

400012093982

**Quick Shipping**Usually ships in **1 business day** ?[View all Vulcan Commercial Convection Ovens](#)



Convection Oven, electric, double-deck, standard depth, solid state controls, 5-hour timer with



Picture may include options or accessories that are not included.

Model Number: VUL-VC55ED

\$17,245.00
Priced Per: Each
Free Shipping (See details) (<https://www.hotelrestaurantsupply.com/shipping.html>)

Lowest Price Guarantee
Call 800-931-0116 x 702

1

+

-

ADD

Add To Project

APPLY FOR FINANCING

(https://navitex.navitascredit.com/resource_centers/HotelRestaurantSupply_CE_EKuskin)

Product Description
.....



Convection Oven, electric, double-deck, standard depth, solid state controls, 5-hour timer with digital display enhancement, 150° to 500°F temperature range, (5) oven racks per deck, independently operated removable doors with double pane windows, porcelain on steel interior, interior light, stainless steel front, top, & sides, 8" stainless steel legs, (2) 1/2 HP blower motors, 25.0kW, NSF, UL, ENERGY STAR®

Dimensions provided by manufacturer are not guaranteed to be precise product dimensions

Height - 68.60 inches

Width - 40.10 inches

Depth - 40.00 inches

Sub-category	-	Convection Oven, Electric
Energy Efficiency	-	Energy Star®
Deck Qty	-	2 Decks
Type	-	Standard
Size	-	Full/standard Size
Base	-	Stacked

Kw (per Deck)	-	11.0 - 15.99 Kw
Exterior Finish	-	Stainless Steel Front, Top & Sides
Interior Finish	-	Porcelain Interior
Capacity Per Compartment	-	5 Pan Capacity, Per Compartment
Control Type	-	Solid State Controls

Specifications

.....

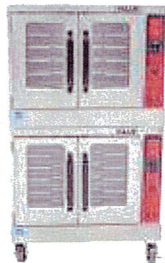


[View Specification Sheet \(/pdfspecs/F47163.pdf\)](#)

(opens in a new window or tab)

Manufacturer	Vulcan
Model #	VUL-VC55ED
Mfg Part #	VC55ED
Priced Per	Each
Shipping Weight	674.00 pounds
Availability	Manufacturer Ships Direct
Shipping Information	Free Shipping

Recently Viewed Items



Convection Oven, electric, double-deck, standard depth, solid state controls, 5-hour timer with

(<https://www.hotelrestaurantsupply.com/VUL-VC55ED.html>)

Join the HRS Club

Receive members-only pricing and exclusive offers.

Enter your email address...



Fictitious Name Registration Payment

THE SWEET GREEK MILTON FL

Thank you for filing your Fictitious Name Registration online.

Your confirmation/tracking number is XXXXXXXX

Your charge amount is XXXXXXXX

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[File a different document](#)



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Detail by Entity Name

Florida Limited Liability Company
OH SUGAR MILTON FL LLC

Filing Information

Document Number	L21000489058
FEI/EIN Number	[REDACTED]
Date Filed	11/15/2021
Effective Date	11/12/2021
State	FL
Status	ACTIVE

Principal Address

5985 CURTIS RD.
PACE, FL 32571

Mailing Address

5985 CURTIS RD.
PACE, FL 32571

Registered Agent Name & Address

SIMPSON, MELISSA G
5985 CURTIS RD.
PACE, FL 32571

Authorized Person(s) Detail

Name & Address

Title AMBR

SIMPSON, MELISSA G
5985 CURTIS RD.
PACE, FL 32571

Title CD

SIMPSON, TABITHA C
5985 CURTIS RD.
PACE, FL 32571

Title ID

SIMPSON, SADIE A

5985 CURTIS RD.
PACE, FL 32571

Title Secretary

RIDGWAY, ANNE M
8739 MEADOWBROOK DR.
PENSACOLA, FL 32514

Annual Reports

Report Year	Filed Date
2022	02/03/2022

Document Images

02/03/2022 -- ANNUAL REPORT	View image in PDF format
11/15/2021 -- Florida Limited Liability	View image in PDF format



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
11/17/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER TAPCO UNDERWRITERS (NC) P.O. Box 286 Burlington, NC 27216-0286	CONTACT NAME	
	PHONE (A/C No, Ext):	FAX (A/C No):
	EMAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	NAIC #
INSURED MEL SELLS CRE LLC 5237 WILLING ST MILTON, FL 32570	INSURER A: United States Liability Insurance Company	
	INSUREB B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY			GL 1124046	11/11/2021	11/11/2022	EACH OCCURRENCE
	☒ COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence)
	☐ CLAIMS-MADE ☒ OCCUR						MED EXP (Any one person)
							PERSONAL & ADV INJURY
							GENERAL AGGREGATE
							PRODUCTS-COMP/OP AGG
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)
	☐ ANY AUTO						BODILY INJURY (Per person)
	☐ ALL OWNED AUTOS	☐ SCHEDULED AUTOS					BODILY INJURY (Per accident)
	☐ HIRED AUTOS	☐ NON-OWNED AUTOS					PROPERTY DAMAGE (Per accident)
	UMBRELLA LIAB						EACH OCCURRENCE
	☐ OCCUR						AGGREGATE
	EXCESS LIAB						
	☐ CLAIMS-MADE						
	DED						
	RETENTION \$						
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						☐ WC STATUTORY LIMITS ☐ OTHER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)						E.L. EACH ACCIDENT
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE-EA EMPLOYEE
							E.L. DISEASE-POLICY LIMIT

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (See attached Acord 101 for additional liability limits)

Office, Milton Revival, LLC is an additional insured per CG 20 11 04 13

CERTIFICATE HOLDER

Milton Revival, LLC
4895 Kolb Road
Milton, FL 32570

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Dole RL

AGENCY CUSTOMER ID: **493**LOC #: **All****ADDITIONAL REMARKS SCHEDULE**

Page 1 of 1

AGENCY TAPCO UNDERWRITERS (NC)		INSURED MEL SELLS CRE LLC 5237 WILLING ST MILTON, FL 32570
POLICY NUMBER GL 1124046		
CARRIER United States Liability Insurance Company	NAIC CODE 25895	EFFECTIVE DATE: 11/11/2021

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: **ACORD 25** FORM TITLE: **CERTIFICATE OF LIABILITY INSURANCE**

COVERAGE PART	LIMITS
Commercial Liability	
Each Occurrence Limit	\$1,000,000
Personal & Advertising Injury Limit (Any One Person/Organization)	\$1,000,000
Medical Expense (Any One Person)	\$5,000
Damages To Premises Rented To You (Any One Premises)	\$100,000
Products/Completed Operations Aggregate Limit	Included
General Aggregate Limit	\$2,000,000



NORTHWEST FLORIDA LAND SURVEYING, INC.

7142 BELGIUM CIRCLE
Pensacola, FL 32626
(850) 432-1052

A PROFESSIONAL SERVICE ORGANIZATION



PREPARED FOR: MARGARET REIS

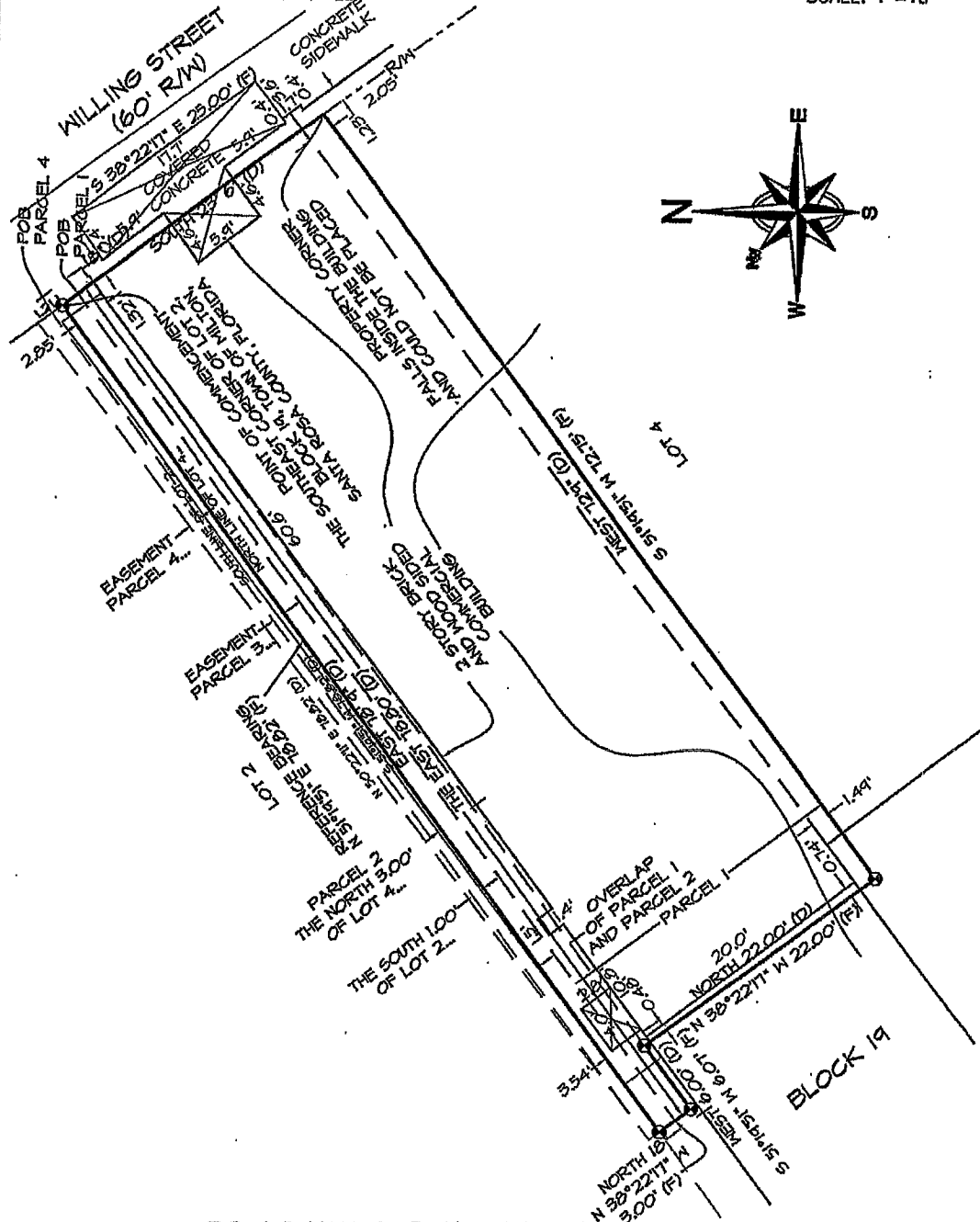
JOB NO.: 20-22045-18

REQUESTED BY: MELISSA SIMPSON/COLDWELL BANKER

DATE: FEBRUARY 12, 2018

PROPERTY ADDRESS: 5237 WILLING STREET

SCALE: 1"=10'



BOUNDARY SURVEY WITH IMPROVEMENTS

SHEET 1 OF 2

MEASUREMENTS MADE TO UNITED STATES STANDARDS

P.C. RM DRAFTED JAS TYPED JAS CHECKED FRT

DESCRIPTION: SEE SHEET 2 OF 2

SEC. 3, TWP. 1, RGE. 28W, SANTA ROSA COUNTY, STATE OF FLORIDA.
RECORDED O.R. BOOK 3377, PAGE 166. *THE ENCROACHMENTS ARE AS SHOWN*
FIELD DATE: 2/9/18, FIELD BOOK: RM34, PG. 6

NORTHWEST FLORIDA LAND SURVEYING, INC.
FLORIDA CORPORATION NUMBER 7277

REVISIONS:

FRED R. THOMPSON PROFESSIONAL LAND SURVEYOR
FLORIDA REGISTRATION NUMBER 3027 STATE OF FLORIDA

NOT VALID WITHOUT THE
SIGNATURE AND THE
ORIGINAL RAISED SEAL OF
A FLORIDA LICENSED
PROFESSIONAL
LAND SURVEYOR



NORTHWEST FLORIDA LAND SURVEYING, INC.

7142 BELGIUM CIRCLE
PENSACOLA, FL 32526
(850) 432-1052

A PROFESSIONAL SERVICE ORGANIZATION



PREPARED FOR: MARGARET REIS

JOB NO.: 20-22045-18

REQUESTED BY: MELISSA SIMPSON/COLDWELL BANKER

DATE: FEBRUARY 12, 2018

PROPERTY ADDRESS: 5237 WILLING STREET

SCALE: 1"=10'

DESCRIPTION AS FURNISHED: (OFFICIAL RECORDS BOOK: 3371, PAGE: 166)

PARCEL 1: BEGINNING AT A POINT 18 INCHES SOUTH OF THE NORTHEAST CORNER OF LOT 4, BLOCK 19, ACCORDING TO THE PLAT OF THE TOWN OF MILTON, FLORIDA ON FILE IN THE OFFICE OF THE CLERK OF CIRCUIT COURT FOR SANTA ROSA COUNTY, FLORIDA; THENCE SOUTH ON EAST LINE OF SAID LOT 23, FEET 6 INCHES AND CORNER; THENCE WEST PARALLEL WITH THE NORTH LINE OF SAID LOT 4 A DISTANCE OF 12 FEET 9 INCHES AND CORNER; THENCE NORTH 22 FEET PARALLEL WITH THE EAST LINE OF LOT 4 AND CORNER; THENCE WEST 6 FEET PARALLEL WITH NORTH LINE OF LOT 4 AND CORNER; THENCE NORTH PARALLEL WITH EAST LINE OF LOT 4, 18 INCHES AND CORNER; THENCE EAST PARALLEL WITH NORTH LINE OF LOT 4 AND 18 INCHES SOUTH OF SAID NORTH LINE A DISTANCE OF 18 FEET 9 INCHES TO POINT OF BEGINNING.

PARCEL 2: THE NORTH 3 FEET OF THE EAST 78.80 FEET OF LOT 4, BLOCK 19, TOWN OF MILTON, ACCORDING TO THE PLAT ON FILE IN THE OFFICE OF THE CLERK OF CIRCUIT COURT OF SANTA ROSA COUNTY, FLORIDA.

TOGETHER WITH AN EASEMENT AND RIGHT OF WAY OVER AND ACROSS THE FOLLOWING DESCRIBED PROPERTY:

PARCEL 3: THE SOUTH 1 FOOT OF THE EAST 78.80 FEET OF LOT 2, BLOCK 19, TOWN OF MILTON, ACCORDING TO THE PLAT ON FILE IN THE OFFICE OF THE CLERK OF CIRCUIT COURT OF SANTA ROSA COUNTY, FLORIDA.

PARCEL 4: COMMENCING AT THE SOUTHEAST CORNER OF LOT 2, BLOCK 19, TOWN OF MILTON, ACCORDING TO THE PLAT ON FILE IN THE OFFICE OF THE CLERK OF CIRCUIT COURT OF SANTA ROSA COUNTY, FLORIDA; THENCE 60 NORTH 34 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE EAST LINE OF SAID LOT 2, BLOCK 19, ALSO THE WESTERLY RIGHT OF WAY LINE OF WILLING STREET, FOR A DISTANCE OF 100 FEET FOR THE POINT OF BEGINNING; THENCE DEPARTING SAID EAST LINE OF LOT 2, BLOCK 19, ALSO THE WESTERLY RIGHT OF WAY LINE OF WILLING STREET 60 SOUTH 51 DEGREES 14 MINUTES 51 SECONDS WEST FOR A DISTANCE OF 78.82 FEET; THENCE 60 NORTH 50 DEGREES 22 MINUTES 11 SECONDS EAST FOR A DISTANCE OF 78.82 FEET TO THE AFORESAID EAST LINE OF LOT 2, BLOCK 19, ALSO THE WESTERLY RIGHT OF WAY LINE OF WILLING STREET; THENCE 60 SOUTH 34 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE EAST LINE OF LOT 2, BLOCK 19, ALSO THE WESTERLY RIGHT OF WAY LINE OF WILLING STREET, FOR A DISTANCE OF 132 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED PARCEL OF LAND SITUATE IN SECTION 3, TOWNSHIP 1 NORTH, RANGE 28 WEST, SANTA ROSA COUNTY, FLORIDA.

GENERAL NOTES:

1. THE BEARINGS AS SHOWN HEREON ARE REFERENCED TO THE ASSUMED BEARINGS OF NORTH 51 DEGREES 14 MINUTES 51 SECONDS EAST ALONG THE NORTH LINE OF THE PROPERTY AS PER THE DESCRIPTION AS FURNISHED.
2. THE SURVEY DATUM AS SHOWN HEREON IS REFERENCED TO THE DESCRIPTION AS FURNISHED AND TO EXISTING FIELD MONUMENTATION.
3. NO TITLE SEARCH WAS PROVIDED TO NOR PERFORMED BY NORTHWEST FLORIDA LAND SURVEYING, INC., FOR THE SUBJECT PROPERTY. THERE MAY BE DEEDS OF RECORD, UNRECORDED DEEDS, EASEMENTS, RIGHTS-OF-WAY, STATE AND/OR FEDERAL JURISDICTIONAL AREAS OR OTHER INSTRUMENTS WHICH COULD AFFECT THE SUBJECT PROPERTY.
4. THE PROPERTY AS SHOWN HEREON IS LOCATED IN FLOOD ZONE "X", INSIDE 0.2% ANNUAL CHANCE OF FLOOD, AS DETERMINED FROM FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP OF SANTA ROSA COUNTY, FLORIDA (UNINCORPORATED AREAS), MAP NUMBER 12183C 0491 G, REVISED DECEMBER 14, 2006.
5. THIS SURVEY DOES NOT DETERMINE OWNERSHIP.
6. THIS SURVEY MEETS MINIMUM TECHNICAL STANDARDS AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS IN CHAPTER 5J-11.050 - 5J-11.17032 FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.021, FLORIDA STATUTES, TO THE BEST OF MY KNOWLEDGE AND BELIEF.
7. THE MEASUREMENTS AS SHOWN HEREON WERE MADE TO UNITED STATES STANDARDS.
8. THE MEASUREMENTS OF THE BUILDINGS AND/OR FOUNDATIONS SHOWN HEREON DO NOT INCLUDE CONCRETE FOOTERS OR EAVE OVERHANGS.
9. FENCE LOCATIONS SHOWN HEREON MAY BE EXAGGERATED AND NOT TO SCALE FOR CLARITY PURPOSES.
10. FEDERAL AND STATE COPYRIGHT ACTS PROTECT THIS MAP FROM UNAUTHORIZED USE. THIS MAP IS NOT TO BE COPIED OR REPRODUCED IN WHOLE OR PART AND IS NOT TO BE USED FOR THE BENEFIT OF ANY OTHER PERSON, COMPANY OR FIRM, WITHOUT PRIOR WRITTEN CONSENT OF THE COPYRIGHT OWNER, FRED R. THOMPSON, AND IS TO BE RETURNED TO OWNER UPON REQUEST.
11. THIS DOCUMENT MUST BE COMPARED TO THE ORIGINAL HARD COPY ISSUED ON THE SURVEY DATE WITH A RAISED SEAL TO INSURE THE ACCURACY OF THE INFORMATION AND TO FURTHER INSURE THAT NO CHANGES, ALTERATIONS OR MODIFICATIONS HAVE BEEN MADE. NO RELIANCE SHOULD BE MADE ON A DOCUMENT TRANSMITTED BY COMPUTER OR OTHER ELECTRONIC MEANS UNLESS FIRST COMPARED TO THE ORIGINAL SIGNED AND SEALED DOCUMENT.
12. THIS SURVEY MAY BE SUBJECT TO ADDITIONAL REQUIREMENTS BY COUNTY, STATE OR OTHER AGENCIES.
13. ENCROACHMENTS ARE AS SHOWN.

DEFINITIONS:

① ~ 1/2" CAPPED IRON ROD, NUMBERED 1271 (PLACED)
 (D) ~ DEED INFORMATION
 (F) ~ FIELD INFORMATION
 R/W ~ RIGHT OF WAY
 P.O.B. ~ POINT OF BEGINNING
 SEC. ~ SECTION
 TWP. ~ TOWNSHIP
 RGE. ~ RANGE
 O.R. ~ OFFICIAL RECORD
 PG. ~ PAGE

CERTIFICATIONS:

MARGARET M. REIS
 CENTENNIAL BANK
 WILSON, HARRELL, FARRINGTON, FORD, ET. AL., P.A.
 WESTCOR LAND TITLE INSURANCE COMPANY

BOUNDARY SURVEY WITH IMPROVEMENTS

SHEET 2 OF 2

MEASUREMENTS MADE TO UNITED STATES STANDARDS

P.C. RM DRAFTED JAS TYPED JAS CHECKED FRI

DESCRIPTION: SEE ABOVE DESCRIPTION

SEC. 3, TWP. 1, RGE. 28W, SANTA ROSA COUNTY, STATE OF FLORIDA.

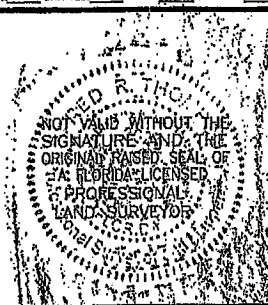
RECORDED O.R. BOOK 3377, PAGE 166. *THE ENCROACHMENTS ARE AS SHOWN*

FIELD DATE: 2/9/18, FIELD BOOK: RM34, PG. 6

NORTHWEST FLORIDA LAND SURVEYING, INC.
FLORIDA CORPORATION NUMBER 7277

REVISIONS:

Fred R. Thompson 2/12/18
 FRED R. THOMPSON PROFESSIONAL LAND SURVEYOR
 FLORIDA REGISTRATION NUMBER 3027 STATE OF FLORIDA





Santa Rosa County Property Appraiser

Gregory S. Brown II, CFA



[Home](#) [Search](#) [Map](#)

▼ Parcel Information

Parcel Number	03-1N-28-2530-01900-0040
Situs/Physical Address	5237 WILLING ST MILTON
Property Usage	RESTAURANTS/CAFETERI (2100)
Section-Township-Range	03-1N-28
Tax District	MILTON
2020 Millage Rates	0.01501870
Acreage	0.04
Homestead	N
Brief Legal Description	TOWN OF MILTON PORT OF BLK 19PARCEL 1: BEG AT PT 18 IN S OFNE CORN LOT 4 THN S ON E LT LN23 FT 6 IN & CORN THN W PARALLEL TO N LOT LN 72 FT 9 IN & CORN THN N 22 FT PARALLEL TO ELN LOT 4 & CORN THN W 6 FTPARALLEL TO N LN LOT 4 & CORNTHN N PARALLEL TO E LN LOT 418 IN & CORN THN E PARALLEL TON LN OF LT 4 & 18 IN S OF N LNFOR 78.9 FT TO POB & PARCEL 2N 3 FT OF TH E 78.8 FT OF LOT4 & PARCELS 3 & 4 BEING ESMNT& R/W ALL AS DES IN OR 3707 PG1611

▼ Owner Information

Primary Owner
Milton Revival Llc
4895 Kolb Dr
Milton, FL 32570

▼ Valuation

	2019 Certified	2020 Certified	2021 Certified
Building	\$104,237.00	\$101,457.00	\$103,153.00
Extra Feature	\$0.00	\$0.00	\$0.00
Land Value	\$7,625.00	\$7,625.00	\$7,625.00
Land Agricultural Value	\$0.00	\$0.00	\$0.00
Agricultural (Market) Value	\$0.00	\$0.00	\$0.00
Just (Market) Value*	\$111,862.00	\$109,082.00	\$110,778.00
Co. Assessed Value	\$111,862.00	\$109,082.00	\$110,778.00
Exempt Value	\$0.00	\$0.00	\$0.00
Co. Taxable Value	\$111,862.00	\$109,082.00	\$110,778.00

Start Chat

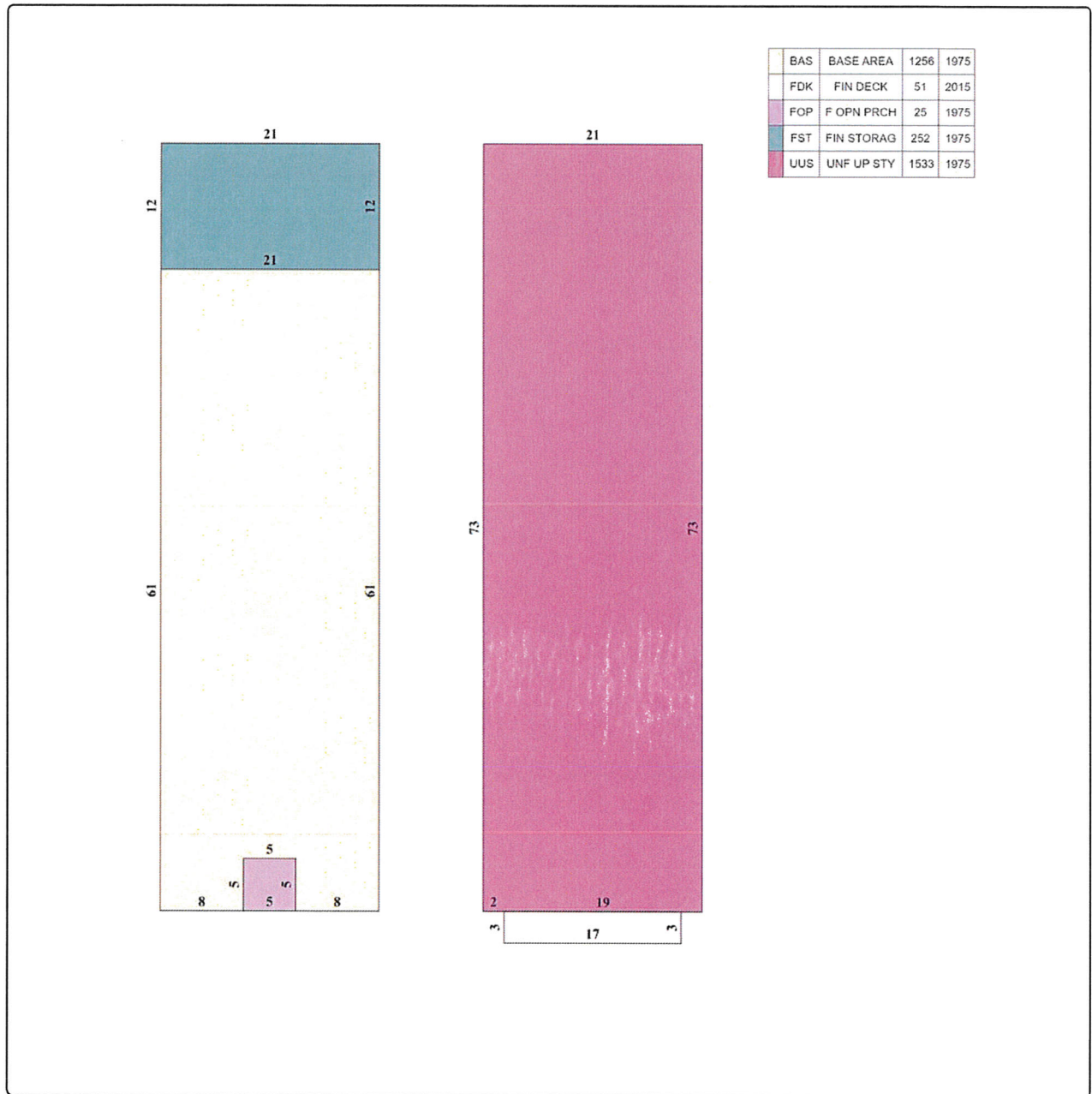
▼ Residential Buildings

Building 1

Type	RESTAURANT
Total Area	3117
Heated Area	1256.00
Ext Walls	CONC BLOCK ; BRICK
Roof Cover	BUILT-UP
Interior Walls	DRYWALL
Foundation	BLOCK/MASN
Frame	MASONRY
Floor	CLAY/CERMC
Heat Type	FCD AIR D
A/C Type	CENTRAL
Bathrooms	2.00
Bedrooms	0.00
Stories	2.00
Actual Year Built	1920
Effective Year Built	2000

Use: RESTAURANT (2156)

Start Chat 



▼ Land

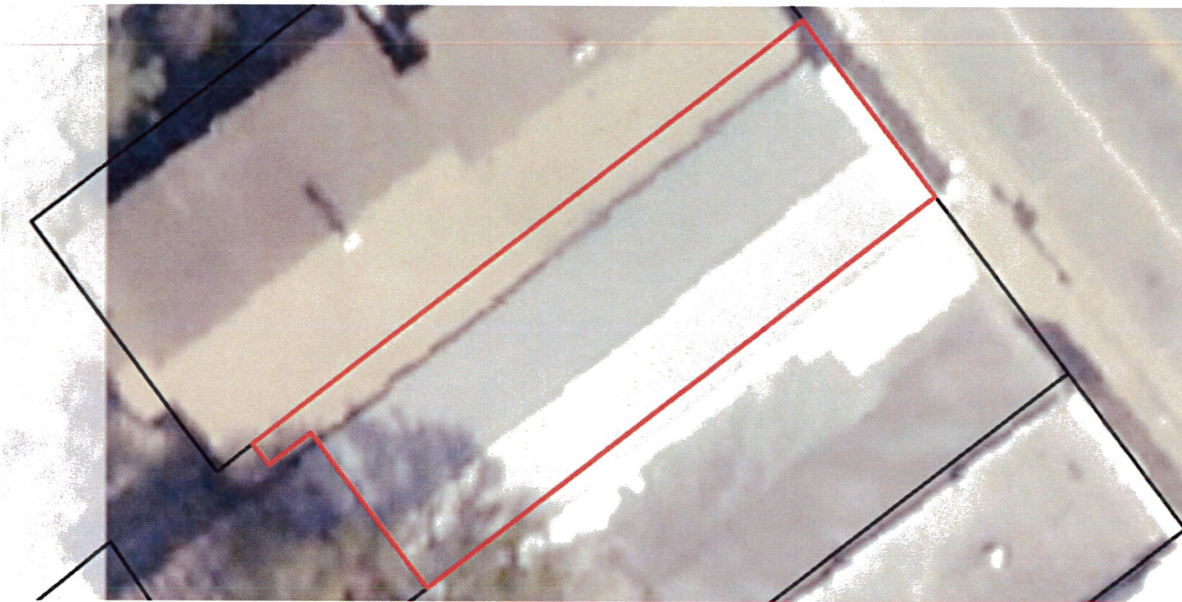
Land Code	Description	Frontage	Depth	Land Units
✦ 2100	RESTAURANT	25.00	76.00	25.00

Start Chat 

▼ Sales

Sale Date	Sale Price	Book / Page	Grantor	Grantee
✚ 03/07/2018	\$140,000	3707 / 1611	NORRIS STUART	MILTON REVIVAL LLC
✚ 10/02/2014	\$66,000	3377 / 165	MATHES OF ALABAMA ELECTRIC SUP	NORRIS STUART
✚ 02/24/2009	\$100	2883 / 1656	MATHES ENTERPRISES LLC	MATHES OF ALABAMA ELECTRIC SUP
✚ 02/05/2009	\$113,900	2880 / 1128	PRUITT GARY & DEBORAH M	MATHES ENTERPRISES LLC
✚ 07/06/2005	\$75,000	2472 / 1948	WHITNEY NATIONAL BANK	PRUITT GARY & DEBORAH M
✚ 06/08/2005	\$100	2459 / 18	SANTA ROSA COUNTY FORECLOSURE/	WHITNEY NATIONAL BANK
✚ 05/01/1998	\$100	1694 / 1127		THOMPSON FRED R
✚ 06/01/1997	\$50,600	1613 / 1960		
✚ 05/01/1990	\$35,000	1099 / 95		
✚ 05/01/1990	\$1,000	1099 / 94		
✚ 01/01/1986	\$17,500	0 / 1098		
✚ 08/01/1981	\$16,000	554 / 368		
✚ 08/01/1981	\$100	554 / 367		
✚ 07/01/1980	\$15,000	514 / 840		
✚ 07/01/1978	\$100	477 / 700		
✚ 02/01/1976	\$100	356 / 33		

▼ Map



The Santa Rosa County Property Appraiser and staff are constantly working to provide and publish the most current and accurate information possible. No warranties, expressed or implied are provided for the data herein, its use, or its interpretation. The current assessed values as viewed herein are 2021 Certified Values; the data elements are current as of October 07, 2021. Again, one must remember that the primary use of the assessment data contained herein is for general public information. No responsibility or liability is assumed for inaccuracies or errors.

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 Last Data Upload: 4/16/2022 12:59:44 AM

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Detail by Entity Name

Florida Limited Liability Company
MILTON REVIVAL, LLC

Filing Information

Document Number	L18000039280
FEI/EIN Number	[REDACTED]
Date Filed	02/12/2018
Effective Date	02/12/2018
State	FL
Status	ACTIVE

Principal Address

4895 KOLB ROAD
MILTON, FL 32570

Mailing Address

4895 KOLB ROAD
MILTON, FL 32570

Registered Agent Name & Address

RIES, MARGARET M
4895 KOLB ROAD
MILTON, FL 32570

Authorized Person(s) Detail

Name & Address

Title MGRM

RIES, MARGARET M
4895 KOLB ROAD
MILTON, FL 32570

Annual Reports

Report Year	Filed Date
2020	01/20/2020
2021	02/02/2021
2022	02/05/2022

Document Images

02/05/2022 -- ANNUAL REPORT	View image in PDF format
02/02/2021 -- ANNUAL REPORT	View image in PDF format
01/20/2020 -- ANNUAL REPORT	View image in PDF format
02/08/2019 -- ANNUAL REPORT	View image in PDF format
02/12/2018 -- Florida Limited Liability	View image in PDF format

- v. Filtration media shall consist of a gravel or river rock to be approved by city staff. A limestone based or crushed concrete media is not permitted.
- vi. A pretreatment structure shall be incorporated to remove all debris and sedimentation from the stormwater runoff prior to entering the ex-filtration system.
- vii. Proper inspection and maintenance access ports/manholes shall be installed on all structures and ex-filtration termination points.
- viii. The design shall meet such site or project-specific additional criteria as the director of public works may require.
- ix. The design shall not allow or permit the grade of the site to be elevated above two feet from the existing grade of the adjoining properties or adjoining right-of-ways.

c. Inspection and maintenance criteria.

- i. Upon initial construction completion, an "as-built" drawing confirming that the stormwater treatment system was constructed according to the city approved drawings shall be signed and sealed by the engineer of record and submitted to the city public works department.
- ii. Inspection, maintenance, and testing procedures (including report forms) shall be provided by the engineer of record and submitted to the city for approval, and approved by the city, before a permit is issued.
- iii. Monthly inspections shall be performed by responsible party and findings logged and/or recorded. Monthly inspection logs shall be submitted annually to the city public works department.
- iv. Routine maintenance and cleaning operations shall be performed and logged and/or recorded. Maintenance and cleaning logs shall be submitted annually to the city public works department.
- v. A volume test shall be performed on the underground stormwater treatment system and an engineer certified volume test report, satisfactory to the city, submitted every three years to the city public works department.
- vi. As a means of ensuring the future maintenance, repair, or replacement of the underground stormwater treatment system, the owner of the property shall be required to enter into an agreement suitable for recording in the public records, which shall run with the land and bind future owners of the property, reflecting the owner's responsibility to perform future maintenance, repairs, or replacement, as deemed reasonably necessary by the city, and in addition the owner's responsibility to pay for such future maintenance, repairs, or replacement, as deemed reasonably necessary by the city, regardless of by whom the future maintenance, repairs, or replacement is performed. The city shall have the right, but not the obligation, to perform or have performed future maintenance, repairs, or replacement, as deemed reasonably necessary by the city, and the property owner shall be responsible for the costs of such future maintenance, repairs, or replacement, the recorded agreement referred to herein shall reflect this obligation of the property owner.

(4) *Conveyance systems.*

- a. Stormwater conveyance systems shall be designed to accommodate all critical duration storm events, up to and including, the 25-year, 24-hour storm event.
- b. All curb and gutters shall have a minimum slope of 0.30 percent.

- c. Conveyance pipes shall be sloped to achieve a minimal scouring velocity of two feet per second.
- d. Energy dissipaters, riprap, or other energy dissipating devices acceptable by the city shall be utilized at all discharge points into or out of the stormwater management facilities where velocities may create erosion problems.
- e. Gutter spread shall not exceed one-half of the driving lane width. Clarification: Gutter spread calculations shall be based on the five-year design storm.

(5) Permits.

The following permits shall be obtained, prior to approval by the city of the stormwater management plan:

- a. A general permit for new or modified stormwater discharge facilities from the state department of environmental protection;
- b. A drainage connection permit from the state department of transportation for developments discharging into state owned rights-of-way; and
- c. An NPDES permit from the United States Environmental Protection Agency for developments of one (1) acres or more.

B. Non-Conforming and Existing Development.

Developments existing or permitted prior to the effective date of this code and which are not in conformance with the provisions of these regulations may be continued, subject to the following conditions:

- (1) Developments, which are not exempt under Subsection 13.1, may not be expanded, altered, or redeveloped to the extent that impervious surface area is increased by more than 10 percent or 500 square feet, whichever is less.
- (2) Developments, which are not exempt under Subsection 13.1, may not be expanded, altered, or redeveloped to the extent that an approved pervious surface area is increased by more than 25 percent or 1,000 square feet, whichever is less.
- (3) The Performance and Design Standards identified in 13.4(A) above, for new development, shall apply to all construction and redevelopment projects where the construction value exceeds 50 percent of the assessed value of the improvements detailed on the most current tax assessment role. Building phases shall be combined to determine applicability of the 50 percent threshold criteria.
 - a. The stormwater management requirements, for the redevelopment, renovation, or additions to existing buildings, which exceed the limits of 13.4(B)(1) and 13.4(B)(2) above but are below the 50 percent threshold of identified in 13.4(B)(3), shall be the retention onsite of the first one-half inch of stormwater runoff from all impervious surfaces.
 - b. The stormwater retention requirements of this section shall be accomplished by utilizing surface, including bio-retention techniques and/or underground stormwater facilities.
 - c. These stormwater management requirements for the retrofit of existing development do not allow properties constructed in conformance with the requirements for the first inch of retention to revert to a lesser requirement.
- (4) If a development is destroyed by any means, including fire, wind, and flood, to an extent of 50 percent or more of its assessed value, reconstruction shall be in conformance with the requirements of 13.4(A).

(5) If the use of a development, which is not exempt under Subsection 13.1, is discontinued for six consecutive months, any future nonexempt use must conform to the provisions of this section; provided the requirements do not make the development unusable. In such case, a waiver may be requested in accordance with Subsection 13.1.

(6) *Non-Residential Retrofits and Incentives.*

a. For those non-residential developments existing or permitted prior to the effective date of this code and which are not in conformance with the provisions of these regulations may undertake effective retrofitting of onsite existing stormwater facilities in order to improve surface runoff conditions.

b. Stormwater facility improvements demonstrating increased retention/detention and reduced runoff may apply for a stormwater fee credit which may result in a stormwater utility fee reduction for the life of the improvements.

i. Construction of any new stormwater facilities described above shall meet the performance and design standards of this Subsection 13.4(A).

c. Approved methods of stormwater retention and runoff reduction may include but are not limited to the installation of approved pervious pavements, green roofs, bio-retention basins, raingardens, planter boxes, cisterns, buffer areas, detention/retention pond installation and/or expansion, and increased open space.

i. Reductions in impervious surface area, provided that the reductions do not create a violation of any other applicable component of these regulations, shall receive the greatest reductions in stormwater utility fees.

d. Reductions of runoff amounts or retention onsite of up to the first one-half inch of stormwater runoff shall result in up to a 50 percent reduction in the stormwater fee. Reductions of runoff amounts or retention onsite of amounts greater than the first one-half inch of stormwater runoff shall result in up to a 100 percent reduction in the stormwater fee.

e. It is the responsibility of the applicant for any stormwater fee reduction to demonstrate the effectiveness of the stormwater runoff improvements. The extent of stormwater runoff reduction and method used will determine the level of demonstrated effectiveness required.

C. Performance Standards for the Downtown Commercial Mixed-Use District.

(1) In recognition of the existing developed density of properties within the central business district, special stormwater retention requirements are provided for the development or redevelopment of these properties as follows.

(2) On properties within this district the stormwater retention requirement shall be either:

a. The provision of onsite stormwater detention or retention of, at minimum, the first one-half inch of stormwater runoff from all impervious surfaces in surface or subsurface facilities, if and only if it can be determined by a certified engineer that the first one inch of stormwater runoff retention cannot be accomplished without undue harm or hardship; or

b. The payment to the City of a fee, in lieu of stormwater management to be equal to the cost of providing stormwater detention facilities. These fees are to be earmarked and utilized by the city for construction and improvements to capital facilities of the offsite stormwater management system within the City drainage basin. Such cost estimates shall be certified by a registered engineer. The Board of Appeals shall act to resolve any conflicts or disputes regarding the appropriate fee in lieu of on-site stormwater management.



Agenda Item # 2022-328

Milton High School Fence

MEETING DATE

May 26, 2022

PREPARED BY

Jacob Hullett, Assistant
Planner/Mitigation Specialist

BACKGROUND

Milton High School (MHS) staff noticed a homeless person on campus. Without knowing who this person was, their intentions, or mindset, and concerned for the safety of the students, staff had to request that the individual vacate the school grounds. Occurrences such as unknown persons on campus, traffic collisions originating from off-campus which move onto campus grounds, dangerous interactions with wildlife, and unintentional harm are more likely to occur without fencing in place. It is with this recent activity, along with an overall concern for the safety of MHS's students and staff, that Principal Short has requested assistance in the requisition of a fence. Presently, chain-link fencing is found along Park Avenue, the entirety of Byrom Street, and a portion of the Western end of Raymond Hobbs Street, leaving large gaps in campus security. With the proposed fencing, the campus will be more secure and the perimeter hardened against unnecessary risk.

A commercial estimator and project manager from A-1 Hurricane Fence Industries sent two separate prices to the School Board of Santa Rosa County. One estimate covered the cost of installing a chain-link fence partially on the north and south ends of the campus and the entirety of the east side. The estimated total is \$87,000.98.

It is pertinent, however, to continue the overall beautification of the City along the Stewart Street Corridor and the City as a whole. With this in mind, MHS administration requested a second estimate during the initial site visit which included a more visually appealing fence being installed in the prominent areas along the City's major thoroughways. A-1 Hurricane Fence Industries supplied the secondary estimate which included installing approximately 1372' of 6' tall Municipal Grade 3 rail ascot ornamental aluminum fence along Stewart Street and portions of Raymond Hobbs Street. The difference between the two proposals is an additional \$77,155.69 over and above the amount quoted for the chain-link fence. These costs do not include clearing, grubbing, earthwork of any kind, nor grounding or penetrating anything other than soil to set the posts.

SUMMARY

The Santa Rosa County School Board (SRCSB) have given indications that they would be willing to pay for the \$87,000.98 chain-link fence construction. However, the SRCSB would not be willing to fund the \$77,155.69 cost of the ornamental portion of the fence, which would better suit the beautification efforts along Stewart St.

RECOMMENDATION

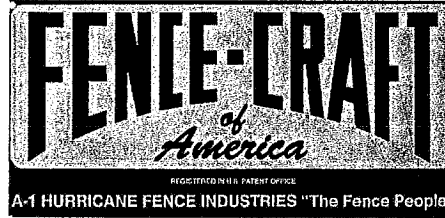
It is recommended that the Committee of the Whole reviews the fence proposal for Milton High School.

ATTACHMENTS

1. IMG_0399
2. mhs fence items







**A-1 Hurricane Fence Industries
A TC Squared Company
959 W. Massachusetts Ave.
Pensacola, FL 32505
Email: georgeblack@a1hurricanefence.com**

May 13, 2022
School Board of Santa Rosa County
6544 Firehouse Rd.
Milton, FL 32570
Attn: Mark Payne
Re: Milton High School Alternate

The purpose of this letter is to provide pricing for an alternate that was requested by MHS Administration. It was indicated in our site visit that we should provide a quote for the difference between the proposed chain link fencing to harden the campus and an ornamental aluminum fence. It seems that there is an ongoing effort at beautification of the Stewart Street corridor. Therefore, we propose for the approximately 1372' of our installation along Stewart and a portion of Raymond Hobbs Streets to furnish and install a 6' tall Municipal Grade 3 rail Ascot by Alumi-Guard in lieu of the chain link. The difference between the two is an additional \$77,155.69 over and above the amount quoted for the chain link installation for the campus. Details on the proposed product, as well as pictures depicting it can be found at www.alumi-guard.com.

This would not include clearing, grubbing or earthwork of any kind, nor grounding nor penetrating anything other than soil to set the posts. A-1 Hurricane Fence is not responsible for damage to any underground obstructions.

This proposal is good for 14 days beyond the Bid Date. With the volatility of materials costs, A-1 Hurricane Fence will require either a subcontract or Letter of Intent to be able to acquire materials ahead of any price increases. After that time, with supporting documentation from our sources we would expect to be able to recover any increase in material costs only. Labor and equipment would not be affected.

We look forward to the opportunity to help make this project a success.

George Black
Commercial Estimator/Project Manager
A-1 Hurricane Fence Industries
Ph: 850.432.0921
Fax: 850.438.4202

A1 Hurricane Fence Industries

Annual Purchase Agreement Dated 7/2018

Renewed for the year 2021-2022

School or Facility: Milton High School

Project: Perimeter Hardening Partial North and South and All East Side of the Campus

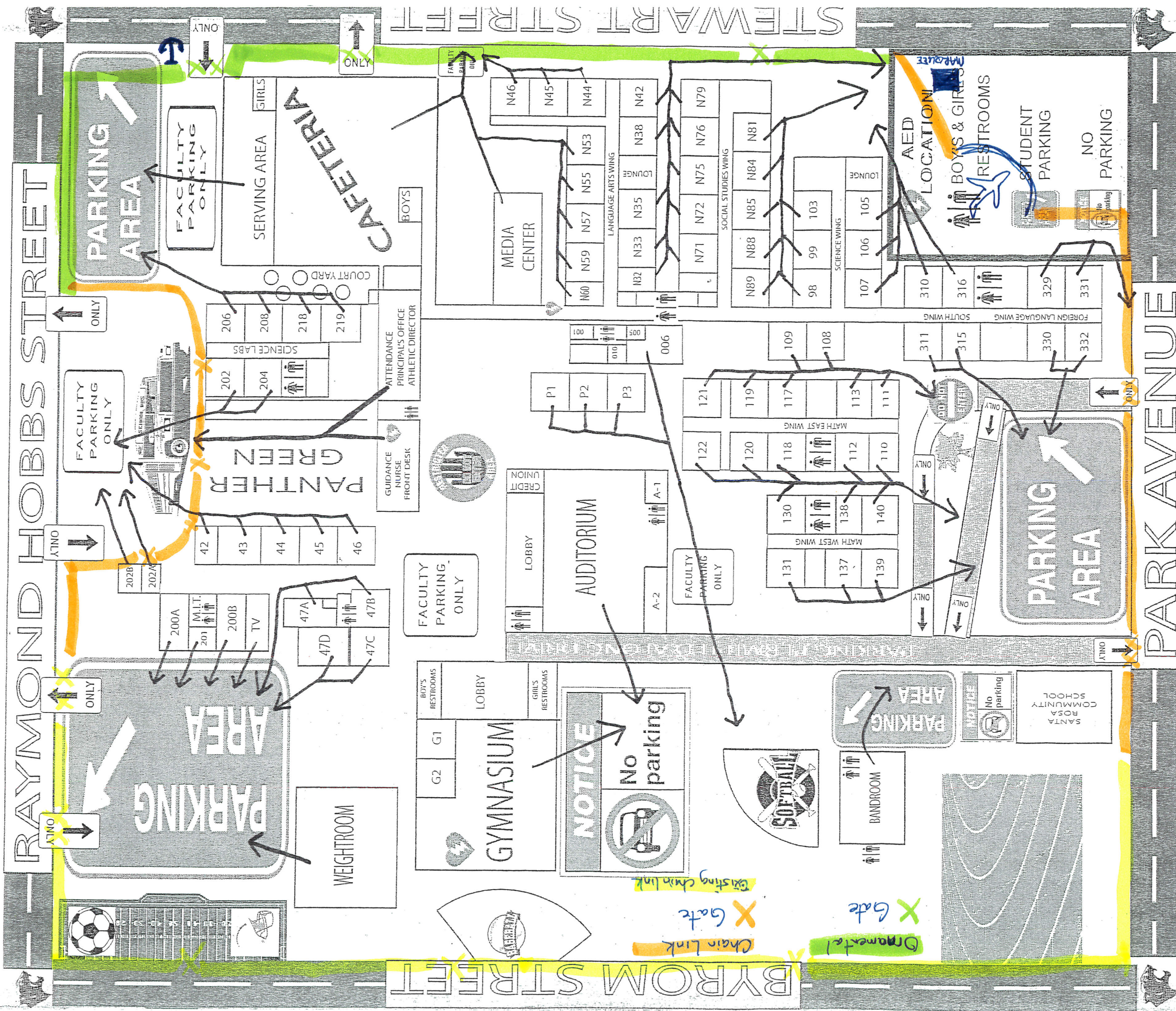
<u>BID ITEM No & Description</u>	<u>UNIT</u>	<u>COST</u>	<u>QTY</u>	<u>TOTAL</u>
1 Minimum charge for small jobs	1	\$500		\$0.00
2 6 ft. high chain link fence including line posts	LF	\$24.72	2537	\$62,714.64
3 4 ft. high chain link fence including line posts	LF	\$16.48		\$0.00
4 Terminal Post Assembly for 6 ft. fencing	EACH	\$163.24	5	\$816.20
5 Terminal Post Assembly for 4 ft. fencing	EACH	\$128.98		\$0.00
6 Corner and Pull Post Assembly for 6 ft. fencing	EACH	\$237.60	16	\$3,801.60
7 Corner and Pull Post Assembly for 4 ft. fencing	EACH	\$207.26		\$0.00
8 6'W x 6'H walk thru swinging gate, incl post/hardware	EACH	\$640.96	2	\$1,281.92
9 8'W x 6'H drive thru swinging gate, incl post/hardware	EACH	\$858.66		\$0.00
10 10'W x 6'H drive thru swinging gate, incl post/hardware	EACH	\$904.63	2	\$1,809.26
11 12'W x 6'H drive thru swinging gate, incl post/hardware	EACH	\$951.52	1	\$951.52
12 13'W x 6'H drive thru swinging gate, incl post/hardware	EACH	\$966.45		\$0.00
13 14'W x 6'H drive thru swinging gate, incl post/hardware	EACH	\$981.38		\$0.00
14 15'W x 6'H drive thru swinging gate, incl post/hardware	EACH	\$996.31	4	\$3,985.24
15 18'W x 6'H single swinging gate, incl post/hardware	EACH	\$1,011.24	1	\$1,011.24
16 6'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$370.91		\$0.00
17 8'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$470.25		\$0.00
18 10'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$501.13		\$0.00
19 12'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$526.38		\$0.00
20 13'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$540.70		\$0.00
21 14'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$555.02		\$0.00
22 15'W x 4'H drive thru swinging gate, incl post/hardware	EACH	\$569.34		\$0.00
Demolition of 4' high chainlink fence, incl				
23 post/hardware, and disposal, complete	LF	\$9.00		\$0.00
24 Clearing of vegetation up to 3" in diameter as required to				
install fencing	LF	\$9.00		\$0.00
25 Rolling Gates includes all posts and				
hardware, up to 16'-0" long single leaf				
opening. Represents 1 each 18 and 24'				
cantilever gates	LF	\$253.08	42	\$10,629.36
26A	PER HOUR	\$275.00		\$0.00
26B Min. charge for ground penetrating radar	LS	\$645.00		
27 Hourly rate for fencing crew to adjust gates				
include 1 foreman and 2 helpers	PER HOUR	\$100.00		\$0.00
SUB TOTAL:				\$87,000.98
28 Payment and Performance Bonds (if required)	Cost per Thousanc	\$30.00		\$0.00
JOB TOTAL:				\$87,000.98

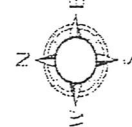
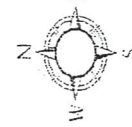
Item 10 with 2 units is for 20' double swing gate set. Item 14 with 4 units is for two sets of 30' double swing gates.
Item 15 is single gate that pairs with 18' cantilever gate for 36' opening on Park Avenue NW

Prepared By :

George A. Black

Date: 5/12/22





MILTON HIGH SCHOOL

Fire Drill Evacuation Route



Agenda Item # 2022-335

Annexation Petition- 5599 Econfina St

MEETING DATE

May 26, 2022

PREPARED BY

Lyndsey Benton, Current
Planner/Zoning Officer

BACKGROUND

The Planning Department received the attached petition for annexation for 5599 Econfina St. The subject property is partially within the City Boundary and currently has city utilities and a mobile home that is on the county side of the boundary. The property is recorded with the property appraiser as being in the county (skyline) tax district.

SUMMARY

The applicant intends to remove the mobile home to build a new single-family house and to bring the entire parcel into the city limits. They desire to bring the property into the City to benefit from faster police and fire department response services. Since the property is already serviced by utilities, there is no expected impact on city infrastructure. The city would benefit from the increased property taxes. The current assessed value at the city's current millage rate would generate \$151.75 in additional tax revenue. The addition of the new home would be substantially higher and would also increase the property values of the surrounding area. The city would also benefit from fees assessed in the development approval of the new home. The annexation would reduce confusion amongst city personnel and service providers due to the ambiguous position of the parcel located both inside and outside of the city boundary.

