

**GULF BREEZE CITY COUNCIL
EXECUTIVE SESSION**

AUGUST 15, 2012
WEDNESDAY 6:30 P.M.
COUNCIL CHAMBERS

ACTION AGENDA ITEMS:

- A. Discussion and Action Regarding Recognition of Chris Little, 304 Washington
- B. Discussion and Action Regarding Development Review Board Referrals of 08/07/12
 - I. Gulf Breeze United Methodist Church - 75 Fairpoint Drive
Requests to Install Two Masonry and Stone Columbariums,
50 Inches, Between the Small Chapel and Youth Building
 - II. St. Ann Catholic Church - 100 Daniel Drive
Requests to construct a Covered Walkway Connecting the
Parish Hall to the Sanctuary
- C. Discussion and Action Regarding Ordinance No. 06-12, Pertaining to Code Enforcement;
Amending Sections 8-28, 8-37, 8-56 and 9-128
- D. Discussion and Action Regarding Construction of Concrete Pad for Sculpture in
Woodland Park
- E. Discussion and Action Regarding the Declamation of the Water Treatment Filter
as surplus
- F. Discussion and Action Regarding Bergren Road Property Lease to Santa Rosa County
- G. Discussion and Action Regarding Recreation Center Service Road
- H. Discussion and Action Regarding Traffic Calming - Navarre Street
- I. Discussion and Action Regarding Capital Trust Agency Financing - Stuart Lodge
- J. Discussion and Action Regarding Employee Health Insurance Coverage for Fiscal
Year 2013

- K. Discussion and Action Regarding Annual Population Estimate from the University of Florida, Bureau of Economic and Business Research
- L. Information Items

If any person decides to appeal any decisions made with respect to any matter considered at this meeting or public hearing, such person may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and any evidence upon which the appeal is to be based.

The public is invited to comment on matters before the City Council upon seeking and receiving recognition from the Chair.



City of Gulf Breeze

OFFICE OF THE CITY MANAGER

August 9, 2012

TO: Mayor and City Council

FROM:  Edwin A. Eddy, City Manager

SUBJ: **RECOGNITION OF CHRIS LITTLE, 304 WASHINGTON**

Chris Little is a student in the Environmental Sciences program at the University of West Florida. Part of his course work is an internship in a field related to his studies. He asked if he could be of assistance to the City this summer.

Chris worked on several projects for us over the past few months. He helped evaluate participation in one recycling program, monitored storm water drainage after the severe rains we experienced and he has helped with daily monitoring at Deadman's Island.

Chris assisted the Finance Department in determining property and business ownership relative to utility deposit issues.

During this internship, Chris was always willing to help with any project that came his way. He is a quick learner. We are very pleased that he decided to do his internship for the City.

RECOMMENDATION:

That the City Council recognize Chris Little for his good work for the City of Gulf Breeze.

**MINUTES
DEVELOPMENT REVIEW BOARD
AUGUST 7, 2012
TUESDAY.....6:30 P.M.
CITY HALL OF GULF BREEZE**

PRESENT

George Williams
Samantha Rine
Lee Brown
Laverne Baker
Jonathan Porto

ABSENT

JB Schluter
Bill Clark
Ramsey Landry

STAFF

Shane Carmichael
Leslie Guyer

The meeting was called to order at 6:30 p.m. by Lee Brown, Chairman.

After Roll Call, a motion was made by Laverne Baker to approve the minutes as written. The motion was seconded by Samantha Rine. The minutes from the meeting of July 3, 2012 were approved unanimously.

Mr. Brown asked if any members had any exparte communication regarding the pending case.

Mr. Brown stated that he is an elected Chairman of the Gulf Breeze United Methodist Church Board of Trustees and therefore would abstain from voting on their project.

Mr. George Williams stated that he is a member of the Gulf Breeze United Methodist Church Board of Trustees and the architect for the Memorial Garden & Columbarium project and would be abstaining from voting on their project.

Samantha Rine stated that in the Gulf Breeze Methodist Church bulletin from Sunday, August 5th, there was a statement made that could have been construed that the Memorial Garden & Columbarium project had been approved and would be built soon. It listed Lee Brown and George Williams on the bulletin. Mrs. Rine was concerned that this could lead the public to think that the DRB doesn't follow its own set of rules. Mr. Brown and Mr. Williams were both unaware of the note in the bulletin.

PROJECT NO. 12-300005 – GULF BREEZE UNITED METHODIS CHURCH, 75 FAIRPOINT DRIVE, GULF BREEZE, FL PROPOSING TO INSTALL TWO MASONRY AND STONE COLUMBARIUMS WITH 50 INCHES EACH BETWEEN THE SMALL CHAPEL AND THE YOUTH BUILDING AT 101 FAIRPOINT DRIVE.