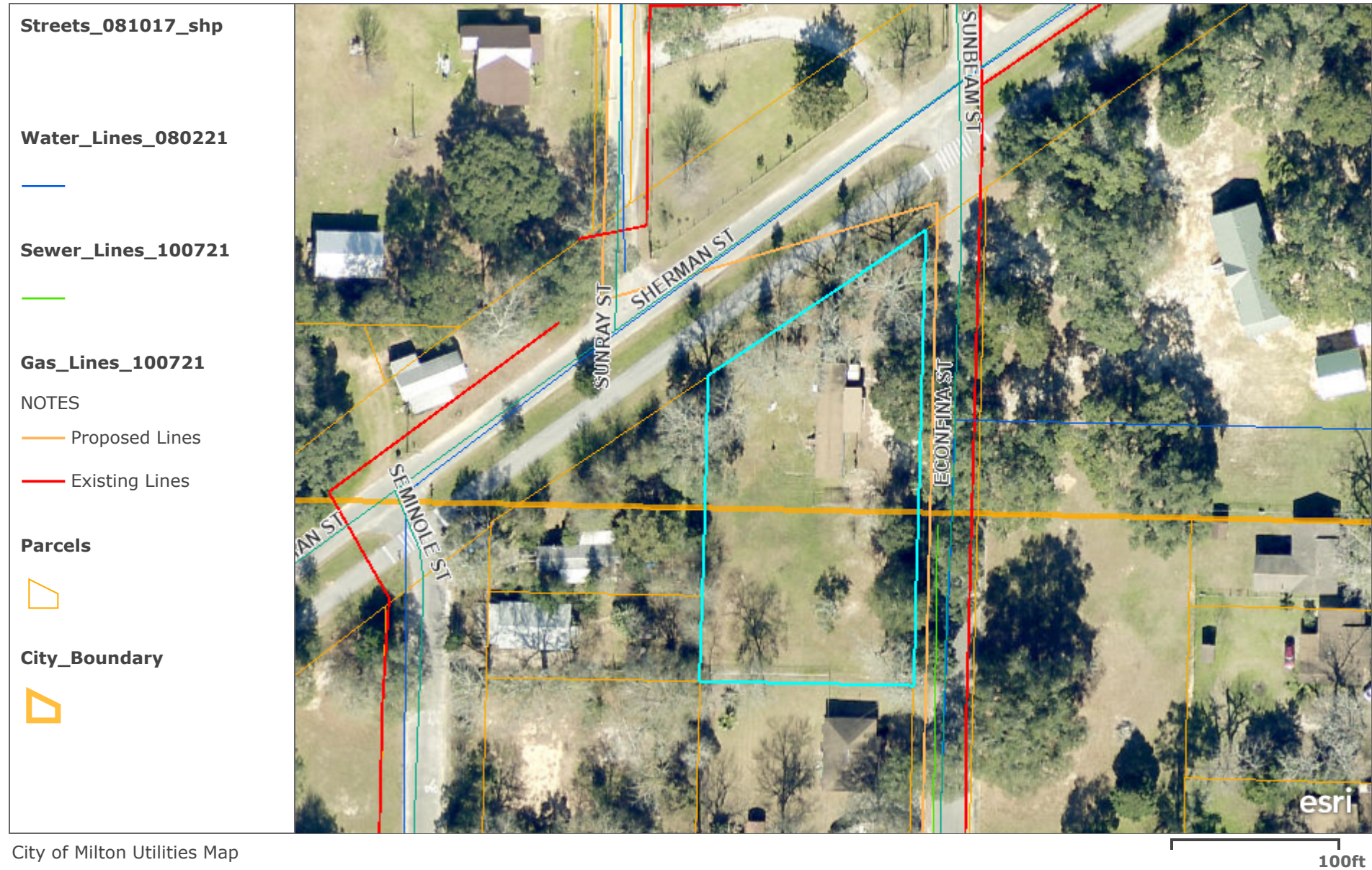
RECOMMENDATION

The Planning Department recommends review of the annexation request.

ATTACHMENTS

1. 5599 Econofina St Annexation
2. Annexation Proclamation-5599 Econofina

City of Milton GIS Map



State of Florida, Maxar, Microsoft

**PETITION TO INTEGRATE AND ANNEX TERRITORY
INTO THE CITY OF MILTON**

This petition is filed pursuant to Florida Statutes, Chapter 171 of the State of Florida as the same appears in the office of the Secretary of State, for the purpose of integrating and annexing into the City of Milton, Florida, the hereinafter described lands.

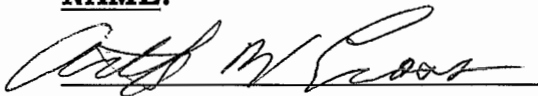
We, the undersigned, being qualified electors residing in; or being all of the owners of the said area of the hereinafter described territory, who are duly registered as freeholders on the registration records of Santa Rosa County, Florida, hereby file this, our petition, for the integration and annexation of the following described territory into the City of Milton, Florida, in accordance with the above described laws, of Florida, to-wit:

PROPERTY DESCRIPTION:

Legal Description:

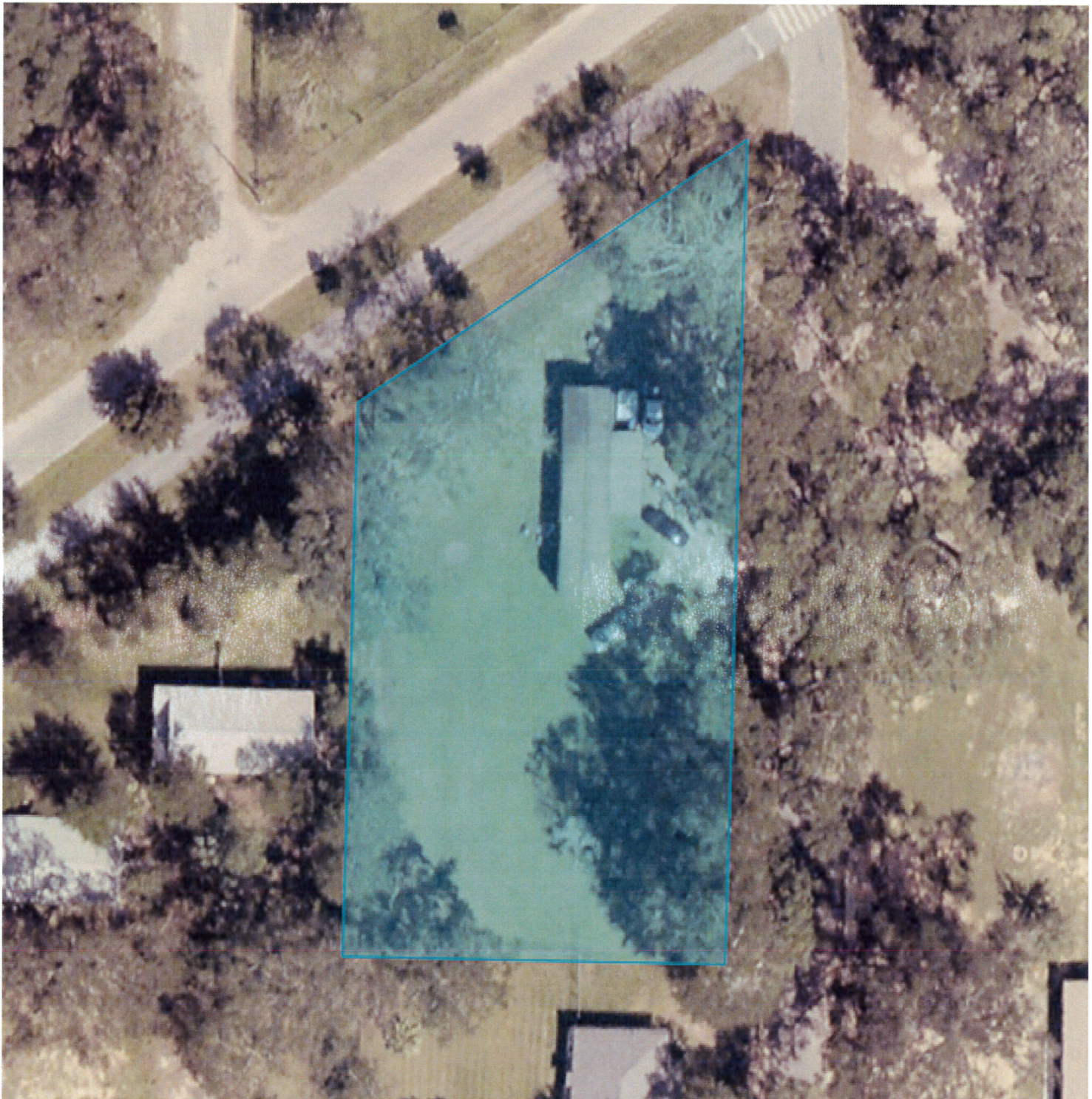
That parcel of land in the Southwest Quarter of Northeast Quarter of Section 34, Township 2 North, Range 28 West, lying North of Lot 7 of Block "L" Chaffin Subdivision, and South of right of way of former railroad of Bagdad Land & Lumber Company, described as follows: Beginning at the Northeast corner of said Lot 7; thence North to South line of said right of way; thence Northeasterly along the South line of right of way to point in said right of way line; thence South to the point of beginning; which is the same property as described in that certain deed from the Bagdad Corporation dated July 16, 1945, recorded in Deed Book A-65, page 221, records of Santa Rosa County, Florida.

NAME:



STREET OR POST OFFICE BOX:

5588 E. CONTINUA ST
MILTON FL 32570



Santa Rosa County Property Appraiser

Parcel	34-2N-28-0570-00L00-0070	Acres	0.37
Name	CROSS ARTHUR W	Land Value	15029
Situs	5599 ECONFINA ST	Land Ag Value	0
Sales	\$100 on 2020-30 Vacant?=I Qual=U	Building Value	31848
	\$100 on 2010-28 Vacant?=I Qual=U	Misc Value	0
	5606 ECONFINA ST	Just Value	46877
Mail		Assessed Value	46877
		Exempt Value	0
		Taxable Value	46877

MILTON, FL 32570



Santa Rosa County makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use, or interpretation. The lines on the map are a representation of the property lines and are not, nor are they intended, to be used as a survey. The assessment information is from the last certified tax roll. All data is subject to change before the next certified tax roll. Greg Brown, Santa Rosa County Property Appraiser.
Date printed: 05/04/22 09:50:25

Prepared By:
Steven C. Warrick, Esq.
Brooks, Warrick & Associates, P.A.
6867 Oak Street
Milton, Florida 32570

DEED RESERVING ENHANCED LIFE ESTATE

This Deed is made on this 30th day of April, 2020, by **Arthur W. Cross**, an unmarried man, whose address is 5606 Econfina Street, Milton, Florida 32570, Grantor, to **Arthur W. Cross**, for a life estate, without any liability for waste, and with full power and authority in said life tenant to see, convey, mortgage, lease, or otherwise manage and dispose of the property described herein, in fee simple and further including but not limited to, the power and authority to change, amend, revise, rescind or delete any remainderman named herein, without joinder of the remainderman and with full power and authority to retain any and all proceeds generated thereby, and upon the death of the last life tenant, the remainder, if any, to **Jamie C. Cross**, whose address is 4500 Bay Meadows Road, Apt. 8, Jacksonville, Florida 32217, hereinafter referred to as, Grantee.

Grantor, in consideration of Ten Dollars (\$10.00) paid by grantees, hereby grants to grantees that real property located in the County of Santa Rosa, State of Florida more fully described as follows:

Legal Description:

That parcel of land in the Southwest Quarter of Northeast Quarter of Section 34, Township 2 North, Range 28 West, lying North of Lot 7 of Block "L" Chaffin Subdivision, and South of right of way of former railroad of Bagdad Land & Lumber Company, described as follows: Beginning at the Northeast corner of said Lot 7; thence West 125 feet along the North line of said lot to the Northwest corner of said Lot 7; thence North to South line of said right of way; thence Northeasterly along the South line of right of way to point in said right of way line; thence South to the point of beginning; which is the same property as described in that certain deed from The Bagdad Corporation dated July 16, 1945, recorded in Deed Book A-65, page 221, records of Santa Rosa County, Florida.

THE GRANTOR PROVIDED THE LEGAL DISCRIPTION THIS DEED, AND THIS DEED HAS BEEN PREPARED WITHOUT THE BENEFIT OF A TITLE SEARCH OR TITLE INSURANCE. THE PREPARER WHEREIN ASSUMES NO LIABILITY AS TO THE GUARANTEE OF TITLE.

Subject to covenants, restrictions, and easements of record, however, not hereby reimposed.

In witness whereof, grantor has executed this deed at Milton, Florida on the date first above written.


Arthur W. Cross

Signed, sealed and delivered

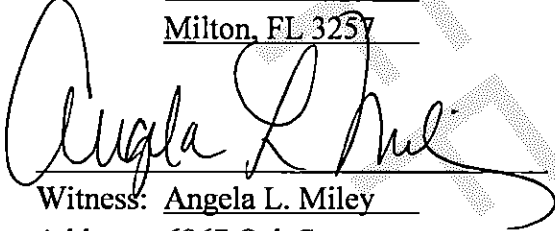
In the presence of:



Witness: Steven C. Warrick

Address: 6867 Oak Street

Milton, FL 3257



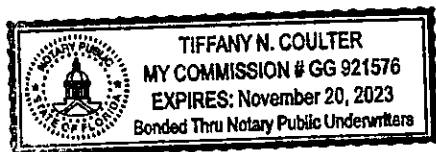
Witness: Angela L. Miley

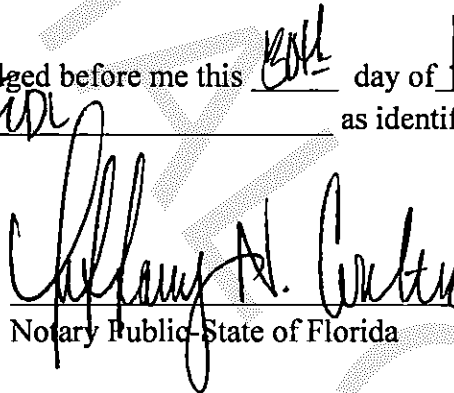
Address: 6867 Oak Street

Milton, FL 3257

STATE OF FLORIDA
COUNTY OF SANTA ROSA

The foregoing instrument was acknowledged before me this 20th day of April, 2020,
by Arthur W. Cross, who produced None as identification or who is
personally known to me.




Notary Public - State of Florida

STATE OF FLORIDA

COUNTY OF SANTA ROSA

CONSENT BY REMAINDERMAN

By execution of said Deed as Grantee, I hereby consent and acknowledge that the Grantor has full power and authority in said life tenant to sell, convey, mortgage, lease, or otherwise manage and dispose of the property described herein, in fee simple and further including but not limited to, the power and authority to change, amend, revise, rescind or delete any remainderman named herein, without joinder of the remainderman and with full power and authority to retain any and all proceeds generated thereby without the requirement of any further consent or acknowledgment by any remainderman.

Jamie C. Cross
 Jamie C. Cross

Signed, sealed and delivered

In the presence of:

Jessica Benford
 Witness: Jessica Benford

Address: The UPS Store
9838 Old Baymeadows Rd.
Jacksonville, Florida 32256

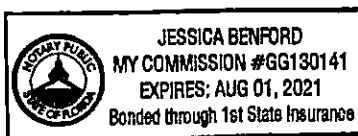
Herrin Rosa
 Witness: Herrin Rosa

Address: The UPS Store
9838 Old Baymeadows Rd.
Jacksonville, Florida 32256

STATE OF FLORIDA

COUNTY OF Duval

The foregoing instrument was acknowledged before me this 7 day of May, 2020, by Jamie C. Cross, who produced a Driver's License as identification or who is personally known to me.



J. B.
 Notary Public - State of Florida



Agenda Item # 2022-332

Special Event Permit Application - Christmas Lighted Boat Parade

MEETING DATE

May 26, 2022

PREPARED BY

Stephen Prestesater, Director
of Public Relations

BACKGROUND

The Blackwater Pyrates Lighted Boat Parade is held annually on the Blackwater River. The parade features boats from around the community. The event is usually run in connection with what is now known as a city event, LightUp Milton.

SUMMARY

The Blackwater Pyrates Christmas Boat Parade is scheduled for Saturday, December 2, 2022. The date is also the City's LightUp Milton event, which will feature an outdoor movie, photos with Santa, and the Downtown Milton Christmas Tree lighting. The boat parade has not turned in an event application for this particular event. However, to ensure we keep with city policy, the event organizers have submitted it for council approval as this event does use a portion of the City Riverwalk.

The setup for the event will begin at 5:30 PM with the parade starting at 6:30 PM. The parade is projected to end by 7:30 PM.

Following the parade, the Fire Chief and crew will direct the vessels to securely dock on the riverwalk, or depart the area so the annual fireworks barge can enter the area for the event's final activity.

The request being made to the City Council is for the use of the entire Riverwalk Dock and adjacent South Dock area (used for Bands on the Blackwater) with no public dockage available for the following reasons:

- 1 - These areas are almost exclusively the only viewing area available for the public to view this event which includes young children and senior citizens. Docked and docking vessels hinder all views of the event.
- 2 - The Riverwalk docking area needs to remain open and available for docking the parade participants, for decorations, judging, and presenting awards.

This request has been made by the Blackwater Pyrates.

RECOMMENDATION

Staff recommends the approval of this event.

ATTACHMENTS

1. Christmas Boat Parade



Special Event Permit Application

City of Milton

6738 Dixon Street, Milton FL 32570

850-983-5400 pio@miltonfl.org

Instructions:

To process this application all applicable pages must be filled out completely and submitted to the city. Pages 1-6 are mandatory with every application. If you are requesting support and/ or sponsorship for your event, the City of Milton Outside Agency Funding Application is required in addition to this application. For questions about requirements, fees or the application process contact the Administration Department at City Hall.

Applicant & Event Organizer Information

- ☐ Individual ☒ Not-for Profit ☐ For-Profit ☐ Charity
☐ Other: _____

Name of Organization: Blackwater Pyrates
Address: PO Box 751 City: Bagdad Fl 32530
Phone: 850-313-2447 Email: mccombsathome@afl.net
Event POC: Teresa K. Combs
Phone: 850-313-2447 Email: mccombsathome@afl.net

Event Information

- ☐ Concert ☐ Park Festival ☐ Street Festival ☒ Parade/ Procession
☐ Run/ Walk ☐ Sporting Event ☐ Sale/ Market ☐ Private Event/ Wedding
☐ Other: _____

Event Name: Christmas Lighted Boat Parade
Event website/ Event Page: Blackwaterpyrates.com / FB: Blackwater Pyrates
Event Location: Downtown Milton Riverwalk Event Date(s) Dec 2, 2022
Time of Event: Day 1 6:30 to 7:30 (Day 2 - Optional) _____ to _____
Setup Date & Time: Dec 2 at 5:30 am Teardown Date & Time: Dec 2, 2022 at after parade
Estimated Attendance: 500+ Is the Event Free to attend? ☒ YES ☐ NO

Special Event Questionnaire

Below are questions about the event. Please answer all questions and attach additional documents, if necessary, to the application.

Will a City park be utilized?	(page 3)	☐ YES	☒ NO
Will equipment from the City of Milton be needed?	(page 3)	☐ YES	☒ NO
Will you need the City's Stage?	(page 3)	☐ YES	☒ NO
Will there be amplified sound?	(page 4)	☐ YES	☒ NO
Will you need the City's portable restroom?	(page 3)	☐ YES	☒ NO
Will tents larger than 10'x10' be erected?	(page 4)	☐ YES	☒ NO
Will inflatable bounce houses be erected?	(page 4)	☐ YES	☒ NO
Will you be using water slides?	(page 4)	☐ YES	☒ NO
Will you need City Dumpsters/ Trashcans?	(page 3)	☐ YES	☐ NO
Will there be fireworks?	(page 4)	☐ YES	☐ NO
Will vendors be selling merchandise, food, or wares?	(page 4)	☐ YES	☒ NO
Will food be cooked at the event?	(page 4)	☐ YES	☒ NO
Will alcohol be sold or given away at this event?	(page 4)	☐ YES	☒ NO
Will animals/ pets be allowed at the event?	(page 4)	☐ YES	☐ NO
Will you be using State or County Roads?	(page 4)	☐ YES	☒ NO
Will temporary No Parking Signs be utilized?	(page 4)	☐ YES	☐ NO
Will EMT be on site?	(page 3)	☐ YES	☒ NO
Will you need security?	(page 3)	☐ YES	☒ NO
Will you require power on-site?	(page 3)	☐ YES	☐ NO
Will you require water on-site?	(page 3)	☐ YES	☒ NO

If you have answered YES to any of these questions, please see page 3-4 and select the items you request to use.

Do you have a Marketing Plan and if so, how will you notify surrounding businesses/ residents of your event? Yes, we will advertise using
social media, posters, & word
of mouth

Have you prepared a to scale event map/ layout that meets all ADA parking and access requirements?
☐ YES ☒ NO

City Fee Sheet

(City Fees are the fixed cost for the use of its facilities, licenses, insurance, parks, equipment, etc.)

Location(s)/ Facility used at event:

- | | | |
|--|-------|---|
| ☐ North Riverwalk | \$150 | ☐ North Willing Street |
| ☐ South Riverwalk | \$150 | ☐ South Willing Street |
| ☒ Entire Riverwalk | \$250 | ☐ North Elmira Street |
| ☐ N Riverwalk Gazebo | \$50 | ☐ South Elmira Street |
| ☐ S Riverwalk Pavilion | \$50 | ☐ Imogene Parking Lot |

Jernigan's Landing (Downtown event location for the City of Milton. Select all applicable)

- | | | | |
|--|-------|--|-------|
| ☐ Riverside | \$100 | ☐ Festival Area | \$150 |
| ☒ Other: <u>See Attached</u> | | | |

Requested Items:

QTY

QTY

- | | | | |
|---|-------------------|---|----------------------|
| ☐ Portable Restroom
(at Jernigan's landing) | \$250(np only) | ☐ Portable Restroom
(at alternate location) | \$350(np only) |
| ☐ City Stage 14'x28' | \$350(np only) | ☐ City Movie System | \$250(np only) |
| ☐ Live Music Licensing **** | \$200 | ☐ Movie Licensing **** | \$(at cost)(np only) |
| ☐ Barricades | \$100 per _____ | ☐ Cones | \$10 per _____ |
| ☐ City Garbage Cans | \$10 per _____ | ☐ Dumpster | \$50 per _____ |
| ☐ City Tent (40'x40') | \$500(np only) | ☐ Variable Message Sign | \$250 per _____ |
| ☐ Large Generator | \$250 | ☐ Small Generator | \$100 |
| ☐ Generator power distro | \$100 | ☐ Hose-bid water distro | \$100 |
| ☐ City Hydrant tap fee | \$50 + meter rate | ☐ Electrical Activation | \$75 + meter rate |

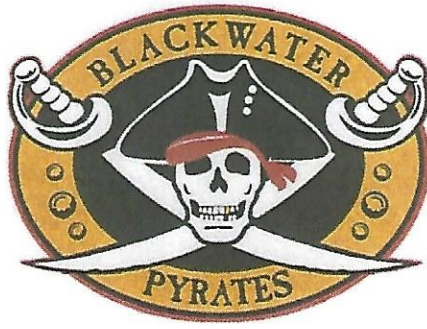
Packages: These are requested items that come as a package.

- | | |
|---|---------------------|
| ☐ Parade Package (including Police, Public Works, Planning, signage & street closures) | \$1,000(np only)*** |
| ☐ Parade Package ("") – For-Profit Organization | \$2500 |

(Parade package requires event organizers to complete all necessary documents, schedule pre & post event meetings with city staff, provide a detailed map of the starting point, route, and end point, provide alternate dates, provide certificate of insurance for the event, and written approval for use from all parties in which the event will take place.)

Parades that utilize a state road will require a FDOT permit for use and can take months to receive.

*Published music, movies, and other electronic art forms are protected by US Copyright and Trademark laws. Unauthorized use of copyrighted work is illegal. **Must be free event, open to the public and located within the City Limits to access the City's ASCAP, BMI and SESAC License. *** np only stands for Non-profits only.



To: City of Milton – Special Event Permit Application Addendum
From: Blackwater Pyrates – Christmas Lighted Boat Parade

In reference to page 3, section 1 (Locations(s)/Facilities used at event), the Blackwater Pyrates would like to clarify the purpose of our request.

We would like to request approval for exclusive use of the entire Riverwalk Dock and adjacent South Dock (area used for Bands on the Blackwater) with no public dockage available for the following reasons:

- 1- These areas are almost exclusively the only viewing area available for the public to view this event which includes young children and senior citizens. Docked and docking vessels hinder all views of the event.
- 2- The Riverwalk docking area needs to remain open and available for docking the parade participants, for decorations, judging and presenting awards.

Thank you for your consideration,


Larry McKee (Capt Lucky)
Blackwater Pyrates


Teresa McCombs (Terra)
Boat Parade Chairperson

Ordinances & Special Requests

Tourism District and Downtown Milton Special Requests:

NOTE: Tourism District Special Request Applications must be received by the city sixty (60) days prior to the event. Events with Alcohol must submit ninety (90) days prior to the event.

I hereby request waiver of the following ordinances: **(only available in the Tourism District)**

☐ Open Container Ordinance (Section 6-27)

☐ Noise Ordinance (LDR Section III-5.16)

☐ Animal Control Ordinance (Section 4-37(b))

☐ And/ or other Ordinance _____

I hereby request the following regarding the Blackwater River:

☐ Activate Boating Restricted Areas

☐ Activate 24-hour docking at the Riverwalk

I hereby request the use of Fireworks in the City of Milton:

☐ By selecting this box, you must complete the City of Milton Fireworks Display Permit Application

**note – Fireworks are subject to approval by the City Fire Chief and must be done by a licensed and insured pyrotechnics professional. Additional information will be provided.*

Time Period from when these requests will take place:

From: _____ Date: _____ To: _____ Date: _____

I hereby request that vendors be allowed to sell their wares at the event. All vendors know they must abide by all federal, state, county, and local laws regarding resell, sell of their ware. All vendors have their applicable license's available if requested. City will not be held liable. ☐ YES ☒ NO

Will this event require Road Closures? ----- ☐ YES ☒ NO

Stewart Street requires a separate FDOT application. A scheduled meeting with the Planning Department is required for a State Road Closure. Ensure you have your date/ time confirmed prior to submitting your information. The City will assist.

If so, please list street names:

1) _____ 2) _____

3) _____ 4) _____

Is this an annual Event? ☒ YES ☐ NO

If YES, list the date(s) requested for next year. Please note that requesting the date(s) on this application does not guarantee a hold or act as a confirmation of the requested date(s).

Requested event date(s): Dec 1, 2023 Alternative Date(s): _____

Additional Documents Required with Application

All events require an Event Site Map and copy of Insurance Certificate's 10 days prior. Below are additional documents that may be required to be submitted with the application. Application will be considered incomplete without these documents.

For additional information on what is required please contact the Administrative Office at City Hall.

- ☐ Event Site Map ☐ Event Race Route Map ☐ Parade Route & Alternate

Event organizers must provide a site map with vendor locations, portable restrooms, run/ walk route, etc. at the time this application is submitted. A detailed listing of all services is required for public awareness & safety.

- ☐ Insurance Certificate(s) ☐ Fireworks Application ☐ Other (any other agency)
- ☐ Tax Exempt Certificate and 501(c)3 Documentation *(if the entity is claiming tax exempt and/ or non-profit status)*

Rules & Regulations

Application Dates:

- The permit application process should begin at least 60 days prior to the event date. 90 days if alcohol is to be sold or given away. Parade application process should allow 6 months.
- Once all documents have been submitted, City Staff will schedule a meeting to review all information and ensure event organizers have met all requirements. Staff will at this time develop an Agenda Analysis for Councils review. Council will be informed during the Committee of the Whole meeting. This meeting takes place the third Thursday of every month.
- Each event will require Council's approval and organizers should attend *(if requesting support)*.

Cancellation Policy:

- Event application fees are non-refundable if the event is cancelled by the applicant.
- Although event application fees are non-refundable, if an event is cancelled due to inclement weather, the fee may be credited towards an alternate date. Event Organizers must inform the Office of Economic Development when cancelling any event. An alternate date must take place within one year of the original event date.

ADA Accessibility Guidelines:

- Event Organizers must make the event accessible to people with disabilities to the greater extent possible in compliance with the requirements of the American with Disabilities Act (ADA).
- Accessible parking must also be provided for persons with Disabilities. Information regarding accessible parking locations should be included as part of the event site map.

Clean-Up:

- It is understood that clean-up will be performed immediately following the event. Event site must be returned to its pre-event state. Failure to adequately clean-up event site may result in a fee. Adequacy of clean-up will be assessed by City of Milton Code Enforcement.

Hold Harmless Agreement

For and in consideration of having been granted permission by the City of Milton to hold a Special Event within the City of Milton limits, the undersigned hereby agrees on behalf of the organization, to indemnify and hold harmless the City of Milton, its subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses in conjunction with loss of life, bodily injury or personal injury or property damage, including loss of use thereof, directly or indirectly caused by, resulting from, arising out of or occurring in connection with this permitted activity.

The undersigned also agrees to protect and hold harmless the City of Milton, its subsidiaries, or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses, present, past or future which may be asserted by this organization, or any member of this organization, or any participant of third party arising out of or occurring in connection with this permitted event.

By the signature to this document the undersigned acknowledges that it understands the contents of this document and is voluntarily agreeing to its terms.

In witness whereof I have here unto set my hand and seal this 12 day of May in 2022

Name of Special Event Blackwater Pirate Christmas Lighted Boat Parade
Date(s) of Special Event December 2, 2022
Name of Organization Blackwater Pirates
Event Organizers Name Teresa McCombs
Address of Organization P.O. Box 751 Bangor FI 32530
Phone Number 850-313-2447
Email mccombsathome@afl.net

Printed Name Teresa McCombs

Signature Teresa McCombs

Internal Signatures Required for Approval:

Office of Economic Development: _____ Planning: _____

Public Works: _____ Police: _____ Fire: _____



Agenda Item # 2022-333

Bid Opening for ITB 2022.07 Floating Kayak Launch System

MEETING DATE

May 26, 2022

PREPARED BY

Diane Ebentheuer, Purchasing
Agent/Risk Manager

BACKGROUND

The City solicited bids for purchase of materials for a floating kayak launch system that is ADA compliant.

SUMMARY

Bid opening was held 05/04/2022. One bid was received for \$50,629.00 with additional comments for proposed changes.

RECOMMENDATION

Staff have reviewed the one submitted bid and recommends award to Gator Dock and Marine for \$50,629 plus \$3,500 (for a bench and overhead rail) = \$54,129.00 total. This will be funded from the LWCF grant for Carpenter's Park.

ATTACHMENTS

1. 2022.07 Bid Tab with links
2. 2022.07 Department Recommendation



BID TABULATION

05/04/2022 2:00 p.m.

Present for the City of Milton:

Diane Ebentheuer
Michele Williams
Curtis Krebs

Purchasing Officer
Purchasing Assistant
Chief Financial Officer

Others in attendance:

NONE

Bid opening was held at 2:00 p.m. The purpose of the meeting was to receive bids for the following solicitation:

ITB 2022.07 Floating Kayak Launch System

1	CMI Limited C., dba Gator Dock & Marine	\$ 50,629.00
		with additional comments

Diane Ebentheuer

Department Recommendation

From: John Norton
Sent: Tuesday, May 17, 2022 11:56 AM
To: Diane Ebentheuer
Subject: Floating Kayak Launch System

We are going to go with the Gator Dock and Marine bids of \$50,629.00 with an addition of the bench and overhead rail at \$3,500.00. That will put the total cost at \$54,129.00. This will be funded from the LWCF grant for Carpenters Park.

John Norton
Milton Parks Director



Follow/Like us on Facebook
@MiltonSportsPlex
@SeniorsinMilton

Under Florida's public records laws, the City of Milton's emails may be considered public record and subject to inspection or disclosure to the public. If you do not wish to have your emails possibly disclosed to the public, please do not communicate with the City of Milton through email.



Agenda Item # 2022-334

Special Event Permit Application - Coming Clean 5K

MEETING DATE

May 26, 2022

PREPARED BY

Stephen Prestesater, Director
of Public Relations

BACKGROUND

This is the second annual event for West Florida Baptist Church. The first year the event was a huge success.

SUMMARY

Coming Clean 5K will start at 7:30 am at Jernigans Landing on August 27, 2022. The run will depart Jernigan's landing, heading down the Riverwalk, under Hwy 90 where it will then turn up the sidewalk on Hwy 90 heading eastbound to Harber Landing. The run will continue through Harber Landing and onto the Old River Trail to the Navy boat docks where it will then turn around and head back to Jernigans Landing. The route is called an "A to A", meaning that it will start and end in the same location. The City's portable restroom has been requested for use, as well as amplified sound, power activation, and trash cans. Willing Street and Pine Street will need to be closed for the duration of this event. This event is to be funded by West Florida Baptist Church.

RECOMMENDATION

Staff recommends the approval of this event

ATTACHMENTS

1. Special Event Permit Application (Coming Clean 5K)



Special Event Permit Application

City of Milton

6738 Dixon Street, Milton FL 32570

850-983-5400 econdev@miltonfl.org

Instructions:

To process this application all applicable pages must be filled out completely and submitted to the City. Pages 1-6 are mandatory with every application. If you are requesting support and/or sponsorship for your event, the City of Milton Outside Agency Funding Application is required in addition to this application. For questions about requirements, fees or the application process contact the Office of Economic Development.

Applicant & Event Organizer Information

☐ Individual

☒ Not-for Profit

☐ For Profit

☐ Charity

☐ Other: _____

Name of Organization: West Florida Baptist Church

Address: 5621 US 90

City: Milton

Phone: 850 823 8984

Email: jbeck@WestFloridaBaptist.com

Event POC: Joel Beck

Phone: 620 200 1855

Email: jbeck@WestFloridaBaptist.com

Event Information

☐ Concert

☐ Park Festival

☐ Street Festival

☐ Parade/ Procession

☒ Run/ Walk

☐ Sporting Event

☐ Sale/ Market

☐ Private Event/ Wedding

☐ Other: _____

Event Name: Community Clean 5K

Event website/ Event Page: WestFloridaBaptist.com/CommunityClean5K

Event Location: Festival + Riverside area

Event Date(s) 8/27/22 to 8/27/22

Time of Event: Day 1 7:30 to 12:00 (Day 2 - Optional) _____ to _____

Setup Date & Time: 8/27/22 at 6:00 Teardown Date & Time: 8/27/22 at 1200

Estimated Attendance: 200-500

Is the Event Free to attend? ☐ YES ☒ NO

Special Event Questionnaire

Below are questions about the event. Please answer all questions and attach additional documents, if necessary, to the application.

Will a City park be utilized?	(page 3)	☒ YES	☐ NO
Will equipment from the City of Milton be needed?	(page 3)	☒ YES	☐ NO
Will you need the City's Stage?	(page 3)	☐ YES	☒ NO
Will there be amplified sound?	(page 4)	☒ YES	☐ NO
Will you need the City's portable restroom?	(page 3)	☒ YES	☐ NO
Will tents larger than 10'x10' be erected?	(page 4)	☐ YES	☒ NO
Will inflatable bounce houses be erected?	(page 4)	☐ YES	☒ NO
Will you be using water slides?	(page 4)	☐ YES	☒ NO
Will you need City Dumpsters/ Trashcans?	(page 3)	☒ YES	☐ NO
Will there be fireworks?	(page 4)	☐ YES	☒ NO
Will vendors be selling merchandise, food, or wares?	(page 4)	☐ YES	☒ NO
Will food be cooked at the event?	(page 4)	☐ YES	☒ NO
Will alcohol be sold or given away at this event?	(page 4)	☐ YES	☒ NO
Will animals/ pets be allowed at the event?	(page 4)	☐ YES	☒ NO
Will you be using State or County Roads?	(page 4)	☐ YES	☒ NO
Will temporary No Parking Signs be utilized?	(page 4)	☒ YES	☐ NO
Will EMT be on site?	(page 3)	☐ YES	☒ NO
Will you need security?	(page 3)	☐ YES	☒ NO
Will you require power on-site?	(page 3)	☒ YES	☐ NO
Will you require water on-site?	(page 3)	☒ YES	☐ NO

If you have answered YES to any of these questions, please see page 3-4 and select the items you request to use.

Do you have a Marketing Plan and if so, how will you notify surrounding businesses/ residents of your event? Businesses/residents will be notified via flyers, Mailouts and social media

Have you prepared a to scale event map/ layout that meets all ADA parking and access requirements?

☒ YES ☐ NO

City Fee Sheet

(City Fees are the fixed cost for the use of its facilities, licenses, insurance, parks, equipment, etc.)

Location(s)/ Facility used at event:

- | | | |
|--|-------|---|
| ☐ North Riverwalk | \$150 | ☐ North Willing Street |
| ☐ South Riverwalk | \$150 | ☐ South Willing Street |
| ☒ Entire Riverwalk | \$250 | ☐ North Elmira Street |
| ☐ N Riverwalk Gazebo | \$50 | ☐ South Elmira Street |
| ☐ S Riverwalk Pavilion | \$50 | ☐ Imogene Parking Lot |

Jernigan's Landing (Downtown event location for the City of Milton. Select all applicable)

- | | | | |
|---|-------|---|-------|
| ☒ Riverside | \$100 | ☒ Festival Area | \$150 |
| ☐ Other: _____ | | | |

Requested Items:

- | | | | |
|---|-------------------|---|------------------|
| ☒ Portable Restroom
(at Jernigan's landing) | \$250 | ☐ Portable Restroom
(at alternate location) | \$350 |
| ☐ City Stage 13'x27' | \$350 | ☐ City Movie System | \$250 |
| ☐ Live Music Licensing *** | \$200 | ☐ Movie Licensing *** | \$(at cost) |
| ☐ Event Insurance | \$(at cost) | ☐ Barricades/ Cones | \$100/\$10 |
| ☐ Street Info Sign | \$250 per | ☒ City Garbage Cans | \$10 per |
| ☐ Tables 6ft | \$5 per | ☐ Chairs – 10 at a time | \$10 |
| ☐ Tables & Chairs D/S/R | \$25 | ☐ Tables & Chairs cleaning | \$100 |
| ☐ Small Generator's | \$100 | ☐ Large Generator | \$250 |
| ☐ Generator power distro | \$100 | ☐ Hose-bid water distro | \$100 |
| ☐ City Hydrant tap fee | \$50 + meter rate | ☒ Fire/EMS (if available) | \$30hr / 2hr min |
| ☐ Police (if available) | \$25hr / 4hr min | ☐ Public Works Crew | \$20hr/ 2hr min |
| ☐ Other City Staff | \$25hr/ 2hr min | ☐ Street Sweeping | \$250 per sweep |
| ☐ Electrical Activation | \$75 + meter rate | ☐ Event Clean-up | \$100hr |
| ☐ Parade Package (including Police, Public Works, Planning and required street closures) | \$1,000 | | |
| ☐ Concert Package (including light & sound production from our 3 rd party vendor) | \$1,600 | | |

*Published music, movies, and other electronic art forms are protected by US Copyright and Trademark laws. Unauthorized use of copyrighted work is illegal.

**Must be free event, open to the public and located within the City Limits to access the City's ASCAP, BMI and SESAC License.

Ordinances & Special Requests

Tourism District and Downtown Milton Special Requests:

NOTE: Tourism District Special Request Applications must be received by the city sixty (60) days prior to the event. Events with Alcohol must submit ninety (90) days prior to the event.

I hereby request waiver of the following ordinances: **(only available in the Tourism District)**

- ☐ Open Container Ordinance (Section 6-27)
- ☐ Noise Ordinance (LDR Section III-5.16)
- ☐ Animal Control Ordinance (Section 4-37(b))
- ☐ And/ or other Ordinance _____

I hereby request the following regarding the Blackwater River:

- ☐ Activate Boating Restricted Areas
- ☐ Activate 24-hour docking at the Riverwalk

I hereby request the use of Fireworks in the City of Milton:

- ☐ By selecting this box, you must complete the City of Milton Fireworks Display Permit Application

**note – Fireworks are subject to approval by the City Fire Chief and must be done by a licensed and insured pyrotechnics professional. Additional information will be provided.*

Time Period from when these requests will take place:

From: _____ Date: _____ To: _____ Date: _____

I hereby request that vendors be allowed to sell their wares at the event. All vendors know they must abide by all federal, state, county, and local laws regarding resell, sell of their ware. All vendors have their applicable license's available if requested. City will not be held liable. ☐ YES ☐ NO

Will this event require Road Closures? ----- ☐ YES ☐ NO

Stewart Street requires a separate FDOT application. A scheduled meeting with the Planning Department is required for a State Road Closure. Ensure you have your date/ time confirmed prior to submitting your information. The City will assist.

If so, please list street names:

- 1) Willing St from court house to Priest. 2) _____
3) _____ 4) _____

Is this an annual Event? ☒ YES ☐ NO

If YES, list the date(s) requested for next year. Please note that requesting the date(s) on this application does not guarantee a hold or act as a confirmation of the requested date(s).

Requested event date(s): 8/26/23 Alternative Date(s): 8/19/23

Additional Documents Required with Application

All events require an Event Site Map and copy of Insurance Certificate's 10 days prior. Below are additional documents that may be required to be submitted with the application. Application will be considered incomplete without these documents.

For additional information on what is required please contact the Office of Economic Development.



Event Site Map



Event Race Route Map



Parade Route & Alternate

Event organizers must provide a site map with vendor locations, portable restrooms, run/ walk route, etc. at the time this application is submitted. A detailed listing of all services is required for public awareness & safety.



Insurance Certificate(s)



Fireworks Application



Other (any other agency)



Tax Exempt Certificate and 501(c)3 Documentation *(if the entity is claiming tax exempt and/ or non-profit status)*

Rules & Regulations

Application Dates:

- The permit application process should begin at least 60 days prior to the event date. 90 days if alcohol is to be sold or given away. Parade application process should allow 6 months.
- Once all documents have been submitted, City Staff will schedule a meeting to review all information and ensure event organizers have met all requirements. Staff will at this time develop an Agenda Analysis for Councils review. Council will be informed during the Committee of the Whole meeting. This meeting takes place the third Thursday of every month.
- Each event will require Councils approval and organizers should attend *(if requesting support)*.

Cancellation Policy:

- Event application fees are non-refundable if the event is cancelled by the applicant.
- Although event application fees are non-refundable, if an event is cancelled due to inclement weather, the fee may be credited towards an alternate date. Event Organizers must inform the Office of Economic Development when cancelling any event. An alternate date must take place within one year of the original event date.

ADA Accessibility Guidelines:

- Event Organizers must make the event accessible to people with disabilities to the greater extent possible in compliance with the requirements of the American with Disabilities Act (ADA).
- Accessible parking must also be provided for persons with Disabilities. Information regarding accessible parking locations should be included as part of the event site map.

Clean-Up:

- It is understood that clean-up will be performed immediately following the event. Event site must be returned to its pre-event state. Failure to adequately clean-up event site may result in a fee. Adequacy of clean-up will be assessed by City of Milton Code Enforcement.

Hold Harmless Agreement

For and in consideration of having been granted permission by the City of Milton to hold a Special Event within the City of Milton limits, the undersigned hereby agrees on behalf of the organization, to indemnify and hold harmless the City of Milton, its subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses in conjunction with loss of life, bodily injury or personal injury or property damage, including loss of use thereof, directly or indirectly caused by, resulting from, arising out of or occurring in connection with this permitted activity.

The undersigned also agrees to protect and hold harmless the City of Milton, its subsidiaries or affiliates, elected and appointed officials, employees, volunteers, representatives and agents from any and all claims, suits, actions, damages, liability and expenses, present, past or future which may be asserted by this organization, or any member of this organization, or any participant of third party arising out of or occurring in connection with this permitted event.

By the signature to this document the undersigned acknowledges that it understands the contents of this document and is voluntarily agreeing to its terms.

In witness whereof I have here unto set my hand and seal this 18th day of May in 2022

Name of Special Event Coming Clean 5K Run/Walk

Date(s) of Special Event 8/27/22

Name of Organization West Florida Baptist Church

Event Organizers Name Joel Beck

Address of Organization 5621 US-90 Milton FL 32583

Phone Number 850 623 89 84

Email jbeck@westfloridabaptist.com



TINA LOUISE GRISSETT
Commission # GG 350614
Expires July 1, 2023
Bonded Thru Budget Notary Services

Printed Name

Signature

Joel Beck

[Signature]

Internal Signatures Required for Approval:

Office of Economic Development: _____ Planning: _____

Public Works: _____ Police: _____ Fire: _____



Agenda Item # 2022-285
Speed Spy Data

MEETING DATE

May 26, 2022

PREPARED BY

Tony Tindell, Police Chief

BACKGROUND

Council requested traffic data on East Magnolia Street, after Mr. James Casazza expressed his concerns.

Council requested traffic data on Berryhill Road, after Mr. Mike Cusack expressed his concerns.

SUMMARY

The Speed Spy was installed on Magnolia Street near the City Garage from 5/4/2022 - 5/11/2022. This data was shared with Mr. Casazza.

The Speed Spy was installed on Berryhill Road near Conecuh Street from 5/4/2022 - 5/11/2022. This data was shared with Mr. Cusack.

Both of the reports are attached for Council reference.

RECOMMENDATION

Council direction.

ATTACHMENTS

1. 20220418_123429
2. Magnolia
3. Berryhill



Traffic Logix Corporation
3 Harriett Lane
Spring Valley, NY 10977 USA
Tel: (866) 915-6449
Fax: (844) 405-6449
www.trafficlogix.com

Page | 1

Quote Number QUO-21796-T6L9L0
Created Date 4/14/2022
Expiration Date 5/13/2022
Prepared by Farah Khan

QUOTATION

Contact: Mike Cline
Phone: (850) 983-5423
Email: mcline@miltonfl.org

Milton PD FL
5451 Alabama St
Milton, Florida 32570
United States

Shipping Address:
5451 Alabama St
Milton, Florida 32570
United States

Standard Features (Included) – Evolution Signs

- The Evolution radar feedback signs come with 1 year of unlimited SafePace Cloud access. SafePace Cloud is renewable annually with bundling and multi-year term discounts available.
- Sign powers down when no traffic present
- Programmable Speed Violator Flashing Strobe Light
- Ambient Light Sensor and Automatic Brightness adjustment
- Banding Mount Bracket
- Safe Pace Management Software
- Bluetooth

Special Notes

Pricing through Source well contract : City of Milton ID# 34560

Traffic Logix contract number 070821-LGX.

Quote Line Items – All Prices shown are in \$ US Dollar

Product	Product Code	Quantity	Sales Price	Discount	Total Price
SP100 English White Large with Solar	SP100EWL-SOL	1.00000	\$2,974.00		\$2,974.00
Universal Bracket (Full Set)	SP1BK2	1.00000	\$133.00		\$133.00

Totals

Subtotal: \$3,107.00
Freight: **Included as per Sourcewell**
Grand Total: **\$3,107.00**

Date: 5/11/2022 06:39:41 am

Start Date: 5/4/2022 06:00 am

End Date: 5/11/2022 07:00 am

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 35 mph

Average Speed: 24 mph

Highest Speed: 149 mph

50th Percentile: 23 mph

85th Percentile: 33 mph

Number Above Speed Limit: 394

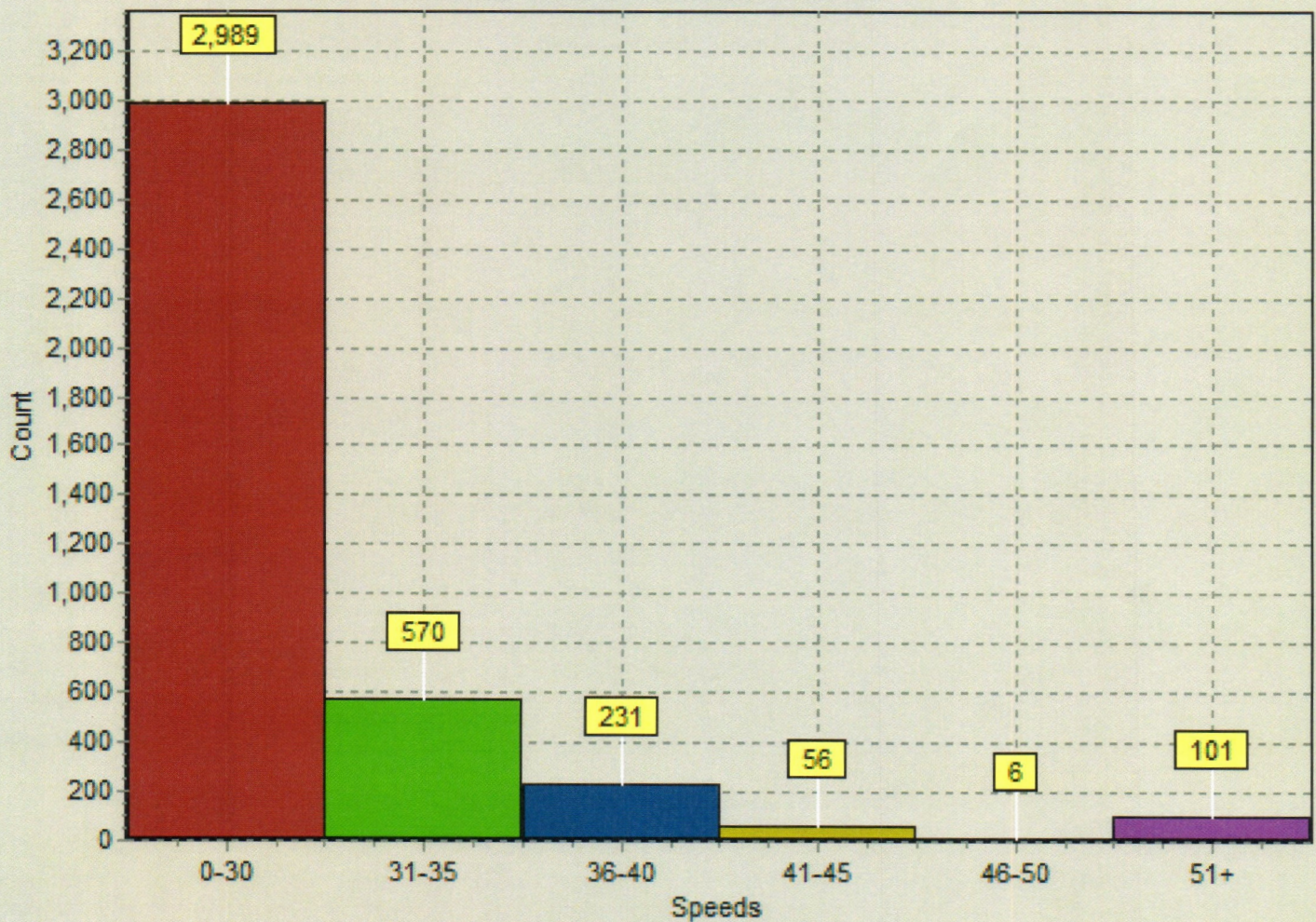
Total Number of Vehicles: 3953

Comments:

Magnolia east of City Garage

Eastbound Traffic

Count vs. Speed
5/4/2022 06:00 am - 5/11/2022 07:00 am



Date: 5/11/2022 07:38:32 am

Start Date: 5/4/2022 06:00 am

End Date: 5/11/2022 06:00 am

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 25 mph

Average Speed: 26 mph

Highest Speed: 147 mph

50th Percentile: 28 mph

85th Percentile: 33 mph

Number Above Speed Limit: 17854

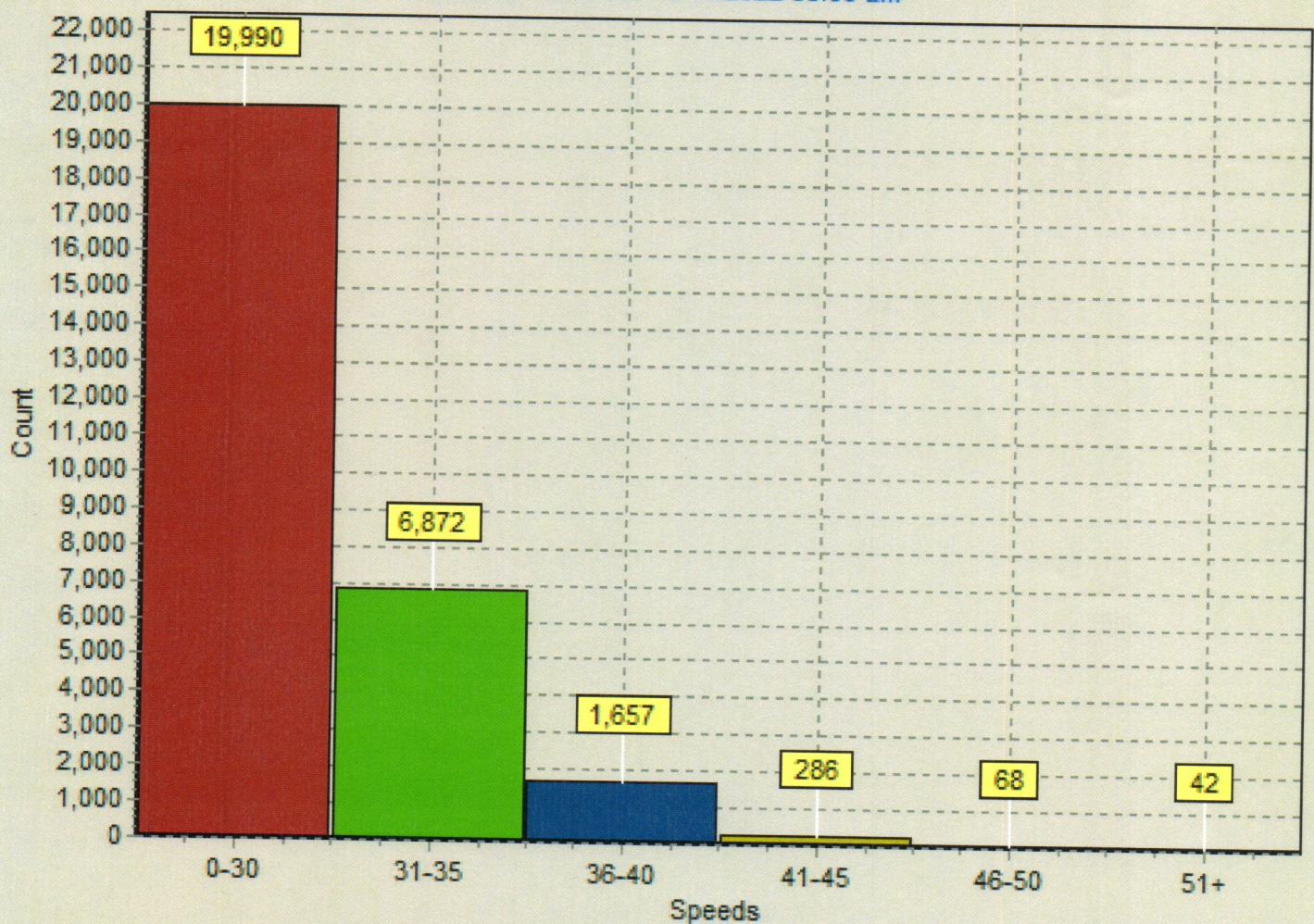
Total Number of Vehicles: 28915

Comments:

Berryhill Road @ Conecuh Street

Count vs. Speed

5/4/2022 06:00 am - 5/11/2022 06:00 am





Agenda Item # 2022-340

Vehicle Purchase

MEETING DATE

May 26, 2022

PREPARED BY

Tony Tindell, Police Chief

BACKGROUND

This is a request to purchase 2 administrative vehicles that will be assigned to the Detectives. These vehicles will be replacing a 2014 Chevrolet Impala (123,945 mileage) and a 2008 Ford Explorer (126,610 mileage). Three quotes were obtained. Fiscal impact will be \$68,311 plus equipment to be taken from the red light camera line item.

SUMMARY

Transfer funds from red light camera line item.

RECOMMENDATION

Recommend to purchase vehicles from Sandy Sansing CDJR for \$68,311.00.

ATTACHMENTS

1. 2021 Durango 1
2. 2022 Cherokee 1
3. 2018 Cherokee 1
4. 2018 Cherokee 2
5. 2019 Cherokee 1
6. 2019 Cherokee 2
7. 2022 Cherokee 1
8. 2022 Cherokee 2

5/16/22, 1:59 PM

Desking 3.0 | Application

Hill Kelly Dodge Chrysler Jeep Ram

Date/Time: 5/16/2022 1:59:18 PM

Buyer: Tony Tindell
Home Phone: (850) 393-1110
Address: 5451 Alabama St
Milton, FL 32570

Salesperson: Will Morin

2021 Dodge Durango SXT Plus 710542



VIN: 1C4RDHAG1MC846325
Color: Reactor Blue Pearlcoat
Body Type: Sport Utility

MSRP/Retail	\$41,857.00
Selling Price	\$40,364.00
Rebate	0.00
Total Savings + Rebate	\$1,493.00
Government Fee	\$46.50
Proc/Doc Fee	\$399.00
Accessories	0.00
Service Contract	0.00
Total Taxes	0.00
Trade Allowance	0.00
Trade Payoff	0.00
Cash Down	0.00
Amount Financed	\$40,809.50

With Approved Credit. Plus Tags.

5/16/22, 1:58 PM

Deskings 3.0 | Application

Hill Kelly Dodge Chrysler Jeep Ram

Date/Time: 5/16/2022 1:58:00 PM

Buyer: Tony Tindell
Home Phone: (850) 393-1110
Address: 5451 Alabama St
Milton, FL 32570

Salesperson: Will Mo

2022 Jeep Grand Cherokee WK Laredo E 72474

FINANCE ARRIVALVIN: 1C4RJEEAG3NC171280
Color: Bright White Clearcoat
Body Type: Sport UtilityPROMO
CODE:
2022

MSRP/Retail	\$38,575.00
Selling Price	\$37,546.00
Rebate	\$1,000.00
Total Savings + Rebate	\$2,029.00
Government Fee	\$46.50
Proc/Doc Fee	\$399.00
Accessories	0.00
Service Contract	0.00
Total Taxes	0.00
Trade Allowance	0.00
Trade Payoff	0.00
Cash Down	0.00
Amount Financed	\$36,991.50

With Approved Credit. Plus Tags.

Pre-Owned 2018 Jeep Grand Cherokee Altitude

VIN: 1C4RJFAG5JC167652 Stock: T22087C

Exterior: Red
Transmission: 8-Speed Automatic
Mileage: 109,103

Drivetrain: 4WD
Engine: 3.6L V6 24V VVT

Interior: Black
Fuel Efficiency: 18 CITY / 25 HWY



MSRP \$32,990
Milton Sales Event Price: \$26,490

6500 Caroline St
Milton, FL 32570
(850) 981-6458

mckenzieadmin@mediacommb.net

Vehicle Details:

- GPS Navigation
- Altitude IV Package
- Security & Convenience Group
- 6 Speakers
- Body Color Shark Fin Antenna
- HD Radio
- Radio data system
- SiriusXM Satellite Radio
- Automatic temperature control
- Rear window defroster
- Power windows
- Security Alarm
- Universal Garage Door Opener
- Normal Duty Suspension
- 4-Wheel Disc Brakes
- Anti-whiplash front head restraints
- Dual front side impact airbags
- Knee airbag
- Occupant sensing airbag
- Rear anti-roll bar
- Brake assist
- ParkView Rear Back-Up Camera
- Delay-off headlights
- Fully automatic headlights
- Speed control
- Body Color Claddings
- Bumpers: body-color
- Dark Headlamp Bezel Finish
- Delete Laredo Badge
- Front License Plate Bracket
- Heated door mirrors
- Power door mirrors
- Rear Fascia Black Mic Step Pad
- Spoiler
- 1-Year SiriusXM Guardian Trial
- 5-Year SiriusXM Travel Link Service
- Apple CarPlay
- Auto-Dimming Rear-View Mirror
- Compass
- Driver vanity mirror
- Front reading lights
- Illuminated entry
- Outside temperature display
- Passenger vanity mirror
- Rear seat center armrest
- SiriusXM Travel Link
- Tachometer
- Tilt steering wheel
- Navigation System
- Quick Order Package 2BZ Altitude
- 1-Year SiriusXM Radio Service
- AM/FM radio
- GPS Antenna Input
- Integrated Voice Command w/Bluetooth
- Radio: Uconnect 4C Nav w/8.4" Display
- Air Conditioning
- Front dual zone A/C
- Power steering
- Remote keyless entry
- Steering wheel mounted audio controls
- Four wheel independent suspension
- Traction control
- ABS brakes
- Dual front impact airbags
- Front anti-roll bar
- Low tire pressure warning
- Overhead airbag
- Power Liftgate
- Electronic Stability Control
- Rear Parking Sensors
- Front fog lights
- Panic alarm
- Altitude Grille
- Body Color Fascia
- Dark Day Light Opening Moldings
- Dark Lens Taillamps
- Front Accent/Body Color Fascia
- Gloss Black Rear Fascia Applique
- Jeep Black Gloss Badging
- Rear Accent/Body Color Fascia
- Single Exhaust w/Bright Tip
- 115V Auxiliary Power Outlet
- 5-Year SiriusXM Traffic Service
- 8.4" Touchscreen Display
- Apple CarPlay/Android Auto
- Black Suede Seats w/Black Stitching
- Driver door bin
- For Details Visit DriveUconnect.com
- Google Android Auto
- Leather Shift Knob
- Overhead console
- Rear reading lights
- SiriusXM Traffic Plus
- Steering Wheel Mounted Audio Controls
- Telescoping steering wheel
- Trip computer

- USB Host Flip
- Front Bucket Seats
- Power 8-Way Driver/Manual Passenger Seat
- Passenger door bin
- Rear window wiper
- Variably intermittent wipers
- Clean Autocheck
- Leather
- Back up Camera
- Cloth Bucket Seats
- Power 4-Way Driver Lumbar Adjust
- Split folding rear seat
- Front Center Armrest w/Storage
- Wheels: 20" x 8.0" Gloss Black Aluminum
- Speed-Sensitive Wipers
- 3.45 Rear Axle Ratio
- Navigation
- Local Trade
- Non-Smoker

While every reasonable effort is made to ensure the accuracy of this data, we are not responsible for any errors or omissions contained on this page.
Please verify any information in question with a dealership sales representative prior to purchase.

Pre-Owned 2019 Jeep Grand Cherokee Limited

VIN: 1C4RJFBGXC748760 Stock: T22240A

Exterior: Black
Transmission: 8-Speed Automatic
Mileage: 62,435

Drivetrain: 4WD
Engine: 3.6L V6 24V VVT

Interior: Black
Fuel Efficiency: 18 CITY / 25 HWY



MSRP \$37,490
Milton Sales Event Price: \$34,990

6500 Caroline St
Milton, FL 32570
(850) 981-6458

mckenzieadmin@mediacommbb.net

Vehicle Details:

- Navigation System
- Quick Order Package 2BH
- 6 Speakers
- AM/FM radio: SiriusXM
- Premium Alpine Speaker System
- Radio: Uconnect 4C Nav w/8.4" Display
- Automatic temperature control
- Rear window defroster
- Memory seat
- Power steering
- Remote keyless entry
- Four wheel independent suspension
- Power Tilt/Telescope Steering Column
- 4-Wheel Disc Brakes
- Anti-whiplash front head restraints
- Dual front side impact airbags
- Front anti-roll bar
- Low tire pressure warning
- Overhead airbag
- Dual-Pane Panoramic Sunroof
- Brake assist
- ParkView Rear Back-Up Camera
- Delay-off headlights
- Fully automatic headlights
- Security system
- Auto High Beam Headlamp Control
- Bumpers: body-color
- Front LED Fog Lamps
- LED Daytime Running Headlamps
- Roof rack: rails only
- Turn signal indicator mirrors
- Apple CarPlay/Android Auto
- Compass
- Driver vanity mirror
- Garage door transmitter
- Illuminated entry
- Leather Trimmed Seats w/Perforated Inserts
- Passenger vanity mirror
- Rear seat center armrest
- Telescoping steering wheel
- Trip computer
- Front Bucket Seats
- Leather Trimmed Bucket Seats
- Split folding rear seat
- Cargo Compartment Cover
- Luxury Group II
- 506 Watt Amplifier
- Active Noise Control System
- Audio memory
- Radio data system
- Air Conditioning
- Front dual zone A/C
- Heated Second Row Seats
- Power driver seat
- Power windows
- Steering wheel mounted audio controls
- Normal Duty Suspension
- Traction control
- ABS brakes
- Dual front impact airbags
- Emergency communication system: SiriusXM Guardian
- Knee airbag
- Occupant sensing airbag
- Rear anti-roll bar
- Power Liftgate
- Electronic Stability Control
- Bi-Xenon High-Intensity Discharge Headlamps
- Front fog lights
- Panic alarm
- Speed control
- Auto-dimming door mirrors
- Chrome Exterior Mirrors
- Heated door mirrors
- Power door mirrors
- Spoiler
- 8.4" Touchscreen Display
- Auto-dimming Rear-View mirror
- Driver door bin
- Front reading lights
- Heated steering wheel
- Leather Shift Knob
- Outside temperature display
- Overhead console
- Rear reading lights
- Tachometer
- Tilt steering wheel
- Voltmeter
- Heated front seats
- Power passenger seat
- Ventilated Front Seats
- Front Center Armrest w/Storage

- Passenger door bin
- Rain Sensitive Windshield Wipers
- Speed-Sensitive Wipers
- 3.45 Rear Axle Ratio
- Navigation
- Moonroof
- Back up Camera
- Wheels: 18" x 8.0" Tech Gray Aluminum
- Rear window wiper
- Variably intermittent wipers
- Clean Autocheck
- Leather
- Local Trade
- Non-Smoker

While every reasonable effort is made to ensure the accuracy of this data, we are not responsible for any errors or omissions contained on this page.
Please verify any information in question with a dealership sales representative prior to purchase.

BUYER	CO-BUYER	Deal #:	16853
CITY OF MILTON 5451 ALABAMA ST MILTON, FL 32570		Deal Type:	Retail
Cell #: (850) 983-5423		Deal Date:	05/17/2022
Email: ttindell@miltonfl.org		Print Time:	11:29am
Salesperson: DEVIN JOSEPH BYRD			

VEHICLE				
New ☐	Stock #:	Description: 2022 JEEP GRAND CHEROKEE	VIN:	Mileage:
Used ☐				
Demo ☐				

TRADE	
Vehicle:	2008 FORD TRUCK EXPLORER 4DR...
VIN:	1FMEU63808UA62383
Mileage:	126,613
Allowance:	\$ 4,000.00
Payoff:	\$ 0.00

AFTERMARKETS																																											
Total Aftermarkets:	\$ 0.00																																										
<table style="width:100%"> <tr> <td>Sale Price:</td> <td style="text-align:right">\$ 38,575.00</td> </tr> <tr> <td>Total Financed Aftermarkets:</td> <td style="text-align:right">\$ 0.00</td> </tr> <tr> <td>Total Trade Allowance:</td> <td style="text-align:right">\$ 4,000.00</td> </tr> <tr> <td>Trade Difference:</td> <td style="text-align:right">\$ 34,575.00</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Doc Fee:</td> <td style="text-align:right">\$ 899.00</td> </tr> <tr> <td>State & Local Taxes:</td> <td style="text-align:right">\$ 0.00</td> </tr> <tr> <td>Total License and Fees:</td> <td style="text-align:right">\$ 180.50</td> </tr> <tr> <td>Total Cash Price:</td> <td style="text-align:right">\$ 35,654.50</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Total Trade Payoff:</td> <td style="text-align:right">\$ 0.00</td> </tr> <tr> <td>Delivered Price:</td> <td style="text-align:right">\$ 35,654.50</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Cash Down Payment + Deposit:</td> <td style="text-align:right">\$ 0.00</td> </tr> <tr> <td>Total Rebates:</td> <td style="text-align:right">\$ 1,000.00</td> </tr> <tr> <td>Sub Total:</td> <td style="text-align:right">\$ 34,654.50</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td>Rate:</td> <td></td> </tr> <tr> <td>Amount Financed:</td> <td style="text-align:right">\$ 34,654.50</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td colspan="2" style="text-align:right">Amount Financed: \$ 34,654.50</td> </tr> </table>		Sale Price:	\$ 38,575.00	Total Financed Aftermarkets:	\$ 0.00	Total Trade Allowance:	\$ 4,000.00	Trade Difference:	\$ 34,575.00			Doc Fee:	\$ 899.00	State & Local Taxes:	\$ 0.00	Total License and Fees:	\$ 180.50	Total Cash Price:	\$ 35,654.50			Total Trade Payoff:	\$ 0.00	Delivered Price:	\$ 35,654.50			Cash Down Payment + Deposit:	\$ 0.00	Total Rebates:	\$ 1,000.00	Sub Total:	\$ 34,654.50			Rate:		Amount Financed:	\$ 34,654.50			Amount Financed: \$ 34,654.50	
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X _____

Buyer

X _____

Dealer



Carmell Ridge has requested "NO PARKING" signs to be placed throughout the subdivision.

MEETING DATE

May 26, 2022

PREPARED BY

Public Works Department
Christie Haarmann, Public Works Admin

CITY OF MILTON WARNING SIGNS REQUEST FORM

Please complete this form and sign in the space provided below. Be sure the medical certification section is completed by your doctor. Return this form and the appropriate fee (make checks payable to the City of Milton). For each request reviewed there is a \$25.00 processing fee.

Applications are processed upon receipt. It takes about four weeks for the signs to be purchased and installed.

Applicant's Information Carmell Ridge HOA
Applicant's name: Deborah Weaver Date: May 10, 2022
Address: 5112 Carmell Ridge Circle Phone number: 478-919-0062
Milton FL 32570
Child's name & DOB: N/A

Select one (1) of these messages:

- ☐ DEAF CHILD AREA
- ☐ BLIND CHILD AREA
- ☐ DISABLED/HANDICAPPED CHILD AREA
- ☐ AUTISTIC CHILD AREA

☒ OTHER/ PLEASE INDICATE TYPE No Parking Zones

Medical Certification Section — by my signature below I certify that the applicant has a child who is handicapped.

Health care provider's signature:

Date:

Printed name:

Disclaimer: There are no studies that show this type of sign alters a driver's behavior, i.e. slower speeds or motorist's increased awareness. Also, these signs are not included in the Manual on Uniform Traffic Control Devices. The city does not guarantee that the roadway will be any safer after sign installation, and strongly recommends that all pedestrians use extra care and caution near roadways.

Additional Information:

This sign will be removed on or about the child's 18th birthday.

Applicant's Signature:

I attest all the information I have provided above is correct and the special needs child resides at the address listed above. If the child moves from this address, I will inform the City of Milton so the sign can be removed.

Applicant's signature:

Date:



5/10/2022

We appear before you today asking for your approval for No Parking Zones in Carmell Ridge Subdivision.

The streets are maintained by the City of Milton, NOT the HOA. Residents who have numerous vehicles are parking on both sides of the street, making it very difficult for other vehicles to pass through the streets to get into the subdivision. Visitors to the subdivision also cause parking issues in the same manner.

We've had instances where the City of Milton garbage truck could not get into the subdivision. The driver was forced to stop and honk for someone to move the vehicles. NO ONE came out to move their vehicles. If a fire truck or ambulance were needed, they would have a hard time getting through the congested area as well or not at all. We've had numerous complaints from residents about the other parking issues as well. **(See Exhibits A and B)**

Our property management company advised the BOD to establish parking guidelines that could be enforced. The Board called the City of Milton during the research process and was directed to Theresa Walsh in the Code Enforcement office. We explained the parking issues and she spoke with Randy Hoyt in Roads Department and they suggested the process we are going through now in hopes that this will get approved and that the Roads Department will be able to post No Parking signs or paint No Parking zones on the curbs.

Theresa also stated that the City of Milton Police will be able to enforce the No Parking zone violations which seem to be the only viable solution to this issue.

This is what we did to notify and obtain the signatures. **(See Exhibit C)**

- Notified residents of a special meeting to be held on April 9, 2022, at 9:00 am
 - Sent letters to each resident from the property management company
 - Posted meeting notice with day, time, and place on mailboxes
 - Posted meeting notice on our Group Facebook page
- We went door to door obtaining signatures from residents that did not attend meetings.
 - April 18, 2022
 - April 23, 2022
- And finally, we sent out an email to all residents we were not able to reach.
 - April 25, 2022

In the past, residents of Carmell Ridge have personally contacted the City of Milton Police to take care of this parking issue and the police said they could not enforce parking issues because there are no, No Parking zones posted.

We successfully attained sixty-one percent of the Carmell Ridge residents who said yes to the no parking zones

We are proposing that parking be allowed only on the large outside circle of the subdivision. The No Parking zone would be as indicated on the attached map. **(See Exhibit D)**

EXHIBIT A

City of Milton Garbage Truck trying to get through the Carmell Ridge Subdivision.



EXHIBIT B

Other parking issues in the
subdivision



EXHIBIT C

1. Meeting Attendance
2. Signatures of Residents
 - a) Those who attended the meeting
 - b) Door to door signatures
 - c) Votes from email communications

HOMEOWNERS

5061 (Rental) Tricia Cheney (homeowner)

5065 Lakisha Moore

5066 Kurt & Patricia Overlake

5069 ~~Barbara Ghahrial~~ + Alex Botelho

5070 Charlotte Davis & James Gary Trudeau

5073 Marc & Lori Bizzell

5074 Jessie Winkelman

5095 Sarah Cutts

5099 Amir Kelker

5103 James & Amy Totten

5104 Christina & Bryan Vincent

5108 Michael & Peggy Price

5112 Debbie Weaver

5116 Robert & Toya Paugh

5120 Jan Littlejohn

5124 Matthew Hampton

5128 Jeremy & Glenneth Veazey

5132 Eric Nuvoli & Caitlin Gilson

5136 (Rental) Arias Greene

5139 Deborah & Henry Bostic

5140 Nathaniel Orsa

5143 Chris Forney

5144 Sharon Stebbins

5148 Shirelle Neal

5147 Holly & Robert Rawls

5152 Sabrina McLaughlin

5156 Kathleen Park

5160 William Moss

5163 Anna Ledet

5164 Amanda Harper

5167 (Rental) John Chadwick Allen

SIGNATURE

email

Hurt / Pat Overlake

Chris & Gary

Wendy & Gary

Sarah Cutts

Amir Kelker

Bryan Vincent

Mike Price

Robert & Toya Paugh
Jan Littlejohn

email

Debbie Weaver

email

Holly & Robert Rawls

Sabrina McLaughlin

Kathleen Park

email

Prayer

email

YES

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

✓

no

✓

✓

✓

✓

✓

✓

✓

✓

Meeting Door [X] Mail [X] No Response [X]

Meeting Sign In Sheet - April 9, 2022

5168 Christeen Lawrason
 5171 Jose & Nicole Welch
 5172 Tonanisha & Frederick Hughes
 5176 Ethan & Danielle Wyrosdick
 5180 Edward & Amanda Escalera
 5184 Harold & Eugenia Lacour
 5188 (Rental) Michael Fraser

Handwritten signatures:
 [Signature]
 [Signature]

email

YES ✓ ✓ ✓ ✓

No

✓

CARMELL RIDGE HOMEOWNERS ASSOCIATION, INC.

9

PROXY

SPECIAL MEETING

DATE: SATURDAY, April 9, 2022
TIME: 9:00 a.m.
LOCATION: 5112 Carmell Ridge Circle, Milton Florida 32570
(Residence of Deborah Weaver)

I/We, the undersigned, owner(s) of the property located at 5184 CARMELL RIDGE CIRCLE
(insert address) designate as follows:

Check all that apply:

- ☒ I instruct and authorize the Board of Directors to count this Proxy for purposes of achieving a quorum at the above-referenced annual members' meeting.
- ☒ I hereby designate Harold La Cour w/BOD to attend the meeting and to act in my stead in voting for me on any issue or motion that is properly brought before the owners for a vote at the above-referenced annual members' meeting including the election of directors.

ALL OWNERS MUST SIGN:

Dated: 4-8-22 Harold La Cour HAROLD LA COUR
(sign) (print name)

Dated: 4-8-22 Eugenie La Cour EUGENIA LACOUR
(sign) (print name)

SUBSTITUTION OF PROXY

The undersigned, appointed as proxy above, does hereby designate _____
to substitute for me in the proxy set forth above.

Dated: _____, 20____
Proxy

RETURN BY THE FOLLOWING OPTIONS:

- OPTION 1) E-MAIL: ddodson@epmfl.net
OPTION 2) FAX: 850-484-2925
OPTION 3) MAIL: CARMELL RIDGE H.O.A.
c/o ETHERIDGE PROPERTY MANAGEMENT
908 GARDENGATE CIRCLE, PENSACOLA, FL 32504

CARMELL RIDGE HOMEOWNERS ASSOCIATION, INC.

PROXY

SPECIAL MEETING

DATE: SATURDAY, April 9, 2022

TIME: 9:00 a.m.

LOCATION: 5164 Carmell Ridge Circle, Milton, Florida 32570
(Residence of Deborah Weaver)

Address of the property located at
Address designated as follows:

5164 Carmell
Ridge Cir.

I, the undersigned, hereby authorize the Director to count this Proxy for purposes of achieving
a quorum for the above referenced annual members' meeting.

I, the undersigned, hereby authorize the Director to attend the meeting and to act
on behalf of the undersigned in the event any issue or motion that is properly brought before the
meeting shall be voted on. The above referenced annual members' meeting including the
election of officers.

ALL HOMEOWNERS MUST SIGN

DATE: 3/25/22 (Sign) *Amanda Harper*

(print name) Amanda Harper

Dated: _____
(sign)

(print name)

SUBSTITUTION OF PROXY

I, the undersigned, hereby authorize the Director to count this Proxy for purposes of achieving
a quorum for the above referenced annual members' meeting.

I, the undersigned, hereby authorize the Director to attend the meeting and to act
on behalf of the undersigned in the event any issue or motion that is properly brought before the
meeting shall be voted on. The above referenced annual members' meeting including the
election of officers.

RETURN BY THE FOLLOWING OPTIONS

FOR (PRINT NAME) _____ (Sign) _____

FOR (PRINT NAME) _____ (Sign) _____

FOR (PRINT NAME) _____ (Sign) _____

FOR (PRINT NAME) _____ (Sign) _____

CARMELL RIDGE HOMEOWNERS ASSOCIATION, INC.

PROXY

SPECIAL MEETING

DATE: SATURDAY, April 9, 2022
TIME: 9:00 a.m.
LOCATION: 5112 Carmell Ridge Circle, Milton Florida 32570
(Residence of Deborah Weaver)

I/We, the undersigned, owner(s) of the property located at 5156 Carmell Ridge Circle
(Insert address) designate as follows:

Check all that apply:

- ☒ I instruct and authorize the Board of Directors to count this Proxy for purposes of achieving a quorum at the above-referenced annual members' meeting.
- ☐ I hereby designate _____ to attend the meeting and to act in my stead in voting for me on any issue or motion that is properly brought before the owners for a vote at the above-referenced annual members' meeting including the election of directors.

ALL OWNERS MUST SIGN:

Dated: 3-31-2022 Kathleen M. Park Kathleen M. Park
(sign) (print name)

Dated: _____
(sign) (print name)

SUBSTITUTION OF PROXY

The undersigned, appointed as proxy above, does hereby designate _____
to substitute for me in the proxy set forth above.

Dated: _____, 20____
Proxy

RETURN BY THE FOLLOWING OPTIONS:

- OPTION 1) E-MAIL: ddodson@epmfl.net
OPTION 2) FAX: 850-484-2925
OPTION 3) MAIL: CARMELL RIDGE H.O.A.
C/O ETHERIDGE PROPERTY MANAGEMENT
908 GARDENGATE CIRCLE, PENSACOLA, FL 32504

No parking

From: ledetanna (ledetanna@gmail.com)

To: deweaver17@yahoo.com

Date: Monday, April 25, 2022, 04:30 PM CDT

I vote **yes** for the no parking zones. I'm located at 5163 Carmell Ridge Circle.

Thank you,
Anna Ledet

Subject Re: No Parking Zones - Carmelle Ridge
To: [Deborah Weaver <deweaver17@yahoo.com>]
From Martha K. Allen <marthakallenrealtor@gmail.com>
Cc: [Toya Paugh <tkpaugh@gmail.com>, Charlotte Davis <charlottedavis049@gmail.com>, Sabrina McLaughlin <insightfulconcepts@gmail.com>, Kevin Etheridge <ketheridge@epmfl.net>, Dawn Dodson <ddodson@epmfl.net>]
Date Mon, Apr 25, 2022 at 8:21 PM

Hi, I vote YES.

Thank you for sending out this email!

Owner of 5167 Carmel Ridge.

Martha K. Allen | Realtor since 1997
License # SL655509
MarthaKAllenRealtor@gmail.com | **Call/Text: 850 288-1870**
Anchor Realty FL

On Mon, 25 Apr 2022 at 15:37, Deborah Weaver <deweaver17@yahoo.com> wrote:
Residents of the Carmell Ridge Subdivision,

On April 9, 2022, we had a special meeting to discuss and vote on No Parking zones in our subdivision.

These No parking zones would be the one side of the street from the mailboxes south to the stop sign. It would also include the side of the street of the inner circle. This means that parking will only be permitted on the outer circle side of our subdivision.

The streets are maintained by the City of Milton and the no parking signs will be put up by the roads department and enforced by the City of Milton Police Department.

We already have 50 percent of residents that have voted YES for these no parking areas in Carmell Ridge Subdivision, but the board wanted to give every resident the opportunity to vote on this.

Please send your YES or NO vote to Deborah Weaver (deweaver17@yahoo.com) no later than April 29, 2022, by 7 pm.

The board will be presenting this to the Committee of the Whole in May to start the process.

Thank you for your participation,

The Carmell Ridge HOA Board of Directors

Subject Re: No Parking Zones - Carmelle Ridge
To: [Deborah Weaver <deweaver17@yahoo.com>]
From Sharon Stebbins <stebbinssharon@gmail.com>
Date Wed, Apr 27, 2022 at 3:03 PM

Yes.

On 4/25/22, Deborah Weaver <deweaver17@yahoo.com> wrote:

- > Residents of the Carmell Ridge Subdivision,
- > On April 9, 2022, we had a special meeting to discuss and vote on No Parking
- > zones in our subdivision.
- > These No parking zones would be the one side of the street from the
- > mailboxes south to the stop sign. It would also include the side of the
- > street of the inner circle. This means that parking will only be permitted
- > on the outer circle side of our subdivision.
- > The streets are maintained by the City of Milton and the no parking signs
- > will be put up by the roads department and enforced by the City of Milton
- > Police Department.
- > We already have 50 percent of residents that have voted YES for these no
- > parking areas in Carmell Ridge Subdivision, but the board wanted to give
- > every resident the opportunity to vote on this.
- > Please send your YES or NO vote to Deborah Weaver (deweaver17@yahoo.com) no
- > later than April 29, 2022, by 7 pm.
- > The board will be presenting this to the Committee of the Whole in May to
- > start the process.
- > Thank you for your participation,
- > The Carmell Ridge HOA Board of Directors
- >

Parking Vote

From: Tricia Cheney (tedonne75@gmail.com)

To: deweaver17@yahoo.com

Date: Monday, April 25, 2022, 04:18 PM CDT

Good afternoon,

Thank you for your email. I would like to vote "No" for the No Parking Zones. Thank you for your time. Have a great evening.

Re: No Parking Zones - Carmelle Ridge

From: Michael Fraser (mfraser050@icloud.com)

To: deweaver17@yahoo.com

Date: Monday, April 25, 2022, 04:28 PM CDT

No Parking Zone vote: NO

-Mike Fraser

Sent from my iPhone

On Apr 25, 2022, at 3:37 PM, Deborah Weaver <deweaver17@yahoo.com> wrote:

Residents of the Carmell Ridge Subdivision,

On April 9, 2022, we had a special meeting to discuss and vote on No Parking zones in our subdivision.

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Thank you for your participation,

The Carmell Ridge HOA Board of Directors

Re: No Parking Zones - Carmelle Ridge

From: caitlin gilson (cdg1288@yahoo.com)

To: deweaver17@yahoo.com

Date: Wednesday, April 27, 2022, 11:59 PM CDT

5132 votes NO on the no parking signs.

People should be allowed to park on the street, especially if they are visitors, and as long as they are not blocking the flow of traffic or anyone's driveway, etc.

The street is NOT anyone's private property, and that should be respected.

I have a lot of disabled family and friends, and they should be able to park close to my house, respectfully, if they can't fit into my small driveway. They can't make the walk from the bingo parking lot, and they shouldn't have to, they're disabled...

Since I pay HOA fees, the mortgage, property taxes AND city taxes, city taxes that fund the maintenance of this street, my family and friends can come to my home, just like anyone else's, even if their vehicles can't squeeze into my driveway.

Adding these NO PARKING signs just gives residents another reason to complain, either to the HOA or to waste law enforcement's time, while ruining someone's night by having a guest's, or homeowner's, car towed at their own expense... Simply because someone came to visit a loved one, or a resident parked on a street their taxes pay for?? That is wrong, and the fact that anyone is okay with this just blows my mind.

Thank you for your time.

On Monday, April 25, 2022, 03:37:50 PM CDT, Deborah Weaver <deweaver17@yahoo.com> wrote:

Residents of the Carmell Ridge Subdivision,

On April 9, 2022, we had a special meeting to discuss and vote on No Parking zones in our subdivision.

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Please send your YES or NO vote to Deborah Weaver (deweaver17@yahoo.com) no later than April 29, 2022, by 7 pm.

The board will be presenting this to the Committee of the Whole in May to start the process.

Thank you for your participation,

A FINAL PLAT OF
CARMELL RIDGE
A PLANNED DEVELOPMENT PROJECT OF A PORTION OF
SECTION 36, TOWNSHIP 36N, RANGE 12E, S. 100

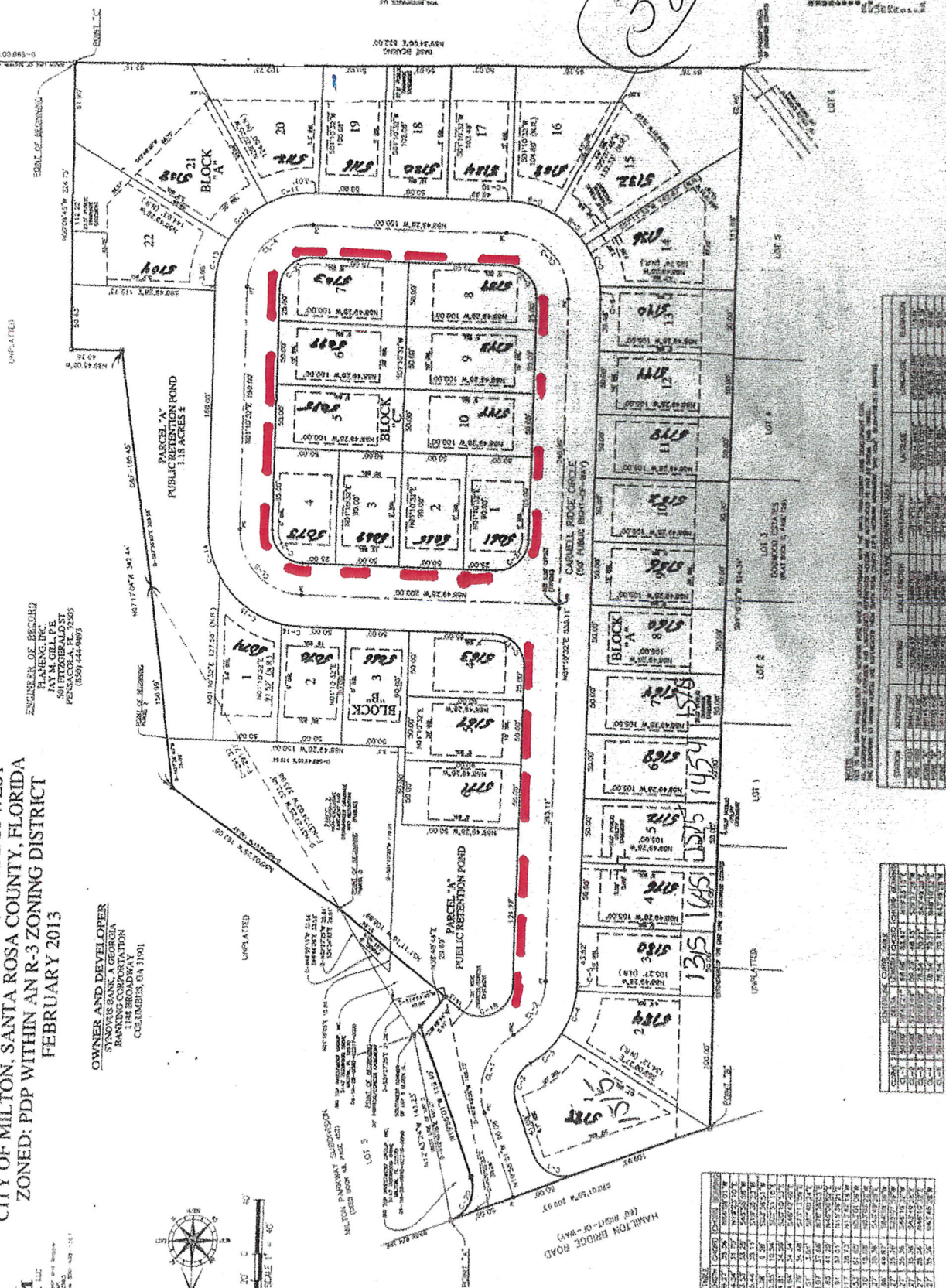
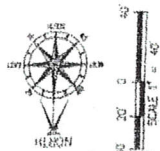
A FINAL PLAT OF

A PLANNED DEVELOPMENT PROJECT OF A PORTION OF
SECTION 4, TOWNSHIP 1 NORTH, RANGE 28 WEST
CITY OF MILTON, SANTA ROSA COUNTY, FLORIDA
ZONED: PDP WITHIN AN R-3 ZONING DISTRICT
FEBRUARY 2013

KJM
Land Planning
Newark & Jersey
Professional Surveys and Mapping
2525 Westgate Court
Fort Myers, FL 33903
REG. A.S. 1992 Exp. 2004-2005

ENGINEER OF RECORD
PLANENG, INC.
JAY M. GILL, P.E.
501 FITZGERALD ST.
PENSACOLA, FL. 32505
(904) 444-9493

OWNER AND DEVELOPER
SYNOVIS BANK, A GEORGIA
BANKING CORPORATION
1148 BROADWAY
CELEBRITIES, GA 31901



These and other factors are likely to contribute to the overall decline in the number of people who are able to work. The number of people who are able to work is a key factor in the determination of the overall size of the labor force. The number of people who are able to work is a key factor in the determination of the overall size of the labor force. The number of people who are able to work is a key factor in the determination of the overall size of the labor force.

CHINESE CANT. 1988					
CHINESE	PHONE	ST. A.	ST. B.	CHINESE	PHONE
CH 1	30 06	37 42	38 56	CH 12	35 15
CH 2	30 06	37 42	38 56	CH 13	35 15
CH 3	30 06	37 42	38 56	CH 14	35 15
CH 4	30 06	37 42	38 56	CH 15	35 15
CH 5	30 06	37 42	38 56	CH 16	35 15
CH 6	30 06	37 42	38 56	CH 17	35 15
CH 7	30 06	37 42	38 56	CH 18	35 15
CH 8	30 06	37 42	38 56	CH 19	35 15
CH 9	30 06	37 42	38 56	CH 20	35 15
CH 10	30 06	37 42	38 56	CH 21	35 15
CH 11	30 06	37 42	38 56	CH 22	35 15

[illegible]

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Parcel ID# 04-1N-28-0495-00000-0000

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PLAT BOOK // PAGE 7



Informational Item Street Sweeping Schedule and Cost of New Sweeper

MEETING DATE	PREPARED BY
May 26, 2022	Public Works Department Christie Haarmann, Public Works Admin

Street sweeping Schedule by Subdivision/Area	Priority
Lakeshore Dr Sub	1
Lakewood Dr Sub	1
Cedar, Walnut, Hickory, Cypress, Orange	1
Conecuh, Berryhill St., Canal, Park	1
Elmira, North/South Willing, Oak	1
Pine, Canal	1
Starhill Sub	2
Westwood Sub	2
Georgetown Estates Sub	2
College Park Sub	2
Ferris Hill Sub	2
Pecan, Byrom, Lee, Grace, Hillcrest, Hinoite	2
Sheila, Outer, Sellars, Sanders, Birch	2
Maple, Elm, Mangrove, Park Ln, Clayton Ln	2
Bobby Ln, Collins, Hunt, Ravine, Bruener	2
Elva , Chavers, Harvell, Wallace,	2
Jameigh Lee Sub	3
Hawks Nest Sub	3
Cottages on Glover Ln	3
Ashton Woods sub	3
Riverview Dr/Oak Meadows Sub	3
Los Colinas Sub	3
North Hill /Maggie Rose Sub	3
Magnolia Bend Sub	3
Cedar Ridge Sub	3
Rustic Ridge Sub	3
Taryn's Way Sub	3
Doctor's Park /TRX Blvd	3
Riverside, Amos, Hamilton, Madison	3
Victoria Dr, Oakcrest Rd	3
Mary, Susan	3

Total Miles	33.6	x 6 passes	201.6
Total Priority 1 miles	9.2	x 6 passes	55.2
Total Priority 2 miles	9.4	x 6 passes	56.4
Total Priority 3 miles	15	x 6 passes	90

Priority 1 - 2 x month x 12 months 110.4 miles x 12 = 1324.8

Priority 2 - 1 x month x 12 months 55.2 x 12 = 676.8

Priority 3 - 2 x year x 12 months 90 x 12 = 180

Additional annual miles	Total Annual Miles	2181.6
Events, Weather	Additional Miles	400
Special request	Total Annual Miles	2581.6

Average sweeping is 2 miles per hour
 2 hours per day mobilization, maintenance , water tank refill , empty loaded hopper apprx 4 times a day
 1290 hours drive time
 322 hours mobilization, maintenance, water tank refill, empty loaded hopper approx 4 times day

We have been averaging 1800 miles a year sweeping.
 The proposed yearly schedule would add approx 1549 additional miles to the sweeping operations.

Annual FTE Manhours	2080
Vacation	120
Holiday and Personal Day	88
Sick Leave	120
	1752

Total Manhours
1612

CITY OF MILTON PELICAN STREET SWEEPER 2003 Model

This street sweeper is like any Sweeper that I have had experience in maintaining over the years. They are all a high maintenance-type of heavy equipment.

The environment that our street sweeper works in is very corrosive. It works in dust and water, and that combination can quickly destroy hydraulic systems, bearings, and electronics, and can significantly affect its longevity.

Life span on Most any Type Sweeper is 5 to 8 Years...10 on the Most Well-kept and Closely Maintained

What I did Find in my Research:

Sweeper has been the shop for repairs **55 Times** and the majority of down time to repairs has been within the last two years.

(other than normal Maintenance)

The Parts and outside Repairs Costs alone are **\$31,131** majority of cost within the last two years.

Down 46 days for parts delays

Our sweeper is **19 Years Old**

Machine has **22144 miles**

Broom Hours **3827**

It Is My recommendation that The City Replace this unit, as it is more than twice times over the Life Expectancy and has shown itself to be less reliable and more costly to maintain as time goes by.

Sourcewell Quote Form v4.0c - Sourcewell Contract #122017-TYM
Feb. 20, 2018 - Feb. 20, 2023



Customer / Sourcewell Member:	City of Milton, FL
Sourcewell Member #:	34560
Customer Contact Name:	David Archer
Quote Date:	4/28/2022
Quote Validity:	30 Days
Quoted By:	Kaye Morgan
TYMCO Dealer:	Ingram Equipment
Purchasing Details: Issue Purchase Orders to TYMCO, Inc., ATTN: Kaye Morgan (kaye.morgan@tymco.com 254-799-5546). Quote is Good for 30 Days (Unless Otherwise Noted Above) Pricing is Quoted in US Dollars (USD) Payment Terms: Net 30 Days	

MODEL 435® SWEEPER STANDARD EQUIPMENT

Auxiliary Engine: Kubota V2403-CR-TE48 Final Tier-4 turbocharged diesel liquid cooled; 4 cyl.; 148.5 CID; 56 HP @ 2100 RPM; Torque: 140 ft. lbs. @ 2100 RPM; Includes fuel/water separator, Donaldson PowerCore® air filter with pre-cleaner. Includes Kubota Standard Warranty coverage 2 Years / 2000 Hours, contact factory for details.

Abrasion Protection Package: Standard hopper screen; separator liner; pick-up head suction nozzle liner and pressure wear pads; heavy duty pressure and suction hoses.

Auxiliary Engine Protection System: Engine ECU to provide automatic engine monitoring with derate or shutdown when engine problem is detected such as high coolant temperature or low oil pressure.

Back-Up Alarm: ECCO Model 510; SAE Type C 97dB

BlueLogic® Control System: Multiplexed electrical system includes hardware and TYMCO designed software that integrates the in-cab controls to the auxiliary engine and all sweeper functions; as well as provides intelligent safety features. The BlueLogic Control System provides sweeper and auxiliary engine data to the operator through the touchscreen display and the multiplexed switch pack. The display is pedestal mounted for improved visibility and includes hour meters (Trip and Total) for the auxiliary engine, pick-up head, blower, gutter brooms and water pump if applicable; sweeper odometer (records curb miles swept and sweeping hours), service reminders, custom reminders, overspeed warning, low water audible alarm, dust control system winterization guide, and On-Board Diagnostics (OBD) for the auxiliary engine and sweeper.

Duo Skids: Warranted for 2 Years / 2000 hours prorated

Dust Control System: 150 gallon capacity translucent polyethylene water tank; 5 gpm electric diaphragm type pump; low water warning/indicator; spray nozzles at gutter broom and spray nozzle inside hopper, individually controlled; flexible 20-foot long water fill hose with 2-1/2" quick disconnect coupling; 3/4" garden hose fill connection. 150 Gallon Capacity only available on Conventional Truck Package & Isuzu NQR 150" wheel base trucks

Dust Separator Cleanout Plug Extension Handle

Gutter Broom, Left; LED Floodlight and Parabolic Mirror: Left side mounted 36" diameter steel vertical digger type; 10.5" parabolic mirror.

Hopper Drip-Edge Extension: Rubber belting extends horizontal reach 7".

Hopper Door Opening: Dimension 77-1/4" X 70", screen lifts with door.

Hopper Inspection Door

Hopper Safety Prop: Integral with frame and hopper.

Hydraulic System Filter Restriction Indicator: External; mounted in filter manifold.

Hydraulic Tank Sight/Temperature Gauge: External; mounted on tank.

LED Alternating Warning Light Set: Rear mounted oval lights (2).

Pressure Bleeder: Air pressure deflected out, allowing additional suction across front of pick-up head. Cable operated.

Rear Bumper Pads

Rear Mounted LED Floodlight (1)

Rear View Camera System: 3rd Eye®, heavy duty rear infrared camera with 7" color monitor mounted in cab

Reverse Pick-Up Head System: Assists in backing up with pick-up head down.

Rear Storage Compartments: Two rear storage compartments with a total 26.6 cubic foot capacity.

Rubber Lined Blower: Warranty: 1 Year / 1,000 Hours Prorated

435 Storage Compartment: A modular design multi-chamber compartment with a combined 55 cubic foot protected storage capacity, accessible from left or right hand side through large gull wing doors; auxiliary engine and blower area is easily accessed through swing away side access panels.

Sweeper Warranty: 1 Year / 1000 Hours. Contact factory for details.

Section / Type	Qty	Model 435® Sweeper and Cab/Chassis Equipment	Sourcewell Price	Sourcewell Ext.
Published	1	Model 435® Sweeper with Standard Equipment (Base Price)	\$81,485.00	\$81,485.00
1	AUXILIARY ENGINE / HYDRAULIC OPTIONS:			
Published	1	Auxiliary Hydraulic System	\$1,140.00	\$1,140.00
2	GUTTER/BROOM OPTIONS:			
Published	1	Gutter Broom, Twin; LED Floodlights & Parabolic Mirrors	\$2,850.00	\$2,850.00
Published	1	Gutter Broom Tilt Adjuster: Right	\$875.00	\$875.00
Published	1	Gutter Broom Tilt Adjuster: Left	\$875.00	\$875.00
Published	1	Gutter Broom Variable Speed: Right and Left	\$855.00	\$855.00
3	DUST CONTROL SYSTEM OPTIONS:			

Section / Type	Qty	Model 435* Sweeper and Cab/Chassis Equipment	Sourcewell Price	Sourcewell Ext
Unpublished	1	Additional Pick-Up Head Nozzles (Two nozzles in rear position)	\$400.00	\$400.00
Published	1	Hi/Low Pressure Wash Down System	\$1,750.00	\$1,750.00
Unpublished	1	Hydrant Wrench	\$50.00	\$50.00
Unpublished	1	Shop Air Purge	\$400.00	\$400.00
4	HOPPER OPTIONS:			
Published	1	Dump Switch in Cab	\$285.00	\$285.00
Published	1	Hopper Deluge System	\$475.00	\$475.00
Published	1	Hopper Drain System - Mild Steel	\$380.00	\$380.00
Published	1	Hopper Load Indicators	\$475.00	\$475.00
5	PICK-UP HEAD OPTIONS:			
Published	1	Auto Sweep Interrupt (ASI)	\$1,045.00	\$1,045.00
Published	1	Pick-Up Head Curtain Lifter	\$1,615.00	\$1,615.00
6	AUXILIARY HAND HOSE OPTIONS:			
Published	1	Auxillary Hand Hose - Mild Steel	\$855.00	\$855.00
7	STAINLESS STEEL OPTIONS:			
8	CONVENTIONAL TRUCK OPTION:			
9	SWEEPER ADDITIONAL OPTIONS:			
Unpublished	1	Sweeper Paint: TYMCO Standard White	\$0.00	\$0.00
10	UNPUBLISHED SPECIAL SWEEPER OPTIONS:			
Unpublished	1	Surcharge - Base Sweeper Unit	\$12,400.00	\$12,400.00
11	CAB CHASSIS:			
Published	1	2020 Isuzu NQR (150"), 17,950 lb. GVW, 150" WB, Diesel	\$57,500.00	\$57,500.00
Published	1	UPGRADE: 2023 Isuzu NQR (150"), 17,950 lb. GVW, 150" WB, Diesel	\$8,250.00	\$8,250.00
12	CHASSIS ADDITIONAL OPTIONS:			
Published	1	LED Light Bar: Cab Mounted	\$1,500.00	\$1,500.00
Unpublished	2	Parabolic Mirror Assembly: 10.5" (Additional)	\$75.00	\$150.00
Unpublished	1	Truck Paint: Standard Factory White	\$0.00	\$0.00
13	UNPUBLISHED SPECIAL CHASSIS OPTIONS:			
14	DEALER UNPUBLISHED OPTIONS:			
Unpublished	1	Pick-Up Head Camera (Ingram)	\$1,000.00	\$1,000.00
15	TOTAL COST OF ACQUISITION COSTS			
	1	Freight / PDI / Inservice	\$3,250.00	\$3,250.00

Purchasing Details: Issue Purchase Orders to TYMCO, Inc., ATTN: Kaye Morgan
(kaye.morgan@tymco.com | 254-799-5546).

Quote is Good for 30 Days (Unless Otherwise Noted Above) | Pricing is Quoted in US Dollars (USD) | Payment Terms: Net 30 Days

Total Price:	\$179,860.00
FOB:	Milton, FL
Delivery ARO:	180-240 Days



QUOTE

QUOTE # SECQ4406

DATE Feb 10, 2022

CONTRACT CUSTOMER ID # 34560

CONTRACT # 093021-ELG

To: David Archer
City of Milton
6731 Magnolia St.
Milton, FL 32570
United States

Sales Contact: Jeff Bodiford
251-298-9398
jeffb@secequip.com

Phone: (850) 983-5751
darcher@miltonfl.org

QUOTE STATUS	SHIPPING TERMS	DELIVERY IN DAYS	PAYMENT TERMS
Sourcewell (NJPA)	Customer Location	180 - 270 Days	Net Delivery

QTY	DESCRIPTION
1	2022 Elgin Pelican NP - Dual Steer, Mechanical Broom Sweeper
1	Color White w/ Red Swoosh
1	Radio AM/FM w/ Spotlights
1	Broom Measurement Ruler
1	Light Package #6 - Dual LED Strobe Lights w/ Limb Guards
1	Midwest Auto Lube System
1	Specialized Transport
1	Freight to Florida
1	Lower Conveyor Wash Out
1	Conveyor Stall Alarm
1	Battery Disconnect Switch
1	Engine Block Heater
1	Hydraulic Fluid Level / High Temperature Shutdown System
1	Hydrant Wrench
1	Heavy Duty Dual Cab Limb Guards

QTY

DESCRIPTION

1	Pelican NP Operators Manual & Parts Book
1	John Deere 4045TFC03 T4F Operators Manual & Parts Book
1	Carbide Dirt Shoes
1	Left Hand Side Broom Tilt w/ In-Cab Indicator
1	Right Hand Side Broom Tilt w/ In-Cab Indicator
1	LED Lights - Stop/Tail/Turn
1	Center Strip Broom
1	Sourcewell Contract # 093021-ELG Discount: \$7,828.00

This quote does not include any federal, state, or local taxes.

* In stock equipment are subject to prior sale. *

This Quote is valid for 30 Days.

TOTAL**\$253,112.00**

Please contact me if I can be of further assistance.