George Williams of Bay Design Associates Architects addressed the Board on behalf of Gulf Breeze United Methodis Church. Mr. Leland presented the project to the Board and answered questions.

Shane Carmichael presented the staff report to the Board and answered questions.

Elise Evans of 11 Fairpoint Drive, Gulf Breeze, FL addressed the Board with questions regarding the project.

After a discussion, a motion was made by Jonathan Porto to approve the project as submitted. Laverne Baker seconded the motion. The vote for approval was 3-0 with George Williams and Lee Brown abstaining.

The project is classified as Level III Development and must go to the City Council for final approval on August 20, 2012

PROJECT NO. 12-3000006 – DIOCESE PENSACOLA - TALLAHASSEE, 11 N. “B” STREET, PENSACOLA, FL PROPOSING TO CONSTRUCT A COVERED WALKWAY THAT WOULD CONNECT THE PARISH HALL TO THE SANCTUARY AT ST. ANN CATHOLIC CHURCH, 100 DANIEL DRIVE, GULF BREEZE, FL.

Tom Naile addressed the Board on behalf of St. Ann Catholic Church. Mr. Naile presented the project to the Board and answered questions.

Shane Carmichael presented the staff report to the Board and answered questions.

After a discussion, a motion was made by George Williams to approve the project as submitted. Samantha Rine seconded the motion. The vote for approval was unanimous.

The project is classified as Level III Development and must go to the City Council for final approval on August 20, 2012

Deputy City Clerk Leslie Guyer stated that the date for the September meeting will change from Wednesday, September 5th to Tuesday, September 4th.

As there was no other business to come before the Board, the meeting was adjourned at 7:10 p.m.

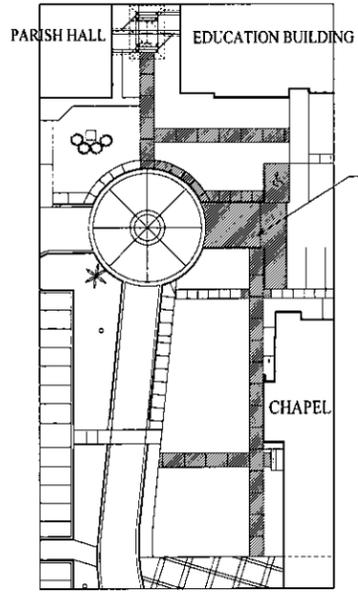
ATTESTED TO:



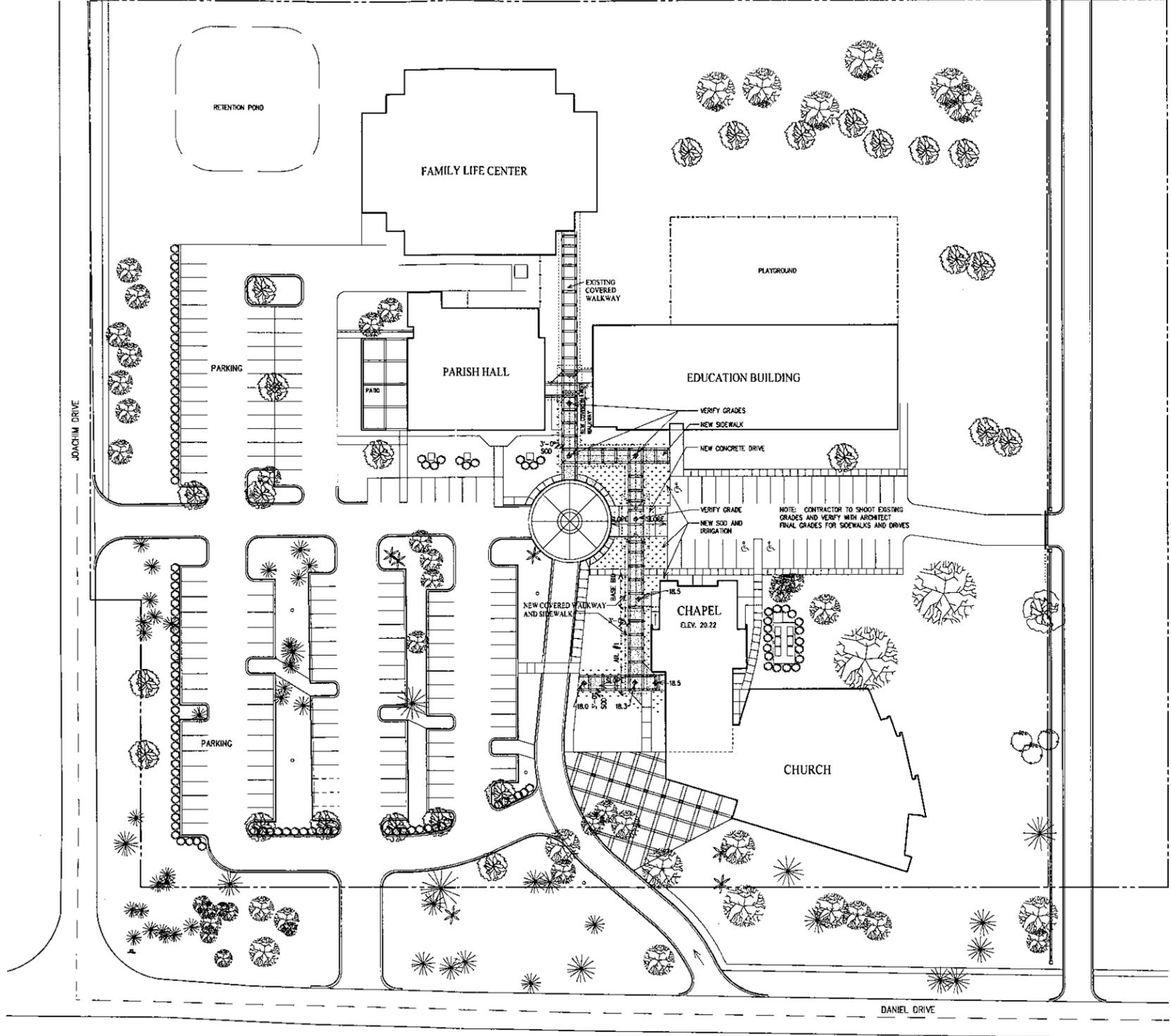
Leslie Guyer, Deputy City Clerk

700 South Pace Blvd.
Pensacola, FL 32502
PH: 850-433-6864
FX: 850-433-1402
plot@bayareablue.com

Bay Area
blueprint & reprographics



DEMO SITE PLAN
1"=30'-0"