BIRMINGHAM OFFICE

2800 Powell Avenue
Birmingham, AL 35233
Ph: (205) 324-3104
Fax: (205) 324-2679

MOBILE OFFICE

2025 West I-65 Service Road North
Mobile, AL 36618
Ph: (251) 631-3766
Fax: (251) 631-3768

SHELBYVILLE OFFICE

3196 Highway 231 North
Shelbyville, TN 37160
Ph: (615) 696-7066
Fax: (615) 413-5323

STONECREST OFFICE

2601 South Stone Mountain Lithonia Road
Stonecrest, Georgia 30058
Ph: (706) 685-6900
Fax: (706) 609-3491



HGACBuy™
THE SMART PURCHASING SOLUTION

ELGIN®

Subsidiary of Federal Signal Corporation

Pelican®

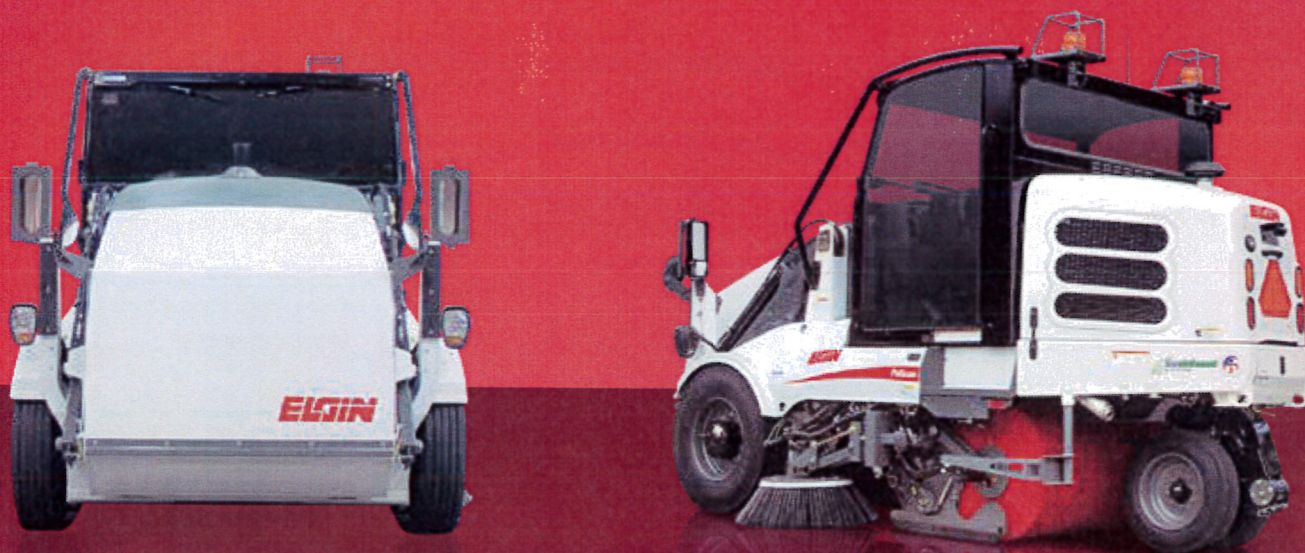


PELICAN® - LEGENDARY, DEPENDABLE PERFORMANCE.

To assure that the legendary Elgin Pelican continues to meet the needs of its customers and the industry, Elgin Sweeper raised the bar again and set a new benchmark for the industry standard. Based on a design that has been continually improved since 1914, the newest Pelican model combines maneuverability, economy, serviceability, and single-lane dumping with a sweep system that easily handles heavy, compacted dirt and bulky debris, as well as smaller particles found in the street. If you need an all-around sweeper with incredible digging power the Pelican is the perfect solution.

- Isolation-mounted cab for cleaner, quieter, more comfortable operation
- Improved 360° visibility
- Incredible ease of operation
- Superior durability, stability, and maneuverability
- Easy access for service and maintenance

Customized with your choice of options, the Pelican is a durable, reliable answer to your sweeper needs.



APPLICATION SOLUTIONS

Elgin Sweeper doesn't offer just one sweeping technology – we take an application-based approach to solving our customers sweeping needs. Our team works with each customer to ensure that you get a machine that fits your specifications, with the right chassis, engine configuration, fuel requirements and options.

POWERFUL SUPPORT

Elgin Sweepers are built for clean, backed for life. Throughout the life of the sweeper, we offer training to your team on proper use and maintenance. We have a world-wide network of experienced dealers with factory trained technicians and a local stock of OEM parts and accessories, to ensure total customer peace of mind.

UNMATCHED QUALITY

The Pelican has roots dating back to 1914 and has been continuously improved in design and production. Elgin sweepers are manufactured in an ISO:9001 certified manufacturing plant. Products are painted prior to assembly and quality tested. Elgin Pelicans are proudly assembled in the U.S.A. using only the finest materials.



UNIQUE SINGLE-ENGINE THREE-WHEEL DESIGN

The durable purpose-built chassis features a compact frame to maximize maneuverability and position the load low and between front wheels for stability. The high steering angle and tight turning radius allow sweeping extremely close to obstacles and following curb lines.

POWERFUL BROOM SYSTEM

Hydraulically-driven free-floating side and main brooms work as a system to sweep material from the curb and street into the debris hopper. Side brooms protrude up to 13 in (330 mm) beyond the tire to capture more curb debris. The large main broom features variable-speed and down-pressure to adapt to changing conditions and follow road contours.

NO-JAM CONVEYOR

No-Jam Conveyor: The Pelican's standard No-Jam chevron belt conveyor features angled molded-in full width cleats that carry more large debris as well as small fines efficiently into the hopper. The chevron belt provides improved hopper loading, better belt tracking, superior debris pick-up, reduced sticking and quieter operation than other belts. Material loads to the front and center first to allow maximum use of the hopper capacity.

360° VISIBILITY AND OPERATOR ERGONOMICS

The Pelican's isolation-mounted cab provides a clean, quiet, and comfortable environment for the operator. Filtered fresh air conditioning and heater/defroster come standard. Large windows, see-through doors, and full-width windshield allow for 360° degree visibility.

EASY MAINTENANCE

Access to service points is simple with most accessible from ground-level. O-ring face seal hydraulic fittings are used and the electrical system features snap-together connections and color-coded wires for quick identification. The unit is equipped with a combination of in-cab and site gauges to monitor fluid levels.

ECOINFUSED® TECHNOLOGY

Elgin Sweeper has made advancing the use of cleaner, safer, and more efficient technologies for sweeping roads and streets a priority, with innovations that provide the powerful performance, fuel economy and overall value our municipal and contractor customers demand. Today's environmentally efficient Pelican is designed with exclusive EcoInfused Technology, representing years of unmatched innovation and success combining the science of horsepower management with the ability to do more with less.



DURABLE, RELIABLE, AND EASY TO USE



DURABLE, PURPOSE-BUILT CHASSIS

The Pelican's heavy-duty construction and compact frame ensures a tight turning radius and years of reliable, low-maintenance operation. A balanced design provides stable sweeping and dumping. The hopper load is positioned low between the two front wheels for stability and safety. The axle support and hopper lift system are integral parts of the chassis.

OUTSTANDING MANEUVERABILITY

The Pelican's high steering angle and tight turning radius allows for quick turns, sweeping extremely close to obstacles and following curbs without climbing or scuffing tires. The dual-tire guide wheel increases stability and steering traction.

EFFICIENT, COMFORTABLE CAB

The clean, quiet and spacious isolation-mounted cab features large windows, wide see-through doors and a full-width windshield for 360° visibility. The center console is easily accessed from both left and right driving positions. Fingertip controls include illuminated and graphically identified gauges and rocker switches.

REAR SUSPENSION

Swing-arm suspension with twin parallel heavy-duty shock absorbing spring coils and an integrated single coil rubber spring assist provide effective suspension dampening through the entire range of travel. The design enhances ride quality and comfort in the cab while reducing stress on the sweeper frame – especially when operating in pothole conditions or on rough, uneven roads.

SINGLE ENGINE POWERED

The Pelican is powered by the John Deere 4045T 4.5L, 4-cylinder turbocharged diesel engine. The engine is capable of operating on bio-diesel up to B20.

LOW-MAINTENANCE DRIVE SYSTEM

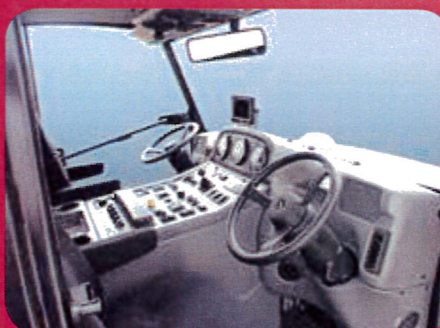
With a unique wheel motor design for outstanding power and minimal maintenance, steep grades are no problem. Integrated sensors precisely measure road speed and adjust power requirements according to the load.

HEAVY-DUTY BRAKE SYSTEM

The Pelican features twin-caliper (ea), power disc brakes and a dynamic braking design that significantly reduces wear on service brakes. All brake components are easy to access and economical to maintain.

HYDRAULIC SWEEP SYSTEM

Controlled by engine RPM and operated independently of direction and ground speed, the Pelican's broom speed provides digging power at slow or zero ground speeds. A foot pedal controls speed and sweeper direction through the hydrostatic transmission.



SUPERIOR MECHANICAL SWEEPER DESIGN



MAIN BROOM

The 35 in x 66 in (889 mm x 1676 mm) hydraulically driven polypropylene main broom features variable speed (variable with engine RPM) for optimal sweeping in changing conditions. To protect the broom mechanism, the broom raises automatically when the sweeper is reversed and is returned to its sweep position and previously set down pressure when a forward direction is resumed.

SIDE BROOM

Hydraulically driven side brooms are rugged construction, 36 in (914 mm) in diameter and protrude up to 13 in (330 mm) beyond the outside of the tire while sweeping to capture more gutter debris.

NO-JAM DEBRIS CONVEYOR

The standard conveyor system features a chevron belt with angled molded-in full width cleats that moves material to the center of the belt for less spill over, and throws it to the center of the hopper for improved hopper fill without jamming. New poly/nylon high-strength belt material on the conveyor delivers long wear for maximum uptime. An optional built-in washdown provides quick and easy clean-up.

VARIABLE HEIGHT FRONT DUMP HOPPER

The Pelican's front dump hopper is ideal for single-lane dumping, which ensures minimal traffic interruption. The hopper can be dumped from ground level up to 9 ft 6 in (2895 mm) high. The load can be easily observed from the cab by lifting and rolling the hopper. The hopper's 3.5 cu yd (2.7 cu m), 9,000 lb (4082 kg) capacity provides maximum sweep time. For easy inspection, the hopper rolls out and rests on the ground.

CORROSION-RESISTANT WATER SYSTEM

A corrosion-resistant polyethylene water tank supplies the dust suppression system with 220 gallons (833 L) of water. The exclusive Elgin water pump can run dry without damaging the machine's water system. For convenience and ease of maintenance, a water-level gauge is visible from the cab.

EASE OF MAINTENANCE

Easy servicing lowers ownership costs and increases sweeper usage. O-ring face seal hydraulic fittings assure leak-free connections, while the electrical system's weatherproof snap-together connectors and stamped color-coded wires allow quick identification. To ensure easy monitoring of fluid levels, the hydraulic tank directly behind the cab features a sight glass inspection tube.

MEMORY SWEEP®

Elgin's exclusive Memory Sweep feature allows the operator to resume all previous sweeper settings, even broom tilt if so equipped, with one touch control. This feature enhances operator productivity and reduces operator fatigue. Memory Sweep incorporates a multi-screen display that indicates engine hours and water tank level as well as system diagnostics. This screen also displays optional features such as broom tilt angle and broom hours.

**MEMORY
SWEEP**



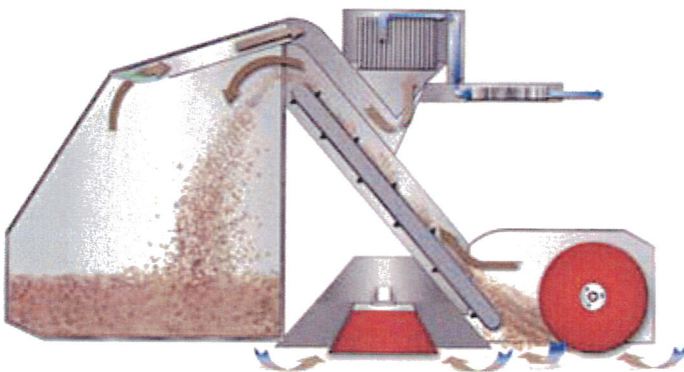
WATERLESS PELICAN



The Pelican with optional dry dust control maintains all the popular features and sweeping performance that have made the Pelican the best selling three-wheel sweeper—without the use of water for dust suppression. This means increased pick-up of fine particles over traditional, wet dust control sweepers, proven reliable year-round sweeping and significant water conservation.

DRY DUST CONTROL SYSTEM

The Pelican with dry dust control features a patented system that includes a dust skirting system, dust separator in the hopper, and a dust control fan with a maintenance-free filter, working together to control fugitive dust without the use of spray water. The Pelican's waterless dust control system means operators sweep more and spend less time filling tanks enhancing productivity. Without water, mud doesn't build up on components, reducing clean-up time at the end of the shift. Since there is no water, sweeping in freezing weather conditions is possible which helps meet the growing demand for quick pick-up of winter-time road sand, salt, and cinders. Perhaps the most important benefits are those for the environment including a smaller water footprint, as well as reduced road silt that can be left as a film from waterbased dust control sweepers.



PATENTED FILTRATION SYSTEM

The powerful vacuum system on the sweeper creates an air stream through the debris hopper, conveyor, and skirted areas. The inward rushing air carries the airborne dust into the debris hopper where it's allowed to settle out with the rest of the swept debris. A majority of the fugitive dust falls into the hopper with only a fraction of the dust making it to the filter. When the filter becomes loaded, it can be mechanically cleaned with an on-board cleaning system so sweeping can continue. A long life, low maintenance, dry filter element is installed between the debris hopper and the fan.

*Industrial Pelican Option Available - consult factory for details.

OPTIONAL ENHANCEMENTS



LIGHTING PACKAGES

A variety of lighting packages are available for the Pelican to enhance safety and visibility.



LIFELINER® HOPPER SYSTEM

The LifeLiner system is a specially designed hopper liner and finish system that greatly improves the life, durability, and functionality of a sweeper hopper.



LIMB GUARD

Heavy-duty guards surround cab and protect sweeper by guiding low-hanging tree limbs up and over the Pelican. Available in right hand, left hand, or dual configuration.

ADDITIONAL OPTIONS

- Auto-Lube automatic lubrication system
- Conveyor, lower roller washout
- Various dirt shoe offerings
- Air suspension seat(s)
- Cold weather start aid
- Heated/remote mirrors
- Engine pre-cleaner
- In-cab side broom tilt
- Lower roller deflector

SPECIFICATIONS:

SWEEPING PATH

- One side broom 8 ft (2438 mm)
- Two side brooms 10 ft (3048 mm)

TRAVEL SPEED

20 mph (32 Km/h)

ENGINE (make and type)

John Deere 4045T
Horsepower 74 hp (55 kW) @ 2,400 RPM
Tier 4F low emission diesel
*Tier 3 model dependant

HOPPER CAPACITY

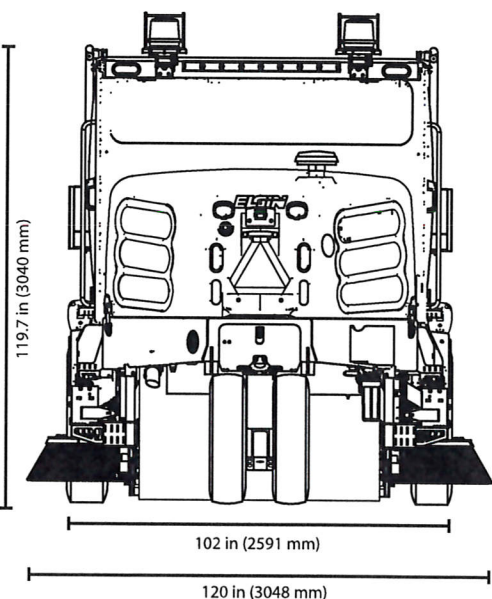
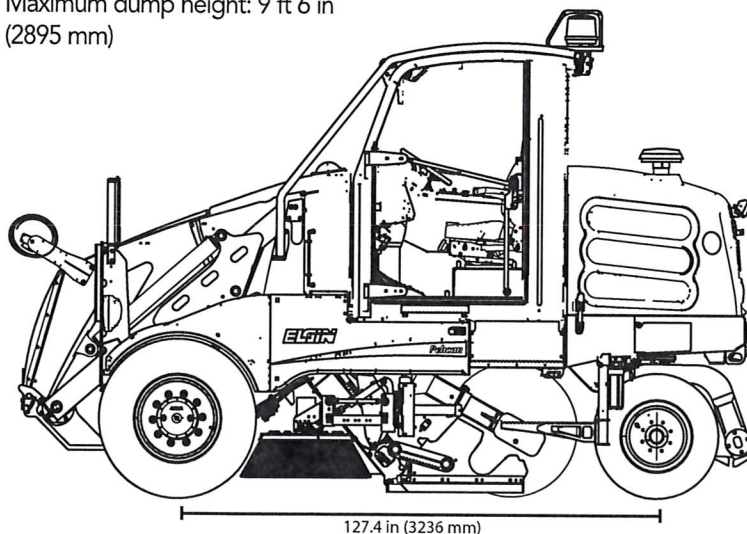
Volumetric Capacity: 3.5 cu yds (2.7 cu m)

WATER SPRAY SYSTEM

Tank capacity: 220 gal. (833 L)

HOPPER DUMPING

Maximum dump height: 9 ft 6 in (2895 mm)





ELGIN SWEEPER IS YOUR PARTNER...

IN THE PLANNING

Instead of one-size-fits-all solutions, we'll work with you to select the sweeping technology that fits your specific needs.



IN THE STREETS

We're here to help you maintain your Elgin and train your operators to ensure the job is done right.



INTO THE FUTURE

Our dealers don't just sell you an Elgin; they're available to answer your questions and provide service for the life of the machine.



WARRANTY

Elgin Sweeper Company backs the Pelican sweeper with a one-year limited warranty. The Pelican is warranted against defects in material or workmanship for a period of 12 months from the date of delivery to the original purchaser. Optional extended warranty packages are available. Consult your Elgin dealer for complete warranty information. The ESCO/FSM warranty shall not apply to major components or trade accessories such as, but not limited to, trucks, engines, hydraulic pumps and motors, tires, and batteries that have a separate warranty by the original manufacturer.

Your Local Elgin Dealer Is:



elginsweeper.com

1300 W. Bartlett Road • Elgin, IL 60120 U.S.A.

(847) 741-5370 Phone • (847) 742-3035 Fax

Specifications subject to change without notice.
Some photos shown with optional equipment.
Elgin® Pelican® Memory Sweep® and LifeLiner® are registered trademarks of Elgin Sweeper Company.
Covered under US Patent #7,281, 296 B2 & 6,584,157 B2, and Canadian Patent #CA2475362
Effective 3/18 P/N 0705031-H
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Whisper Creek Developers Agreement

MEETING DATE	PREPARED BY
May 26, 2022	Public Works Department Christie Haarmann, Public Works Admin

CITY OF MILTON, FLORIDA
CAPACITY IMPACT FEE AGREEMENT

This Agreement is made and entered into this 18th Day of May 2022, by and between City of Milton, a political subdivision of the State of Florida, acting through its City Council, with an administrative address of 6738 Dixon Street, Milton, Florida 32570 ("City") and

Business Name ("Owner"):	Whisper Creek Apartments, LLC
Property Owner:	Whisper Creek Apartments, LLC
Mailing Address:	2211 Medina Road, Suite 100 Medina, OH 44256

APPLICABLE SERVICE DETAILS

Service Address ("the Property"):	6002 Berryhill Road Milton, FL 32570
Type of Service:	Water: YES Wastewater: YES
Size of Water Meter:	8" WATER METER
Initial Capacity Impact Fee:	\$3,937.50/Unit
# of Dwelling Units:	130-Units
Total Initial Capacity Impact Fee:	\$511,875.00
Equivalent Average Daily Flow:	187.50 Gal/Unit/Day
Total Equivalent Average Daily Flow:	24,375 Gal/Unit/Day

Owner has requested that City provide the service shown above and agrees to pay City the Initial Capacity Impact Fee, shown above, prior to connection.

Payment of this Initial Capacity Impact Fee amount entitles Owner to use the City water and wastewater system in amounts not exceeding the Equivalent Average Daily Flow shown above.

Upon City's request and throughout the duration of the project, Owner shall provide City

with an update as to the Property's occupancy percentage. Owner shall notify City within five (5) business days of the Property reaching ninety percent (90%) or higher occupancy (such shall be "Stabilization"), as reasonably demonstrated by Owner. Upon Owner's notification, City shall begin to monitor the water and wastewater usage on the Property for a period of three hundred sixty-five (365) days (the "Assessment Period").

Upon end of the Assessment Period, City shall review and assess average daily flow during the Assessment Period and shall provide the Owner with a calculation of the actual average daily flow (the "Actual Average Daily Flow") on a per Gal/Unit/Day basis. The Actual Average Daily Flow shall be supported by accurate and reliable data which shall be provided to Owner immediately upon request. Owner shall have the right to refute and/or request removal of anomalous or other data Owner deems refutable. Upon such refutation and/or request for removal, City shall provide Owner with a revised Actual Average Daily Flow.

If the Actual Average Daily Flow exceeds the Equivalent Average Daily Flow by 30 Gal/Unit/Day or more, Owner shall provide City an additional capacity impact fee (the "Additional Capacity Impact Fee") equaling (i) the difference between the Actual Average Daily Flow and the Equivalent Average Daily Flow, multiplied by (ii) the rate of \$21.00/Gal/Unit/Day. Under no circumstances shall the total combined amount of the Initial Capacity Impact Fee and the Additional Capacity Impact Fee paid by Owner be more than \$5,250/Unit.

Payment of such Additional Capacity Impact Fee shall be made within thirty (30) days of notice from City that payment is required, and failure to make payment within the time required shall be a basis for denial or termination of service.

No capacity impact fee or fees or any part thereof shall be refunded on account of any reduction in average daily flow.

Interpretation.

a) For the purpose of this Agreement, the singular includes the plural, and the plural shall include the singular. References to statutes or regulations shall include all statutory or regulatory provisions consolidating, amending, or replacing the statutes or regulations referred to. Words not otherwise defined that have well-known technical or industry meanings, are used in accordance with such recognized meanings.

b) References to persons include their respective permitted successors and assigns and, in the case of governmental persons, persons succeeding to their respective functions and capacities. This Agreement shall not be more strictly construed against either party hereto by reason of the fact that one party may have drafted or prepared any or all of the terms and provision hereof.

Severability. The invalidity or non-enforceability of any portion or provision of this Agreement shall not affect the validity or enforceability of any other portion or provision. Any invalid or unenforceable portion or provision shall be deemed severed from this Agreement and balance hereof shall be construed and enforced as if this Agreement did not contain such invalid or unenforceable portion or provision.

Further Documents. The Parties shall execute and deliver all documents and perform further actions that may be reasonably necessary to effectuate the provision of this Agreement.

Notices. All notices required to be given under this Agreement shall be in writing and shall be sent by first class United States mail, unless some other form of notice is established by the City Manager, to the parties as follows:

City of Milton
Randy Jorgenson
City Manager
P.O. Box 909
Milton, Florida 32570

Owner
Whisper Creek Apartments, LLC
Ben Weinerman, Authorized Agent
2211 Medina Road, Suite 100
Medina, OH 44256

Prior Agreements Superseded. This document incorporates and includes all prior negotiations, correspondence, conversations, agreements, or understandings applicable to the matters contained herein, and the parties agree that there are no commitments, agreements or understandings concerning the subject matter of this Agreement, that are not contained in this document. Accordingly, no deviations from the terms and conditions hereof shall be predicated upon any prior representations or agreements whether oral or written.

It is further agreed no modification, amendment, or alteration in the terms and conditions contained herein shall be effective unless contained in a written document executed with the same formality and of equal dignity herewith.

Governing Law. This Agreement shall be interpreted under, and its performance governed by the laws of the State of Florida. The parties agree that any action relating to this Agreement shall be instituted and prosecuted in the courts of Santa Rosa County, Florida and therefore, each party to this Agreement hereby waives the right to any change of venue.

No Waiver. The failure of either party to enforce at any time or for any period of time any one or more of the provisions of the Agreement shall not be construed to be and shall not be a waiver of any such provision or provisions or of its right thereafter to enforce each and every such provision.

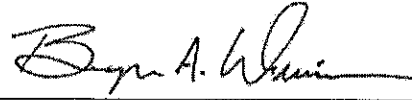
IN WITNESS WHEREOF, the duly authorized representatives of the parties set their hands and seals this day and year first written above.

City of Milton

Owner

By:

By:



Date:

Date: 5/18/2022

Payments of Additional Capacity Impact Fees (If Necessary)

<u>Water:</u>	<u>Date of Payment</u>	<u>Amount Paid</u>	<u>Revised</u> <u>Equivalent Avg</u> <u>Daily Flow</u>	<u>City</u>	<u>Owner</u>
<u>Wastewater:</u>	<u>Date of Payment</u>	<u>Amount Paid</u>	<u>Revised</u> <u>Equivalent Avg</u> <u>Daily Flow</u>	<u>City</u>	<u>Owner</u>



Agenda Item # 2022-285

Caroline Street Traffic Data

MEETING DATE

May 26, 2022

PREPARED BY

Tony Tindell, Police Chief

BACKGROUND

Council requested traffic data on Caroline Street between Canal Street and Willing Street.

SUMMARY

The Speed Spy was installed near the intersection of Caroline Street and Escambia Street on 4/21/2022. Data was provided at Exe. Comm. on 5/02/2022. Automated speed sign information is provided.

RECOMMENDATION

For discussion only

ATTACHMENTS

1. Speed Spy Data
2. TPO Data
3. Speed Data

Date: 4/27/2022 10:30:41 am

Start Date: 4/21/2022 06:00 am

End Date: 4/27/2022 10:00 am

Time Interval: 60 minutes

Speed Interval: 5 mph

Posted Speed Limit: 25 mph

Average Speed: 23 mph

Highest Speed: 55 mph

50th Percentile: 24 mph

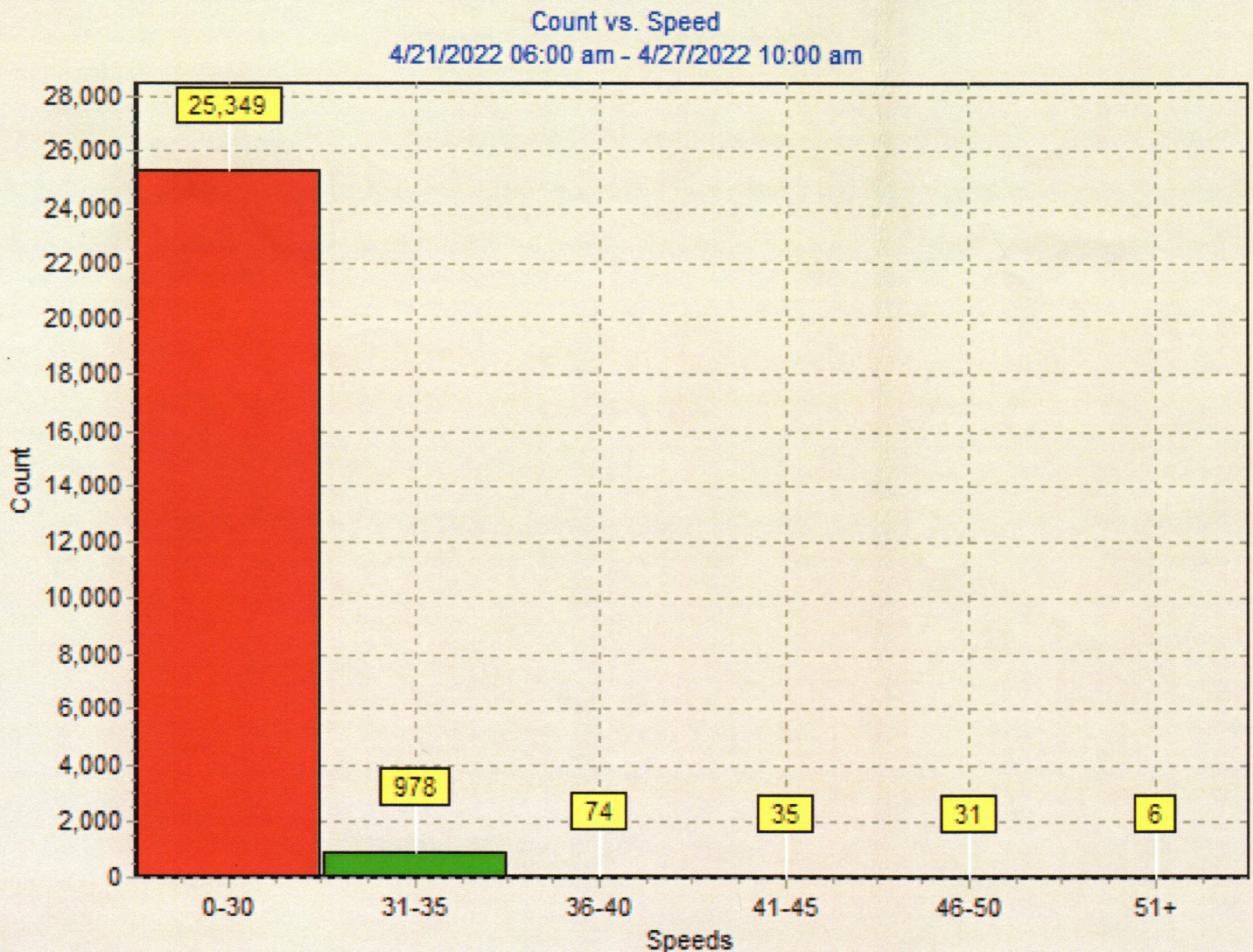
85th Percentile: 28 mph

Number Above Speed Limit: 9379

Total Number of Vehicles: 26473

Comments:

Westbound Highway 90 @ Escambia





Number 215

March 2000

U.S. Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Washington, DC 20590

LITERATURE REVIEWED ON VEHICLE TRAVEL SPEEDS AND PEDESTRIAN INJURIES

There were about 84,000 pedestrian injuries and 5,585 pedestrian fatalities in the United States in 1995, for a ratio of 15 injured pedestrians for every pedestrian killed. This ratio varied substantially as a function of posted speed limits, from 57.1 on roadways with posted limits of 25 miles per hour or less to just 0.3 injuries per fatality for posted speed limits of 60 mph or higher.

Preusser Research Group, Inc. prepared a literature review and data analysis to reaffirm and quantify the relationship between vehicle speeds and pedestrian crash severities. They also described techniques that have been used to reduce vehicle speeds and reviewed their effectiveness.

Vehicle Speed and Pedestrian Injuries

The idea that the faster a striking vehicle is traveling, the more damage is done to a struck pedestrian has been documented in a number of studies. One estimate is that about 5 percent of pedestrians would die when struck by a vehicle traveling 20 mph at impact; about 40 percent would die for vehicles traveling 30 mph at impact; 80 percent at 40 mph; and nearly 100 percent would die when struck by vehicles traveling at speeds over 50 mph at impact.

One reviewed study examined about 1,000 urban crashes with pedestrians younger than 20 years of age. It found that compared to crashes with vehicle travel speeds of 10-19 mph, the risk of serious injury (or death) was 2.1 for speeds of 20-29 mph, 7.2 for speeds of 30-39 mph, and 30.7 for speeds of 40 mph or more. In Denmark, national speed limits were lowered several times beginning with the introduction of general speed limits in 1974. One summary study found that actual travel speeds came down with each speed limit reduction, and each time, pedestrian injuries were reduced in frequency and severity.

Numerous additional European studies document the effects of traffic calming changes on crash reductions and pedestrian safety.

State of Florida

In Florida in 1993 - 1996, 32,651 of the pedestrians in crashes were in single-vehicle crashes (91 percent). For 23,831 of those pedestrians (74 percent), estimated travel speeds were provided for the striking vehicles. For those pedestrians, there were 1,550 (6 percent) fatalities, 6,414 (27 percent) with A (incapacitating) injuries, 9,206 (39 percent) with B (non-incapacitating) injuries, and 6,583 (28 percent) with C (possible) or no injuries. The proportion of serious injuries and fatalities increased steadily with increasing vehicle speeds (as estimated by the investigating police officer).

Older Pedestrians More Likely to be Injured

Younger pedestrians are generally more able to resist serious injury and death, while elderly pedestrians are much more susceptible to more serious consequences as crash victims. Within age groups, the fatality rate increases sharply with increasing vehicle speed, as illustrated in the next figure. Overall, pedestrians age 65 and older are more than 5 times as likely to die in crashes than pedestrians age 14 or less, and the likelihood of death increases steadily for ages in between. For vehicle travel speeds above 45 mph, pedestrians above age 65 die in about 5 of 8 crashes.

Speed Control Literature

In the United States, speed control traditionally emphasizes reduced speed limits, stop signs or traffic signals at intersections, and enforcement. Education, in the sense of informing the public of the dangers of excessive speed and the likely presence of police enforcement, is also used. Increasingly in the U.S., and commonly in Europe, Australia, and Canada, roadways and intersections have seen engineering changes (*traffic calming*) designed to encourage or require drivers to reduce speeds. The report documents these approaches and concludes with recommendations to reduce pedestrian crashes.

Traffic Calming | A LIVABILITY FACT SHEET

Since the advent of the automobile, most streets in the U.S. have been designed primarily for cars — fast-moving cars. Streets and parking now take up 25 to 50 percent of all public space in cities.¹

Unfortunately, roadways designed to move traffic at high speeds undermine the historic functions of streets to help people interact and get around, regardless of their mode of transit. Smarter transportation design moves traffic while keeping communities safe and connected.²

For instance, when vehicles traveling at 20 mph collide with pedestrians, fewer than 10 percent of those struck are killed, most injuries are minor and 30 percent suffer no injuries at all. However, when a vehicle is moving at 30 mph, 45 percent of pedestrians hit are killed and many are seriously injured; at 40 mph, more than 80 percent of the pedestrians are killed and all are severely injured.³

According to the 2014 “Dangerous by Design” report, our roads are especially hazardous for children, low-income people and older adults. Even though older adults are 13

percent of the U.S. population, they were 20 percent of pedestrian fatalities in 2011.⁴

Traffic calming is a system of design and management strategies that include narrowed roads, modern roundabouts, chicanes (intentionally added turns in the road), median islands, speed humps, diverters, speed tables and other engineering tools or interventions.⁵ These measures are used with the intent of slowing motor-vehicle traffic, often without reducing overall traffic volumes. The efforts increase safety and create a balanced urban environment for all users, including pedestrians and bicyclists.⁶

Another benefit of traffic calming is that it can give a street a transformative sense of place, thus boosting social interactions, housing and retail businesses.⁷ The changes help reduce pollution, noise and even crime,^{8,9} as it has in communities including Dayton, Ohio, where speed reductions and the closing of streets and alleys to motor vehicles lowered violent crime by 50 percent.¹⁰

When vehicles traveling at 20 mph collide with pedestrians, fewer than 10 percent of those struck are killed ... at 40 mph, more than 80 percent of the pedestrians are killed and all are severely injured.



Soon after West Palm Beach, Fla., removed 17 travel lanes in its downtown, new street life and investment followed, revitalizing the city's town center. Traffic calming is also credited with helping reduce crime rates.

Myth-Busting!

■ "Traffic calming will divert cars onto my street."

Drivers tend to use primary streets and roads because they provide the most direct and efficient route to their destinations. Traffic-calmed streets, when designed with certain measures that slow traffic without causing much diversion, can have little to no effect on overall traffic volume, except perhaps during the construction period. The Institute of Transportation Engineers recommends using traffic circles and long speed humps instead of street closures and standard speed humps as a way to avoid diversion.¹¹

■ "Traffic calming creates traffic jams."

On roads with less than 20,000 vehicles per day, traffic calming techniques such as "road diets"¹² have minimal or even positive effects on vehicle capacity. One reason: Left-turning vehicles are moved into a center lane. When necessary, bike lanes and center turn lanes can be used for police enforcement and stranded vehicles in order to avoid disrupting the normal traffic flow.¹³

■ "Traffic calming is bad for transit."

Transit conflicts can be avoided with good planning, such as incorporating a center lane so motorists can swerve around stopped buses or by adding side pull-out bays for buses.

■ "Traffic calming slows down emergency responders."

By not using short speed humps and stop signs, a traffic-calmed street, even with offset speed tables, can accommodate emergency vehicles without reducing

emergency response times.¹⁴ Drivers can use bicycle lanes to move out of the way, and a center turn lane can be used by responders to efficiently pass other vehicles.

■ "People don't like traffic calming measures."

Neighborhood traffic calming projects have gained broad acceptance and support in cities that use an effective and meaningful public engagement process. The redesign of Brooklyn's Prospect Park West reduced vehicle speeds, increased bicycle use and improved the street's overall capacity, all while maintaining motorized vehicle travel times. The project provoked a small amount of opposition, but the city, the community board and 70 percent of residents supported the project¹⁵ and succeeded in getting the speed limit reduced even further, to 25 mph.¹⁶

■ "Traffic calming measures are being reversed."

Traffic calming is proving to be effective, safe and popular. With the exception of short speed humps, of the more than 20,000 road segments calmed nationwide few have been converted back to their original configuration.

■ "The city or community will be held liable for damages."

Communities seeking traffic calming measures often hear that legal liability is a concern. Nationwide, thousands of traffic calming measures have been installed since the 1970s with less than a dozen liability verdicts. Compared to the stream of liability cases that cities face from simple road maintenance and construction projects, traffic calming has a minimal liability risk.¹⁷ On the major plus side, slower traffic speeds reduce the chance of crashes, and the damage, injuries and fatalities that can result.¹⁸

1. Pedestrian Federation of America. *Walk Tall: A Citizen's Guide to Walkable Communities*. Emmaus, Pennsylvania, Rodale Press. 1995
2. Project for Public Spaces. "Levels of Service and Travel Projections: The Wrong Tools for Planning Our Streets?" <http://bit.ly/1uncy3j>
3. UK Department of Transportation. (London, 1987) *Killing Speed and Saving Lives*
4. National Complete Streets Coalition. *Dangerous by Design 2014 Report*. <http://www.aarp.org/livable-communities/info-2014/dangerous-by-design.html>
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6. Federal Highway Administration. *FHWA Course on Bicycle and Pedestrian Transportation*, Lesson 11, Traffic Calming. http://safety.fhwa.dot.gov/ped_bike/unik/course/pdf/swless11.pdf
7. Project for Public Spaces, Inc. (2008) *Streets and Places: Using Streets to Rebuild Communities*. http://www.pps.org/pdf/bookstore/Using_Streets_to_Rebuild_Communities.pdf
8. Lockwood, I.M., Stillings, T., City of West Palm Beach. *Traffic Calming for Crime Reduction & Neighborhood Revitalization*. <http://bit.ly/1un85wU>
9. Pedestrian and Bicycle Information Center. *Traffic Calming and Crime Prevention*. <http://katana.hsrc.unc.edu/cms/downloads/ENG>
10. *TrafficCalmingandCrimePrevention.pdf*
11. Ewing, R., Kooshian, C., Institute of Transportation Engineers. *Traffic Calming Measures: What, Why, Where, and How*. <http://www.ite.org/traffic/documents/CCA98A12.pdf>
12. Burden, D. Walkable 101: Road Diets. (2012) Video. <http://vimeo.com/35268247>
13. MDOT. http://www.michigan.gov/documents/mdot/MDOT_Research_Report_RC1555_Appendices_A-E_376150_7.pdf
14. Batsdon, S. ITE Technical Conference. (March 2004) *Offset Speed Tables for Reduced Emergency Response Delay*. Paper. http://nacto.org/docs/usdg/offset_speed_tables_for_reduced_emergency_response_delay_batson.pdf
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16. Goodyear, S. (February 2014) New York Fights to Set Its Own Speed. *The Atlantic Cities*. <http://www.theatlanticcities.com/commute/2014/02/new-york-fights-set-its-own-speed-limits/8277/>

How To Get It Right



Atlanta's Cascade Avenue, with up to 17,900 vehicles per day, is a challenge to walk, bicycle or shop.



Cascade Avenue after traffic calming could inspire redevelopment that transforms the neighborhood.

The success of any tool requires using it right, and this is certainly true of traffic calming. Try the following:

■ Embrace a public process and build support

Develop an education and awareness campaign prior to implementation and reach out to community members, elected officials and municipal leaders.

Elected leaders and agency staff may need to see public support first, to inspire their approval and help navigate the implementation. Community advocates can print this fact sheet, talk to neighbors, build community support and then meet with decision makers, news outlets, experts and others to discuss the benefits of traffic calming. Agency staff can engage the public in a meaningful process, such as by hosting charrettes or interactive design workshops to build public acceptance and understanding.

■ Start with a pilot project

Consider doing a pilot project first in an area with light traffic to give drivers a chance to get comfortable with the concept and to allow municipal staff to document what works and what doesn't.

Temporary and portable measures, such as paint, signage and parking changes, can allow for low cost traffic

calming that is also easily removed or converted into permanent structures once the project is shown to be successful.

■ Incorporate traffic calming into larger efforts

Traffic calming is best done in conjunction with another project, such as development, revitalization, utility or maintenance work; a downtown, corridor or transit plan or a new street design. That way the traffic-calming element can simply be incorporated into the larger project's processes.

■ Traffic calming should benefit transit

Transit can help provide the convenient and safe connections that improve public spaces and enhance walking and bicycling trips, but slowing down traffic could interfere with transit functions. Because of that it's necessary to design and coordinate traffic-calming measures to ensure efficient transit movements.

■ Embrace proactive design and use target speeds, not operating speeds

A proactive approach uses design elements to affect behavior and lower speeds. This may be the single most consequential intervention in reducing pedestrian injury and fatality.¹⁹

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18. National Association of City Transportation Officials (NACTO; October 2012). Urban Street Design Guide. <http://www.nyc.gov/html/dot/downloads/pdf/2012-nacto-urban-street-design-guide.pdf>

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Success Stories

■ Hendersonville, North Carolina: Main Street

Main Street is a former state highway that was narrowed to two traffic lanes with widened sidewalks to make downtown more pedestrian-friendly, especially for the one out of four town residents who are retired.

Alternating blocks of diagonal and parallel parking were added to create a serpentine traffic flow that tames traffic even more. After the highway was rerouted to adjacent streets and the Main Street improvements were completed, Hendersonville's retail vacancies dropped from 14 to one.

■ San Francisco, California: Octavia Boulevard

After the 1989 Loma Prieta earthquake rendered the freeway through the Hayes Valley neighborhood unsafe for driving, residents called for the road's removal.

The city built Octavia Boulevard in its place during the 1992 recession with a median, four through lanes, boulevard-style parking lanes, tree-lined walkways, side lanes for local traffic and parking and aesthetic details including special light fixtures. A new park was developed, housing increased, home values went up, employment rose 23 percent, transit trips increased 75 percent, gridlock never materialized and new restaurants and retail shops opened for business.

■ West Palm Beach, Florida: Downtown

Traffic calming was initially used as a response to resident complaints about speeding and cut-through motor vehicle traffic. The city found that driver behavior improved, which led to an increase of pedestrians, cyclists and skaters, which led to a substantial crime reduction. Residents and businesses invested more than \$300 million for improvements, increasing property values and business receipts, neighborhood pride and tourism.

WHY IT MATTERS

In 1981, researcher Donald Appleyard studied traffic on three San Francisco streets and discovered that as traffic increases, the area people consider to be their "territory" shrinks. The image below depicts the relationship between traffic volumes and how connected residents felt to their neighbors.

LIGHT TRAFFIC
2,000 vehicles per day
3 friends per person
6.3 acquaintances



MEDIUM TRAFFIC
8,000 vehicles per day
1.3 friends per person
4.1 acquaintances



HEAVY TRAFFIC
16,000 vehicles per day
0.9 friends per person
3.1 acquaintances



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Road Diets | A LIVABILITY FACT SHEET

Most drivers base their travel speed on what feels comfortable given the street design. The wider the road, the faster people tend to drive and, the faster the car, the more severe the injuries resulting from a crash.¹

Research suggests that injuries from vehicle crashes rise as the width of a road increases.

To protect both pedestrians and drivers, many communities are putting their roads on “diets” by reducing street widths and vehicle lanes. The gained space is being reallocated toward other ways of getting around — such as walking, bicycling and public transit.

The most common road diet involves converting an undivided four-lane road into three vehicle lanes (one lane in each direction and a center two-way left-turn lane).² The remaining fourth lane space can be used to create such features as bicycle lanes, pedestrian crossing islands, bus stops, sidewalks and on-street parking.³

Road diets work best on streets that have daily traffic

volumes of 8,000 to 20,000 vehicles. When done properly, a road diet improves the performance and efficiency of the street and makes it safer for all users.

For instance, by enabling pedestrians to cross only one lane of traffic at a time — rather than up to four or more lanes — a road diet reduces the risk of crashes and serious injuries. At the same time, motorists experience a shorter delay while waiting at traffic lights and other crossings.⁴

A road diet can help a neighborhood become a more desirable place to live, work and shop, which in turn can be a boost to businesses and property values.

Wider sidewalks lined by trees and dotted with benches, bicycle racks, streetlights and other useful additions help create a lively, attractive streetscape.

Bike lanes, on-street vehicle parking, curb extensions and “parklets” (tiny parks created from former parking spots) can be used to provide a buffer between people who are walking and motor vehicles on the move.

By enabling pedestrians to cross only one lane of traffic at a time — rather than up to four or more lanes — a road diet reduces the risk of crashes and serious injuries.



In addition to making East Boulevard in Charlotte, N.C., more attractive, a road diet reduced travel speeds, bicycle and pedestrian injury rates and the number of rear-end and left-turn collisions. Photo courtesy city of Charlotte

Myth-Busting!

■ "Road diets divert traffic."

Drivers tend to use primary roads that provide the most direct and efficient route to a destination.

Well-designed road diets do not divert drivers onto other roads. While traffic often drops during construction, it typically returns to normal or increases within six months of completion. Many roads actually experience an increase in vehicle traffic after a successful diet.⁵

■ "Road diets increase congestion."

On roads used by fewer than 20,000 vehicles per day, road diets have a minimal or positive impact on vehicle capacity. Left-turning vehicles, delivery trucks, police enforcement and stranded vehicles can move into a center lane or bike lane, which eliminates double-parking and reduces crash risks.⁶

■ "Road diets increase crashes."

Road diets actually reduce rear-end collisions and sideswipe crashes by slowing vehicle speeds by 3 to 5 mph. Road diets decrease by 70 percent the frequency of people driving more than 5 mph over the speed limit.

Data collected on road diets in two very different settings (several small towns in Iowa and a group of larger cities and suburbs in California and Washington state) confirmed that road diets improve safety. The research showed a 47 percent reduction in crashes in the Iowa towns and a 19 percent drop in crashes in the more heavily traveled corridors of California and Washington.⁷

■ "Road diets aren't good for public transit."

Transit conflicts can be avoided with planning, such as by incorporating a center lane so motorists can move around stopped buses and adding side pull-out bays for buses.^{8,9}

■ "Road diets are bad for business."

Road diets increase and enhance business activity by reducing traffic speeds (which helps motorists notice the shops, eateries and businesses they're driving alongside) and by accommodating pedestrians and bicyclists (who, by the way, tend to spend more money at local businesses than drivers do).¹⁰

Road diets often create more street parking spaces, which is helpful to businesses. In addition, the slower speeds, better sight lines and narrower lanes are safer for both drivers and non-drivers (aka customers), and center-turn lanes provide motorists with an easier and safer way to make right and left turns, including for entering and exiting driveways.¹¹

■ "Road diets are being reversed."

With thousands of road diets completed nationwide, there are few reports of any being reversed. On the contrary, road diets are proving to be effective, safe and popular. Interest among transportation engineers and planners is booming as handbooks, guidelines and other resources become available.¹²

■ "Road diets slow down emergency responders."

By not using short speed humps and stop signs, a road diet can accommodate emergency vehicles without increasing response times.¹² Drivers can pull into bicycle lanes to move out of the way, and a center-turn lane can be used by responders needing to pass other vehicles.¹³

■ "People don't like road diets."

The Electric Avenue road diet in Lewistown, Pa., was opposed by 95 percent of residents when it was first proposed; after completion, nearly 95 percent of residents are supportive of the changes.¹⁴

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How To Get It Right



This four-lane road in Redondo Beach, Calif., is not pedestrian or bicycle friendly and the road's traffic volumes doesn't justify having four vehicle lanes.



A transformation like the one illustrated here increases safety, parking, pedestrian and bicyclist access and creates a people-friendly sense of place.

When advocating and planning for road diets, try the following:

■ Engage the public

Since road diets are a new concept in many communities, it's important to involve the public as soon as possible during the discussions and planning. Doing so can minimize any anxiety about the unknowns and give residents ownership of the road diet goals.

■ Embrace a public process and build support

Develop an education and awareness campaign prior to implementation, and reach out broadly to community members, elected officials and municipal leaders. Government officials may need to see public support before acting.

Toward that end, advocates can share this fact sheet, talk to neighbors, build community support and then meet with decision makers, the media, experts and others to discuss the benefits of road diets. Agency staff can engage the public by hosting workshops to build public acceptance and understanding.

■ Start with a pilot project

Consider launching a pilot road diet in an area that has light traffic. This will give drivers a chance to get

comfortable with the concept and allow municipal staff to document what works and what doesn't.

■ Target areas that are ripe for reinvestment

Locate a pilot project on a road that carries no more than 15,000 vehicles a day and that ideally serves a downtown neighborhood or historic district with potential for reinvestment and/or economic development.

■ Document the change

Before, during and after the road diet project is built, observe and record what's happening. The information can make it easier to conduct future road diets at higher traffic counts. In addition to traffic flow monitoring, document any increases in walking, bicycling, transit use and retail activity.

■ Utilize clear signage

During and even after completing a road diet project continue to use signage and markings to highlight and explain any features that might be unfamiliar.

■ Design it well

There is no one-size-fits-all design for a road diet. Make sure what you create fits the traffic volume, the road's physical location and the community's shared goals.

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Success Stories

■ Orlando, Florida: Edgewater Drive

A 1.5-mile section of Edgewater Drive was put on a road diet in 2000, converting four lanes to two.

The results: 34 percent fewer crashes and 68 percent fewer injuries. Speeds decreased by up to 10 percent. Property values increased 8 to 10 percent in residential areas and 1 to 2 percent for commercial areas. Travel times through the corridor sped up by 25 seconds even with an increase in traffic volume. There was a nearly 40 percent increase of on-street parking, and walking and bicycling rates rose by 56 and 48 percent, respectively.

■ Seattle, Washington: Stone Way North

In 2008, a road diet was completed on a 1.2-mile section of Seattle's Stone Way North. The four-lane roadway carrying 13,000 vehicles per day was turned into a two-lane roadway with a center-turn lane, bicycle lanes and parking on both sides. Speeds on the road decreased, but drivers did not divert to other areas in search of alternate routes.

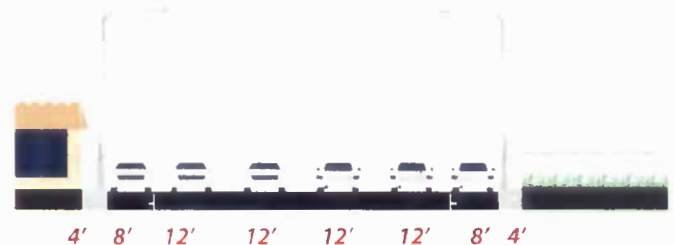
Two years of crash data showed an overall decrease of 14 percent, injury crashes dropped by 33 percent and angle crashes dropped by 56 percent. Bicycle volume increased 35 percent (to almost 15 percent of the peak hour traffic volume), yet the bicycle collision rate showed no increase. Pedestrian collisions decreased 80 percent.

■ Athens, Georgia: Baxter Street

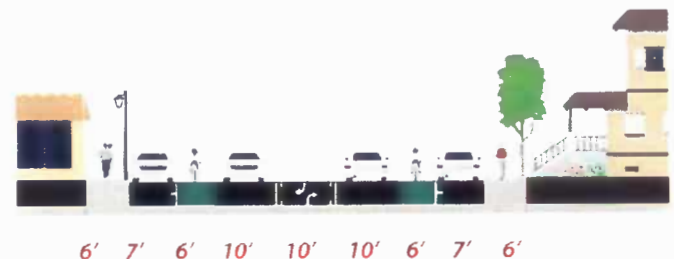
A road diet conversion on an arterial with 20,000 vehicles daily resulted in crashes dropping 53 percent in general and 60 percent at unsignalized locations. Traffic diversion was less than 4 percent, and 47 percent of the road's users perceived the number of lanes and street width as being "just right." (One-third were unsure and 20 percent were unhappy.) Baxter Street was converted from four lanes to two with a center lane and bicycle lanes on both sides.

HOW IT WORKS

The most common type of road diet converts four lanes of traffic into three lanes consisting of two travel lanes and a center left-turn lane. The configuration opens up space for adding such features as bicycle lanes, on-street parking, pedestrian buffers and sidewalks.



BEFORE: This roadway is designed primarily for motor vehicles. Wide, multiple travel lanes encourage faster speeds. The likelihood of drivers making lane changes increases the risk of crashes.



AFTER: A road diet opens up space for bike lanes, wider sidewalks, landscaping and pedestrian-scale lighting, all of which increase a community's ability to attract new development along the roadway. Narrower, single travel lanes encourage moderate and slower speeds that reduce crash risks.

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Sidewalks | A LIVABILITY FACT SHEET

Eight in 10 Americans prefer being in a community that offers sidewalks and good places to walk. Six in 10 prefer a neighborhood that features a mix of houses, shops and services within an easy walk versus a neighborhood that requires a car for every errand.¹

People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active at least 39 minutes a day.²

Sidewalks play a vital role in community life. As conduits for pedestrian movement and access, they enhance connectivity and promote walking. As public spaces, sidewalks are the front steps to the community, activating streets socially and economically.

Safe, accessible, well-maintained sidewalks are a fundamental community investment that enhances public health and maximizes social capital.³

Sidewalks increase foot traffic in retail centers, delivering the customers that local shops and restaurants need in order to thrive. Retail properties with a Walk Score ranking of 80 out of 100 were valued 54 percent higher than those with a Walk Score⁴ of 20 and had an increase in net operating income of 42 percent.⁵

Interest in sidewalks is so keen that they've become a factor in home prices. For example, in a scenario where two houses are nearly identical, the one with a five-foot-wide sidewalk and two street trees not only sells for \$4,000 to \$34,000 more but it also sells in less time.