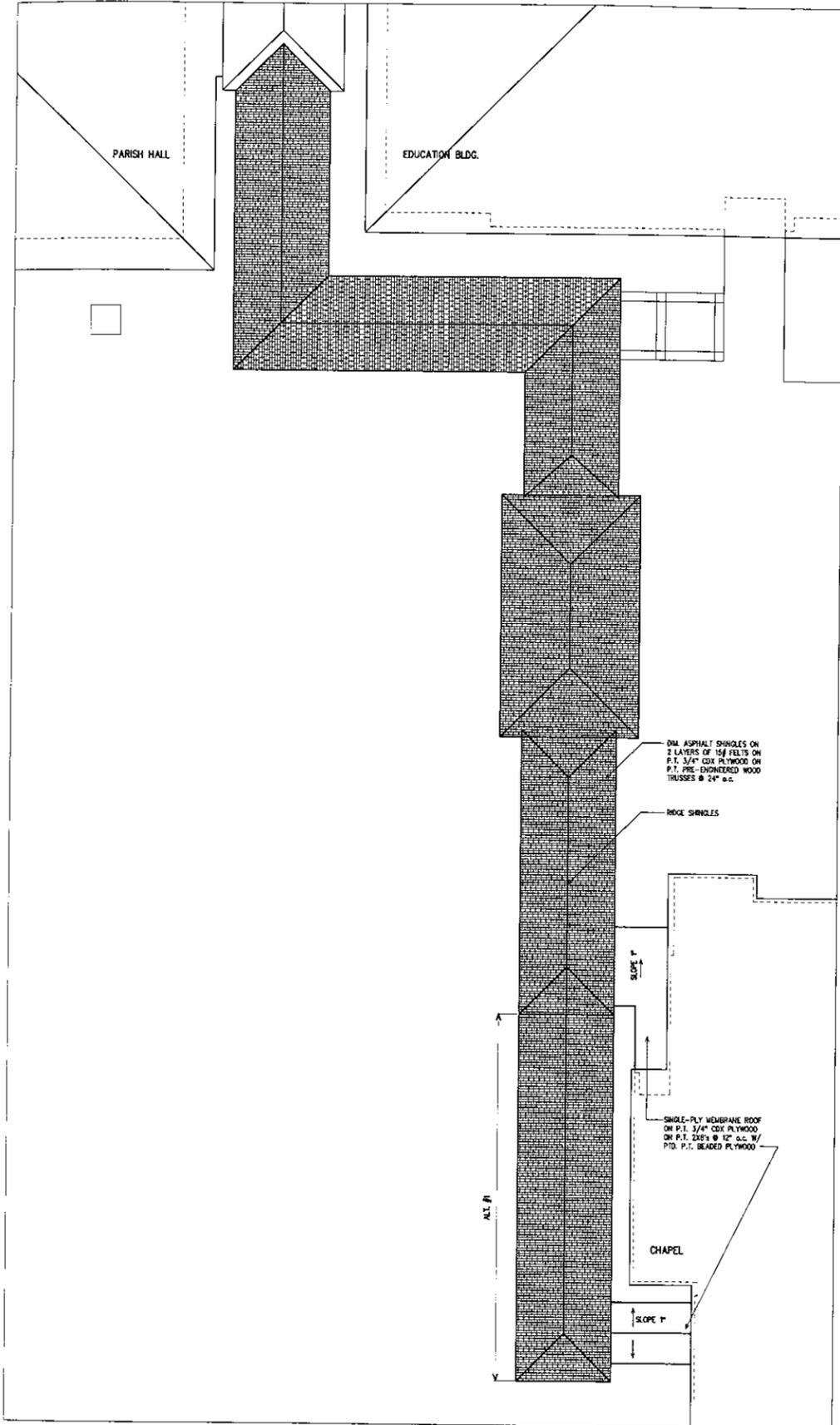


SITE PLAN
1"=30'-0"

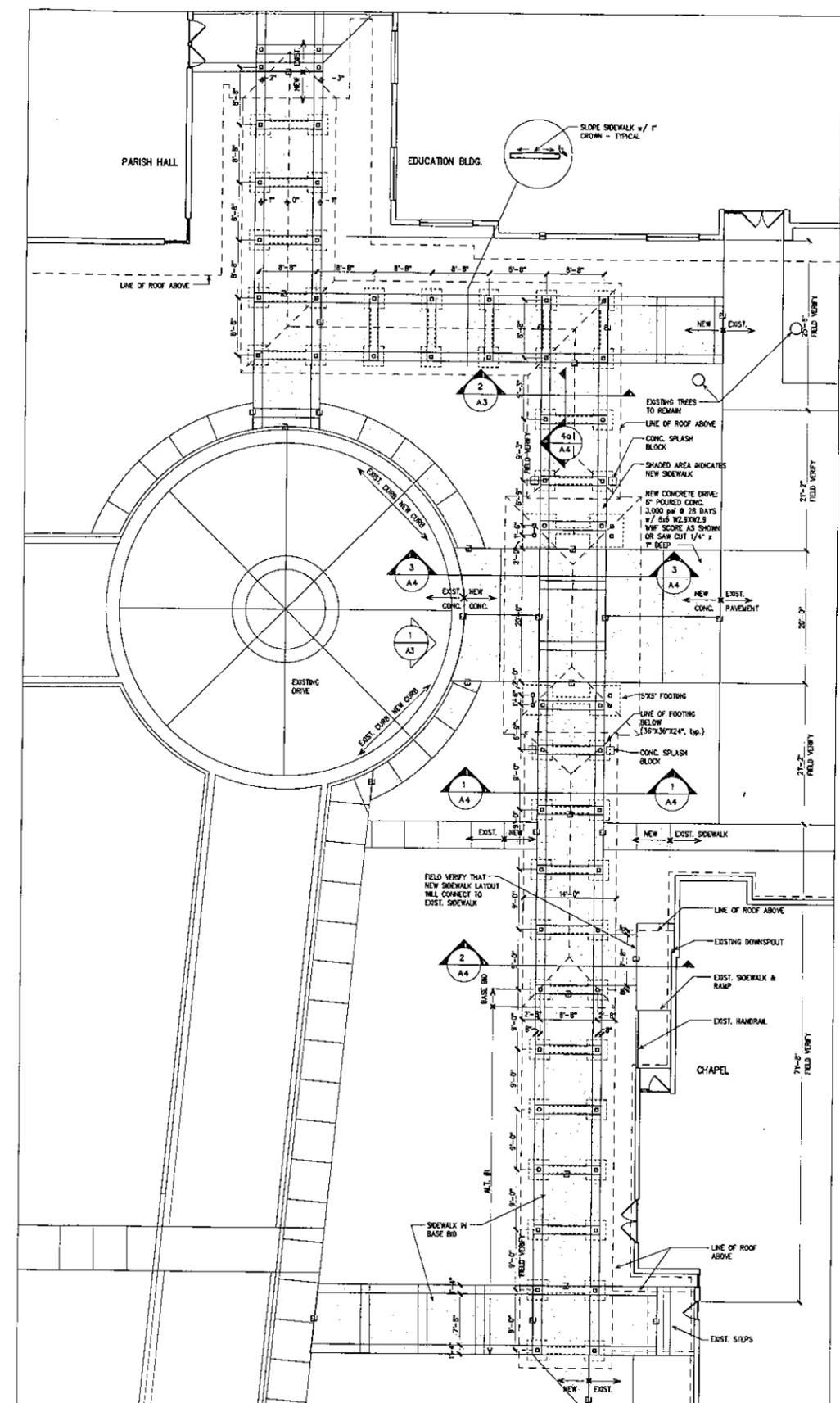
Project
Covered Walkway
St. Ann Catholic Church
Gulf Breeze, Florida