A well-constructed sidewalk for a typical 50-foot-wide residential property might cost a builder \$2,000, but it can return 15 times that investment in resale value. According to a 2009 CEOs for Cities report, even a one-point increase in a community's Walk Score could increase home values by \$700 to \$3,000.⁶

People who live in neighborhoods with sidewalks are 47 percent more likely than residents of areas without sidewalks to be active for at least 39 minutes a day.



Good downtown sidewalks have enough room for people to walk, stop and talk, or even sit for a bit. This wide sidewalk in State College, Pa., is made of visually appealing paver stones. Care must be taken when installing paver and similar surfaces so wheelchairs and other wheeled devices can roll smoothly over them.

Myth-Busting!

■ “No one will use the sidewalk.”

This might have been true in the past, but research published in 2012 by the U.S. Centers for Disease Control and Prevention⁷ (CDC) and in 2013 by the National Center for Safe Routes to School⁸ shows that a growing number of people are walking, and that many are children and adults age 65 and older.

People just need safe, convenient and pleasant places near their homes, schools and workplaces to make walking routine, says the CDC study.

■ “Americans prefer to drive.”

Perhaps, or maybe they’re driving so much because there are no sidewalks! Federal data on vehicle miles traveled and a recent national study show a decline in driving and car ownership during the 2000s in an overwhelming majority of metro areas.

At the same time, the number of people commuting by bicycle and transit increased.⁹ A survey by the Surface Transportation Policy Partnership found that 55 percent of Americans would prefer to walk more and drive less.¹⁰

■ “Trees will be destroyed.”

Not necessarily. Sidewalks can be curved to avoid trees. In fact, protecting a tree is one of the few reasons for a sidewalk to deviate from a direct route.¹¹

■ “A sidewalk will take land from my lawn.”

Many homeowners don’t realize how far from the curb their private property line actually extends. There’s often enough of a public right-of-way easement in place to create a sidewalk without infringing in any way on a property owner’s land.¹²

■ “People will walk too close to my house.”

There’s little difference between what passersby can see from a sidewalk versus what they can already see from their cars or by walking along the edge of the street. Any nearness added by a sidewalk would likely be as little as a just a few feet.¹³

■ “Sidewalks increase crime.”

Actually, increased pedestrian activity puts more eyes on the street and creates safety in numbers, which deters and reduces criminal activity.¹⁴

■ “Tax dollars are better spent on other needs.”

Since sidewalks increase property values and tax revenues, they serve as an economic engine. Plus, sidewalk maintenance costs are real estate tax-deductible (IRS Publication 530). Sidewalks are also safety investments (by bringing more eyes and ears to the street) and an integral part of a balanced transportation budget.¹⁵

■ “I’ll be liable if someone gets hurt on a sidewalk near my property.”

It depends. Liability is determined by state and local law, but either government or private owner negligence concerning an “unreasonably safe” or “defective condition” (such as a wide crack or raised section) has to be proven in court in order to win a lawsuit.¹⁶

■ “Sidewalks ruin the character of rural neighborhoods.”

It’s only in recent decades that sidewalks have been phased out of developments. There are many ways to build a sidewalk or path to match the design and feel of a community.

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How To Get It Right



The ideal sidewalk widths: seven feet in residential areas, eight to 12 feet in downtown settings.



Sidewalks that are properly built can last 25 years or more with little more than minimal care.

When advocating and planning for sidewalks, consider the following:

■ **Engage neighbors and the community**

Expect some opposition and use this fact sheet to help make the case for the sidewalks. Mobilize like-minded people and work together as a neighborhood or community. Meet with your neighbors to raise awareness and address any resistance.

■ **Make the sidewalk wide enough**

Sidewalks are critical in downtown neighborhoods and busy retail areas, both of which have lots of people, destinations and potential conflicts with vehicles. In these areas it's important to install sidewalks that are wide enough to handle foot traffic and features such as cafe seating, benches and other spots for socializing.

■ **Use a site-appropriate design**

A sidewalk should fit its setting. Even rural communities can benefit from a tastefully designed walkway. Make sure sidewalks are well-maintained and appealing, with safe and convenient street crossings and enough width to accommodate two or three people walking side by side.

The ideal setback for a sidewalk is four to 10 feet from the street. Planter strips, trees and on-street parking can extend the buffer, increasing comfort and slowing traffic.

■ **Prioritize high-use areas and connectivity**

At the outset of a sidewalk construction program, prioritize where to build first by focusing on a quarter-mile circle around schools, parks, transit stops and key commercial destinations. Everything within that circle should be a priority for sidewalk construction. Be sure to map sidewalks so they're connected between the primary areas where people work, shop and play.

■ **Consider driveways**

In many neighborhoods and retail areas, driveways are full of both moving and parked cars. Since driveways interrupt a sidewalk's flow and safety, they should be kept to a minimum in commercial areas.

Carefully plan the best way to treat sidewalks that will cross driveways, especially in high-use areas. Alleys are a good tool for separating people from traffic, especially in retail areas.

■ **Build and maintain with municipal funds**

Many communities require property owners to pay for and clear sidewalks (snow, ice, etc.). Since sidewalks are a public benefit, a better policy would be to install and maintain sidewalks with public funds.

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Success Stories

■ Decatur, Georgia: Citywide Sidewalk Program

Decatur has been dubbed the most walkable city in Georgia, with more than 60 miles of sidewalks in its 4.2 square miles. The ongoing, citywide sidewalk improvement program began in 2004 with a Health Impact Assessment and funding from annual appropriations by the Decatur City Commission.

The program's goal is to have a sidewalk on at least one side of every street in town. More than four miles of new and replacement sidewalks had been built by 2014.

■ Austin, Texas: Sidewalk Prioritization

The City of Austin has built almost 100 miles of new sidewalks since 2005 to encourage walking as a viable mode of transportation and to improve safety, accessibility and pedestrian mobility.

Austin completed a detailed sidewalk inventory, documented current conditions, obtained public input on sidewalk needs and issues, and established city sidewalk priorities that were organized into a downloadable Sidewalk Prioritization Map. The city prioritizes compliance with the Americans with Disabilities Act, sidewalks that allow children to walk safely to school, a connected network of sidewalks, trails and bikeway, and sidewalks that serve bus stops. More than 300 bus stop sidewalks have been completed since 2011.

■ Calloway County, Kentucky: School Sidewalks

Walking or bicycling to school was prohibited in and around the small city of Murray because there were no sidewalks and it wasn't a safe way to travel. The local government offered to build sidewalks if the school system would change the policy. The effort resulted in 15,960 feet of sidewalks, including from the county middle school to a low-income housing area. Hundreds

of students now regularly walk to school.

"Every time I look down the street, there are people on the sidewalks, people pulling wagons, people walking their dogs," said a school district administrator.

HOW IT WORKS

Design guidelines recommend a minimum sidewalk cross section of five feet, exclusive of other amenities and large enough for at least two people to walk side by side. Here's a guide to the potential spaces alongside a property.

1. **Frontage Zone:** an extension of the building
2. **Pedestrian Through Zone:** safe and adequate place for walking, five to seven feet wide in residential areas, eight to 12 feet in downtown or commercial settings
3. **Street Furniture/Curb Zone:** plants, trees, benches, lighting and bike parking to provide a protective barrier from motorized traffic
4. **Enhancement/Buffer Zone:** curb extensions, parklets, parking, bike riding, bike e-racks and bike stations



National Association of City Transportation Officials, Urban Street Design Guide, nacto.org

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Online: walklive.org

Street Trees | A LIVABILITY FACT SHEET

"The best time to plant a tree was 20 years ago. The second best time is now," says a wise Chinese proverb. In a neighborhood setting, street trees provide shade, safety, greenery, storm mitigation, energy savings, fresh air and a haven for songbirds and squirrels. Trees visually screen concrete and utility poles and quiet street noise.¹

The U.S. Forest Service estimates that the presence of street trees increases adjacent home values by an average of \$13,000.² That premium boosts a city's tax base and can help cover the operating costs of street tree maintenance.

The National Main Street Center reports that a good tree canopy can increase retail sales by 12 cents on the dollar in large cities and 9 cents on the dollar in small ones.³

Trees are also good for our health. Vehicle exhaust increases ozone and causes asthma and other medical problems. Trees convert these harmful gasses into oxygen. In fact, a single urban street tree converts enough carbon monoxide and carbon dioxide into oxygen to meet the oxygen needs of two people for a full year.⁴

Trees planted in roadway divider strips or tree wells physically separate vehicles from pedestrians and help drivers distinguish the boundary between the street and adjacent areas where people walk. In addition, a well-developed tree canopy can reduce traffic speeds by 5 to 15 mph, which improves safety for all road users.⁵

Street trees reduce storm water runoff and flooding. (Here's an interesting fact: Trees absorb 30 percent of the precipitation through their leaves and another 30 percent through their roots.)⁶

Pavement can cause temperatures to rise 3 to 7 degrees, which increases energy costs and the presence of harmful ozone and other gases. Tree shade can lower energy bills by up to 35 percent.⁷

Studies conducted in California found that tree shade can improve the lifespan of street surfaces by up to 60 percent. Since daily temperature fluctuations between heating and cooling are reduced, the damaging expansion and contraction of asphalt and concrete decline as well.⁸

"The best time to plant a tree is 20 years ago. The second best time is now."



Trees were planted as part of a downtown revitalization project in suburban Lake Oswego, Ore., that included sidewalks, new lighting, art installations, a pedestrian plaza, water fountain and traffic circle.

Myth-Busting!

■ “Street trees are dangerous.”

Studies document that motorists respond to vertical walls of greenery by driving more slowly, which makes pedestrians and motorists safer.⁹ Street safety comparisons show a reduction of run-off-the-road crashes and overall crash severity when stretches of a road with street trees are compared with similar segments that have no trees.

Trees also buffer pedestrians from moving vehicles. One Texas study found a 46 percent decrease in crash rates across urban arterial and highway sites after landscape improvements were installed.¹⁰ The presence of trees in a suburban landscape reduced the cruising speed of drivers by an average of 3 mph.¹¹

■ “Planting a tree anywhere produces the same health benefits.”

U.S. Forest Service research suggests that urban trees may be 10 times as effective as forest trees for lowering carbon dioxide. Urban pollutants such as ozone, chlorine, fluorine, peroxyacetylnitrate and sulphur dioxide are all absorbed by trees.¹²

■ “Trees are expensive.”

For a planting and three-year maintenance cost of \$250 to \$600, a single street tree returns more than \$90,000 of direct benefits, not even including the aesthetic, social and natural benefits provided during the tree’s lifetime.

A well-planted and cared-for tree can thrive for 60 years or more.¹³ The real estate premium from street trees boosts a city’s tax base and can cover the operating costs of street tree maintenance.

For instance, New York City’s 2006 tree census found that its 592,130 street trees provided an estimated \$122 million in benefits annually. A goal of the city’s 2007 PlaNYC initiative is to plant another 220,000 street trees by 2017.¹⁴

Washington, D.C., estimates the benefit of its street trees at \$10.7 million annually.¹⁵ A University of California at Davis study found that 20 percent shade on a street improves pavement conditions by 11 percent, which provides a 60 percent resurfacing savings over 30 years.¹⁶

When streets have no shade, the sun’s heat breaks down the paving binder and produces more heating and shrinking, which wears out the pavement. Shade increases pavement life by up to 60 percent, far offsetting the cost of tree maintenance¹⁷ and the occasional cost of repairing damage caused by tree root growth.

■ “Trees are the cause of damage by storms.”

Proper selection, spacing and trimming of trees, along with well-planned utilities, will reduce the impact of major storms. A line of mature trees can provide protection from fragile or isolated trees that fall.¹⁸

■ “Trees create a mess.”

Trees can be selected that produce minimal autumn leaf droppings and other annoyances. (However, municipal policies should include procedures for efficient leaf removal.) Some species of trees attract songbirds, which can be a pleasant addition to an area.

Although rare, some trees can attract such large congregations of birds that they become an annoyance. Thoughtful tree selection and management can limit specific bird populations or keep large groupings away.¹⁹

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How To Get It Right



A mature tree canopy provides shade and elegance to this residential street in Fargo, N.D.



Tree wells, such as this one in Valencia Town Center, Calif., add greenery to urban and Main Street settings.

When advocating and planning for street trees, try the following:

■ Engage the public and build support

Due to the many misperceptions about street trees, it's important to involve the public at the earliest possible point of discussions to minimize anxiety about the unknowns and give citizens ownership of the goals.

Print this fact sheet, talk to neighbors, build community support and then meet with decision makers, news media, experts and others to discuss the benefits of street trees.

■ Choose the right trees

There are street tree varieties for all climate zones, from semi-arid and arid conditions to mountain communities above 9,000 feet. The proper selection and planting of trees in boxes reduces sidewalk repair costs and potential damage to utilities in urban neighborhoods.

■ Place trees correctly

When properly positioned and maintained, a backdrop of street trees can draw a motorist's eye to traffic signals and signs. However, the trees must be carefully positioned to allow adequate sight lines at intersections and driveways.

Street trees should be placed 15 to 30 feet apart, or as far apart as 50 feet apart in urban locations. Trees should be spaced to allow for illumination from street lights and so not to interfere with above- or below-ground utility lines.

■ Maintain trees properly

Tree maintenance is an added cost but one that's more than offset by the positive impact trees have on a community's tax base.

It's important to properly maintain trees, including repairing occasional sidewalk damage from growing tree roots. It's also important to keep the majority of leaves cleared from the street since fallen leaves can clog drains. In some climates piles of leaves that are left unattended over time can produce airborne spores that cause problems for allergy sufferers.

■ Plant in tree wells if sidewalk space is limited

If there's insufficient space for trees alongside a sidewalk, use a tree well instead. Depending on the amount of parking needed, desired visual pattern and tree density, wells can be placed 40 to 60 feet apart, which allows two to four parking spaces in between. The wells must be wide enough to prevent vehicles from backing into trees.

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Success Stories

■ Shreveport, Louisiana: NeighborWoods

Despite Shreveport's location in a wooded part of the state, many community members were unaware of the benefits and value of a good tree canopy. Due to sustained tornado and ice storm damage in the years 2010 to 2013, and severe droughts during the summers of 1999 to 2005, many neighborhoods were practically devoid of trees.

Help came from the nonprofit organization Shreveport Green and their work with NeighborWoods, a national program dedicated to reforesting city greenspaces. Beginning in 2006 student-led volunteers planted more than 20,000 trees in Shreveport, with a particular focus on three at-risk neighborhoods that had moderate to severe crime rates and a lack of community cohesion.

By increasing the canopy cover, Shreveport Green offered residents a cooler and more attractive environment, which encouraged them to mingle outside and positively interact with their neighbors. The effort produced a cost benefit to Shreveport of \$7.28 for every dollar spent.

■ Charlotte, North Carolina: Stately Trees

In 1985 Charlotte planned major renovations of downtown thoroughfares, including 10 blocks of Tryon Street and two blocks of Trade Street.

Since the city wanted large, stately trees in the downtown, it installed a suspended precast concrete pavement system supported by earthen trench sidewalks and topped with non-permeable pavers. A total of 170 willow oak trees were planted and by 2009 they had grown to an average height of 44 feet, resulting in a 10 percent reduction in peak storm flows to the storm water system. Once famous for cotton mills and gold mines, Charlotte is now known for its a spectacular tree canopy.

WHY IT MATTERS

THE VALUE OF Urban Forests

urban forest = the trees, plants and natural resources within a town or city

12-1/2 trees can intercept an Olympic-sized swimming pool worth of stormwater annually.

Trees in urban forests support 60,000 California jobs annually.

177 million trees shading homes and buildings reduce air conditioning energy use by 6.4 billion kilowatt hours. (It takes 73 100-megawatt power plants to produce that much energy.)

Homes, goods and services sell for 12 percent more in **communities with trees** than in those without trees.

Source: California ReLEAF (californiareleaf.org/whytrees)

RESOURCES

1. **Safe Streets, Livable Streets.** Eric Dumbaugh. Journal of the American Planning Association, Vol. 71, No. 3, Summer 2005
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AARP LIVABLE COMMUNITIES

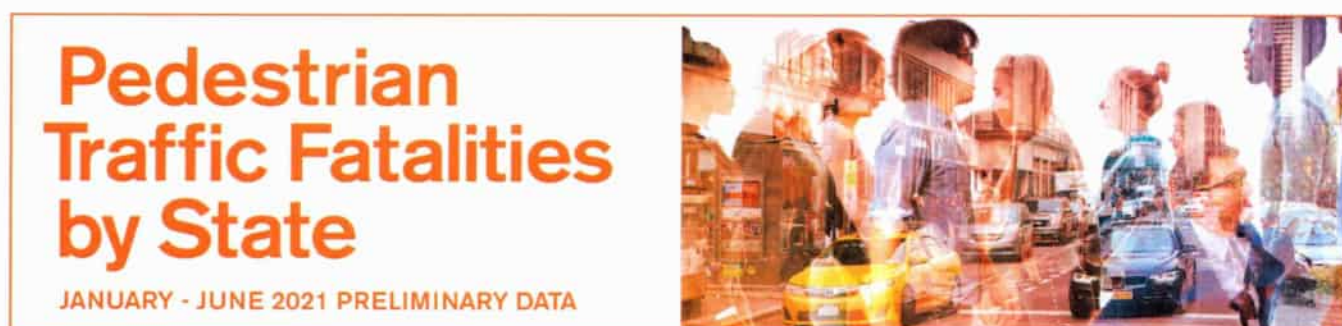
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Online: walklive.org

Pedestrian Traffic Fatalities by State: 2021 Preliminary Data



Resource Type

Spotlight on Highway Safety

GHSA's annual spotlight report, *Pedestrian Traffic Fatalities by State: 2021 Preliminary Data*

([https://www.ghsa.org/sites/default/files/2022-](https://www.ghsa.org/sites/default/files/2022-04/Pedestrian%20Traffic%20Fatalities%20by%20State%20January%20-%20June%202021%20Preliminary%20Data_0.pdf)

[04/Pedestrian%20Traffic%20Fatalities%20by%20State%20January%20-](https://www.ghsa.org/sites/default/files/2022-04/Pedestrian%20Traffic%20Fatalities%20by%20State%20January%20-%20June%202021%20Preliminary%20Data_0.pdf)

[%20June%202021%20Preliminary%20Data_0.pdf](https://www.ghsa.org/sites/default/files/2022-04/Pedestrian%20Traffic%20Fatalities%20by%20State%20January%20-%20June%202021%20Preliminary%20Data_0.pdf)), offers the first comprehensive look at state and national trends in pedestrian deaths for the first six months (January-June) of 2021. The report estimates that 3,441

people were struck and killed by drivers in the first six months of 2021, a 17% increase from the same period in 2020 and 507 additional lives lost.

Download the Report (https://www.ghsa.org/sites/default/files/2022-04/Pedestrian%20Traffic%20Fatalities%20by%20State%20January%20-%20June%202021%20Preliminary%20Data_0.pdf)

This projection is made while also recognizing the chaotic impact that changing travel patterns due to the COVID-19 pandemic have had on state traffic safety statistics. Considering that large swaths of the country were locked down during much of the first half of 2020, potentially affecting the exposure risk and subsequent fatality numbers, 2019 data is included to facilitate a pre-pandemic comparison. This report examines individual state data as well as projected pedestrian fatality rates per population and vehicle miles traveled.

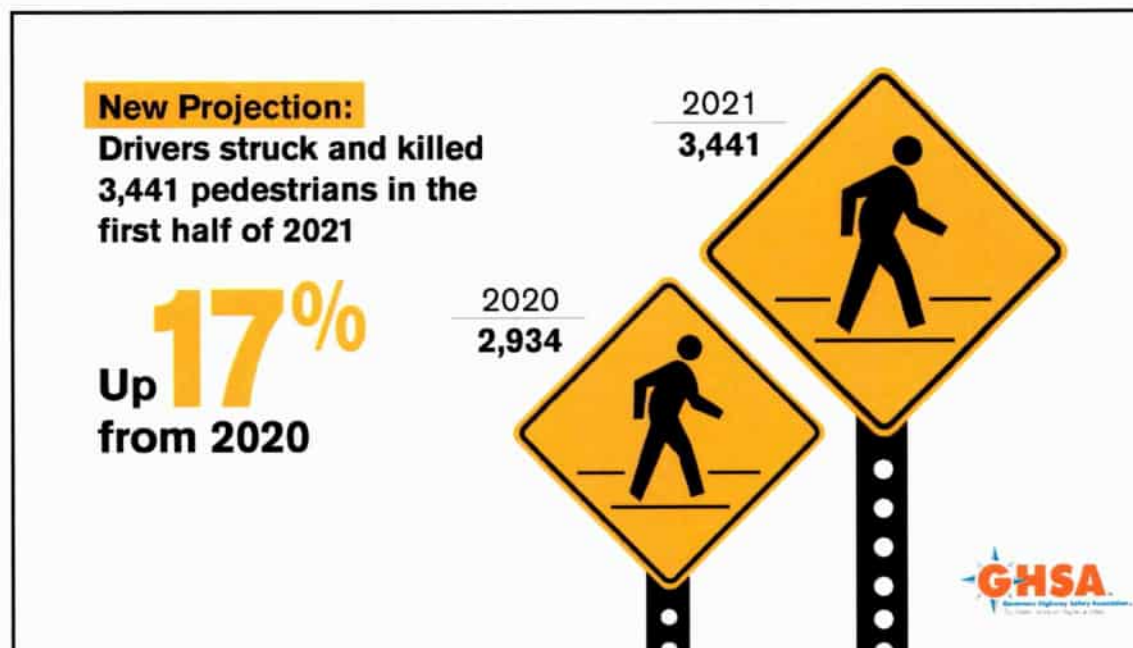
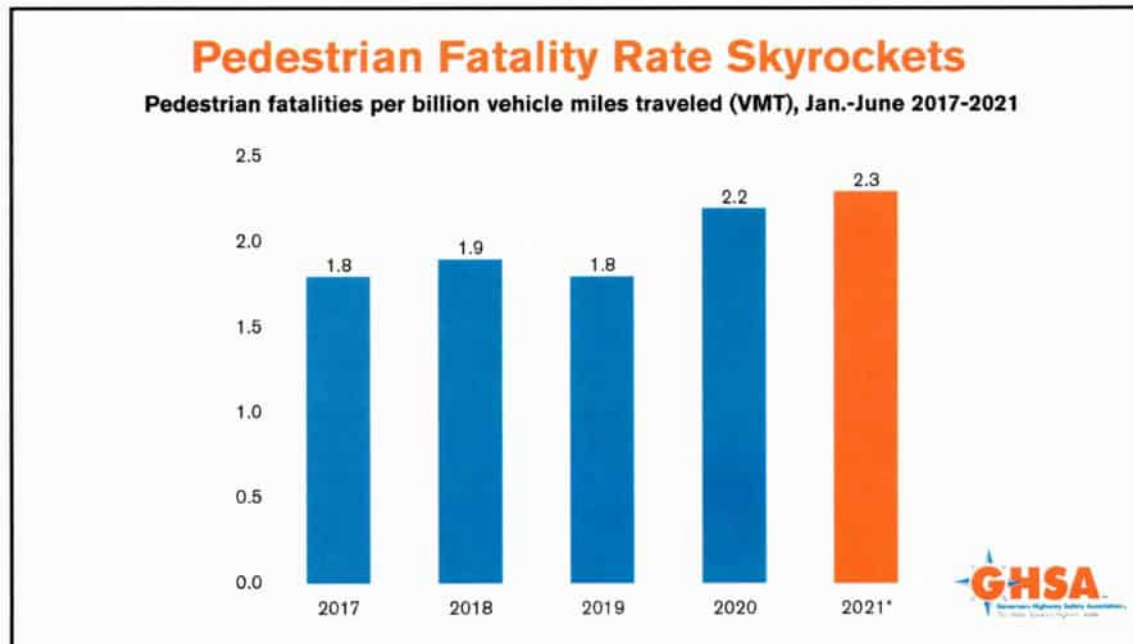
GHSA will publish a second, comprehensive Spotlight report this spring that will include state fatality projections for all of 2021, an analysis of recently released 2020 data from NHTSA's Fatality Analysis Reporting System (FARS) and an overview of proven strategies states and communities are employing to reduce pedestrian crashes and injuries.

The data analysis was conducted by Elizabeth Petraglia of Westat.

- Download *Pedestrian Traffic Fatalities by State: 2021 Preliminary Data* (https://www.ghsa.org/sites/default/files/2022-04/Pedestrian%20Traffic%20Fatalities%20by%20State%20January%20-%20June%202021%20Preliminary%20Data_0.pdf)
- News Release: New Projection: U.S. Pedestrian Deaths Jumped in First Half of 2021 (<https://www.ghsa.org/resources/news-releases/GHSA/Ped-Spotlight22>)
- GHSA Issue Toolkit: Bicyclist and Pedestrian Safety (<https://www.ghsa.org/issues/bicyclists-pedestrians>)

Infographics Available for Download

JPEGs of the following infographics are available for download under "Resource Downloads" below.



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SPEED AND INJURY

How impact speed affects injury



The higher the speed a vehicle travels, the greater the likelihood of serious injury or death if there is a crash. The risk of injury increases exponentially with impact speed. A

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In this fact page we will cover:

Why crashes at higher speeds cause more severe injuries

The relationship between kinetic energy and force of impact



One in four deadly crashes in the UK involves someone who was driving too fast.

Every day, road crashes cause devastation to individuals, families and communities across the UK and the globe. Vehicle speed is always a factor in the severity of the incident.

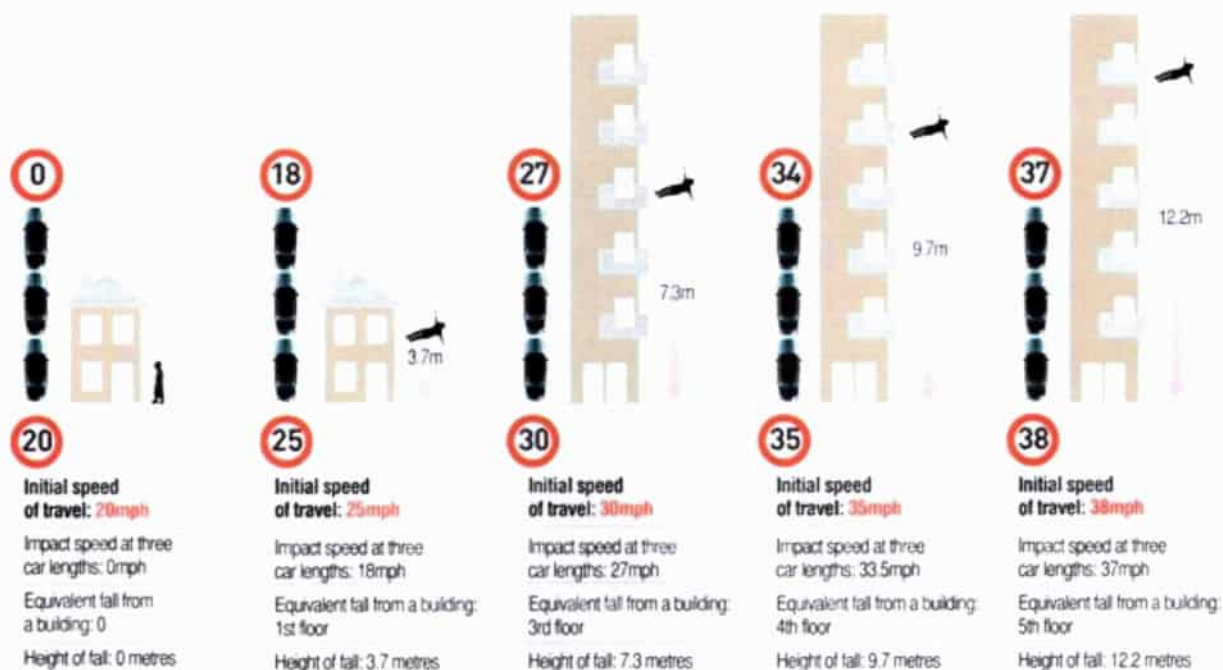
Driving is unpredictable and if something unexpected happens on the road ahead – such as a child stepping out from between parked cars – it is a driver's speed that will determine whether they can stop in time and, if they can't stop, how hard they will hit.

A vehicle travelling at 20mph would stop in time to avoid a child running

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The greater the impact speed, the greater the chance of death. A pedestrian hit at 30mph has a very significant (one in five) chance of being killed. This rises significantly to a one in three chance if they are hit at 35mph. Even small increases in speed can lead to an increase in impact severity.



This chart is based on stopping distances as published by the Department for Transport.

The risk of injury increases exponentially with impact speed. A crash at 30mph has twice as much energy and destructive potential as a crash at 20mph.

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When a car crashes, it's the amount of kinetic energy that the car has which determines the force of impact. Kinetic energy is the energy of motion. Small increases in speed lead to much higher increases in kinetic energy.

When you're driving, it's hard to perceive that a slight increase in speed is really so damaging. It's easy to let speed creep up. But a crash at 30mph involves twice as much energy and destructive potential as a crash at 20mph.

It is in everyone's best interest for drivers to ensure that their speed is appropriate for the road they are travelling on and does not place them at increased risk of being involved in a crash resulting in death or serious injury.

A pedestrian hit at 30mph has a

1 in 5

chance of being killed

References and further reading



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Vulnerable Road Users

Impact Speed and a Pedestrian's Risk of Severe Injury or Death

This study examines how vehicle speed influences the probability that a pedestrian struck by a vehicle will sustain severe injuries or die.

September 2011

FULL REPORT PDF

ABSTRACT

The relationship between impact speed and a pedestrian's risk of death has been studied extensively; however, past studies of data from the United States are now several decades old. Older studies of data from the United States may not be generalizable to the present situation because of changes in the composition of the walking population, vehicle design, and medical care over the past several decades. Similarly, the ability to generalize from recent European studies to the United States is unclear due to differences in the types and sizes of vehicles driven in Europe versus in the United States.

This study estimates of the risk of severe injury or death for pedestrians struck by vehicles in the United States using data from a federal study of crashes that occurred in the United States in years 1994 – 1998 in which a pedestrian was struck by a forward-moving car, light truck, van, or sport utility vehicle. The data were weighted to correct for oversampling of pedestrians who were severely injured or killed. Logistic regression was used to adjust for potential confounding

related to pedestrian and vehicle characteristics. Risks were standardized to represent the average risk for a pedestrian struck by a car or light truck in the United States in years 2007 – 2009.

Results show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23 mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph. The average risk of death for a pedestrian reaches 10% at an impact speed of 23 mph, 25% at 32 mph, 50% at 42 mph, 75% at 50 mph, and 90% at 58 mph. Risks vary significantly by age. For example, the average risk of severe injury or death for a 70-year old pedestrian struck by a car traveling at 25 mph is similar to the risk for a 30-year-old pedestrian struck at 35 mph.

These results could be used to inform efforts to improve pedestrian safety, for example, by limiting traffic speeds to levels that are unlikely to result in severe injury or death in places where pedestrians and vehicles may encounter one another, creating physical separation of pedestrians and vehicles in places where higher traffic speeds are desired, and developing vehicle-based systems that detect pedestrians and warn the driver or brake automatically when a collision is imminent.

SUGGESTED CITATION

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SEARCH

Dangerous By Design 2021

Learn about Dangerous by Design 2021

Watch our experts go in-depth on the findings and rankings, and hear from a few special guests as well in the recorded webinar. You can also help promote this report—visit this folder (<https://drive.google.com/drive/folders/11bPeQ0y0Xs9FZKVPgZVgUo-mrWDzjn9R?usp=sharing>) of graphics, images, and social media prompts to help spread the word about *Dangerous by Design 2021*.

Watch the webinar (<https://smartgrowthamerica.org/watch-the-dangerous-by-design-webinar/>)

Overview

Interactive map

Metro rankings

State rankings

TAKE ACTION

Video stories

Our current approach to addressing the rising number of people struck and killed while walking has been a total failure. It needs to be reconsidered or dropped altogether.

The number of people struck and killed by drivers nationwide while walking increased by an astonishing **45 percent** over the last decade (2010-2019).

The four most recent years on record (2016-2019) are the most deadly years for pedestrian deaths since 1990. During this ten-year period, **53,435 people were hit and killed by drivers**.

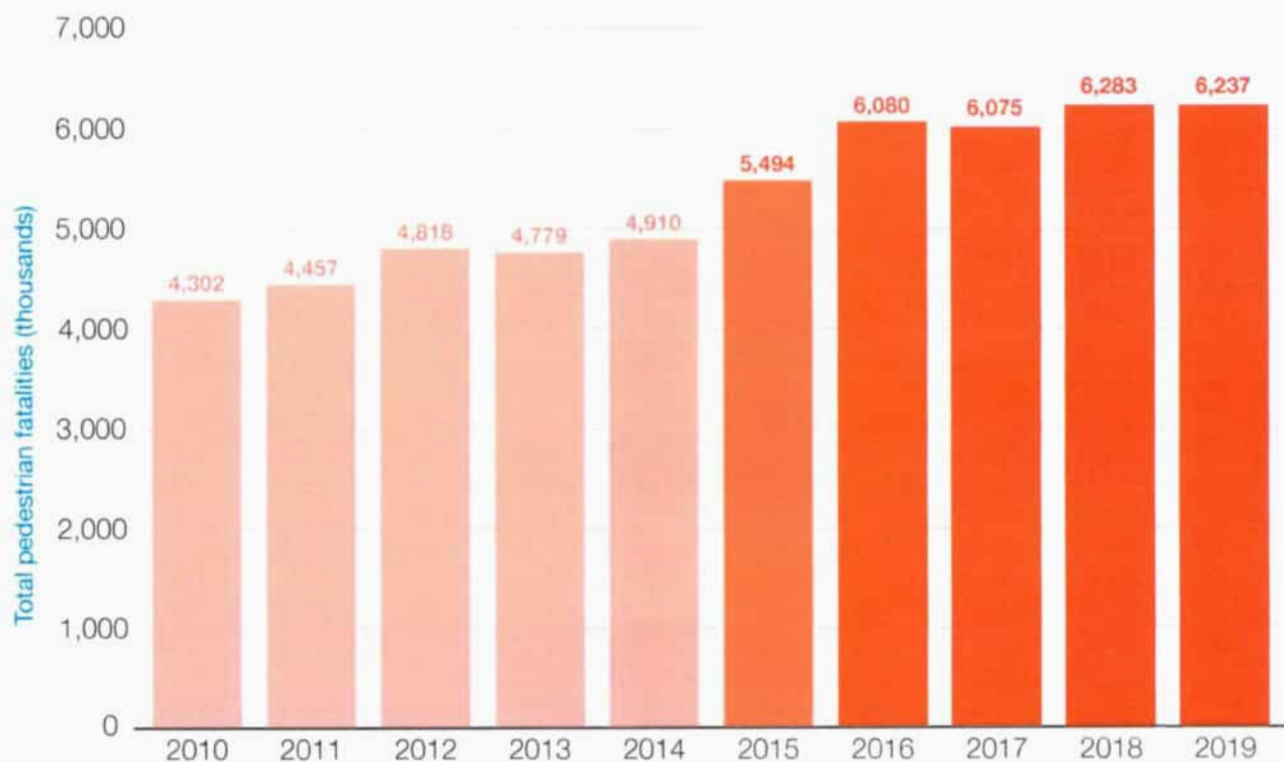
In 2019, the **6,237** people killed is the equivalent of more than **17 people dying per day**.



Download the full report
(/wp-content/uploads/2021/03/Dangerous-By-Design-2021-update.pdf) (pdf)
Read the press release
(/people-struck-and-killed-while-walking-up-45-percent-in-a-decade-because-streets-are-dangerous-by-design)

45% increase in people struck and killed while walking

The last four years were the most deadly in three decades



If these statements feel familiar, it's because they are, painfully so. It has been more than a decade since the first edition of *Dangerous by Design*, and this problem has only gotten worse. *Dangerous by Design 2021* takes a closer look at this alarming epidemic.

Failing to act is consenting to more preventable deaths.

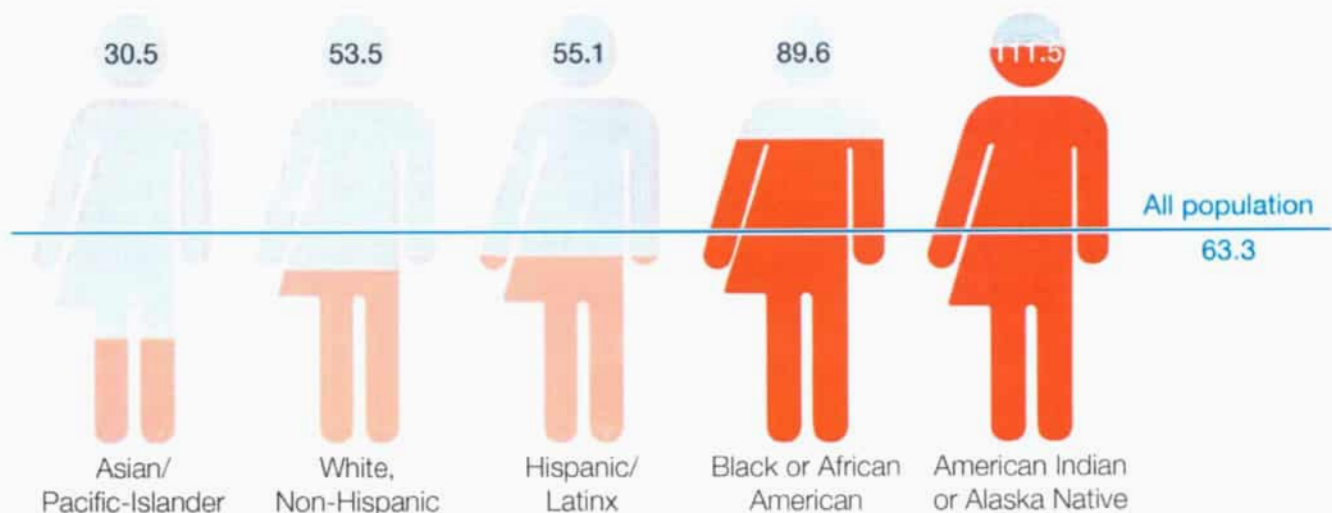
The risk is not evenly distributed

Older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes involving people walking—even after controlling for differences in population size and walking rates.

Although people of all ages, races, ethnicities, and income levels suffer the consequences of dangerous street design, some neighborhoods and groups of people bear a larger share of the burden than others, which may contribute to the indifference of many policymakers to this astonishing increase. From 2010-2019, Black people were struck and killed by drivers at a 82 percent higher rate than White, non-Hispanic Americans. For American Indian and Alaska Native people, that disparity climbs to 221 percent.

The burden is not shared equally

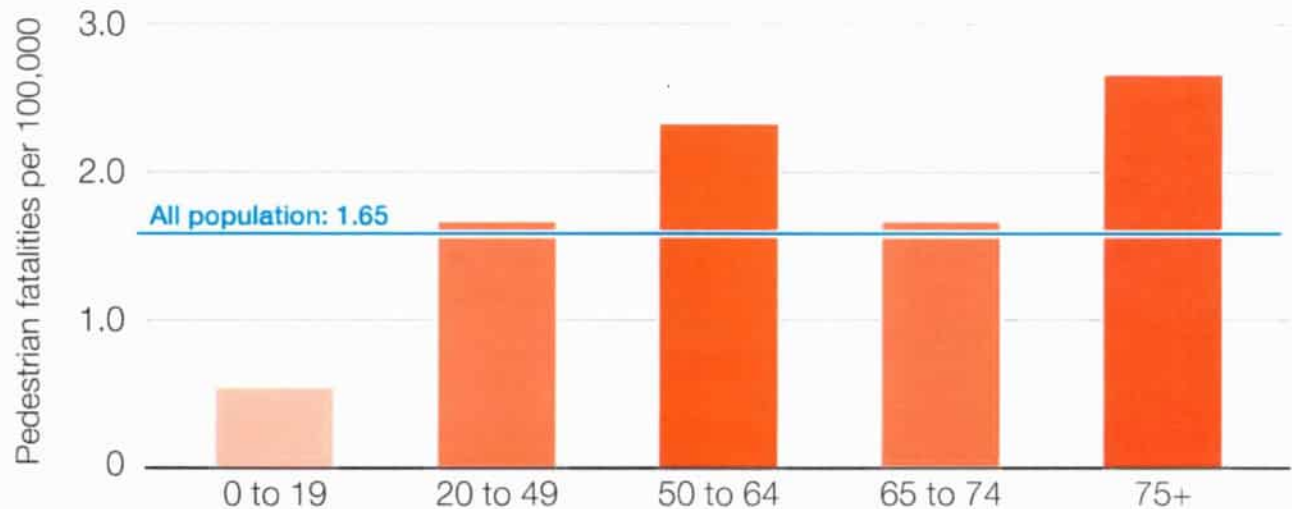
Relative pedestrian danger by race and ethnicity
(2010-2019)



People age 50 and up, and especially people age 75 and older, are overrepresented in these deaths. These age groups are more likely to experience challenges seeing, hearing, or moving, and if these trends are any indication, we are not devoting nearly enough attention to the unique needs of older adults when we design our streets.

Older adults are disproportionately killed

Pedestrian fatalities per 100,000 people by age

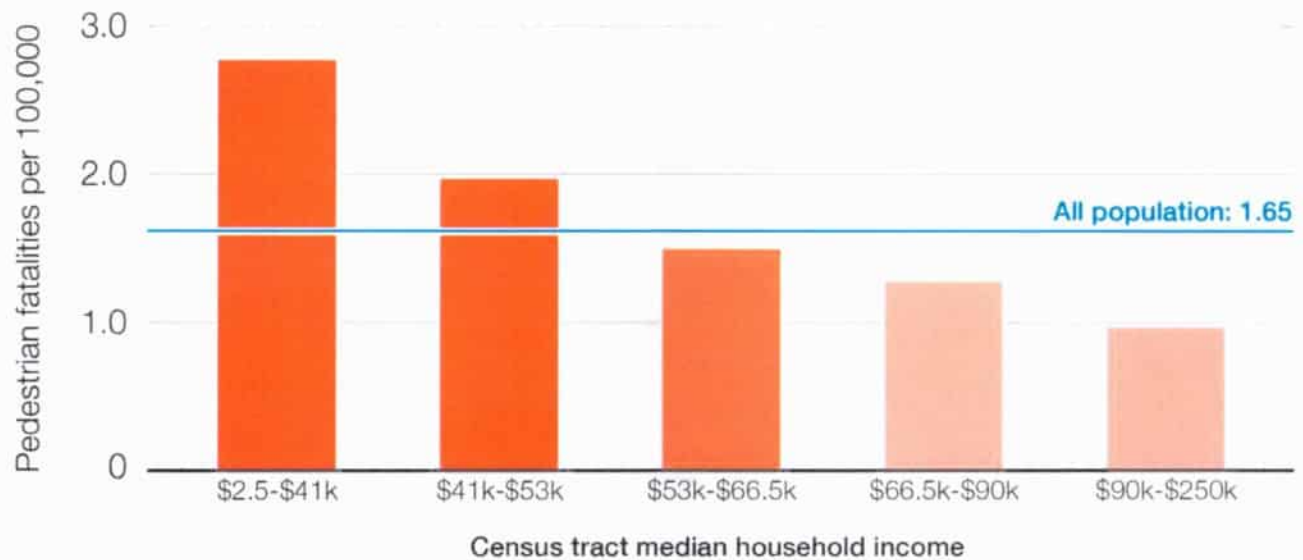


People walking in lower-income neighborhoods are also killed far more often. The lower a metro area's median household income, the more dangerous its streets are likely to be for people walking.

The fatality rate in the lowest income neighborhoods was nearly twice that of middle income census tracts (in median household income) and almost three times that of higher-income neighborhoods. This is unsurprising, given that low-income communities are significantly less likely than higher-income communities to have sidewalks, marked crosswalks, and street design to support safer, slower speeds.

Protecting the safety of all people who use the street, especially those most vulnerable to being struck and killed, needs to be a higher priority for policymakers, and this priority must be reflected in the decisions we make about how to fund, design, operate, maintain, and measure the success of our roads.

People walking in lower-income areas are struck and killed at much higher rates. People walking in wealthier neighborhoods are killed at far lower rates



To reverse these trends and save lives, we need to protect all users of the transportation system through our policies, programs, and funding, **while prioritizing the safety of those who are most at risk.**

Why is this happening?

In a word, because state and local transportation agencies place a higher value on **speed** (and avoiding delay) than they do on **safety**. It's simply not possible to prioritize both. When faced with decisions that would elevate and prioritize safety for people walking but increase delay for vehicles, the decision-makers' true priorities are laid bare.

Many states and localities have spent the last ten years focusing on enforcement, running ineffectual education campaigns, or blaming the victims of these crashes, **while ignoring or actively distracting people from the role of roadway design in these deaths**. States and localities must stop deploying the same playbook and expecting this trend to change—they need a fundamentally different approach to the problem. They need to acknowledge that their approach to building and operating streets and roads contributes to these deaths.

Where are the most dangerous places?

Dangerous by Design ranks states and metropolitan areas around the country using our “Pedestrian Danger Index”, or PDI, which measures how deadly it is for people to walk based on the number of people struck and killed by drivers while walking, controlling for the number of people and the share of people who walk to work as a proxy for overall walking in an area. This report includes deaths that occurred between 2010 and 2019 from the Fatality Analysis Reporting System (FARS), a national database of all fatal traffic crashes. *See the state/metro rankings tabs for the full dataset of all metros and states.*

THE TOP 20

Most dangerous metropolitan areas for pedestrians (2010-2019)

Top 1-10 Top 11-20



Orlando-Kissimmee-Sanford, FL	295
Bakersfield, CA	293
Memphis, TN-MS-AR	261
Palm Bay-Melbourne-Titusville, FL	261
Deltona-Daytona Beach-Ormond Beach, FL	260
North Port-Sarasota-Bradenton, FL	248
Jackson, MS	238
Tampa-St. Petersburg-Clearwater, FL	223
Lakeland-Winter Haven, FL	215
Jacksonville, FL	205
Cape Coral-Fort Myers, FL	174
Albuquerque, NM	174
Miami-Fort Lauderdale-Pompano Beach, FL	172
Greenville-Anderson, SC	169
Stockton, CA	168
Baton Rouge, LA	165
Birmingham-Hoover, AL	159
Houston-The Woodlands-Sugar Land, TX	158
Atlanta-Sandy Springs-Alpharetta, GA	152
El Paso, TX	131

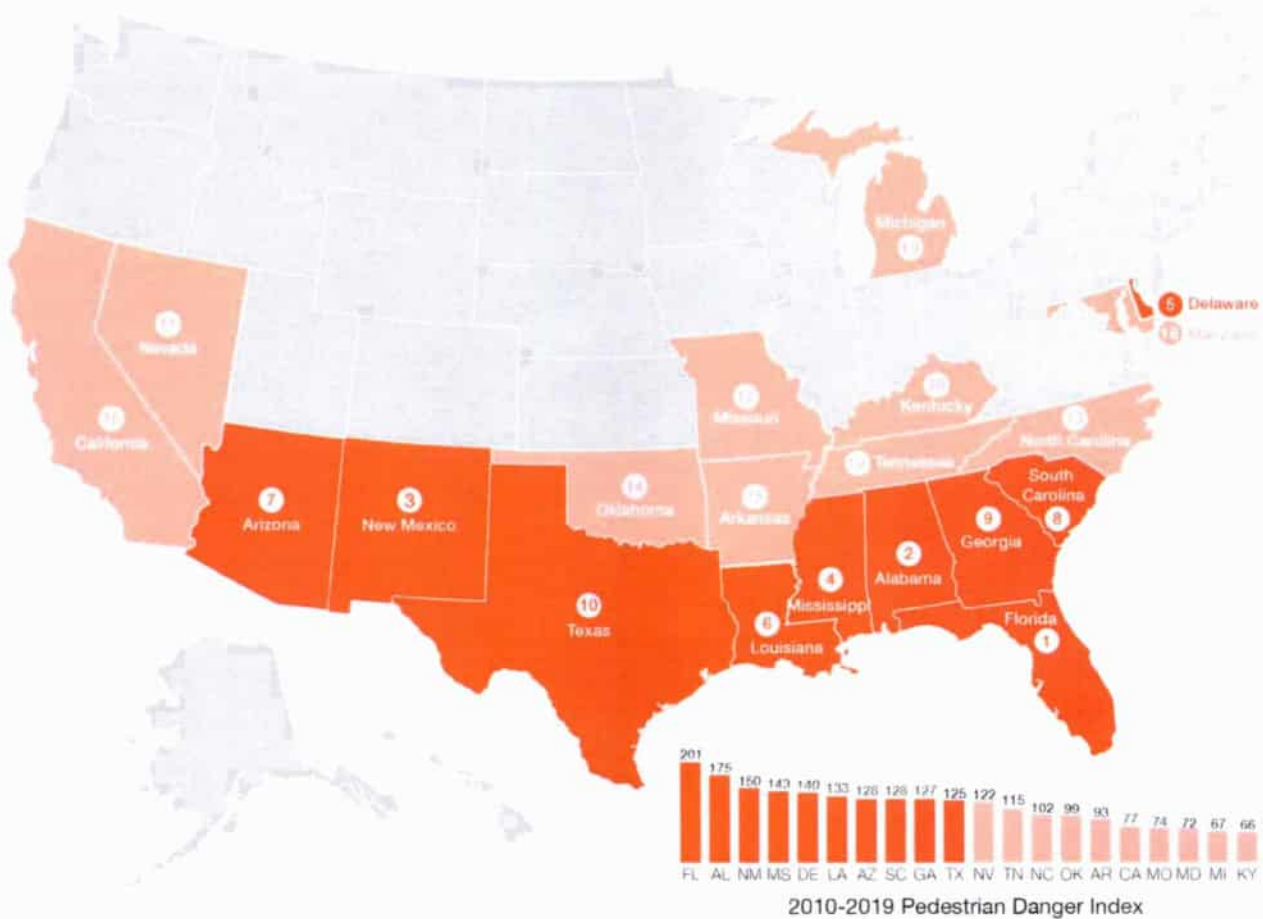
Search:

Rank	Metropolitan statistical area	Pedestrian fatalities (2010-2019)	Average annual pedestrian fatalities per 100,000 (2010-2019)	Pedestrian Danger Index
1	Orlando-Kissimmee-Sanford, FL	740	3	295
2	Bakersfield, CA	260	2.9	293
3	Memphis, TN-MS-AR	350	2.6	261
4	Palm Bay-Melbourne-Titusville, FL	168	2.9	260.9
5	Deltona-Daytona Beach-Ormond Beach, FL	235	3.6	260
6	North Port-Sarasota-Bradenton, FL	199	2.5	248
7	Jackson, MS	128	2.1	237.8
8	Tampa-St. Petersburg-Clearwater, FL	968	3.1	222.9
9	Lakeland-Winter Haven, FL	162	2.4	214.6
10	Jacksonville, FL	462	3.1	204.7
11	Cape Coral-Fort Myers, FL	170	2.3	192.5
12	Albuquerque, NM	270	3	174.1
13	Miami-Fort Lauderdale-West Palm Beach, FL	1,675	2.8	171.9
14	Greenville-Anderson-Mauldin, SC	212	2.4	169.3
15	Stockton-Lodi, CA	187	2.5	168
16	Baton Rouge, LA	211	2.5	164.7
17	Birmingham-Hoover, AL	190	1.8	159.1
18	Houston-The Woodlands-Sugar Land, TX	1,298	1.9	157.5
19	Atlanta-Sandy Springs-Roswell, GA	1,160	2	152.3

Rank	Metropolitan statistical area	Pedestrian fatalities (2010-2019)	Average annual pedestrian fatalities per 100,000 (2010-2019)	Pedestrian Danger Index
20	El Paso, TX	215	2.6	150.6

THE TOP 20

Most dangerous states for pedestrians (2010-2019)



Search:

Rank	State	Pedestrian fatalities (2010-2019)	Average annual pedestrian fatalities per 100,000 (2010-2019)	Pedestrian Danger Index
1	Florida	5,893	2.8	201.4
2	Alabama	936	1.9	174.6
3	New Mexico	626	3	149.5
4	Mississippi	596	2	142.9
5	Delaware	269	2.8	140.5
6	Louisiana	1,118	2.4	133.3
7	Arizona	1,710	2.4	127.9
8	South Carolina	1,280	2.6	127.5
9	Georgia	1,980	1.9	126.7
10	Texas	5,308	1.9	125.3

Rank	State	Pedestrian fatalities (2010-2019)	Average annual pedestrian fatalities per 100,000 (2010-2019)	Pedestrian Danger Index
11	Nevada	651	2.2	121.7
12	Tennessee	1,008	1.5	115.4
13	North Carolina	1,890	1.8	102.2
14	Oklahoma	662	1.7	98.8
15	Arkansas	473	1.6	92.9
16	California	7,891	2	77.3
17	Missouri	852	1.4	73.7
18	Maryland	1,083	1.8	72
19	Michigan	1,460	1.5	66.8
	National Average	53,435	1.6	63.3

What can and should be done

Our federal government needs to take the lead on prioritizing safer streets. Federal dollars and policies helped create these unsafe streets in the first place. And federal funds, policies, and guidance have a significant role to play in fixing these streets and in designing the streets we'll build tomorrow. *Click the TAKE ACTION tab above for more specific actions, including a way to send a message to your representatives about the Complete Streets Act.* (<https://smartgrowthamerica.org/program/national-complete-streets-coalition/complete-streets-act-of-2021/>)

We call on Congress to adopt the **Complete Streets Act of 2021** that requires state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to consistently plan for all people who use the street, including the most vulnerable users.

We call on **state DOTs and MPOs to put people first and give their organizations the tools and training they need** to create transportation networks that serve all users.

We call on the over 1,500 communities that have adopted a Complete Streets policy to **turn their vision into practice and implementation.**

And we call on you to **demand safer streets** from the elected officials in your communities.

Dangerous by Design 2021 was made possible by the support of Nelson\Nygaard Consulting Associates and the Centers for Disease Control and Prevention under cooperative agreement OT18-1802 supporting the Active People, Healthy NationSM Initiative.

SMART GROWTH AMERICA
1152 15TH ST NW SUITE 450
WASHINGTON, DC 20005 (202) 207-3355



Agenda Item # 2022-337

Magnolia/Stewart St Intersection Update

MEETING DATE

May 26, 2022

PREPARED BY

Dawn Molinero, City Clerk

BACKGROUND

Magnolia/Stewart St Intersection Update

SUMMARY

Item for discussion; Magnolia and Stewart Street intersection.

RECOMMENDATION

Item for discussion

ATTACHMENTS

None



Agenda Item # 2022-338

Trail Town Designation

MEETING DATE

May 26, 2022

PREPARED BY

Dawn Molinero, City Clerk

BACKGROUND

Trail Town Designation

SUMMARY

Trail Town designation discussion.

RECOMMENDATION

Committee direction

ATTACHMENTS

1. Trail Town Assessment Final



TRAIL TOWNS

GUIDELINES AND SELF-ASSESSMENT

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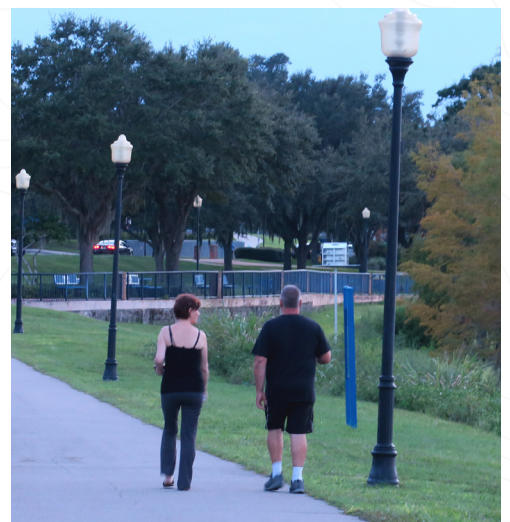
What is a Trail Town?

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Why Should Your Community Become a Trail Town?

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Is Your Town a Trail Town?

Page 5



Trail Town Questionnaire

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Department of Environmental Protection
www.FloridaGreenwaysAndTrails.com

Office of Greenways and Trails
3900 Commonwealth Blvd. MS-795
Tallahassee, FL 32399-3000
(850) 245-2052

What is a Trail Town?

A Trail Town in Florida is a community located along or in proximity to one or more long-distance non-motorized recreational trails. Whether on a paved or unpaved multi-use trail, paddling, equestrian or hiking trail, recreational users can venture off the main path to enjoy the services and unique heritage of the nearby community. The town is a safe place where both town residents and trail users can walk, bike, jog etc., find the goods and services they need, and easily access both the trail and the town. In such a town, the trail is an integral and important part of the community.

A Trail Town is a vibrant destination where people come together. A Trail Town is a friendly place that encourages trail users to visit and welcomes them with warm hospitality. It may have outdoor equipment shops, restaurants, a grocery store, local shops and lodging. It has wide sidewalks, clean streets, bike racks and benches at convenient locations. The trail meets the needs of both the recreational users and the town's residents. Residents use the trail to access work, schools, parks and shops.

Trail Towns are not stand-alone communities; they are linked by a long-distance trail corridor. Trail users may be passing through a town on a day trip or longer journey, or may park and access other trails, such as a paddling trail. Trail users want to explore interesting and vibrant places in their travels and will need services that the town provides. Basic characteristics of a successful Trail Town include:

- Incentives to get trail users off the trail to explore the town
- Clear and safe connections between the town and trail
- Readily available information about the town
- Businesses that offer goods and services to meet the needs of trail users
- Festivals and events are held that draw people to the trail who may not normally be trail users
- Safe connections to work, schools, parks and shopping for residents
- Successful relationships with neighboring communities that promote the entire long-distance trail as a tourist destination

Why Should Your Community Become a Trail Town

Imagine a town where trail based tourism is a driving economic force that shapes and sustains the surrounding communities. A place where trail users have every type of facility and comfort they could need to have an unforgettable experience. A place where the economy thrives because of the trail community, and the trail thrives because of the town's residents and businesses embrace it. A place where trails connect people to nature, citizens to their communities and towns to neighboring towns. This is the vision of a Trail Town.

Any trail, long or short, can be an economic asset to a community. Trails provide free recreation for people of all ages and fitness levels and offer opportunities to enjoy nature or local history. The Trail Town program, within the Office of Greenways and Trails recognizes towns that connect to long-distance destination trails. Trails that attract travelers from outside the local community and are not used solely by nearby residents. Studies show that the longer a trail is, the farther people will travel to visit it, the longer they will stay, and the more money they will spend. Studies show that a day-user on a trail will spend four times the amount of a local user, and is likely to make a return trip to the Trail Town. An overnight visitor may spend twice the amount of a day-user.

This manual is intended to guide you as you walk through a self-assessment process and to help you identify what your town needs to become a Trail Town. It will also provide guidance on how to work with or create a local group focused on downtown revitalization and give you the tools and ideas as you start this process. This guide is designed to assist managers and local leaders in these communities make the most of the economic opportunities that arise from trail users coming into and passing through their towns. The goal is to bring forth ideas that will help you transform your community into an unforgettable tourist destination, and at the same time, make your town a place where local businesses and residents thrive.

As you take this journey, remember that your town has its own personality and one size doesn't fit all. This guide is meant to offer suggestions to get you started. Adjust and modify these ideas in ways that best work for your town.



“Our downtown merchants are excited and beginning to see the increase in their businesses by those trail users who eat, shop and enjoy our unique offerings.” Titusville Mayor Walt Johnson

“Our downtown has thrived around the trail and attracted folks of all ages and abilities. We like to think of the trail as the main artery of our community.” Dunedin Mayor Julie Ward Bujalski

Is Your Town a Trail Town?

Self-Assessment

This self-assessment will assist your community in understanding the basic characteristics of a successful Trail Town and help you complete the application to become recognized as a Trail Town through the Office of Greenways and Trails.

Trail

Multi-use, non-motorized long-distance trail or a connecting trail into the larger system:

- What types of trail(s) are within two miles of your town? Unpaved - hiking, biking, paddling, equestrian Paved - shared use non-motorized This is important because you can effectively cater to the specific needs of your trail users.
- How long are the trails?
- Are they a part of a regional or state trail system?
- Do trails close to your town provide connections into a larger system? How long are the trails?
- Is there more than one trail or type of trail that passes through your town?
- Are the trail users likely to be day travelers?
- Are the trail users likely to be long-distance or overnight travelers?
- Will the trail users need:
 - Bike rentals or bike shops?
 - Kayak rentals or paddling equipment?
 - Lodging?
 - Restaurants?
 - Other supplies before they continue?

Neighboring trails:

- What other types of trails are within five miles of your community?
- Distance of other trails to the central downtown area?

Excellent and well-maintained trail conditions:

The trail(s) should be easy to use, safe and well-maintained. Maintenance is important if you want trail users to return to your town and if you want to attract more visitors. A trail user's visit should be enjoyable, safe and scenic.

- Is the trail in good condition?
- Who manages the trail(s)?
- Do you have a good working relationship with the trail manager(s)?

Accessibility

A successful Trail Town has a trail near enough to the central downtown to be readily accessible by trail users. If the trail does not run directly through downtown, there should be a clearly identified path with distance information that leads trail users into town. Businesses and residents should welcome trail users and provide trail friendly services.

Trail traverses the central downtown or is within two miles:

Depending on the type, a trail can be further removed from your downtown and still be accessible. With a biking trail, for example, a two-mile side trip to your town is not out-of-the-way. However, a hiking or paddling trail which is two miles away can be taxing.

- How far away from downtown is each trail type?
- If your town is a larger urban area, how far are essential services from the trail?

Clearly mark the paths and distances from the trail to the central downtown area:

It should be clear to trail users that your town is located nearby. The farther removed the trail is, the more important directional signage will be. Wayfinding signs should describe the distance to your town and provide clear directions.

- Is there a path connecting the trail to your downtown?
- Is there directional signage guiding trail users to the town center?



"The Trail Town designation confirmed our planning efforts and brought credibility to Inverness as a welcoming community. Our goal is to be the hub of activity on the Trail and be inviting to cyclists." Inverness City Manager Frank DiGiovanni

"We are a bicycle / walkable community with kayak and canoe rentals and guided tours. Having the Florida Trail Town designation will only enhance our efforts to provide the best possible experience for our visitors." Everglades City Mayor Howie Grimm

- Is more wayfinding signage needed on the trail?

Facilities and amenities are convenient to trail users:

Visible businesses benefit economically from trail users. Ideally, goods and services are located at or near the trail's entrance into the town. Trail users desire goods and services which are readily available.

- Where and what kind of trail-friendly goods and services are in town?
- What distance are each service provider from the trail?

Business owners and citizens are friendly and welcoming to trail users:

Trail users may stay longer, make a return trip and contribute to tourism and the town's economy when they feel welcomed and well informed. It is beneficial when both business owners and citizens are well informed about the trail, the town, and the various businesses offerings and amenities.

- Do businesses offer incentives to trail users?
- Do businesses have maps and information available?
- Can business owners and citizens answer questions about the town and the trail?

Town Participation

A common denominator of a successful Trail Town is a champion. The champion could be a town citizen, group of citizens, local government or non-profit organization or some combination. Upon receiving a Trail Town designation, the champion(s) can coordinate information with the participating businesses and citizen support groups; network with neighboring towns; and, facilitate trail events and marketing.

Community Support Organization or local trail advocacy groups:

The champion(s) can help to assess the town's potential to become a Trail Town.

- Does your town have a champion?
- Is there someone who can coordinate and organize a Trail Town assessment?
- Is there an advocacy group that can create a Trail Town strategy?

Annual trail festivals or events:

Events which take place on or near the trail (a race, a fundraiser, etc.), can be a draw to people who may not normally be trail users. Events boost the overall Trail Town economy via purchases from trail users and new visitors.

- What events are held on or near the trail?
- What is the estimated attendance?
- How many different types of events are held?
- How often do events occur?

Trail Town plan or local development plan which includes trails:

A written plan with attainable goals is recommended for a Trail Town. A specific Trail Town Plan is not a requirement, although it is encouraged as a best practice.

- Are trails included in some type of a local development plan for the town?
- What type of plan involving trails is currently available?
- Do you have a specific *Trail Town Plan* or strategy?

Coordinate with neighboring communities:

As a Trail Town, proximity to a long-distance trail or connecting your town into a larger trail system is important. Coordinating with your neighboring communities can bring greater economic benefits by bringing in more trail tourism. Your neighbors can help organize and promote events.

- How are you working with your neighboring communities to promote the trail(s)?

- Are you working with others in your region to promote trails and trail events?

Businesses

Trails have the potential to provide a significant economic boost to local businesses. Becoming a Trail Town provides a unique opportunity to take full advantage of the economic opportunities offered to your town through trails. After evaluating the types of trail users coming into your town, determine if your town offers the necessary goods and services they need.

Provide necessary and specific goods and services to trail users:

Partner with your local chamber of commerce, economic development council, county/city commissioner's office or other relevant entities to discuss how to provide goods and services to trail users.

- What are the current businesses in your town which serve trail users?
- Are there gaps in the goods and services offered?
- How will those gaps be filled?
- Is the chamber of commerce or another group involved in developing a Trail Town economic strategy?

Coalition of local businesses that continue to grow and support the trail:

Include businesses in the group that are advocating for the trail or create a central organization of businesses to assist with the development of the Trail Town economy. This group can formulate a plan for economic growth and expansion, agree on incentives and discounts to offer trail users, organize business participation in events, and coordinate with trail advocates, neighboring towns and other businesses.

- Does your Trail Town have a central business organization?
- Can you identify existing business partners with the potential to participate in developing the Trail Town?

Marketing to and discount for trail users as an

incentive to come into town:

Give trail users a reason to come to your town by offering them incentives at local businesses. Kiosks on the trail can include advertisements for local businesses, special offers for trail users or coupons for participating businesses. A small discount (10%-20%) can motivate trail users to visit or stay in your town.

- What incentives do businesses offer to trail users for goods and services?

Amenities

A Trail Town is a friendly place which encourages trail users to visit and welcomes them with warm hospitality. Trail users want to explore interesting and vibrant places and while they travel, they will need certain goods and services.

Bike racks, boat docks and launches, hitching posts, etc.:

Trail Towns often provide areas for storage of trail user's equipment while they are in town. This makes their stay much easier and enjoyable.

- Are there bike racks conveniently located?
- Is day-use parking available? If not, how will you accommodate trail users?
- Are there kayak launches and ways to secure kayaks, canoes and paddleboards?
- What other trail amenities are offered in your town?

Reasonably priced food with local influences:

Give trail users an affordable taste of your town. Reasonably priced food is necessary and having local influences makes it all the better. Make sure that these restaurants are family friendly. Are restaurants:

- Easily located and accessible?
- Trail-user friendly?
- Family-friendly?
- Affordable?
- Offering local influences?

Easily accessible drinking fountains or potable water sources:

This is crucial to the trail user's health and safety. Water should be available near or on the trail. If there are not water fountains near the trail, consider having water jugs or free bottles of water within businesses for trail users. This is a friendly way to invite trail users into the town and into businesses.

- Are public potable water sources readily available?
- Do businesses offer free water in bottles or access to water?

Food that can be purchased and easily packaged for trail use:

Long-distance trail users require stopping points to refuel.

- Are there trail-friendly stores where trail users can restock?
- Are there stores or restaurants that offer prepared meals for trail users?
- Are food, water and other supplies easily accessible from the trail or town center?

Information

Once your trail users are in town, having signage, maps or flyers available can direct them to businesses. This is a great way to inform trail users about the attractions and events your town has to offer. Make navigating your town easy for trail users.

Information available within the central business district:

Provide information about what your town has to offer within the central business district. This is a great way to encourage trail users to enjoy all that your town offers and it promotes return trips.

- Do businesses keep free informational pamphlets and event flyers in their stores?

Safety

Trail users want to feel safe and protected both on the trail and within your town.

Safe and navigable downtown business district and amenities:

The town is well-lit, has wide sidewalks, protected bike lanes and crosswalks.

- Does your downtown area feel safe?
- Is it easy to navigate around town?
- Is your town family-friendly?
- Has your town reviewed or adopted the Florida Complete Streets guidelines?
- Is safety addressed in your current local development or Trail Town Plan?

Law enforcement is familiar with the trail terrain, length, and town:

If an emergency occurs on the trail, first responders should be familiar with the trail and be able to reach trail users quickly.

- Are responders and law enforcement familiar with where the trails are located?
- Do the trails have access points for emergency vehicles?
- Does your town have law enforcement visible on the trails?

Medical services for trail users:

Depending on what type of trail is near your town, trail users might need specific types of medical services.

- For mountain bike trails, you may need emergency medical services with off-road vehicles.
- For paddling trails, you may need a rescue boat.
- For hiking trails, you may need a golf cart or universal terrain vehicle to pick up injured or stranded hikers.
- What type of medical services and equipment for trail users are available?

Trail Town Questionnaire

Use the Self-Assessment to assist with completing the questionnaire.

Trail

What types of trails connect to or are located near your town? (hiking, biking, paddling, shared use non-motorized, multi-use, equestrian, etc.)

List any neighboring trails and their proximity to your town.

Who maintains your trail(s)? Please identify each trail and the manager.



List types of trail users are on the trails (day use, long distance pass through, overnight, etc.) Can trail users refill supplies and repack their bags to continue their journey? Describe how your town accommodates these trail users.

Accessibility

How close is the trail to your town? Is there easy access from the trail into the business district? Please describe.

Can trail users easily recognize that your town is near the trail? Is there direct signage on the trail leading into your town? Please describe.

What kinds of amenities are directly at or near the trail entrance into your town?

Are your business owners and citizens aware that there is a trail near your town? Are they well informed about the trail? If not, what steps will you take to accomplish these goals?

Town Participation

Do you have a trail-oriented Community Support Organization or a local trail advocacy group? If so, please identify them. If not, please describe who has expressed interest in supporting the community by becoming a Trail Town.

What events take place on or near your trail? Please specify the purpose of the event, local participation, who hosts it, and how often it occurs.

Do you have a Trail Town plan or a local development plan that includes trails? Please describe.

Describe the citizen initiatives in your town that foster and maintain trail growth and traffic.

Describe any efforts that have been made to coordinate with neighboring communities for events and trail connectivity.

Businesses

Do businesses provide goods, services and incentives to trail users? Please list the name of the business, the owner and the goods and services and incentives provided.

For each of the following, list the contact person and their telephone number:

Chamber of Commerce:

Visitor, Tourism or Economic Development Council:

Mayor or City Council or City Commissioner’s Office:

Does your town have a coalition of local businesses that support the trail? Please describe. If not, please list which businesses you have contacted to support the Trail Town.

What kind of discounts, deals, or special packages are offered to trail users?

Amenities

List any amenities such as bike racks, boat dock and launches, hitching posts, etc. provided in your town. Describe any other planned amenities that will be provided.

List the restaurants near your trail that cater to trail users. Describe types of food, distance from the trail, and incentives offered.

List overnight accommodations available to trail users and any plans for expanding these options. Describe the types of accommodations (hotel, campground, bed and breakfast, Air B&B, etc.). Include any special rates or packages offered for trail users.

List all water fountains/spigots available for trail users and their distance from the trail.

Can food be purchased and easily packaged for trail use? Please list all locations and their distance from the trail.

Information

Is there clear signage and wayfinding on the trail with information about the town? Please describe.

Describe directional signage leading from the trail into town.

Describe signage in the town with information about amenities.

Describe information or other material that businesses have about what your town offers. Please list participating businesses.

Safety

Check the boxes if correct:

- YES ☐ NO ☐ Does your town have wide sidewalks (10-12')?
- YES ☐ NO ☐ Does your town have protected bike lanes?
- YES ☐ NO ☐ Does your town have crosswalks?
- YES ☐ NO ☐ Is your downtown business district well-lit?
- YES ☐ NO ☐ Is your downtown business district safely navigable by foot or bicycle?

Are your law enforcement officers and first responders familiar with the trail location, terrain and length? Please describe the extent of their knowledge and any training they have received in this matter.

For each of the following, list your contact person and their telephone number.

Fire Department:

Police Department:

Medical Services:

List all medical services available to trail users, including specialized equipment, specialized training and facilities.

Statement of Intent

It is the intent of _____ (name of community, town, city etc.) to recognize this community as a Trail Town. By execution of this consent, the undersigned confirms the community’s desire to participate in the Office of Greenways and Trails’ Trail Town program.

Date: _____

Printed Name: _____

[Signature of community leadership]

Mail or e-mail to:
Office of Greenways and Trails
Department of Environmental Protection
3900 Commonwealth Blvd., Mail Station 795
Tallahassee, FL 32399-3000
Officeofgreenwaysandtrails@fldep.gov

FLORIDA GREENWAYS & TRAILS



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Florida's First Trail Town



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Agenda Item # 2022-342

Florida/Alabama Pedestrian Bicycle Plan

MEETING DATE

May 26, 2022

PREPARED BY

Dawn Molinero, City Clerk

BACKGROUND

Florida/Alabama Pedestrian Bicycle Plan

SUMMARY

Florida/Alabama Bicycle Plan discussion.

RECOMMENDATION

Committee direction

ATTACHMENTS

1. FL-AL-PEDBIKE-Master-Plan-ADOPTED



2018 Florida-Alabama TPO Pedestrian/Bicycle Master Plan

DRAFT 2018

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Introduction

ACKNOWLEDGMENTS



The West Florida Regional Planning Council would like to acknowledge the partnership between the Florida-Alabama Transportation Planning Organization (TPO), Florida Department of Transportation, Alabama Department of Transportation, and all of the municipalities within the Florida-Alabama TPO boundary. Stakeholders, elected officials, and staff devoted many hours to contribute to this document.

Introduction

An efficient transportation network is the bedrock of a successful community – the effective movement of people and things directly affects a region’s quality of life and economic vitality. Specifically, communities with effective walking and bicycling facilities experience countless benefits; roads are less congested, air quality is enhanced, safety is improved for all modes of transportation, and residents enjoy greater opportunities for recreation.

This study will provide an update to the previously completed 2010 Bicycle and Pedestrian Plan for the TPO and will be incorporated as an element of the 2040 Long Range Transportation Plan (LRTP).

In recent decades, transportation planning in the United States has been centered around the automobile. While this trend has created challenges regarding pedestrian and bicycle mobility, Complete Streets policies have been adopted by the State of Florida in recent years. These initiatives provide for safer, context-sensitive roads that can now be designed and constructed to serve all users, including pedestrians and bicyclists. In addition to these large-scale policy changes, communities within the TPO are recognizing the importance of multi-modal transportation planning. This Plan will provide a coordinated strategy for the establishment of pedestrian and bicycle-friendly communities throughout the TPO.

Purpose of the Plan

A Bicycle and Pedestrian Master Plan was adopted by the TPO in 2010. Since then, a variety of changes have created the need for an update. As mentioned, Complete Streets initiatives have opened the door for innovative engineering practices that have the potential to improve roadway biking conditions. Corridor Management Plans (CMP) have been conducted on multiple roadway segments within the TPO in recent years, providing insight into potential projects and improvements. Furthermore, community priorities have changed, requiring a fresh evaluation of local project needs. In addition to prioritizing physical infrastructure improvements, this plan will take a holistic approach to pedestrian and bicycle planning by recommending educational programs, outreach activities, and enforcement strategies to improve walking and bicycling conditions for all roadway users.

STUDY AREA

Transportation Planning Organizations, or TPOs, are local transportation policy-making boards for urbanized areas. Based on population data from the United States Census, every urbanized area with a population greater than 50,000 is represented by a TPO. Also referred to as Metropolitan Planning Organizations (MPO), TPOs were created under federal law to improve coordination between state and local governments in the transportation planning process. The governing board of the Florida-Alabama TPO is comprised of elected officials from each of the local governments within its boundaries. This encourages a cooperative, regional approach to transportation planning and decision making.

The study area for this plan is the Florida-Alabama TPO (hereafter referred to as the TPO), which represents the Pensacola urbanized area. The TPO's large geographic extent results in a diverse landscape of urban, suburban, semi-rural, and rural environments. The walking and bicycling needs in urban areas are different from those in rural communities; thus, this plan will incorporate Complete Streets concepts into its recommendations. A map displaying the TPO's boundaries, as well as the political jurisdictions within the TPO, is included on the following page.



The FL-AL TPO covers 651,251 acres of land, spans over 40 miles from east to west, and encompasses areas of southeastern Alabama and northwest Florida. In addition to crossing state lines, the TPO covers three counties and contains portions of four municipalities.



Florida-Alabama TPO Boundary

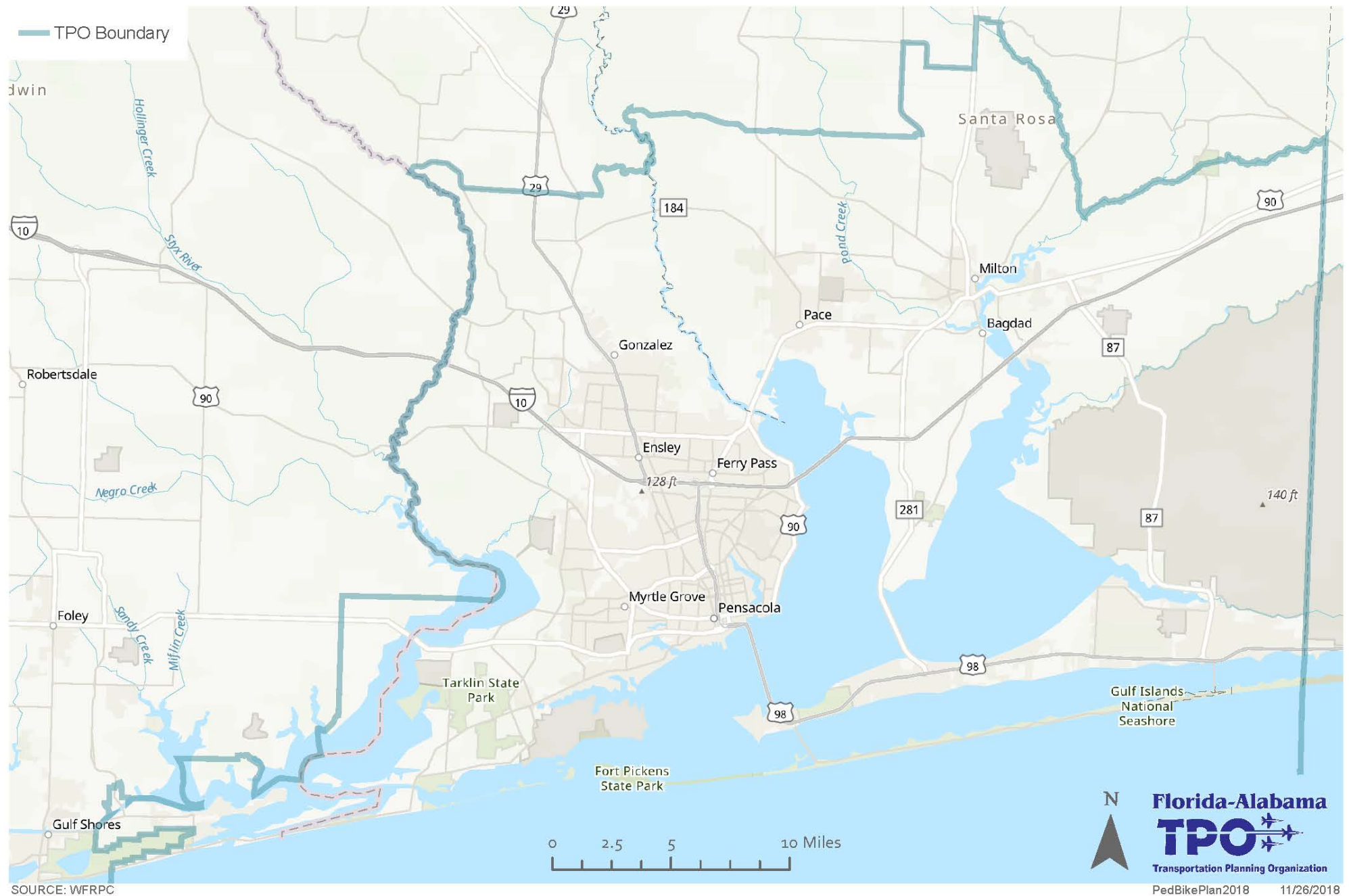


Figure 1: Study Area



Public Participation

Public Participation

Gaining input from agencies and citizens throughout the urbanized area was a top priority throughout the planning process. Therefore, highly interactive public outreach was conducted in communities throughout the study area. The various outreach efforts gave the public an opportunity to provide input on specific pedestrian and bicycle project needs within their communities. This section summarizes each outreach event and describes how the results have been used throughout the planning process.



Public Workshops

WFRPC staff held two non-traditional public workshops in June 2017 and two traditional workshops in Jan. 2018. Attendees of the non-traditional workshops were asked to use stickers to indicate what facilities were most needed to promote bicycling and/or walking in their community. Attendees of the traditional public workshops were given an update of the progress of the plan and were asked to comment on completed deliverables. These public workshops were promoted on Facebook and via news release to local media outlets.

Non-traditional Public Workshops

Bands on Blackwater
June 16, 2017
Participants: 9

Palafox Market
June 17, 2017
Participants: 37

Traditional Public Workshops

**Lexington-Terrace
Community Center**
Jan. 9, 2018
Participants: 3

**Perdido Key
Visitors' Center**
Jan. 11, 2018
Participants: 19

**West Florida Regional
Planning Council**
July 26, 2018
Participants: 32

Advocacy Working Group

An Advocacy Working Group was formed to provide technical input and guidance throughout the planning process. The group was comprised of stakeholders from the Florida-Alabama TPO Technical Coordinating Committee (TCC), Citizens' Advisory Committee (CAC), local municipal staff, and pedestrian/bicycle community groups. The Advocacy Working Group has been responsible for reviewing and providing comments on key deliverables such as the vision statement and goals.

The first Advocacy Working Group meeting was held on Aug.22, 2017. The purpose of this meeting was to discuss the Plan's visions and goals. The second meeting was held on Sept. 27, 2017 with the purpose of discussing the prioritization methodology. Excellent feedback was provided at each meeting, which ultimately helped project staff develop a plan that represents the multi-modal transportation needs of each community within the TPO.



Other Outreach Efforts

Due to the emphasis on developing the plan with a public focus, staff continuously pursued community-driven opportunities to reach the public. Participation was garnered by attending local events and presenting to local community groups, in addition to the aforementioned workshops.

Presentations to Community Boards and Organizations:

- » Mass Transit Advisory Committee (MTAC)
- » Gulf Breeze Rotary Club
- » Big Lagoon Kiwanis Club
- » Escambia Transportation Disadvantaged Coordinating Board
- » Santa Rosa Transportation Disadvantaged Coordinating Board

Outreach Events:

- » Bike Pensacola's May 2017 Slow Ride
- » Bike Pensacola's June 2017 Slow Ride
- » Bike Pensacola's July 2017 Slow Ride
- » Brownsville Community Festival
- » Santa Rosa County Back to School Bash
- » Blackwater Water Festival



Website

The Florida-Alabama TPO Pedestrian/Bicycle Master Plan web page went live in February 2017, directing interested parties to the Plan's web page for information regarding the Plan and how to be involved in the planning process.



**wfrpc.org/MoveSafe
EmeraldCoast**



**@MoveSafe
EmeraldCoast**

Facebook

The Florida-Alabama TPO Pedestrian/Bicycle Master Plan Facebook page went live in February 2017, serving as a place to receive input, facilitate discussion, and provide updates on the Plan.



Followers: 59



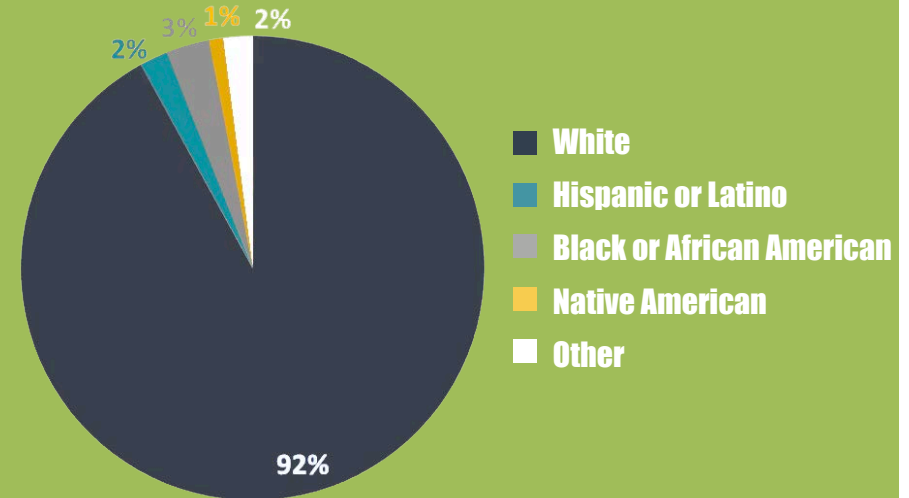
Likes: 58

Survey

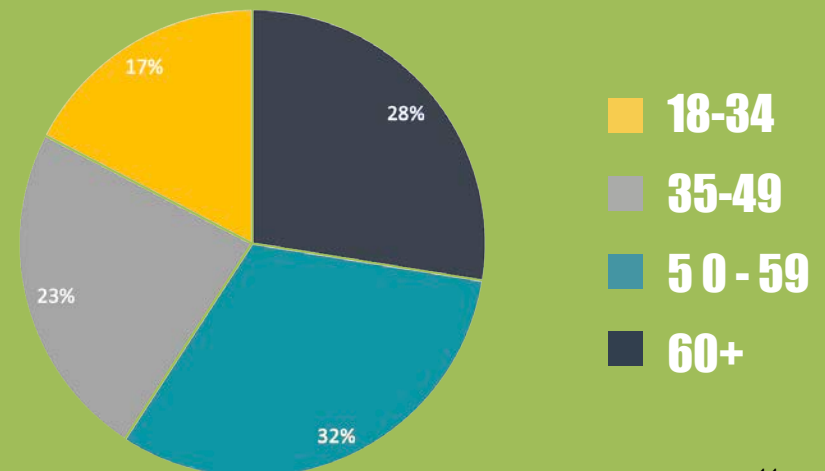
A survey was developed and dispersed to assess community needs, concerns, and perceptions. Initial data was tabulated in Nov. 2017 and data was tabulated again in March 2018 to account for potential changes. The results of the survey provided valuable insight into community members' observations of walking and bicycling within the TPO. For example, traffic being too fast or heavy was a leading factor that kept people from walking or riding a bike more often. Similarly, when people were asked which facilities were most needed to promote walking or bicycling in their communities, the highest response rates were received for having more bicycle lanes separate from the roadway, more/improved bicycle lanes and improved buffers between facilities and vehicles. Charts displaying this information in detail are included on the following pages.



Survey Respondents by Race/Ethnicity



Survey Respondents by Age



This map displays the Transportation Planning Organization (TPO) boundary for Santa Rosa County, Florida, overlaid on census tracts. The tracts are shaded based on the number of surveys conducted, with a legend indicating five categories: 0 (lightest green), 1-2, 3-4, 5-10, and 10-19 (darkest green). Major roads shown include US Highway 90, US Highway 184, and State Road 29. Key locations such as Milton, Pace, Gonzalez, Enslley, Ferry Pass, Myrtle Grove, Pensacola, and Gulf Shores are labeled. Water bodies like the Santa Rosa River, Negro Creek, and Milfin Creek are also depicted. A scale bar indicates distances up to 10 miles, and a north arrow is present. The map is sourced from FGDL and WFRPC, dated 11/26/2018.

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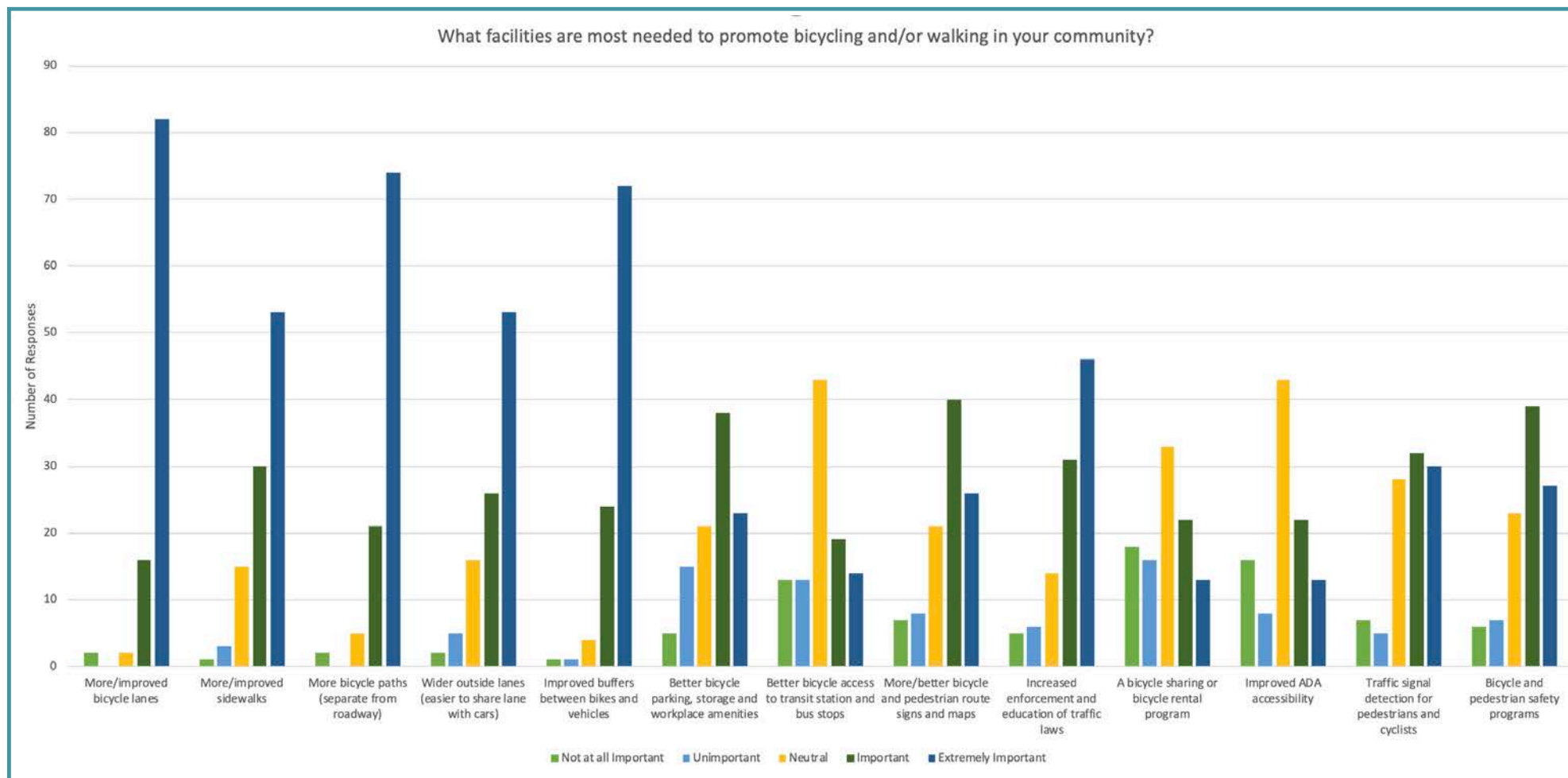


Figure 3: Survey Results: Facilities

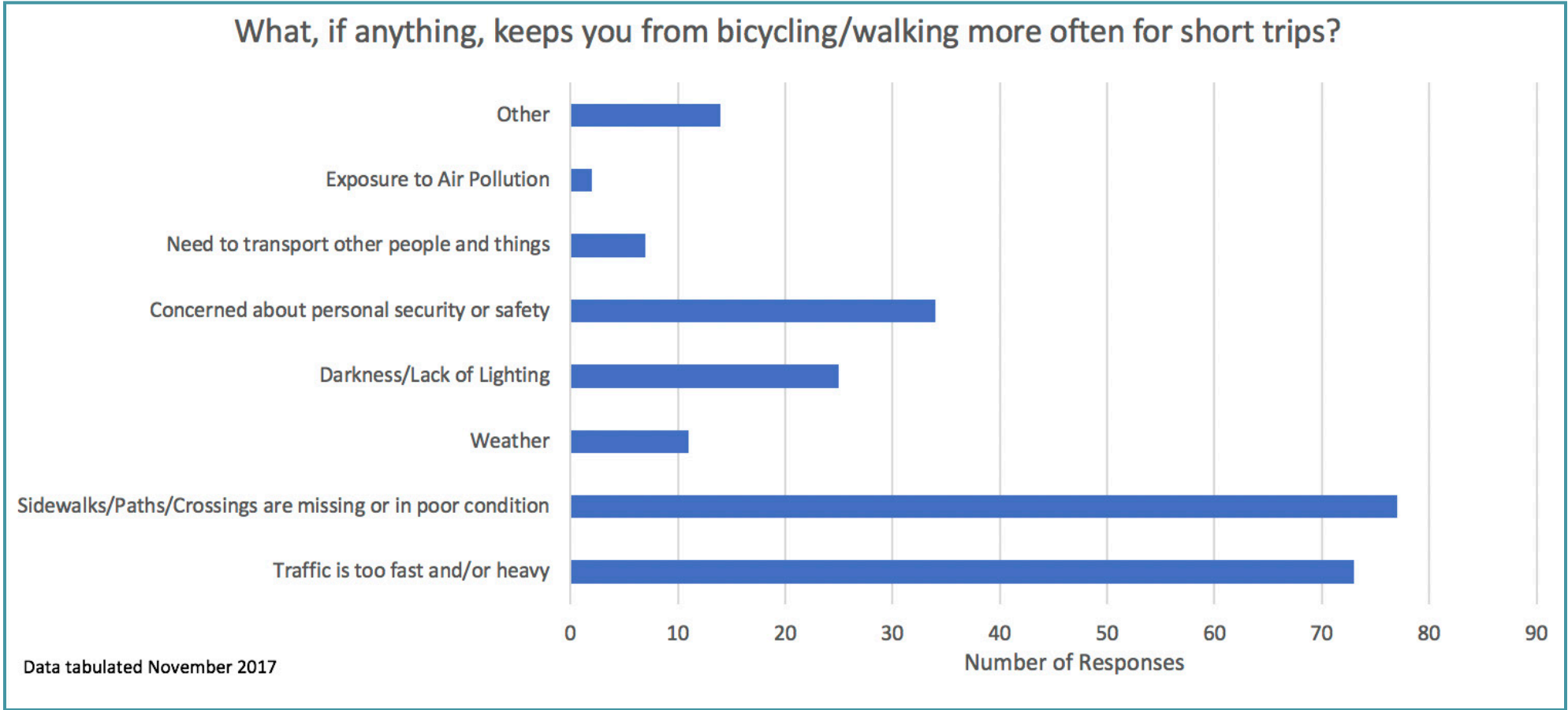


Figure 4: Survey Results: Short Trips

Compilation of Public Input

The extensive public outreach conducted throughout the planning process provided insight into trends, issues, and opportunities relating to walking and bicycling. Community members emphasized the importance of safety improvements, specifically referencing the need for more adequate facilities. The importance of educating drivers, pedestrians, and bicyclists about traffic laws and driving conduct was also mentioned at outreach events frequently. Community members also had the opportunity to identify specific project needs by drawing on large maps of the TPO study area. Public input may be found in the plan's online appendix located at www.wfrpc.org/movesafeemeraldcoast.



"I would like to see more interconnected multi-use paths through the west Florida area that could be utilized for commuting and recreation."



"Bike lanes in and around Pensacola need to be connected."



Vision, Goals, and Objectives

Vision

Vision

The vision statement describes the ideal future scenario that can be attained if specific strategies are implemented. The following vision statement was developed with input from the Advocacy Working Group to provide guidance and direction to local governments, organizations, and community members working toward pedestrian and bicycle-friendly communities in the TPO.

Vision Statement

The TPO Pedestrian and Bicycle Master Plan will improve the quality of life for all communities within the TPO planning area by providing education, engineering, enforcement, equity, and encouragement of multi-modal transportation choices.

I'd love to see some community public service announcements or some type of ongoing education regarding "How to use a bicycle."



Goals	Objectives
Education Educate users of all transportation modes on Complete Streets concepts and pedestrian and bicycle safety, rights, and responsibilities.	1.1 Conduct outreach focusing on safe walking, bicycling, and driving conduct with a specific focus on traffic laws
	1.2 Organize workshops with state transportation agencies and local government planning and engineering departments focusing on Complete Streets concepts
	1.3 Partner with public and private schools to conduct pedestrian and bicycle safety training activities such as Safe Routes to School
Engineering Develop a continuous, connected, and accessible pedestrian and bicycle network that affords safe, enjoyable, and comfortable accommodations for users of all ages and abilities to move between places and destinations.	2.1 Reduce conflicts between vehicles, pedestrians, and bicyclists by implementing a wide range of context-appropriate facility improvements
	2.2 Increase the quality and quantity of facility connections between existing multi-modal facilities and other generators of walking and bicycling activity (these areas are identified and defined in Section 7: Project Prioritization)
Enforcement Partner with local law enforcement and first responders to provide adequate enforcement programs.	3.1 Partner with local law enforcement to ensure traffic laws are enforced among bicyclists and motorists
Equity Develop a well-connected pedestrian and bicycle network that accommodates users of all ages and abilities, including those with disabilities, those who cannot drive, and those without access to a vehicle.	4.1 Maintain public involvement to continuously evaluate areas in need
	4.2 Increase access to amenities and bike / pedestrian facilities
Encouragement Enhance the livability of the Florida-Alabama TPO area through encouragement of bicycling and /or walking for short trips.	5.1 Promote organized walking and bicycling events such as Ciclovía
	5.2 Work with local jurisdictions and the League of American Bicyclists to obtain Bicycle Friendly Community certification
	5.3 Make pedestrian and bicycle facility maps available to the public by dispersing printed maps and implementing wayfinding signage

Table 1: Goals and Objectives



Community Profile

Community Profile

Community Profile

A thorough understanding of a region's demographic characteristics is essential in the transportation planning process. Knowledge relating to the structure, behavior, and spatial distribution of a population ensures that effective recommendations can be made. This section examines the socioeconomic and demographic characteristics of the TPO and provides detailed information regarding automobile ownership and commuting trends.

Population Characteristics

Based on the 2011-2015 American Community Survey (ACS), the total population of the TPO was estimated to be 455,923 in 2017. For a better understanding of population distribution throughout the TPO, population data is broken down and displayed by jurisdiction. The overall region has seen steady population growth over the last 10 years.

		2000	2010	2016
States	Florida	15,982,378	18,801,310	20,612,439
	Alabama	4,447,100	4,779,736	4,863,300
Counties	Santa Rosa	118,387	151,372	170,497
	Escambia	294,784	279,619	315,187
	Baldwin	140,415	182,265	199,510
Cities	Pensacola	56,092	51,969	53,779
	Milton	7,539	8,826	9,839
	Gulf Breeze	5,665	5,763	6,205
	Orange Beach	3,784	5,441	5,791

Table 2: Population by TPO Jurisdiction



Pedestrian Bicycle Master Plan - Population Density

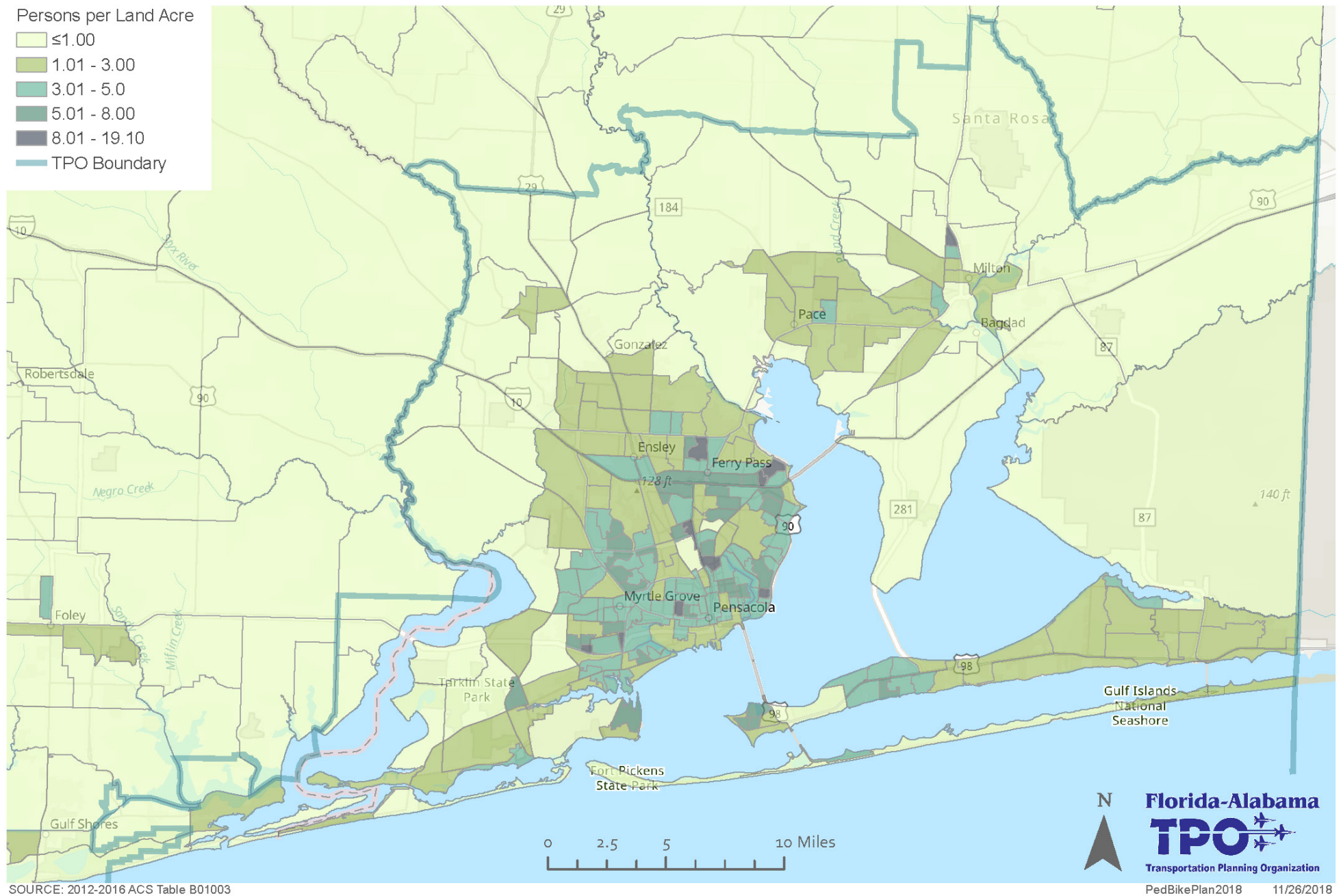


Figure 5: Population Density

FL-AL TPO KEY FACTS

Age and Gender

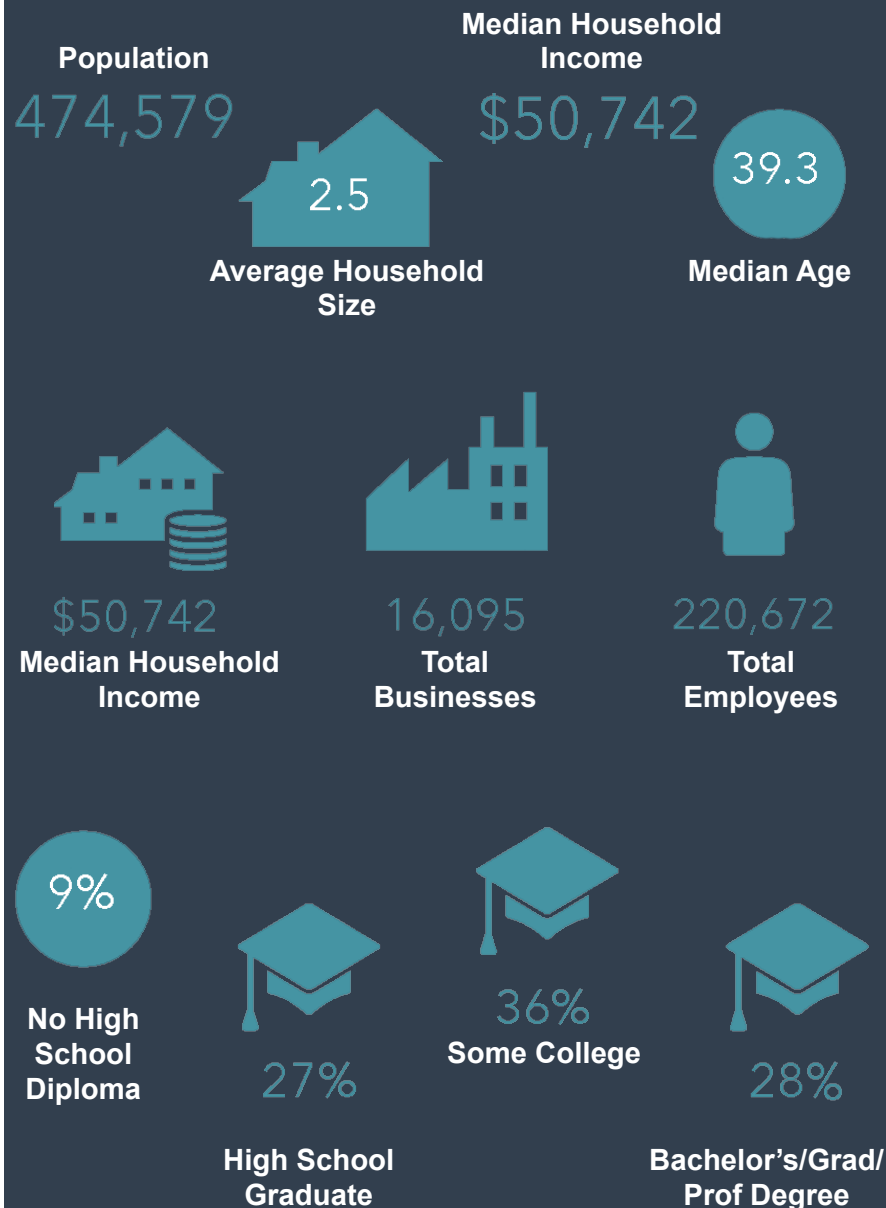
Measuring age provides insight into areas of the TPO that may experience higher demand for transit, pedestrian, or bicycle facilities. For example, anyone younger than 16 years of age is unable to legally operate a motor vehicle.

Vehicle Ownership

A particularly important variable that the American Community Survey (ACS) measured was vehicle access (measured by occupied housing unit). An average of 5.54% of the TPO's households do not have access to a vehicle; however, specific geographic areas experience rates much higher than this. Households without access to a vehicle are more likely to utilize other modes of transportation than households that do have a vehicle (a high rate is anything over the TPO average of 5.54 percent). A map displaying census block groups with high rates of zero vehicle ownership is displayed in the online appendix.

Geographic Information Systems

Staff utilized Geographic Information Systems (GIS) extensively to evaluate demographic and socioeconomic data. ArcGIS was a key tool due to the unique political boundaries of the TPO. For example, the United States Census Bureau collects data at a variety of geographic levels. Data can be viewed by political subdivision (city or county), or by census designated unit (census tract, block, or block group). As a regional entity, the TPO does not adhere to the boundaries of political subdivisions or census designated units. Therefore, to obtain accurate demographic data for the TPO, staff utilized GIS to 'clip' the boundaries of political subdivisions and census designated units to coincide with the boundaries of the TPO.



Tapestry Segmentation

Created by the same company that produces ArcGIS, the Community Analyst tool provides unique reports called Tapestry Segmentations. Tapestry Segmentations are created using census data and geographic information and provide in-depth information about neighborhoods and their respective residents. These reports provide insight into the potential behavior of residents, specifically relating to transportation decisions.

For example, the most common segment within the TPO is the Middleburg neighborhoods. Middleburg neighborhoods, which house about 14 percent of TPO residents, are semi-rural locales on the edge of metropolitan areas. Due to the distance of neighborhoods like these from activity centers, walking or bicycling for everyday purposes is not always feasible for Middleburg residents. In-depth information on the Middleburg neighborhood is included in the online appendix.



Pedestrian Bicycle Master Plan - Tapestry Segmentation by Census Tract

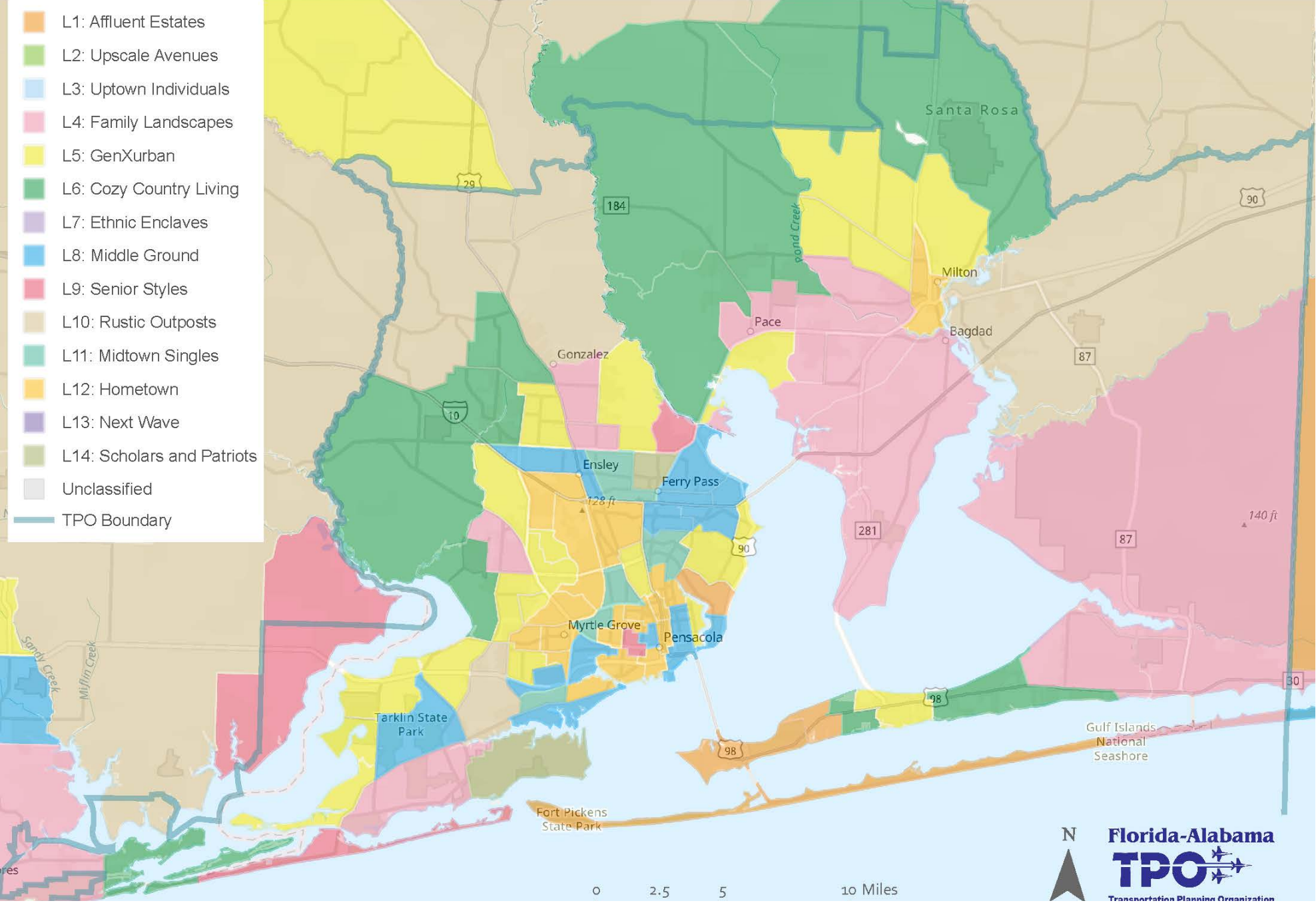


Figure 6: Tapestry Segmentation by Census Tract

Commuting Trends

The Community Analyst tools also create infographic reports, which are compilations of census data displayed graphically. Based on ACS data, the TPO was home to 202,711 workers over the age of 16 in 2010. Of these workers, 78.7% drove alone to work, 1.5% walked to work, and 0.3% biked to work. Furthermore, more than 75% of all workers traveled 15 minutes or more to get to work.

The percentage of workers who walked or rode a bike to work was low for a variety of reasons. As mentioned in the previous section, walking or riding a bike to work may not be feasible for residents of rural or semi-rural locations (14% of TPO residents live in Middleburg neighborhoods). Survey data indicated that inadequate facilities also kept people from walking or riding a bike more often.

Bicyclists and Pedestrians Involved in Vehicle Crashes				
Florida-Alabama TPO Area*				
January 1, 2012 - December 5, 2017				
Year	Bicyclists	Pedestrians	Total Bike/Ped Crashes	Fatalities
2012	99	105	204	16
2013	94	89	183	11
2014	81	106	187	21
2015	82	108	190	18
2016	65	105	170	22
2017	72	110	182	19
Total	493	623	1116	107
*Not Including Baldwin County, AL				

Table 3: Bicyclists and Pedestrians Involved in Vehicle Crashes



**Took Public
Transportation to Work**



**Carpooled
to Work**



**Walked
to Work**



**Biked
to Work**

Pedestrian Bicycle Master Plan - Project Prioritization Criteria - Vehicle Access

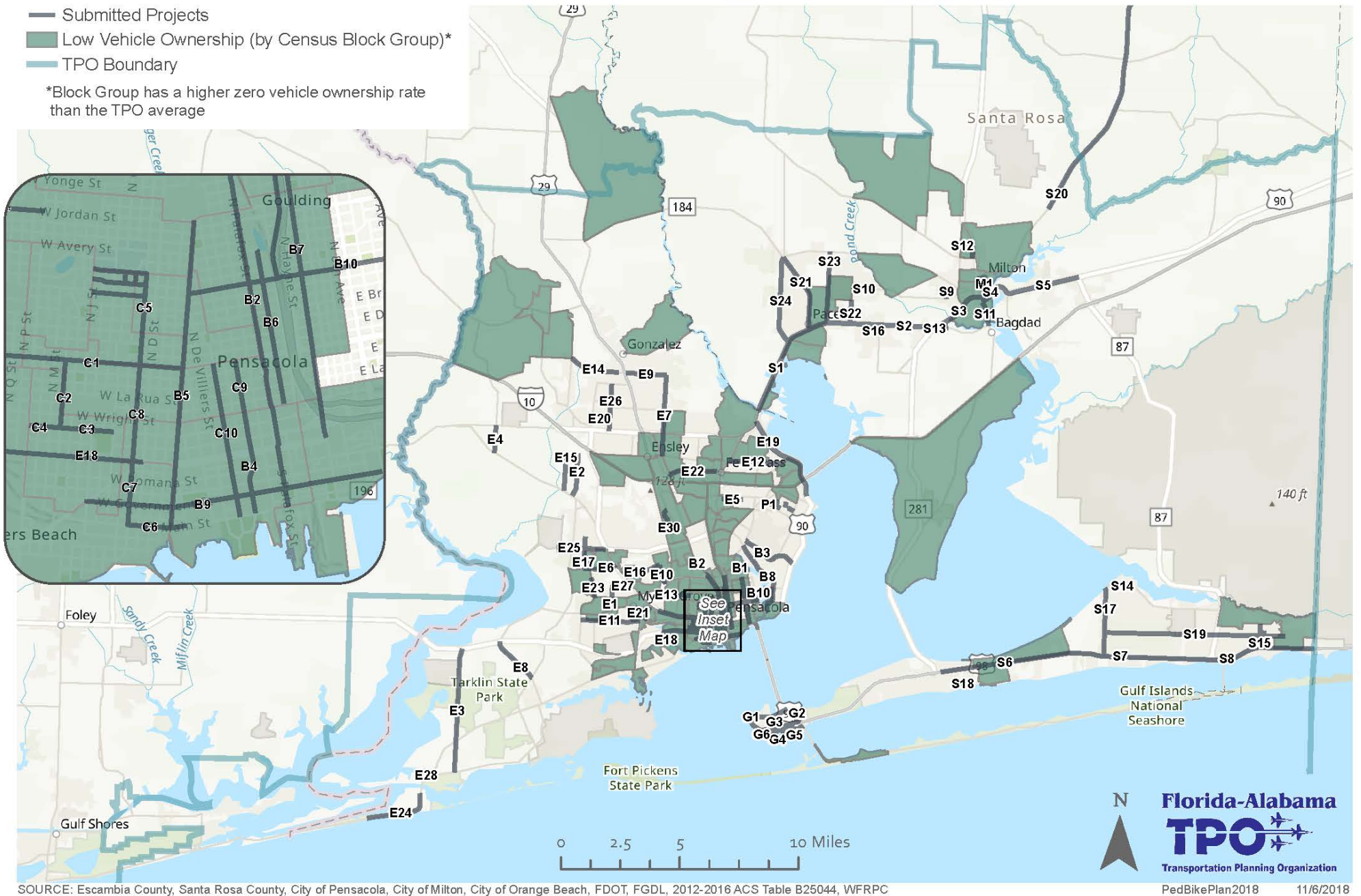


Figure 7: Vehicle Access



Inventory of Existing Conditions

Inventory of Existing Conditions

Existing Policies and Plans

A main focus of this Plan is the identification and prioritization of pedestrian and bicycle facility projects. Many projects have already been identified and prioritized in TPO planning documents. Furthermore, local governments have also identified priority areas for walking and bicycling in their Comprehensive Plans and Master Plans. Corridor Management Plans (CMPs) also provide specific recommendations relating to pedestrian and bicycle related improvements. This section will summarize existing policies and documents that influence pedestrian and bicycle planning activities within the TPO.

State Policies

Complete Streets

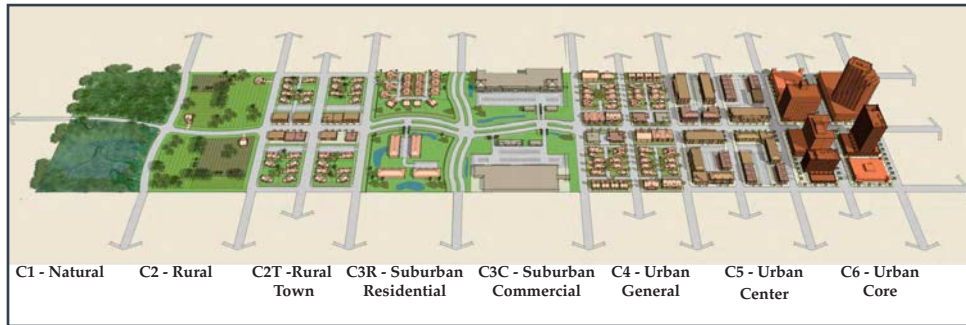


Figure 8: FDOT Context Classifications

The Florida Department of Transportation (FDOT) adopted a Complete Streets policy in 2014. The purpose of the policy is to design and construct roadways that safely accommodate all users, including automobiles, transit vehicles, pedestrians, and bicyclists. The policy recognizes that roadway design and construction techniques should be context-sensitive, considering local land

use patterns and built conditions. The policy presents a context classification system for roadways, which describes the different built environments in Florida as well as the types of uses and user groups that will likely utilize the roadway. A roadway's context classification influences the subsequent approach to planning, design and construction.

Implementing Complete Streets policies at the local level would encourage future projects to be sensitive to land use, built conditions, on-street parking conditions, and other factors. For example, a low-traffic rural road may not need buffered bike lanes, but adding paved shoulders may be most appropriate.

Florida Office of Greenways and Trails

The Florida Office of Greenways and Trails recently adopted their 2018-2022 Priority and Opportunity Trail Maps. Updates were made to 'priority trails' segments, on which potential multi-use path projects would be eligible for SUN Trail funding. Adopted Priority and Opportunity Trail Maps are included in the online appendix.

Florida Pedestrian and Bicycle Strategic Safety Plan

The Florida Department of Transportation's Pedestrian and Bicycle Strategic Safety Plan provides information and resources for municipalities to practice safety outreach and implement safe design practices in their pedestrian and bicycle infrastructure.



Comprehensive Plans

Comprehensive Plans

Baldwin County Comprehensive Plan

The Baldwin County Comprehensive Plan does not specifically address non-motorized transportation.

Escambia County Comprehensive Plan

The Mobility element of the Escambia County Comprehensive Plan has specific policies that address non-motorized transportation:

- MOB 1.1.3: All new public road construction projects in urban areas or community redevelopment areas will accommodate non-motorized transportation. At a minimum, sidewalks and bicycle facilities should be included. Consideration should also be given to include storage racks, striping, or signage
- MOB 1.1.10: Pursuant to Florida Statutes, Escambia County, the Escambia County School Board, and the Community Traffic Safety Team will coordinate to prepare a “Transportation Alternative” master plan for each public school and then implement construction of improvements (e.g., sidewalks, shoulders) to encourage walking to school
- MOB 1.1.11 Escambia County will encourage through private/ public partnerships the installation of sidewalks along the street frontage of new development (including but not limited to new development along routes shown on the TPO Bicycle and Pedestrian Plan, the County’s Bicycle and Pedestrian Plan, or the “Transportation Alternative” Plan) to provide connectivity and utility for existing sidewalks in the vicinity of the development
- MOB 1.2.2 Non-motorized Transportation Facilities. Escambia County will provide or require the provision of non-motorized

transportation facilities to link residential areas with recreational and commercial areas in a safe manner. This may include the construction of sidewalks, bike lanes, installation of signage, striping of roadways, or the like so as to accommodate non-motorized transportation facilities

Santa Rosa County Comprehensive Plan

The Santa Rosa County Comprehensive Plan has a variety of policies and recommendations relating to multi-modal transportation:

- Policy 2.1.C.8 states that new subdivisions will incorporate sidewalks within the subdivision and leading to schools based on traffic volumes and proximity to schools
- Policy 2.1.C.9 specifically recommends sidewalk connection (Blackwater/Bagdad Connection) from Bagdad to Blackwater Heritage Trail and Whiting Military Trail loop
- Policy 2.1.C.4 speaks to the reduction hazardous walking conditions within the vicinity of public schools



City of Pensacola Comprehensive Plan

The City of Pensacola Comprehensive Plan includes the following policies/recommendations:

- The Transportation Element calls for the design and operation of a network of Complete Streets
- Policy T-3.1.3: The City shall encourage the development of a comprehensive bicycle education program in coordination with the TPO and Escambia County
- Policy T-3.2.2: The City will continue to include requirements for provision of sidewalks by developers around future commercial developments to aid in pedestrian transportation needs
- Policy T-3.2.3: In accordance with the City's Public Schools and Facilities Element of the Comprehensive Plan, new residential developments within two miles of an existing or planned school shall be required to provide sidewalks. In addition, sidewalks shall be placed along all collector, arterial, and local roads abutting the subdivision to the subdivision property line, where it has been determined that the most direct route from the subdivision to the school is along those roadways.
- Policy T-3.2.6: The City shall continue to install countdown-type pedestrian signals at the most appropriate and highly-traveled pedestrian crossings
- Policy T-3.2.11: The City will pursue, where feasible, "Complete Street," and intersection improvements along the corridors identified in adopted neighborhood and redevelopment plans to provide for aesthetics, accessibility and safety for pedestrians, bicycles and motorized vehicles. Such improvements may include traffic calming measures such as adequate lighting, shade trees, wider sidewalks, bike paths, street furniture, gateway treatments, directional signage and area identity markers where feasible

City of Gulf Breeze Comprehensive Plan

The City of Gulf Breeze Comprehensive Plan includes the following policies/recommendations:

- Policy 1.1.1: The City shall require both new development and substantial redevelopment to provide adequate safe pedestrian facilities on-site, to adjacent sites as practical, and in adjacent right-of-way. Such facilities shall include a direct link between the public sidewalk network and building entrance, lighted sidewalks along both sides of all internal roadways and, as appropriate, on the development side of adjacent roadways. Additionally, mitigation or elimination of existing pedestrian hazards (e.g. upgrading an intersection) may be required, as needed and dependent upon the magnitude of the development or redevelopment project
- Policy 1.1.3: When existing City roads are resurfaced or reconstructed or during the design of new City roads, pedestrian and bicycle facilities may be incorporated by providing for wide outside lanes, bicycle lanes, sidewalks, and/or other facilities when the available right-of-way is not physically constrained and when cost and design considerations are not prohibitive

City of Milton Comprehensive Plan

The City of Milton's Comprehensive plan thoroughly addresses multimodal transportation and has specific project recommendations (Table 4 on the following page):

Map ID	Location	Project Description	Cost Estimate (in \$1,000s)
	Milton Way – 17th to 22nd Avenue	Ped facility on north side of street	
NM-11	Oak Street - 11th Avenue to 19th Avenue	Non-motorized facilities to connect Milton Community Park to schools.	\$2,800
NM-12	Maine Street – 15th Avenue to 17th Avenue	Non-motorized facilities to connect Milton Way/15th Avenue to schools.	\$800
NM-13	19th Avenue - Milton Way to Alder Street	Non-motorized facilities to connect neighborhood with schools and Milton Way.	\$3,800
NM-14	Juniper Street - 11th Avenue to 17th Avenue/Milton Way	Pedestrian facility to connect neighborhood with Milton Way and schools.	\$2,500
NM-15	28th Avenue - Alder Street to S 380th Street	Pedestrian facility /bicycle climbing lane along west side of street.	\$2,400
NM-16	Interurban Trail Connections- Alder Street and Emerald Street	Connections to Interurban Trail at Emerald Street and at Alder Street.	\$2,000
NM-17	Alder Street - 27th Avenue to 28th Avenue	Complete sidewalks on the north side of the street.	\$85
NM-18	Milton Way - 20th Street E to Porter Way	Curb, gutter and sidewalks.	\$3,150
NM-19	Porter Way - 5th Avenue to Kent Street	Non-motorized facility along west side of the street.	\$324
NM-20	23rd Avenue - Emerald Street to Alder Street	Pedestrian facility.	\$100
NM-21	Emerald Street- 27th Avenue to 28th Avenue	Easement for non-motorized connection between 27th Avenue and 28th Avenue.	\$54
NM-22	Milton/Fife - Pedestrian Connection Partnership	Construct pedestrian improvements along Milton Way and 20th Street E to Fife High School. Partner with City of Fife.	\$4,000
NM-23	Pedestrian Crossings Improvements - 5 locations	Improve crossing safety and visibility with rectangular beacon signs, raised crosswalks, or other appropriate treatments.	\$100
NM-24	Milton Way - 28th Avenue to Meridian Avenue E (SR 161)	Street improvements consistent with Uptown Vision.	\$580
NM-25	Interurban Trail Triangle	Build trail segment between S 380th Street and existing trail at Military Road.	\$1,043
NM-26	Interurban Trail – Meridian Avenue E (SR 161) crossing	Construct undercrossing of Meridian Avenue E with trail connections on each side.	\$1,761
NM-27	Emerald Street - Interurban Trail to 27th Avenue	Develop bike route.	\$7,200
NM-28	Kent Street - Porter Way to Interurban Trail	Pedestrian facility /uphill bicycle climbing lane.	\$660
NM-29	11th Avenue - Emerald Street to Milton Way	Non-motorized facilities.	\$3,100
NM-30	Kent Street - Interurban Trail to 10th Avenue	Develop bike route.	\$1,700
NM-31	Porter Way – Pacific Highway E (SR 99) to I-5 bridge	Construct sidewalk on north side of the street.	\$910
Total Project Costs			\$77,270

Table 4: City of Milton Comprehensive Plan Projects

City of Orange Beach Comprehensive Plan

The City of Orange Beach Comprehensive Plan includes the following recommendations:

- Installation of bike lanes on Highway 180 west of Highway 161 (to city limits)
- Pedestrian and bicycle improvements to Highway 182

TPO Planning Documents

Long-Range Transportation Plan (LRTP)

The Long-Range Transportation Plan (LRTP) is a blueprint for maintaining and enhancing the regional transportation system. The LRTP identifies roadway, transit, bicycle and pedestrian, intelligent transportation systems (ITS), and other improvements needed over the next 25 years. The Long-Range Transportation Plan (LRTP) includes the following recommendations:

- The LRTP's Project Priorities List, which is essentially the TPO's Cost Feasible Plan Element, is used by the State DOTs to develop a five-year work program. A table of priority pedestrian and bicycle projects is included in the online appendix

TIP Projects 2019-2023:

Alabama:

- Pave shoulders on US 98/SR 42 from Barclay Avenue to the Alabama State Line
- Pave shoulders on CR 99 from Carrier Drive to Spanish Cove Drive
- Pave shoulders on CR 99 from CR 91 to Carrier Drive.
- Pave shoulders on SR 42 (US 98) from Hillcrest Road to Barclay Avenue
- Bicycle lanes on SR 42 (US 98) from Barclay Avenue to Alabama State Line

Florida:

- Preliminary engineering for US 98 (W. Navy Boulevard) from SR 295 (New Warrington Boulevard) to Bayou Chico Bridge. Funds from Escambia County for redesign of existing cross section, maintain the same number of thru lanes, livable communities and landscaping project, access management modifications, curb and gutter, and bicycle and pedestrian features along with parking
- Sidewalks/multi-use path on SR 292 (Perdido Key Drive) from Alabama State Line to West State Park boundary. Perdido Key Multi-Use Trail
- Complete Streets project to improve safety on SR 10A (US 90) West Cervantes Street from Dominguez Street to A Street

2010 Bicycle and Pedestrian Master Plan

The 2010 Bicycle and Pedestrian Master Plan reviewed roadway segments and prioritized segments based on a level of service analysis. Instead of being prioritized in numerical order, segments were prioritized by tier. Maps displaying facility recommendations from this plan are included in the online appendix.



Pace-Pea Ridge Bicycle and Pedestrian Plan

The Pace-Pea Ridge Plan focuses on the following recommendations:

- Bike lanes on Woodbine Road from Berryhill Road to US 90
- Bike Lanes and sidewalks on Chumuckla Highway from Berryhill Road to US 90
- Sidewalks on Berryhill Road from 5 points intersection to Walker Raod
- Sidewalks on West Spencer Field Road from Berryhill to US 90
- Sidewalks on East Spencer Field Road from US 90 to Carlyn Drive
- Sidewalks on Bell Lane from Sterling Way to US 90
- Bike lanes on US 90 through extent of study area

South Santa Rosa Bicycle and Pedestrian Plan

The South Santa Plan identifies and determines potential projects by segment. The South Santa Rosa Bicycle and Pedestrian Plan includes the following recommendations:

- Bike lanes from Soundside park to Gulf Islands National Seashore Entrance
- Paved shoulders on Bay Street from Coronado to Oriole Beach Road
- Paved shoulders on Bay St from Oriole Beach Road to Circle Lane
- Complete multi-use path link over East Bay Boulevard Bridge

North Palafox Street Corridor Management Plan (CMP)

The North Palafox Street Corridor Management Plan (CMP) includes the following recommendations:

- Addresses North Palafox Street from US 29 to Nine Mile Road
- Road diet at intersection of North Palafox Street and Airport Boulevard eliminating dedicated through lane to provide for extension of sidewalks and inclusion of bike lanes. Estimated cost \$580,000

Main Street CMP

The Main Street CMP includes the following recommendations:

- Addresses Main Street from Barrancas Avenue to Clubbs Street
- Implementing a 10-foot-wide shared use path adjacent to Main Street buffered by landscaping

West Cervantes CMP

The West Cervantes CMP includes the following recommendations:

- Road diet on entire corridor
- Installation of a pedestrian crossing at Mobile Highway and Kirk Street and mid-block crossings between N and M, K and J, H and G and D and C streets
- Increase north-south sidewalk connectivity in vicinity of I, H and G streets
- Increase east-west sidewalk connectivity in the northwest quadrant of the study area

Local Plans

Perdido Key Master Plan

The Perdido Key Master Plan includes the following recommendations:

- Making Perdido Key Drive more bicycle and pedestrian friendly is specifically mentioned numerous times in this document.





Project Prioritization

Project Prioritization

The effective prioritization of pedestrian and bicycle facility projects is a key aspect of this Plan. Due to the variety of factors that impact the potential benefit of a proposed project, developing a sound methodology and selecting appropriate criteria is important. This section explains the process used to select criteria and outlines the rationale behind the chosen methodology.

The first step in the methodology development process was an in-depth review of other Pedestrian/Bicycle Master Plans. Prioritization methodologies can be approached in a variety of ways; some focus heavily upon public input, some employ data-driven analyses, while others use a combination of the two. Methodologies that rely solely upon public input are reflective of community desires, but can fail to identify technical considerations. Likewise, data-driven methodologies are thorough in their analysis but tend to overlook qualitative evidence. Therefore, project staff recommends that a balanced approach would be most appropriate for this Plan.



Criteria Selection

The results of public outreach activities provided valuable insight into the needs and desires of communities within the planning area. Specifically, project staff found the results of the survey to be an important tool when selecting criteria. For example, 71 percent of respondents indicated that traffic being too fast or heavy kept them from walking or bicycling more often. When asked the same question, only seven percent indicated that the need to transport people or things kept them from walking or riding a bike. This is a clear indication that safety is perceived as a key issue, and that projects improving safety should be prioritized.

In addition to utilizing the results of public input to select criteria, project staff worked closely with the Advocacy Working Group throughout the selection process. The Advocacy Working Group consisted of traffic engineers, planners, and other public officials; thus, members provided valuable technical expertise. Members helped to select, define, rank, and assign appropriate weight to criteria due to their collective professional experience in transportation related fields.



The following criteria have been selected to prioritize projects:

1. Safety, in terms of crash data involving incidents between motorized vehicles and pedestrians and bicyclists. Crash data was be sourced from Signal Four Analytics.
2. Connection and Proximity to Schools, in terms of a project's distance from a public or private school. This includes post-secondary institutions.
3. Network Continuity, in terms of connections to existing/planned pedestrian and bicycle facilities. Data has been received from the following local governments:
 - a. Escambia County
 - b. Santa Rosa County
 - c. City of Pensacola
 - d. City of Milton
 - e. City of Orange Beach, Ala.
4. Location Efficiency, in terms of a project's proximity to an activity center. An activity center is defined as a highly-trafficked destination within a city or region. Activity centers considered in this methodology are defined below:
 - a. Park, Trail, or Greenway: a regional, local or neighborhood space for recreation
 - b. Transit Station: a transit center /hub
 - c. Employment Center: an employment location with 25 or more employees
 - d. Residential Area: a census block group with more dwelling units per acre than the TPO average
 - e. Hospital/Medical Clinic: an establishment where patients receive inpatient or outpatient medical care
5. Cost Efficiency, in terms of total project cost. Project cost thresholds were developed with support from FDOT.
6. Project Coordination, in terms of project identification prioritization in other adopted plans including the Long Range

Transportation Plan (LRTP), Transportation Improvement Program (TIP), Comprehensive Plans, Master Plans, Community Redevelopment Areas, Pedestrian/Bicycle Plans, etc.

7. Evidence Based/ Anecdotal Need, in terms of worn pathways on the side of the road or reports of people using the road to walk or ride a bicycle.
8. Vehicle Access, in terms of encouraging facilities in areas with high rates of zero vehicle ownership. A high rate of zero vehicle ownership is anything higher than the TPO average. This data is sourced from the United States Census and is broken down by Block Group.

The table on the following page displays the method for scoring and ranking projects. This method ranks projects by assigning weight to each criterion and point values to potential characteristics. Points awarded for each characteristic are multiplied by the criterion's weight, and total points for all criteria are summed. Projects with the highest point values will be given the highest priority for implementation.



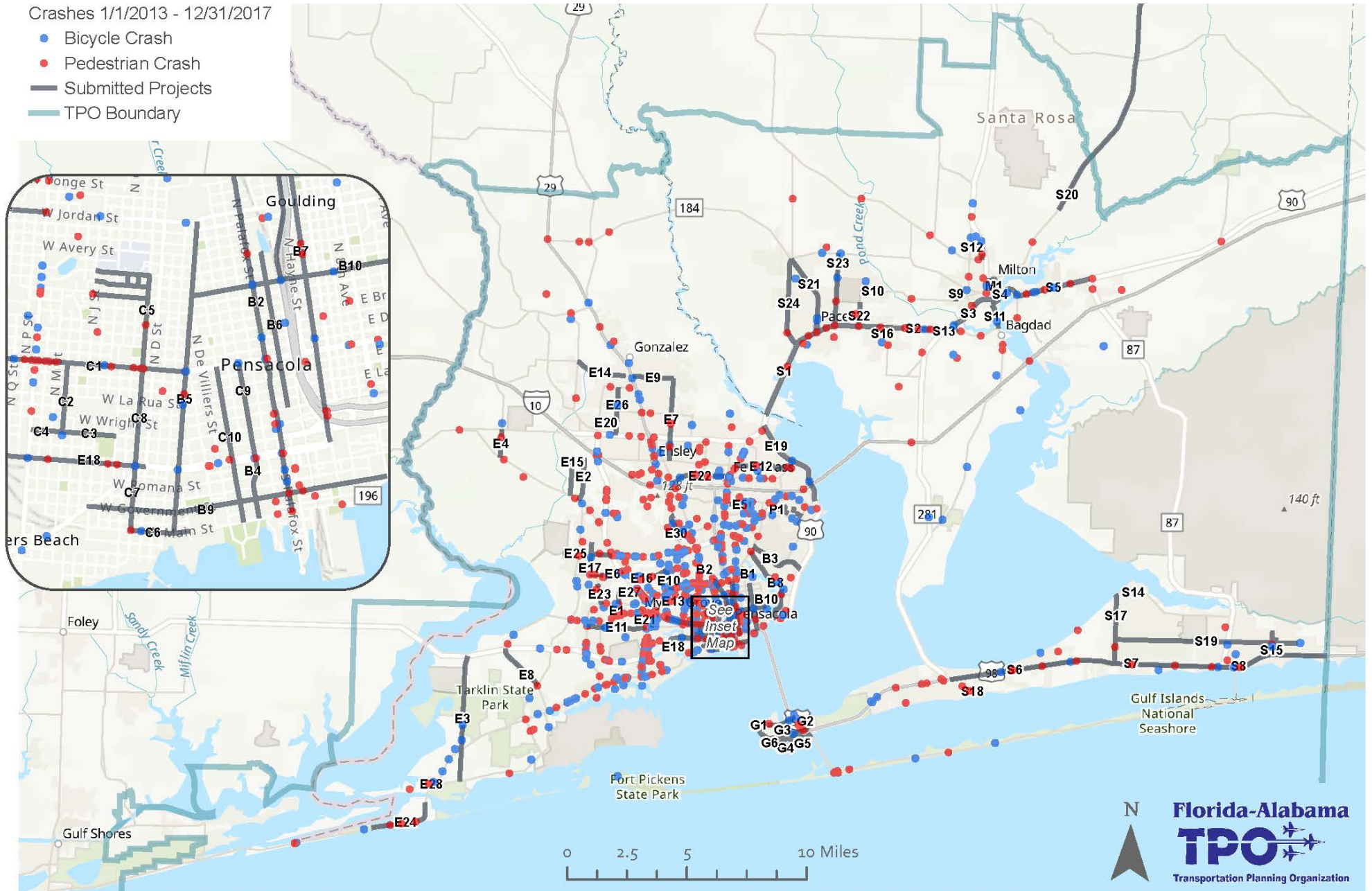
Criteria	Points	Weight
Safety		20
High Crash Corridor (>10 pedestrian/ cyclist incidents in the last 5 years)	3	60
Moderate Crash Corridor (>5 pedestrian/ cyclist incidents in the last 5 years)	2	40
Low Crash Corridor (<3 pedestrian/ cyclist incidents in the last 5 years)	1	20
Connection and Proximity to Schools		20
Project is within .25 miles of a planned or existing school	3	60
Project is between .25 and .5 miles of a planned or existing school	2	40
Project is between .5 and 1 mile of a planned or existing school	1	20
Network Continuity		20
Project connects two existing or planned pedestrian/ bicycle facilities (closes a gap between two separate bike lane segments, links parallel facilities with a crosswalk or other defined space)	3	60
Project extends an existing or planned pedestrian/ bicycle facility	2	40
Location Efficiency		15
Project is within .25 miles of a planned or existing activity center	3	45
Project is between .25 and .5 miles of a planned or existing activity center	2	30
Project is between .5 and 1 mile of a planned or existing activity center	1	15
Cost Efficiency		15
Low cost projects (<\$500,000 total)	3	45
Medium cost projects (between \$500,000 and \$700,000 total)	2	30
High cost projects (> \$700,000 total)	1	15
Project Coordination		15
Project is identified in an adopted plan (Comprehensive Plan, Master Plan, Community Redevelopment Area, Previous Ped / Bike Plan, etc.)	3	45
Evidence Based/Anecdotal Need		10
Project is located within .25 miles of a location with worn pathways by the side of the road and /or there are reports of people using a busy road to walk or ride a bicycle	3	30
Project is located between .25 and .5 miles of a location with worn pathways by the side of the road and /or there are reports of people using a busy road to walk or ride a bicycle	2	20
Project is located between .5 and 1 mile of a location with worn pathways by the side of the road and /or there are reports of people using a busy road to walk or ride a bicycle	1	10
Vehicle Access		10
Project is within .25 miles of a Census Block Group with a high rate of zero vehicle ownership	3	30
Project is between .25 and .5 miles of a Census Block Group with a high rate of zero vehicle ownership	2	20
Project is between .5 and 1 mile of a Census Block Group with a high rate of zero vehicle ownership	1	10
Total Potential Points		375

Table 5: Project Scoring Criteria

Pedestrian Bicycle Master Plan - Project Prioritization Criteria - Safety

Crashes 1/1/2013 - 12/31/2017

- Bicycle Crash
- Pedestrian Crash
- Submitted Projects
- TPO Boundary



SOURCE: Escambia County, Santa Rosa County, City of Pensacola, City of Milton, City of Orange Beach, FGDL, UF, WFRPC

Florida-Alabama
TPO
Transportation Planning Organization

PedBikePlan2018 11/26/2018

Figure 9: Project Map by Project Prioritization Criteria - Safety

Legend:

- Schools
- Submitted Projects
- TPO Boundary

Inset Map: Pensacola Area

Streets shown in inset: Yonge St, Jordan St, Almy St, N P St, N M St, N D St, N De Villiers St, W La Rua St, W Wright St, W Romana St, W Government St, Main St, N Palafox St, N Hayne St, N Ave, E Br, E D, E La.

Map Labels: Santa Rosa, Milton, Bagdad, Gonzalez, Ensley, E12, P1, B2, B3, B8, B10, B1, B4, B6, B7, B10, C1, C2, C3, C4, C5, C6, C8, C9, C10, E1, E2, E3, E4, E5, E6, E7, E8, E9, E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E20, E21, E22, E23, E24, E25, E26, E27, E28, E30, G1, G2, G3, G4, G5, S1, S2, S3, S4, S5, S6, S7, S8, S9, S10, S11, S12, S13, S14, S15, S16, S17, S18, S19, S20, S21, S22, S23, S24, Tarklin State Park, Fort Pickens State Park, Gulf Shores, Foley, Sandy Creek, Millin Creek, Hollinger Creek, Pond Creek, Gulf Islands National Seashore.

Scale: 0, 2.5, 5, 10 Miles

Florida-Alabama TPO
Transportation Planning Organization

SOURCE: Escambia County, Santa Rosa County, City of Pensacola, City of Milton, City of Orange Beach, FGDL, WFRPC

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Pedestrian Bicycle Master Plan - Project Prioritization Criteria - Location Efficiency

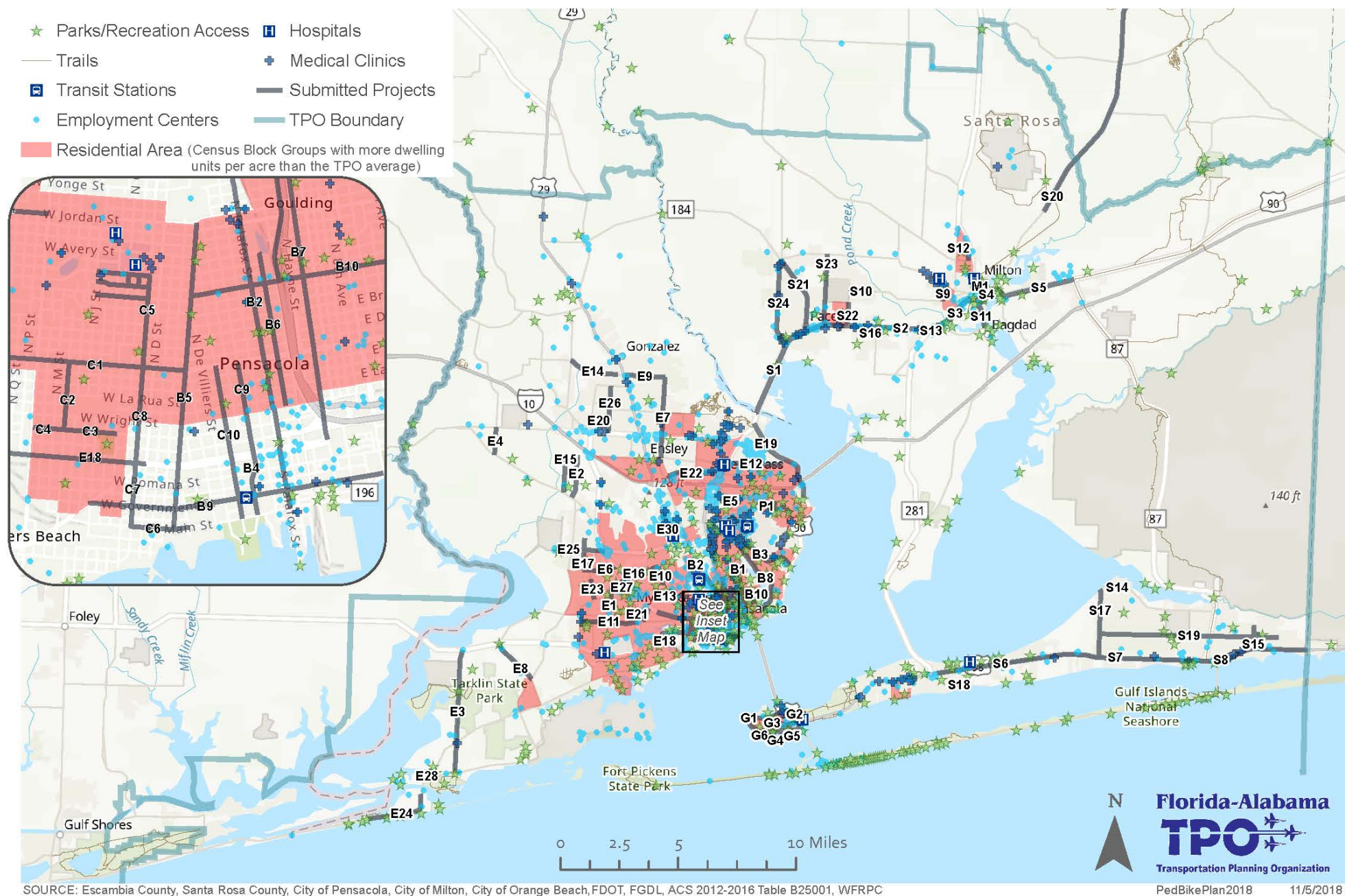
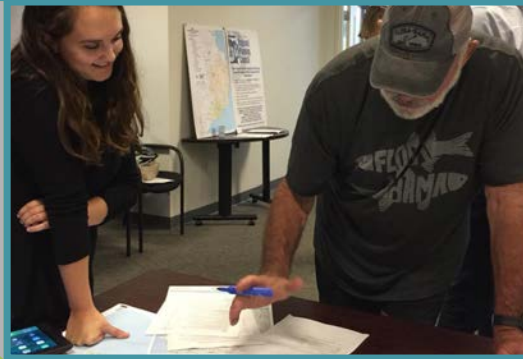


Figure 11: Project Map by Project Prioritization Criteria - Location Efficiency



Trends, Constraints, and Opportunities

Trends, Constraints, and Opportunities

Trends

In recent years, there has been a shift in transportation planning to encourage alternative modes of transportation particularly bicycling and walking. Besides the notable benefits bicycling and walking have on personal health and the environment, it also reduces congestion and promotes more efficient traffic flow. To help facilitate an increase in citizens walking and biking for leisure or to work, school, and other destinations, a multitude of programs and planning concepts exist and are described throughout this plan.

Constraints

The primary constraint is lack of funding for the number of projects proposed. However, there are creative funding opportunities explained in the next section. A second funding-related constraint is that many grants require a partial match by the local government applying for the grant. In many areas, particularly rural areas, this is difficult to accomplish. An additional constraint is automobile drivers' resistance to sharing the road with non-motorized transportation users. As previously discussed, this constraint can be mitigated through safety measures. Another important constraint to consider is the existing infrastructure that is in place. It is much more difficult to construct sidewalks and bike lanes once a road has already been established. Working through right-of-ways and other easements is a challenge.

Opportunities

It is vital that the TPO area includes pedestrian and bicycle facilities accessible to people of all ages and abilities. In the TPO area, it has been observed that there is a particular demand for more pedestrian facilities to help zero vehicle households reach their destinations.

Some citizens avoid bicycling or walking as a core means of transportation because of safety concerns. Improving safety will increase a sense of security for pedestrians and cyclists. Safety can be improved through multimodal safety education programs, sign installations, and designated infrastructure for pedestrians and cyclists. The TPO has an extensive existing network, which can be visualized using the network map found in the online appendix. One of the most heavily weight criteria in the plan's methodology is network continuity. The amount of existing infrastructure leaves significant opportunity for a vast, connected network throughout the TPO's jurisdiction.





Funding Opportunities

Funding Opportunities

Bicycle and pedestrian projects are broadly eligible for funding most major federal-aid highway, transit, safety, and other programs. Specific program requirements must be met, and eligibility must be determined on a case-by-case basis. For example: transit funds must provide access to transit; Congestion Mitigation Air Quality (CMAQ) must benefit air quality; Highway Safety Improvement Program (HSIP) projects must be consistent with the State Strategic Highway Safety Plan and address a highway safety problem; National Highway Performance Program (NHPP) must benefit the National Highway System (NHS) corridors; Recreation Trails Program (RTP) must benefit recreational facilities; the Federal Lands and Tribal Transportation Programs (FLTTP) must provide access to or within federal or tribal lands.

The Fixing America's Surface Transportation (FAST) Act was signed into law Dec. 4, 2015. The FAST Act reauthorizes the federal surface transportation programs for highways, highway safety, and transit. It replaces Moving Ahead for Progress in the 21st Century (MAP-21), its legislative predecessor. MAP-21 authorized the Transportation Alternatives Program (TAP), known today as Transportation Alternatives Set-Aside, which replaced the funding from pre-MAP-21 programs, including: Transportation Enhancement (TE) and Recreation Trails Program (RTP). The TPO requests annually that local governments submit bicycle and pedestrian projects for their Transportation Alternatives Set-Aside applications. Applicants for Transportation Alternatives projects must be Local Agency Program (LAP) certified, in the process of becoming LAP certified, or have a sponsor that is LAP certified. The Recreation Trails Program and Safe Routes to School Program projects are included in the Transportation Alternatives as set aside programs.

The TPO will monitor developments regarding the next surface transportation authorization bill to confirm continuations of many

of these programs and potential new funding sources for bicycle and pedestrian projects.

Federal-Aid Highway Programs

National Highway System (NHS): Funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including interstate highways.

Surface Transportation Program (STP)

Funds may be used for the construction of bicycle transportation facilities and pedestrian walkways, as well as many other related facilities (bicycle parking, bike-transit interface, etc.). Other non-construction projects related to prudent bicycle use and walking such as maps, brochures, and public service announcements are eligible for STP funds. Modifications of public sidewalks to comply with the Americans with Disabilities Act are also covered.



Bridge Replacement and Rehabilitation Program (HBRRP)

Funds are available for pedestrian walkways and bicycle transportation facilities on highway bridges. If a highway bridge deck is replaced or rehabilitated, and bicycles are permitted at each end, then the bridge project must include safe bicycle accommodations (within reasonable cost).

Transportation Alternatives Set-Aside (TA Set-Aside)

The TA Set-Aside combines what were previously the Transportation Enhancement, Recreational Trails, and Safe Routes to Schools programs into one larger program. The TA Set-Aside provides funding for projects that further develop transportation infrastructure for non-auto modes of transportation, including on-and-off road pedestrian and bicycle facilities, bicycle/pedestrian connections to transit facilities, community improvement activities, environmental mitigation activities, Recreational Trail Program projects, Safe Routes to School projects, and various other projects.

The TPO is responsible for carrying out a continuing, cooperative, and comprehensive transportation planning process. The TPO approves the prioritization criteria and final ranking of all Transportation Alternatives Set-Aside projects, based on such factors as connectivity, safety, and destination intensity.

Recreational Trails Program (RTP)

Funds may be used for various kinds of trail projects. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Congestion Mitigation and Air Quality Improvement (CMAQ)

CMAQ, established in 1991 and reauthorized by the FAST Act, is intended to realign the focus of transportation planning toward a more inclusive, environmentally-sensitive, and multimodal approach to addressing transportation problems.

Federal Lands Highway Program (FLHP)

Funds may be used to construct roads and trails within or adjacent to (or, in some cases, providing access to) federal lands. FLHP funds, which are discretionary, generally total \$550 million per year. Recreation interests often benefit from FLHP funds.

Federal Transit Program

Job Access and Reverse Commute Grants are available to support projects, including bicycle related services designed to transport welfare recipients and eligible low-income individuals to and from employment.

Title 49 USC allows the Urbanized Area Formula Grants, Capital Investment Grants and Loans, and Formula Program for Other Than Urbanized Area transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in “pedestrian and bicycle access to a mass transportation facility” that establishes or enhances coordination between mass transportation and other transportation.

Mobility Management is an eligible expense under most FTA grant programs. Mobility Management provides technical assistance, develops planning methods, and conducts outreach, research, demonstration, and project evaluations that assist local communities in improving regional transportation mobility.

Highway Safety Programs

Pedestrian and bicyclist safety remain priority areas for State and Community Highway Safety Grants funded by the Federal Section 402 formula grant program. A state is eligible for these grants by submitting a Performance Plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals). Research, development, demonstrations, and training to improve highway safety (including bicycle and pedestrian safety) are carried out under the Highway Safety Research and Development (Section 403) Program.

Safe Routes to School Program (SRTS)

The FAST Act did not provide specific funding for SRTS, but SRTS projects are eligible for Transportation Alternative Set-Aside funds and for Surface Transportation Program (STP) funds. Transportation Alternatives provisions and requirements apply to projects using TA Set-Aside funds. The Safe Routes to School program is designed to enable and encourage children to walk and bicycle to school, and to “facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.” Safe Routes to School projects include on-street bicycle facilities, off-street bicycle facilities, and secure bicycle parking facilities. National Highway Performance Program (NHPP): NHPP provides support to major infrastructure projects included in the National Highway System (NHS). The NHS is comprised of the country’s major roads, including the Interstate System highways and bridges. NHPP supports funding for some of these major infrastructure projects, including pedestrian paths and bicycle routes that are a part of the NHS. The Safe Routes to School program can be divided into two parts: infrastructure and education. Infrastructure SRTS grants can help communities build pedestrian and bicyclist facilities in close

proximity to schools. The education SRTS grants help communities host pedestrian/bicycle safety programs such as bicycle rodeos and Walk or Bike to School Day.

Other Funding Sources

BUILD Discretionary Grants

The BUILD (Better Utilizing Investments to Leverage Development) discretionary grants are currently in their 8th round of funding. BUILD grants fund capital investments in surface transportation infrastructure and are awarded on a competitive basis to projects that have a significant impact on the nation, a region, or metropolitan area. The grant program focuses on capital projects that generate economic development and improve access to reliable, safe, and affordable transportation for disconnected both urban and rural, while emphasizing improved connection to employment, education, services, and other opportunities, workforce development, or community revitalization. Funds are available for projects in urban areas costing between \$10 million and \$200 million with a 20% local match requirement.



Land and Water Conservation Fund (LWCF) Grants

National Park Service Land and Water Conservation Fund (LWCF) Grants: This federal funding source was established in 1965 to provide “close-to-home” parks and recreation opportunities to residents throughout the United States. The funds come from the sale or lease of nonrenewable resources, primarily federal offshore oil and gas leases, and surplus federal land sales. LWCF grants can be used by communities to build a variety of parks and recreation facilities, including trails and greenways. LWCF funds are distributed by the National Park Service to the states annually. Communities must match LWCF grants with 50 percent of the local project costs through in-kind services or cash. All projects funded by LWCF grants must be used exclusively for recreation purposes, in perpetuity. Projects must be in accordance with each state’s Comprehensive Outdoor Recreation Plan.

Florida Division of Forestry (Urban and Community Forestry Grant Program)

As part of the federal government’s Urban and Community Forestry Matching Grant Program, funds will be available to organizations to develop or enhance their urban and community forestry programs. Awards are made as 50-50 matching grants (50 percent federal, 50 percent applicant) to local governments, educational institutions, Native American tribal governments, and legally organized non-profit (volunteer) organizations.

For more information: <http://www.freshfromflorida.com/Divisions-Offices/Florida-Forest-Service/For-Communities/Urban-Forestry/Florida-Urban-andCommunity-Forestry-Grant-Program>

National Park Service

(Rivers, Trails, and Conservation Assistance Program)

The National Park Service Mission of the Rivers, Trails and Conservation Assistance program (RTCA) is to assist community-led natural resource conservation and outdoor recreation initiatives. RTCA staff provides guidance to communities so they can conserve waterways, preserve open space, and develop trails and greenways. Who may apply: The project applicant may be a state or local agency, tribe, non-profit organization, or citizens’ group. RTCA does not provide financial assistance to support project implementation. How to Apply: Download the application. Applicants should discuss their project with RTCA staff before applying for assistance. It can be helpful to schedule an advance field visit with staff to best understand how RTCA can be of assistance.

For more information: www.nps.gov/orgs/rtca/apply.htm

State Funding Sources (Florida)

Florida Department of Environmental Protection

The Florida Coastal Management Program is based on a network of agencies implementing 24 statutes that protect and enhance the state’s natural, cultural, and economic coastal resources. The goal of the program is to coordinate local, state and federal agency activities using existing laws to ensure that Florida’s coast is as valuable to future generations as it is today. Florida’s Department of Environmental Protection is responsible for directing the implementation of the state-wide coastal management program.

For more information: www.dep.state.fl.us/cmp

Highway Safety Grant through FDOT State Safety Office

Funding is available for programs in the following traffic safety priority areas: aging road users, community traffic safety outreach, distracted driving, impaired driving, motorcycle safety, occupant protection and child passenger safety, pedestrian and bicycle safety, police traffic services, public traffic safety professionals training, speed / aggressive driving, teen driver safety, traffic records, traffic records coordinating committee, and work zone safety. Florida municipalities are encouraged to seek bicycle and pedestrian project funding through FDOT's Highway Safety Grant.

Private Funding Sources

Private funding sources can be extremely beneficial to public projects. These funds can leverage federal and state dollars by providing necessary local match contributions creating what is known as public-private partnerships. They also build community involvement and buy in to the project. Private funding opportunities are constantly changing as businesses and organizations change and grow.

PeopleForBikes

"The PeopleForBikes Community Grant Program provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S." Most of the PeopleForBikes grants awarded to government agencies are for trail projects. The program encourages government agencies to team with a local bicycle advocacy group for the application. PeopleForBikes seeks to assist local organizations, agencies, and citizens in developing bicycle facilities projects that will be funded by MAP-21 or its subsequent programs. PeopleForBikes will accept applications for grants of up to \$10,000 each (with potential local

matches) and will consider successor grants for continuing projects. Grant applications are accepted twice per year.

For more information: www.peopleforbikes.org/pages/community-grants

AmeriCorps' National Civilian Community Corps (NCCC)

The AmeriCorps National Civilian Community Corps is a full-time residential program for men and women, ages 18-24, that strengthens communities while developing leaders through direct, team-based national and community service." Local governments can apply to host an NCCC team. One project that NCCC members work on is the building or improving of trails. Teams have cleared trees and brush, leveled trails to comply with federal guidelines on Americans with Disabilities Act (ADA) access, implemented erosion control techniques, and created and updated signs. These trails are located in rural, urban, and national parks from California to Maine, and are used by tens of thousands of Americans each year.

For more information: www.nationalservice.gov/programs/ameri-corps/ameri-corps-nccc

FishAmerica Foundation

Provides funding to public and private organizations for projects that enhance or conserve water and fisheries resources, including community efforts. In the last 18 years, the Foundation has provided over 900 grants totaling more than \$10.6 million to improve the fisheries resource in all 50 states and Canada. The Foundation grant system includes several changing grant categories, each with different application cycles and some of which can include greenways that enhance or conserve water resources.

For more information: www.fishamerica.org/grants

American Hiking Society National Trails Fund

The American Hiking Society's National Trails Fund is the only privately funded national grants program dedicated solely to hiking trails. National Trails Fund grants have been used for land acquisition, constituency building campaigns and traditional trail work projects. Since the late 1990s, the American Hiking Society has granted over \$679,000 to organizations across the US.

For more information: www.americanhiking.org/national-trailsfund/

American ReLeaf

The American ReLeaf program is American Forests' education and action program that aids individuals, organizations, agencies, and corporations improve the local and global environment by planting and caring for trees. The program provides funding for planting tree seedlings on public lands, including trailsides. Emphasis is placed on diversifying species, regenerating the optimal ecosystem for the site and implementing the best forest management practices. This grant is for planting tree seedlings on public lands, including along trail rights-of-way to enhance trails.

For more information: www.americanforests.org/discover-american-forests/ourwork/

Conservation Alliance

The Conservation Alliance is a group of outdoor businesses that supports efforts to protect specific wild places for their habitat and recreation values. Before applying for funding, an organization must first be nominated by a member company. Members nominate organizations by completing and submitting a nomination form. Each nominated organization is then sent a request for proposal (RFP) instructing them how to submit a full request. Proposals from organizations that are not first nominated will not be accepted. The Conservation Alliance conducts two funding cycles annually.

Grant requests should not exceed \$50,000 annually.

Deadlines for those cycles are:

Summer Cycle:

- Nominations due May 1
- Proposals due June 1
- Grants announced early October

Winter Cycle:

- Nominations due November 1
- Proposals due December 1
- Grants announced early April

For more information: www.conservationalliance.com

The Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation seeks to improve the health and health care of all Americans. One of the primary goals of the Foundation is to "promote healthy communities and lifestyles." Calls for grant proposals are issued as developed, and multiple communities nationwide have received grants related to promotion of trails and other non-motorized facilities.

For more information: www.rwjf.org/grants

Gannett Foundation

The Gannett Foundation is a corporate foundation sponsored by Gannett Co., Inc. Through its Community Grant Program, Gannett Foundation supports non-profit activities in the communities in which Gannett does business. Through its other programs, the Foundation invests in the future of the media industry, encourages employee giving, reacts to natural and other disasters, and contributes to a variety of charitable causes.

For more information: www.gannettfoundation.org

The Walmart Foundation's State Giving Program

The Walmart Foundation's State Giving Program plays an essential role in the Foundation's mission to create opportunities, so people can live better. The Program provides grants to 501(c)(3) organizations, ranging from \$25,000 to \$200,000. The Community Engagement Giving grant cycles funding for programs focused on the unmet needs of underserved low-income populations, can apply in cycle 3 only. Examples of programs in Community Engagement Giving: education, health care access, and other human services programs.

For more information: foundation.walmart.com/apply-for-grants/state-giving

The Alliance for Biking and Walking

The Alliance for Biking and Walking creates, strengthens, and unites state and local bicycling and walking advocacy organizations. The Alliance along with Advocacy Advance (partnership with League of American Cyclists) offer Rapid Response Grants to advocacy organizations. Rapid Response Grants enable state and local bicycle and pedestrian advocacy organizations to win, increase, and preserve public funding in their communities. The Advocacy Advance team provides necessary resources, technical assistance, coaching, and training to supplement the grants.

Local Funding Sources

It is important to mention that while grants and private funding is available, in most cases, the county must have adequate staffing levels and matching funds or the ability to match with in kind services. Sometimes, grants cannot be leveraged due to limits associated with staffing the actual projects or providing a cash or in-kind services match. Currently, Santa Rosa County utilizes six

cents per gallon, which is half of its available 12 cents per gallon local option gas tax. This gas tax helps fund local roadway projects throughout the county. A newly approve, local option sales tax is also used to fund infrastructure projects. Increases in either of these local option taxes would have to be approved by the residents of the county by vote. Santa Rosa County is eligible for FDOT's Small County Outreach Program based on the 2010 Census population. This program only requires a 25 percent local match. Impact fees are another source of revenue for transportation projects. Impact fees are paid by developers to add sidewalks and capacity improvements required because of new development to an area. However, the county has suspended impact fees since 2009.



Some local governments have implemented a “payment in lieu of sidewalk” requirement where developers that are required by code to construct sidewalks can make a payment for future sidewalk construction. The Land Development Code, in these communities basically allows for developers to pay a fee in lieu of building sidewalks when projects meet certain criteria. When this occurs, the monies paid are set aside in a fund for future sidewalk construction in that neighborhood or planning area. In these communities, sidewalk construction is often prioritized by the sidewalk or a bicycle-pedestrian master plan that is linked to the Capital Improvements Program and well-vetted through a public process. This enables developer contribution in a manner that targets fast growing planning areas. This also enables consistency with a prioritization or master planning program by not necessarily requiring the sidewalks to be built in the proposed development.

Another option to finance infrastructure improvements is to develop a Community Redevelopment Agency (CRA). CRAs are designated by a local county or city and directed by a board created by the city or county. A Community Redevelopment Plan then can be created to draft a plan of action to implement projects that are needed.



Additional Potential Funding Resources

National Highway Traffic Safety Administration (NHTSA)

- Transportation, Community, and System Preservation Program (TCSP)
- Transportation Enhancement (TE)
- Transportation Equity Act (TEA)
- Transportation Infrastructure Financing and Innovation Act (TIFIA)
- Federal Lands and Tribal Transportation Programs (FLTTP)
- Hazard Elimination Program (HEP)
- Highway Safety Improvement Program (HSIP)





Development of Plan and Section Improvements

Development of Plan and Section Improvements

Locations and Types of Facilities

The summary table on the following page contains the 25 highest ranking projects submitted during the first and second call for projects. The complete list of all 81 projects and their corresponding proposal forms may be located in the separate appendix for this document.

“Type” Key: R = Restriping, S = Sidewalk, MUP = Multi-Use Path, C/II = Crosswalk/Intersection Improvement, P/BTS = Pedestrian/Bicycle Traffic Signal, TCD/T = Traffic Calming Device/Technique, DS = Directional Signage, O = Other



Rank	Name	Type	Submitted By	Safety	School	Network	Location	Cost	Project Coordination	Evidence	Vehicle	TOTAL
1	West Moreno	S, C/II	City of Pensacola CRA	40	60	60	45	45	45	30	30	355
2	West Cervantes St Corridor Improvements	R, S, MUP, C/II, P/B TS, TCD/T	City of Pensacola CRA	60	60	60	45	15	45	30	30	345
3	W. Cervantes to Downtown Pensacola Connection via North “E” St (North)	R, S, MUP, C/II	City of Pensacola CRA	40	60	60	45	30	45	30	30	340
4	Connectivity from West Cervantes to Legion Field Park via North “L” Street	S, C/II	City of Pensacola CRA	20	60	60	45	45	45	30	30	335
5	Connectivity to Global Learning via Gregory St	S, MUP, C/II	City of Pensacola CRA	20	60	60	45	45	45	30	30	335
6	North Spring Street Improvements	R, S, C/II	City of Pensacola CRA	20	60	60	45	45	45	30	30	335
7	North Reus Street Improvements	S, C/II	City of Pensacola CRA	20	60	60	45	45	45	30	30	335
8	Palafox St - Road Diet/Rebalance	R, TCD/T, DS, O	City of Pensacola BAC	60	60	60	45	45	0	30	30	330
9	Jackson Street Sidewalks	S	Escambia County	40	60	60	45	15	45	30	30	325
10	US 90 - Escambia County Line to Bell Lane	S, O	Santa Rosa County	40	60	60	45	15	45	30	30	325
11	US 90 - Bell Lane to Glover Lane	S, O	Santa Rosa County	40	60	60	45	15	45	30	30	325
12	US 98 - Portside Drive to Bergren Road	S, O	Santa Rosa County	40	60	60	45	15	45	30	30	325
13	Navy Boulevard Bicycle Lanes	R	Escambia County	40	60	60	45	15	45	30	30	325
14	Connectivity to Legion Field Park via Gregory St	S, MUP, C/II	City of Pensacola CRA	20	40	60	45	45	45	30	30	315
15	Connectvity to North “E” St via Main St	S, MUP, C/II	City of Pensacola CRA	20	40	60	45	45	45	30	30	315
16	W. Cervantes to Downtown Pensacola Connection via North “E” St (South)	R, S, MUP, C/II	City of Pensacola CRA	20	40	60	45	45	45	30	30	315
17	“A” Street - Roadway Rebalance	R, C/II	City of Pensacola BAC	40	60	60	45	45	0	30	30	310
18	Blount St Roadway Rebalance	R, O	City of Pensacola BAC	40	60	60	45	45	0	30	30	310
19	Chemstrand Road Sidewalks	S	Escambia County	20	60	60	45	15	45	30	30	305
20	Johnson Avenue Sidewalks	S	Escambia County	20	60	60	45	15	45	30	30	305
21	Jordan Street Sidewalks	S	Escambia County	20	60	60	45	15	45	30	30	305
22	Olive Road West Sidewalks	S	Escambia County	40	40	60	45	15	45	30	30	305
23	McClure and Andrew Jackson Sidewalk	S	City of Gulf Breeze	20	60	60	45	45	45	30	0	305
24	Soundview Trail Walking Path	S	City of Gulf Breeze	20	60	60	45	45	45	30	0	305
25	Milton Multimodal Connector	S, MUP	City of Milton	20	60	60	45	15	45	30	30	305

Table 7: 25 Highest Ranked Projects Submitted

There was little variability among the school, network, location, evidence, and zero vehicle criteria. Most of the project proposals remain consistent with each other on these five components of the methodology. The variability is mostly evident in the safety and cost categories. The primary reason behind the vastly differing cost scores is that a significant portion of municipalities opted to not submit an estimated cost for their project proposals. Projects submitted without a cost were automatically given a weighted score of 15, which is the minimum score any project could receive for cost; a score of 15 covers all projects costing greater than \$700,000 (See Table 5 on page 38).

This plan features an emphasis on pedestrians due to the area's demand for pedestrian infrastructure benefiting households with limited access to motorized transportation options. Out of the 25 top ranked proposals, only 3 did not request sidewalk improvements, and 10 proposals requested crosswalk improvements.

The ranking reflects that each of the five municipalities to submit proposals has at least one project ranking in the top 25, and none of the top projects received a score less than 305 out of 375.



Strategies for Improving Safety

There are numerous avenues that can be utilized to improve safety in the Florida-Alabama TPO area. Designating alternative bike routes on parallel facilities is one suggestion (See East Cervantes CMP). Programs such as Safe Routes to School offer educational opportunities for children to learn about safe pedestrian and bicycle practices. Currently, the TPO is an active participant in back to school community events. These events have been providing excellent opportunities to educate children and adults on safe pedestrian and bicycle practices.

Improving street signs can remind motorized vehicles to share the road with bicyclists and stay alert for pedestrians. Examples of signs that can aid pedestrian and bicycle visibility:

- Flashing crosswalk signs
- Flashing speed limit signs
- Sharrows
- "Share the Road" signs
- Crosswalk barricades with stop/yield sign

Examples of infrastructure that aids pedestrian and bicycle safety:

- Pedestrian islands
- Protected bike lanes
- Striped bike lanes
- Crosswalks
- Pedestrian bridges

Adopting a pedestrian and bicycle safety plan, similar to the one prepared by the Florida Department of Transportation, could be an excellent resource for safe multimodal practices and design. The U.S. Department of Transportation's Federal Highway Administration also has a Pedestrian Safety Strategic Plan.

System for Maintenance and Management of Current/Future Facilities

Ensuring the adequate maintenance of current and future facilities relies on effective communication between citizens and municipalities. Citizens are encouraged to report maintenance concerns to their municipalities, and municipalities are encouraged to take an active role in properly maintaining facilities to create a positive travel experience for pedestrians and cyclists.

Some routine maintenance checks could include*:

- Determine which agencies are responsible for which maintenance projects. Conduct “bike safe” and “walk safe” evaluations utilizing ArcGIS Collector to record the traveler’s experience with surface roadway conditions, clarity of signage and road striping, and cleanliness of the pathway (i.e., check for path blockages).
- Utilize online tools to allow travelers to stay informed on construction and report on their user experiences.
- Develop a thorough record keeping system of maintenance requests.
- Maintain a record of maintenance activities and cost.
- Track the Level of Service.

*The 2005 Pedestrian/Bicycle Master Plan drafted by HDR was used as a reference for these guidelines.



Design and Safety Standards

Adopting a uniform set of standards and corresponding policies is one action to consider. The standards should support intelligent design with an emphasis on safety. Coordinating with FDOT and ALDOT is a critical component to achieve technical accuracy in writing a set of standards for projects.

Some core guidelines could be*:

- Design pathways and roadways for users of all abilities.
- Develop a cohesive travel network.
- Abide by the Complete Streets concept, promoting the multimodal capabilities of streets.
- Design sidewalks and bike lanes should be a width that allows the user to feel both safe and comfortable.
- Create safe intersections through the installation of signals, signage, painted stripes, brick pavers, and appropriate curb cuts.
- Reduce speed on high pedestrian traffic areas.
- Decrease lane width to encourage a natural slow in vehicle speed.
- Implement road diets to reduce travel speed and install the necessary bike lanes or sidewalks.
- Maintain street lighting to ensure safety and visibility of pedestrians and cyclists.
- Encourage traffic flow with roundabouts.
- Build pedestrian islands and wide medians to provide pedestrians with a reprieve from fast-moving vehicles.
- Foster a sense of public space to encourage citizens to walk more frequently.

*The 2005 Pedestrian/Bicycle Master Plan drafted by HDR was used as a reference for these guidelines.

Proposed Policies for Realization of Goals and Objectives*

Goal 1: Education

Educate users of all transportation modes on Complete Streets concepts and pedestrian and bicycle safety, rights and responsibilities.

Objectives:

1.1 Conduct outreach focusing on safe walking, bicycling and driving conduct with a specific focus on traffic laws.

Policy 1.1.1 The TPO will produce and distribute educational materials regarding pedestrian and bicycle safety.

1.2 Organize workshops with state transportation agencies and local government planning and engineering departments focusing on Complete Streets concepts.

Policy 1.2.1 The TPO will host Complete Street workshops and charrettes in conjunction with transportation agencies and local governments.

1.3 Partner with public and private schools to conduct pedestrian and bicycle safety training activities such as Safe Routes to School.

Policy 1.3.1 The TPO will continue to support safety outreach programs.

Goal 2: Engineering

Develop a continuous, connected and accessible pedestrian and bicycle network that affords safe, enjoyable, and comfortable accommodations for users of all ages and abilities to move between places and destinations.

Objectives:

2.1 Reduce conflicts between vehicles, pedestrians and bicyclists by implementing a wide range of context-appropriate facility improvements.

Policy 2.1.1 All new roadways should include a pedestrian and bicyclist provisions.

Policy 2.1.2 The TPO shall support lighting improvements and high visibility crosswalks to ensure safety.

2.2 Increase the quality and quantity of facility connections between existing multi-modal facilities and other generators of walking and bicycling activity (these areas are identified and the project prioritization section).

Policy 2.2.1 All updates to intersections and roadways will consider how the infrastructure will benefit and increase walking and bicycling activity.

Policy 2.2.2 All future resurfacing projects in urban areas shall fill the pedestrian and bicycle network gaps.



Goal 3: Enforcement

Partner with local law enforcement and first responders to provide adequate enforcement programs.

Objectives:

3.1 Partner with local law enforcement to ensure traffic laws are enforced among bicyclists and motorists.

Policy 3.1.1 The TPO will work with the Community Traffic Safety Team (CTST) and other agencies to offer pedestrian and bicycle safety training to law enforcement professionals.

Policy 3.1.2 The TPO upholds the enforcement of all laws and regulations pertaining to all transportation users to ensure a safe transportation network for all users.

Goal 4: Equity

Develop a well-connected pedestrian and bicycle network that accommodates users of all ages and abilities, including those with disabilities, those who cannot drive and those without access to a vehicle.

Objectives:

4.1 Maintain public involvement to continuously evaluate areas in need.

Policy 4.1.1 The TPO will reference the Title VI plan and evaluate U.S. Census data during each biennial review to ensure areas in need are still being represented in the proposed projects.

4.2 Increase access to amenities and bike/pedestrian facilities.

Policy 4.2.1 The TPO shall routinely collect public comment from transportation users of all abilities to ensure every user has an opportunity to voice concerns and ideas regarding all projects.

Policy 4.2.2 The TPO will assist with monitoring ADA compliance in upcoming transportation projects.

Goal 5: Encouragement

Enhance the livability of the Florida-Alabama TPO area through encouragement of bicycling and/or walking for short trips.

Objectives:

5.1 Promote organized walking and bicycling events such as Ciclovía.

Policy 5.1.1 The TPO shall maintain a positive attitude toward all pedestrian and bicycle projects and will continue participating in walking and bicycling events.

5.2 Work with local jurisdictions and the League of American Bicyclists to obtain Bicycle Friendly Community certification.

Policy 5.2.1 The TPO will continue attending Bicycle Advisory Committee (BAC) meetings to

5.3 Make pedestrian and bicycle facility maps available to the public by dispersing printed maps and implementing wayfinding signage.

Policy 5.3.1 The TPO will upload all maps relevant to this plan to the WFRPC website for public viewing.

Policy 5.3.2 The TPO will offer paper maps at all pedestrian and bicycle workshops.

*The 2005 Pedestrian/Bicycle Master Plan drafted by HDR was used as a reference for these policies.



Strategies for Monitoring/Evaluating Plan Success

Following the adoption of the 2018 Florida-Alabama Transportation Planning Organization Pedestrian Bicycle Master Plan, the projects prioritized in the plan will be incorporated into the following planning phases, listed in chronological order:

- Long Range Transportation Plan (LRTP)
- Project Priorities
- Florida Department of Transportation Work Program

Biennial public meetings with the pedestrian/bicycle advocacy working group and TPO are recommended to ensure the plan maintains relevant projects and up-to-date information on issues and trends in pedestrian/bicycle planning. The prioritized projects will be re-evaluated by the municipalities which submitted them. Projects that have been given designated funding will be removed from the plan. The prioritization methodology will also be reviewed during the biennial meetings to ensure it meets the needs of the TPO's distinct municipalities. Reviewing pedestrian/bicyclist crash data biennially is another strategy for monitoring the plan's success.



Conclusion

Enhancement of quality of life, reduction of CO₂ emissions, and improvements in traffic congestion, are just three examples of the many benefits walking and bicycling can have on a community. Adequate sidewalk and bicycle facilities are increasingly becoming livability metrics for communities. The projects detailed in this plan will provide the aforementioned benefits and improve the overall livability of the Florida-Alabama Transportation Planning Organization's region.

The purpose of this plan is to offer multi modal transportation strategies that seamlessly integrate bicyclists and pedestrians into the transportation network. The Complete Streets program aims to achieve this goal. A network of complete streets provides bicyclists and pedestrians a safe environment to coexist with motorized vehicles. This plan offers a prioritization of local projects which will enhance the safety of the transportation network and increase the number of complete streets.





Agenda Item # 2022-341

Consideration of Election Ordinances and Practices for Council Elections

MEETING DATE

May 26, 2022

PREPARED BY

Alex Andrade, City Attorney

BACKGROUND

The City Charter contains provisions for candidate qualifying and campaigning that are in conflict with Florida law.

Notably, the Charter's qualifying time period for candidates (50 days prior to the general election) is set later than the final day to finalize election ballots by the Santa Rosa County Supervisor of Elections (75 days prior to the general election).

Additionally, the current policy of prohibiting the opening of a bank account by a candidate until after they qualify to be on the ballot prevents them from adequately preparing to spend and record the expenditures necessary to pay to verify the petitions they are required to turn in to be qualified on the ballot.

The requirement to address City election procedures opens up the opportunity to amend additional components of how the City conducts its elections, including items such as residency requirements, establishing the use of bank accounts and further defining "campaign activity."

SUMMARY

The City must address the issue of qualifying dates for Council candidates to be able to qualify in time for the SOE to prepare ballots for the upcoming election. As the Council considers how to address the issue, the Council may desire to address additional inconsistencies between City ordinance and state law, and revise portions of its election ordinances.

RECOMMENDATION

The Council approve and provide public notice of its changes to the qualifying period for the upcoming election, and provide staff with direction on any additional changes it may desire to be made in its elections procedure.

ATTACHMENTS

1. Election Agenda Item

Memorandum on Elections Law and City Ordinance

Authority of the Council

Article V Sec. 5-1 of the City Charter sets out the time for elections of City Council seats as the first Tuesday after the first Monday in November for each even-numbered year.

Article V Sec. 5-2 of the City Charter states that in order to qualify to be on the ballot, candidates must submit 25 petitions signed by qualified electors of the City no earlier than the 50th day prior to the election, and no later than 46th day prior to the election. Any person nominated must submit a written acceptance of the nomination no later than 10 days prior to the day of the election.

These two sections cause a logistical inconsistency for the Santa Rosa Supervisor of Elections (“SOE”), which administers the elections for the City. The SOE requires ballots be finalized to print in both English and Spanish, by no later than August 26th for the upcoming election on November 8th. Because the deadline is 75 days prior to the election, the Charter’s provisions, if strictly followed, would jeopardize the ability of the City to provide the necessary information for each Council race to the SOE in time to print the ballots for the election.

Florida Statute 100.3605 states that a City may change the dates for qualifying and for the election of members of the governing body of the municipality, and provide for the orderly transition of office resulting from such date changes. It also states that no charter or ordinance provision shall be adopted which conflicts with or exempts a municipality from any provision in the Florida Election Code that expressly applies to municipalities.

Florida Statute 99.0955 states that each person seeking to qualify for election as a candidate shall file his or her qualifying papers and qualify by the petition process pursuant to s. 99.095 with the SOE officer and during the times and under the circumstances prescribed in **s. 99.061**. Upon qualifying, the candidate is entitled to have his or her name placed on the general election ballot.

Upon review of Florida Statutes, it is the opinion of the City Attorney that the Council can amend the qualifying period to guarantee the orderly administration of its upcoming election.

Qualifying Period

The minimum number of days prior to the November 8 general election in which candidates for City Council should qualify is 75 days, or August 26, 2022. If Council desired to make the qualifying date 100 days prior to the election, the date would be July 31, 2022. Alternatively, the Council could, in future elections, consider crafting an ordinance to make the qualifying period for Council races the same as the qualifying period for all other races, as administered by the SOE.

Lack of Direction Within Charter and Ordinances

The word “campaign” appears in only four sections of the City’s Charter or Ordinances. The three times the word is found that are applicable to this discussion relate to campaign advertisement and signage. (UDC section 2.1 Definitions, section 16.9 Other Advertising and Signage Standards and Chapter 4 of the City Ordinance, Campaign Advertisements).

The City Charter and Ordinances make no reference to the opening of a bank account for the purpose of raising and spending money for a campaign.

The City Charter and Ordinances make no references to general campaign activity, other than its restriction on the placement of signs, and their removal within 30 days of their candidacy ending.

Notably, while City Ordinance 16.9 require candidates remove their signs from within the City limits within 30 days of their candidacy ending, it makes no reference to prospective elections.

Because there are no references to fundraising activity, and a lack of references to campaign activity, Florida law would apply. Currently, the City’s tradition and practice are in conflict with Florida law in many instances.

Residency Requirements

The Charter states that Council members must be residents of the City for at least one year prior to their election, and candidates for Mayor must be residents for at least three years prior to the election, but makes no reference to whether the time calculation must be the years immediately prior, or even be consecutive.



Florida League of Cities Annual Conference 2022

MEETING DATE	PREPARED BY
May 26, 2022	Clerk's Office Dawn Molinero, City Clerk



2022 **ANNUAL CONFERENCE**

**The Diplomat Beach Resort, Hollywood
August 11-13, 2022**

#FLCities2022

**Hotel Registration
Deadline: July 10, 2022**

**Conference Registration
Deadline: July 29, 2022**

**Paid registration is
required to receive housing
information, so sign up early!
See page 7 for details.**

GENERAL INFORMATION

The Florida League of Cities (FLC) 2022 Annual Conference will be held August 11-13, 2022, at the Diplomat Beach Resort in Hollywood. Join us as we celebrate the League's **100th anniversary** and its dedication to serving Florida municipalities for the past century.

The conference is an opportunity for municipal officials and senior staff to enhance leadership skills, learn from municipal experts, share ideas with peers, discuss strategies for Florida's future and discover the latest products and services for municipal governments.

This year's conference will include breakout sessions, committee meetings, keynote presentations, awards and a **special registration offer for first-time attendees**. We're even bringing back Saturday night's formal gala to celebrate our 100 years! In addition, a History Hub near the registration area will show the League's history through mementos, scrapbooks and a video that includes voices from the past. Don't miss this opportunity to learn, network and share.

Location/Dates

The Diplomat Beach Resort – Hollywood, FL
Thursday, August 11 – Saturday, August 13, 2022

Registration Hours

Thursday, August 11: 7:00 a.m. - 7:00 p.m.
Friday, August 12: 7:30 a.m. - 5:00 p.m.
Saturday, August 13: 7:30 a.m. - 4:00 p.m.

REGISTRATION FEES

City/County/Government (\$550), **Corporate** (\$650) and **Guest** (\$150): These fees cover your name badge, admission to all conference sessions and the exhibit hall, refreshment breaks, Friday's membership networking event, Saturday's Past Presidents' Luncheon and the 100th Anniversary Gala.

NOTE: Registrants are defined as any elected government official or any employee of governments, organizations or corporations. **Guests** are defined as spouses, partners or other nonprofessional relations of conference delegates. Guest registration **may not** be used for other elected government officials, staff or company representatives.

Teen Guest 13-18 years (\$20) and **Child Guest 3-12 years** (\$15): These fees cover your name badge, admission to the exhibit hall, Friday's membership networking event and refreshment breaks. **Teen and child guest registration does not include Saturday's Past Presidents' Luncheon or the 100th Anniversary Gala.**

Exhibit Hall Pass (\$50): This pass allows family members and guests who are not registered for the conference to access all events in the exhibit hall, as well as Friday's membership networking event. **The pass is not good for any other conference events and is not equivalent to a registration.**

SPECIAL REGISTRATION OFFER FOR FIRST-TIME ATTENDEES:

To celebrate our milestone anniversary, we are offering up to **100 complimentary registrations** to elected municipal officials who have never attended our conference before. This is **only** for first-time attendees, and the registrant will still be responsible for any travel or housing costs, as well as registration fees for any guests. To take advantage of this offer, complete and return the special registration form on page 10.

GENERAL INFORMATION

REGISTRATION PROCEDURES

Online Registration – Credit Cards Only

Visit flcities.com/annualconference to access the online registration and pay with your Visa, Mastercard or American Express. You will receive your conference confirmation immediately via email. Conference confirmations include your registration information, totals and housing instructions. Please check your confirmation carefully to verify that all information is correct and inform the League immediately of any errors.

Mail Registration – Checks Only

To pay via check, fill out the registration form on page 9, attach your check for the appropriate fee and mail it to the League office by **Friday, July 29, 2022**. Name badges and other information can be picked up at the conference registration desk.

Email Registration – First-Time Attendees Only

If you are a first-time attendee, fill out the special registration form on page 10 and email it to mhowe@flcities.com by **Friday, July 29, 2022**.

DEADLINES

Registration – Conference registrations must be received no later than **Friday, July 29, 2022**. If you are unable to meet this deadline, please register on-site. **NOTE: Registration fees will increase to \$580 for government and \$680 for corporate registrants for all registrations done on-site**, so we encourage you to register in advance.

Hotel Reservations – The cutoff date for reservations at the Diplomat is **July 10, 2022**. Reservations must be made via an FLC-provided security code only; no one will receive housing information until **after** their **paid** registration is received. Please see page 7 for more details.

Cancellation Policy

Conference registration cancellation requests must be sent in writing via email to mhowe@flcities.com. All cancellations received in the FLC

office by 5:00 p.m., **Friday, July 29, 2022**, will receive refunds, minus a **\$50.00** cancellation fee. Refunds will be issued after the conference. **No refunds can be made after July 29 or for early departure from the conference.**

Hotel reservations must be canceled no later than **72 hours** prior to the scheduled arrival date to avoid a penalty of one night's room and tax.

Special Needs

If you are physically challenged and require special services, or if you have special dietary needs (i.e. allergies or Kosher or vegetarian meals), please attach a written description to your registration form. Contact the hotel directly if you will need any special accommodations in your room.

Certification Credit

This year's conference will include the launch of our new **Certificate Program for Elected Municipal Officials**. See page 8 for more details.

Live Feeds via Social Media

The League will be posting real-time updates and photos via Twitter, Facebook, Instagram and YouTube during the conference. Follow @FLCities on all major platforms. Connect with the conversation or pose questions by using the hashtag **#FLCities2022** in your conference-related posts.

Thursday is City Shirt Day!

We encourage all of you to show your city spirit by wearing your city shirt on **Thursday, August 11**.

Contact Information

For additional information, please contact Melanie Howe at mhowe@flcities.com or **850.222.9684**.

TENTATIVE SCHEDULE

Following is a tentative schedule of conference events. Be sure to check our website for updates!

WEDNESDAY, AUGUST 10, 2022

8:30 a.m. - 1:00 p.m.

Research Symposium

Additional registration required through the League's Center for Municipal Research; contact Wade Burkley at wburkley@flcities.com.

2:00 p.m. - 5:00 p.m.

Florida League of Mayors Forum

Additional registration required through the Florida League of Mayors; contact Rachel Embleton at rembleton@flcities.com.

THURSDAY, AUGUST 11, 2022

7:00 a.m. - 7:00 p.m.

Registration Desk Open

8:00 a.m. - 12:00 p.m.

Continuing Education in Ethics: Have You Completed Your Hours?

Florida's municipal elected officers are required to take four hours of specific continuing education in ethics per year. If you haven't completed your hours yet, this is your opportunity! The four-hour session includes two hours on the Florida Ethics Law (Chapter 112, Florida Statutes), one hour of public meetings (Chapter 286, Florida Statutes) and one hour of public records (Chapter 119, Florida Statutes). If your hours are completed, this class is a good refresher.

NOTE: Registration is limited to the first 175 people and will be on a first-come, first-served basis.

9:00 a.m. - 10:00 a.m.

Florida League of Mayors Nominating Committee Meeting

10:00 a.m. - 11:00 a.m.

Florida League of Mayors Business Meeting

For more information, contact Rachel Embleton at rembleton@flcities.com.

11:00 a.m. - 12:00 p.m.

Florida League of Mayors Board of Directors Meeting

12:30 p.m. - 7:30 p.m.

Exhibit Hall Open

1:00 p.m. - 2:00 p.m.

Legislative Policy Committee Meetings

Finance, Taxation and Personnel

Land Use and Economic Development

Municipal Administration

Transportation and Intergovernmental Relations

Utilities, Natural Resources and Public Works

1:00 p.m. - 3:00 p.m.

"Cities 101" Workshop

If you are newly elected or newly appointed, this "crash course" is designed for you. Details about Florida municipalities, the services they provide and governing challenges will be discussed. This course is a prequel to the popular Institute for Elected Municipal Officials (IEMO) but is not a substitute for the three-day IEMO class.

3:15 p.m. - 4:30 p.m.

Workshops

4:45 p.m. - 5:45 p.m.

Resolutions Committee Meeting

5:15 p.m. - 6:00 p.m.

First-Time Attendees' Orientation

If this is your first FLC Conference, welcome! This workshop will acquaint you with the League, the conference program (with tips for the best use of your time), how to get involved in your local or regional league, FLC legislative policy committees and other municipal services.

TENTATIVE SCHEDULE

6:00 p.m. - 7:30 p.m.

President's Welcome Reception in the Exhibit Hall

FRIDAY, AUGUST 12, 2022

7:30 a.m. - 8:30 a.m.

FREE Sunrise Yoga on the Beach

Join us on the beach for a **sunrise yoga class**. Flow with grace in a variety of postures designed to open up your mind, body and heart. This relaxing class will be led by a certified personal trainer and is great for individuals at all levels of fitness. You don't need to bring a yoga mat, but be sure to wear comfortable clothing. There is no charge for the event, **but preregistration is required** and the class is limited to the **first 50 participants**.

7:30 a.m. - 9:00 a.m.

Florida Black Caucus of Local Elected Officials Breakfast

Additional registration required through the Florida Black Caucus of Local Elected Officials;

contact Nykierama Cooper at ncooper@flicities.com.

7:30 a.m. - 9:00 a.m.

Continental Breakfast in the Exhibit Hall

7:30 a.m. - 1:15 p.m.

Exhibit Hall Open

7:30 a.m. - 5:00 p.m.

Registration Desk Open

8:15 a.m. - 9:15 a.m.

Federal Action Strike Team Meeting

9:15 a.m. - 10:30 a.m.

Workshops

10:45 a.m. - 12:15 p.m.

Opening General Session

Featuring the presentation of the E. Harris Drew Municipal Official Lifetime Achievement Award and a keynote presentation by **Ben Nemtin**.



BEN NEMTIN

Ben Nemtin is the No. 1 New York Times bestselling author of "What Do You Want to Do Before You Die?" and a star of MTV's highest-rated show on iTunes and Amazon called "The Buried Life." As the co-founder of The Buried Life movement, Nemtin's message of radical possibility has been featured on the "Today" show, "The Oprah Winfrey Show," CNN, FOX and NBC News. President Barack Obama called Nemtin and The Buried Life "inspiration for a new generation," and Winfrey declared their mission "truly inspiring."

In his first year of college, Nemtin was unexpectedly hit with a depression that forced him to drop out. To feel more alive, he created the world's greatest bucket list with his three best friends. They borrowed a rickety, old recreational vehicle, crisscrossed North America and achieved the unthinkable. And most importantly, every time they accomplished a dream, they helped a stranger cross something off their bucket list. From playing basketball with Obama to having a beer with Prince Harry, from reuniting a father and son after 17 years to surprising a young girl with a much-needed bionic arm, Nemtin's bucket list quest has inspired millions to thrive personally and professionally.

TENTATIVE SCHEDULE

12:15 p.m. - 1:15 p.m.

Sidewalk Café in Exhibit Hall (Cash Sales)

1:30 p.m. - 2:30 p.m.

Workshops

2:45 p.m. - 4:00 p.m.

Workshops

4:15 p.m. - 5:30 p.m.

Workshops

6:00 p.m. - 7:00 p.m.

Membership Networking Event

Evening Open

SATURDAY, AUGUST 13, 2022

7:30 a.m. - 8:30 a.m.

Various Local/Regional League Breakfast Meetings

Contact your local league for more information.

7:30 a.m. - 4:00 p.m.

Registration Desk Open

9:00 a.m. - 4:30 p.m.

Youth Council Program

See page 11 for details and registration information.

9:00 a.m. - 10:00 a.m.

Annual Business Meeting

10:15 a.m. - 12:15 p.m.

Second General Session

Featuring recognition of the Years of Service awards and a keynote address by **Mickey Smith Jr.**

12:30 p.m. - 2:15 p.m.

Past Presidents' Luncheon and Installation of New President

2:30 p.m. - 4:30 p.m.

Workshops

6:15 p.m. - 11:00 p.m.

100th Anniversary Gala

See page 6 for all the exciting details!

Schedule and speakers subject to change.



MICKEY SMITH JR.

Educa-tainer **Mickey Smith Jr.** is a Grammy Music Educator Award recipient who hails from a forgotten community in Louisiana and now stands on phenomenal stages encouraging people to "See the Sound and Keep On Going."

Smith is an acclaimed international speaker, saxophonist, author, master development coach and self-management strategist. He is committed to encouraging and equipping people with the tools to "Discover Their Sound" of significance and "Keep On Going" with resilience. Smith specializes in engaging, educating and elevating every audience member to excellence. Smith believes that everyone has a "sound" (a significance) that has the power to resonate with others and create a shift in thoughts and perspectives.

Smith's motivational mixture of music and message teaches how to reach people with consistency, intention and strategy.

100TH ANNIVERSARY GALA

Saturday, August 13

6:15 p.m. - 11:00 p.m.

100th Anniversary Gala

Pack your suits, tuxes and fancy dresses because we're celebrating the League's 100th anniversary with an evening that's sure to be memorable. Following a sit-down dinner, you'll be amazed by the magical talents of **Justin Willman**.

After the show, enjoy dessert and dancing late into the night.



JUSTIN WILLMAN

Magician/comedian and recent Critics' Choice Awards nominee **Justin Willman** has cemented himself as one of today's most prolific entertainers.

In 2018, Willman premiered his six-episode magic series on Netflix titled "Magic for Humans." In the series, Willman brings his skills as a magician to America's strange and misunderstood subcultures while incorporating his disarming demeanor into street magic and social experiments that will boggle the mind. IndieWire called Willman the "perfect magician/hybrid prototype with incredible comedic timing," and Rotten Tomatoes has the show listed at an 85% audience approval. The Los Angeles Times exclaimed that Willman is "a new breed of magician who's making magic cool again for grown-ups."

Before "Magic for Humans," Willman was known for his multiple appearances on "The Tonight Show," "The Ellen Degeneres Show" and "Conan." He also performed live at the White House for the Obama family. His debut comedy/magic special "Sleight of Mouth with Justin Willman" premiered on Comedy Central in 2015 to rave reviews.

CONFERENCE HOUSING INFORMATION

The **Diplomat Beach Resort** will serve as the conference hotel. It is located at 3555 S. Ocean Drive in Hollywood. The hotel's phone is 954.602.6000. (**NOTE:** Reservations may be made via an FLC-provided code only. Please **do not** call the Diplomat to make reservations until you receive this code.) FLC has secured the reduced rate of **\$28.80** per day for self-parking and **\$37.60** per day for valet parking.

The landmark Diplomat sits right on Hollywood Beach and features incredible views of the Atlantic. The hotel boasts a spectacular two-level lagoon-style pool and many water activities. Visit the hotel's website at diplomatresort.com for more details. **The Diplomat is a smoke-free property.**

IMPORTANT – PLEASE READ

Room Reservations

In order to protect our room blocks for conference registrants, it is our policy that no one will receive housing information **until we have received your PAID registration**. Once your registration is paid, you will be sent housing information via email.

Please note that the reservation cutoff date at the Diplomat is **July 10, 2022**, and the rate is **\$199/night**. It is important that you register for the conference early so you have plenty of time to make your reservations. **Availability is on a first-come, first-served basis.**

Remember that we are unable to guarantee reservations for anyone or the exact date on which the hotel block will sell out, **so please register early.**



FLC UNIVERSITY CERTIFICATE PROGRAM

Introducing the FLC University Certificate Program for Elected Municipal Officials!

As a local elected official, you diligently serve your cities and residents while being faced with numerous challenges and navigating an ever-changing landscape of state and federal laws and regulations. To support your efforts, the Florida League of Cities continues to offer a variety of in-person and virtual educational opportunities to help municipal officials learn about the latest issues, trends and best practices.

We know the time commitment and dedication you put toward training and continuing education, and we want to reward hardworking officials like you who take time out of their busy days to participate in these valuable programs!

The FLC University is launching a NEW program called the **Certificate Program for Elected Municipal Officials** to recognize elected officials who consistently take part in the League's many training opportunities.

After the program launches at the 2022 FLC Annual Conference, you will have a chance to earn points for FLC University activities you participate in from August to July each year. Getting started is easy! After signing up for the program online, the points will be automatically tracked and awarded through registrations in the FLC database.

We look forward to recognizing dedicated elected municipal leaders for their efforts to provide excellent service to Florida's cities and their residents! A certificate from the FLC University is a great way to show your continued commitment to learning about Florida-specific municipal issues and improving your leadership skills.

Look for additional information on this exciting, new recognition program in the coming months!



2022 FLC Annual Conference Registration Form

August 11-13, 2022 | The Diplomat Beach Resort, Hollywood

Florida League of Cities | P.O. Box 1757 | Tallahassee, FL 32302 | 850.222.9684 | Fax 850.222.3806 | mhowe@flcities.com

Return completed form with check payment to Florida League of Cities, P.O. Box 1757, Tallahassee, FL 32302-1757, or visit the League website, flcities.com/annualconference, to access online registration. **NOTE: Credit card payments may be made online only.**

DELEGATE INFORMATION

Name: _____ | _____ | _____
First M.I. Last

First Name or Nickname: _____
As You Wish to Appear on Badge

Title: _____ Affiliation: _____
City, County, Government or Company

Mailing Address: _____

City: _____ State: _____ Zip: _____

Phone Number: _____ Fax Number: _____

Email Address (for confirmations): _____
Please provide the address of the person who should receive the confirmation.

GUEST INFORMATION (Please complete only if registering a guest for the conference.)

Guest's Name: _____ First Name: _____
As You Wish to Appear on Badge

Child's Name: _____ Age: _____ First Name: _____
As You Wish to Appear on Badge

Child's Name: _____ Age: _____ First Name: _____
As You Wish to Appear on Badge

REGISTRATION FEES

	NO.	FEE	TOTAL FEE
City/County/Government	____@	\$550.00*	\$ _____
Corporate	____@	\$650.00*	\$ _____
Guest	____@	\$150.00	\$ _____
Guest (13-18 years)	____@	\$20.00	\$ _____
Guest (3-12 years)	____@	\$15.00	\$ _____
Exhibit Hall Pass	____@	\$50.00	\$ _____

OPTIONAL ACTIVITIES

	NO.	FEE	TOTAL FEE
Friday, August 12			
Sunrise Yoga	____@	\$0.00	\$ _____
Saturday, August 13			
Extra Luncheon Ticket	____@	\$50.00	\$ _____
Extra Gala Ticket	____@	\$60.00	\$ _____
Total		\$	_____

*NOTE: Registration fees will increase to \$580 for government and \$680 for corporate for all registrations done on-site.

SPECIAL NEEDS

If you require special services or have special dietary needs, please attach a written description to your registration form.

REGISTRATION

Registration form must be accompanied by payment made payable to **Florida League of Cities**. Mail this form to: Florida League of Cities, P.O. Box 1757, Tallahassee, FL 32302-1757.

Registration forms must be postmarked by **July 29, 2022**.

Remember: You will not receive housing information until we have received your **PAID** registration.

CANCELLATION POLICY

All cancellations received in writing via email to mhowe@flcities.com and received by 5:00 p.m. **July 29, 2022**, will receive refunds, minus a **\$50.00** cancellation fee. Refunds will be issued after the conference. **No refunds can be made after July 29 or for early departure from the conference.**



100th Anniversary Complimentary Registration for First-Time Attendees

August 11-13, 2022 | The Diplomat Beach Resort, Hollywood

Florida League of Cities | P.O. Box 1757 | Tallahassee, FL 32302 | 850.222.9684 | Fax 850.222.3806 | mhowe@flcities.com

This form is for use by elected municipal officials who have **never** attended the annual conference before. Complimentary registrations are limited to the first 100 applicants. To register, complete the information below, and return the form via email to mhowe@flcities.com.

NOTE: If you need to register a guest or purchase any additional tickets, please complete the main registration form and mail it in with your payment. If you would like to pay via credit card, email the form to mhowe@flcities.com, and you will receive instructions to pay online.

DELEGATE INFORMATION

Name: _____ | _____ | _____
First M.I. Last

First Name or Nickname: _____
As You Wish to Appear on Badge

Title: _____ Affiliation: _____
City, County, Government or Company

Mailing Address: _____

City: _____ State: _____ Zip: _____

Phone Number: _____ Fax Number: _____

Email Address (for confirmations): _____
Please provide the address of the person who should receive the confirmation.

SPECIAL NEEDS

If you require special services or have special dietary needs, please attach a written description to your registration form.

CANCELLATION POLICY

All cancellations must be sent via email to mhowe@flcities.com no later than **Friday, July 29, 2022**.





2022 Florida League of Cities Youth Council Program

Saturday, August 13, 2022 | 9:00 a.m. - 4:30 p.m.

We are pleased to invite youth councils from throughout the state to participate in the annual conference. Attendees will learn how to take ideas and turn them into actions. Come develop ideas for moving the needle and for engagement that fosters real change.

The registration fee for this program is **\$75** per person and includes the keynote presentation during Saturday's general session, lunch and youth-targeted presentations.

NOTE: Students **must** be members of an established municipal youth council in order to participate in this program.

Please complete one form per youth council. The form may be duplicated if you are registering more than six people.

Youth Council Name: _____

Contact Person: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____

Email: _____ Contact Cell Phone: _____

Name: _____ ☐ Student ☐ Chaperone

Name: _____ ☐ Student ☐ Chaperone

Name: _____ ☐ Student ☐ Chaperone

Name: _____ ☐ Student ☐ Chaperone

Name: _____ ☐ Student ☐ Chaperone

Name: _____ ☐ Student ☐ Chaperone

Registration Fee: \$75.00 per person if received by Friday, July 29, 2022. This is the final deadline to register.

Total Amount Enclosed: \$ _____

Return completed form with check payment to Florida League of Cities, P.O. Box 1757, Tallahassee, FL, 32302-1757.

NOTE: If you wish to pay with a Visa, Mastercard or American Express, please complete this form and email it to erussell@flcities.com. You will be contacted directly for your card information.

Youth council registration cancellation must be sent via email to erussell@flcities.com. All cancellations received in the FLC office by 5:00 p.m., **Friday, July 29, 2022**, will receive refunds. Refunds will be issued after the conference.

For more information, please contact Eryn Russell at 850.222.9684.



Agenda Item # 2022-331

Rapid Infiltration Basin

MEETING DATE

May 26, 2022

PREPARED BY

Dawn Molinero, City Clerk

BACKGROUND

A Rapid Infiltration Basin is an integral component of the proposed WWTP. To complete the design of the system, the task order found here needs to be authorized by the Council. Geo-tech on 70 of the 100 acres is complete and the balance of the property will be complete by the end of June. Staff has negotiated a reduction in the proposed timeline from 85 to 60 days. The cost is less than it would be in the absence of the considerable project knowledge of the provider. Fiscal impact 74,700.00.

SUMMARY

RECOMMENDATION

Authorize approval of task order.

ATTACHMENTS

1. Pace Water System RIB's
2. 0011_001 RIBS BDI

An aerial photograph of a tropical coastline. The top half of the image shows a deep blue ocean. A narrow, light-colored sand beach runs diagonally across the middle. Below the beach is a dense, green forest. The text "Pace Water System RIB's" is overlaid in white, centered horizontally.

Pace Water System RIB's



Pumping Equipment





RIB in Residential Neighborhood



RIB's in Residential Neighborhood



RIB's Under Construction





Rib's Under Construction



RIB Berm Height



RIB Berm Height



Animal Friendly

**CITY OF MILTON
NSRRWRF RIB DESIGN
SCOPE OF SERVICES**

05/16/22

Section I. BACKGROUND

In July 2021, Santa Rosa County engaged the services of Larry M. Jacobs and Associates (LMJ) to conduct a geotechnical site investigation for an approximately 66 acres parcel owned by the County. The purpose of this investigation was to determine the viability of the site to be used for the development of rapid infiltration basins (RIB) for the discharge of treated effluent from the new North Santa Rosa Regional Water Reclamation Facility (NSRRWRF). On February 9, 2022, LMJ issued an *Interim Report of Preliminary Hydrogeological and Geotechnical Explorations* on the proposed site. Without having completed the hydrological model, it appeared that the site would yield 400,000 to 600,000 gallons per day for rapid infiltration and an additional 337,000 to 450,000 gallons per day with slow-rate application via a spray field. While LMJ was moving forward with the modeling effort, the County expanded the area of evaluation to include an additional 34 acres. Currently, that effort is still in progress.

On April 28, 2022, the County authorized staff to enter into a Memorandum of Agreement with the City of Milton (City) for the use of the property for rapid infiltration. The Interim report provided initial design criteria and, with the securing of the property, the City has requested that Baskerville-Donovan, Inc. (BDI) provide a scope of work to move forward with the design of the RIB's while the modeling is being completed.

Section II. SCOPE OF SERVICES

TASK 1 – SURVEYING

This task order assumes that Santa Rosa County will provide a boundary survey for that portion of the property that is being included in the Memorandum of Understanding. The required survey effort will mark the locations of the proposed RIB's, access roads, and piping configurations for construction.

TASK 2 – RAPID INFILTRATION BASIN DESIGN AND CONTRACT DOCUMENTS

BDI will prepare plans, specifications and contract documents for bidding and construction of the RIB and on site spray irrigation. The scope of work includes preparation of project documents at 60, 100 percent and ready to advertise plans and specifications that generally include all piping and appurtenances, and site work including access paving and grading. The basis of the design will be set out in the recommendations identified in the final geotechnical and groundwater modeling report provided by LMJ and the FDEP regulations, Chapters 62-600 and 62-610, F.A.C. for the disposal in rapid infiltration basins.

2.1 Design

BDI will develop and submit design drawings plus specifications using MASTERSPEC format. BDI will be responsible for the oversight of the production and certification of construction documents including plans and specifications. Submittal materials for the 60 percent completion level shall include site grading and piping plan. The final (100%) plans and

specifications shall include City comments received from all reviews along with completion of permit applications.

2.2 Design Reviews and Final Contract Documents

- 1) Schedule and meet with City representatives to review comments on deliverables from 60 and 100 percent completion level submittals.
- 2) Manage design and review meetings.
- 3) Complete internal QA/QC process throughout
- 4) Incorporate the City and BDI QC comments into deliverable phase plans and specifications for this project.

TASK 3 – PERMITTING SERVICES

An FDEP Domestic Wastewater substantial permit modification is required to construct the rapid infiltration basins. BDI will prepare, submit and coordinate three (3) copies each of the following permits:

- 1) *Wastewater Facility or Permit Activity Form 1 General Information* (Form 62-620.910(1));
- 2) *Wastewater Permit Application Form 2A for Domestic Wastewater Facilities* (Form 62-620.910(2));
- 3) *FDEP and/or NFWMD Stormwater Discharge Permit for Construction Activities.*
- 4) *Notification of Completion of Construction for Wastewater Facilities or Activities* (Form 62-620.910(12)); and,
- 5) *Notification of Availability of Record Drawings and Final Operation and Maintenance Manuals* (Form 62-620.910(13))

BDI shall prepare the necessary permit application forms and specifically the FDEP Domestic Wastewater Treatment Facilities Permit Application (1 and 2A), appropriately certified, and supporting documents for approval of the project and submit application to local, state, and federal regulators for the permits noted. Permit fees associated with permit applications and approvals shall be paid by the City. As part of this fee, BDI will respond to up to two (2) FDEP Requests for Additional Information (RAIs). Additional permitting assistance beyond the two (2) RAIs may be provided by supplemental authorization by the City on a time and material basis.

BDI shall prepare site plan approval documentation and be responsible for securing site plan approval or other local government land development orders required for this RIB project.

Section III. OWNER'S RESPONSIBILITY

The City will provide all available information (FDEP DMRs, drawings, permits, reports, etc.) to assist in the permitting and design of the RIB's. The City shall provide input into the design and layout, and provide written comments on the design construction plans and specifications. The City shall be responsible for all agency review fees associated with permitting.

Section IV. DELIVERABLES

BDI will provide the following deliverables:

1. Three (3) sets of preliminary (60%) design construction plans
2. Three (3) copies each of the FDEP Domestic Wastewater Permit documentation

3. Three (3) sets of draft final (100%) design construction plans and specifications
4. Three (3) sets of final ready-to-advertise construction plans and specifications
5. One (1) set of electronic final ready-to-bid construction plans and specifications
6. Three (3) sets of Released for Construction plans and specifications
7. Three (3) sets of "As-Built" Record Drawings
8. One (1) set of electronic "As-Built" Record Drawings

Section V. SCHEDULE

The following is a project schedule by milestone task from the "Notice to Proceed" through the final, ready to advertise, contract documents. The total project schedule is based on the City review periods of 5 calendar days at each submittal. It is anticipated that the project schedule will be 85. The overall project schedule is dependent on a timely response review from the all regulatory agencies in review and approval of the completed permit application documentation.

Milestone Task	Calendar Days (each Task)	Calendar Days (from NTP)
Notice to Proceed	0	0
Surveying	20 *	20
60% Plans and Specifications	35	35
Client Review Duration	3	38
100% Plans and Specifications	10	48
Client Review Duration	2	50
Final ready to Advertise Contract Documents	10	60
Total Project Duration until Bidding Phase	-	60 days

* Data Collection will be simultaneous to with design.

Section VI. METHOD OF COMPENSATION

For the performance of the above activities, we propose a fee schedule as indicated below.

Summary of Services

Task 1 – Survey	\$12,500
Task 2 – Design	\$54,700
Task 3 – Permitting	\$7,500
Total	\$74,700

BDI shall invoice the City monthly based on percent of the project completed or in accordance with an agreed upon payment schedule. All allowances are not to be exceeded without prior written authorization by the City.

Section VII. ACCEPTANCE

If the above scope and fees meet your approval, please indicate by your signature in the space provided below and return one (1) signed copy which will constitute an agreement and a "Notice to Proceed" for the above referenced tasks to accomplish this work:

BASKERVILLE-DONOVAN, INC.

CITY OF MILTON

Frank W. Snyder

Richard W. Delp, CSI
Water Resource Director/VP

Date 5/16/2022

Randy Jorgenson
City Manager

Date _____