Date:
04-18-12
Project No.
0607

Sheet No.
A0



ROOF PLAN
COVERED WALKWAY 1/8"=1'-0"



FLOOR PLAN/FOUNDATION PLAN
COVERED WALKWAY 1/8"=1'-0"

Quina Grundhoefer Architects
400 West Romana Street - Pensacola, FL 32502
850 433-5575 Fax 850 433-5366
E-mail: qg@quinaarchitects.com

LEGEND

---	POURED CONC. SIDEWALK (4") OR POURED CONC. DRIVE (6") SCORE AS SHOWN w/ 1/4" x 1" DEEP JOINT.
EJ	EXPANSION JOINT: PROVIDE 1/2" ASPHALT EXP. JOINT MATERIAL & THICKNESS OF CONCRETE.

DESIGN LOADS & CRITERIA:

- A. ROOF LINE LOAD = 20PSF
- B. WINDOW CRITERIA - FBC 2001 ASCE 7-90
 - BASIC WIND SPEED = 140 MPH
 - EXPOSURE = B
 - IMPORTANCE FACTOR = I0
 - STRUCTURE TYPE = OPEN

Project
Covered Walkway
St. Ann Catholic Church
Gulf Breeze, Florida

Date:
04-18-12
Project No.
0607

Sheet No.
A1



City of Gulf Breeze

MEMORANDUM

TO: EDWIN A. EDDY, CITY MANAGER

FROM:  CRAIG S. CARMICHAEL, DIRECTOR OF COMMUNITY SERVICES

DATE: AUGUST 9, 2012

SUBJECT: **ORDINANCE NO. 06-12**

Per the City Council's direction, staff has prepared a draft ordinance which changes the abatement time frame for code violations. In summary, the ordinance replaces with the 30 day compliance deadline with a compliance "window" of 3 to 30 days. This change gives staff the flexibility to provide a shortened amount of time for minor violations such as excessive growth of weeds/grasses, unbundled yard debris at the curb, parking violations and etc. For more complex issues such as an unsafe structure, staff would stipulate a longer period time.

RECOMMENDATION: *THAT THE CITY COUNCIL APPROVE ORDINANCE 06-12 ON FIRST READING AND SCHEDULE THE PUBLIC HEARING AND SECOND READING FOR SEPTEMBER 5, 2012.*

CSC
Attachment

ORDINANCE NO. 06-12

AN ORDINANCE OF THE CITY OF GULF BREEZE FLORIDA, PERTAINING TO CODE ENFORCEMENT; AMENDING SECTIONS 8-28, 8-29, 8-37, 8-56 and 9-128; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of Gulf Breeze promotes and protects the health, safety and welfare of its citizens through the code enforcement process; and,

WHEREAS, the City of Gulf Breeze has recently undertaken steps to help revitalize and enhance the appearance of the City; and,

WHEREAS, the Code of Ordinances contains differing time periods for abatement of code violations; and,

WHEREAS, the City Council finds it to be in the interest of the City of Gulf Breeze to establish an uniform time period for abatement.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Gulf Breeze, Florida, as follows:

SECTION 1. Section 8-28 of the Code of Ordinances of the City of Gulf Breeze is hereby amended to read as follows:

Sec. 8-28. - Procedures for abatement of public nuisance.

The repair, rehabilitation, demolition, clearing, cleaning, or removal as contemplated in sections 8-26 and 8-27, above, shall be in accordance with the following procedures:

- (1) *Notice of violation:* Whenever the city determines that there are reasonable grounds to believe that an unsafe building exists or that a public nuisance as defined in section 8-27 exists, a notice of violation shall be given to the owners of the property of the fact that said building, lot or parcel, constitutes an unsafe building and/or a nuisance. Such notice shall:
 - a. Be in writing;
 - b. Include a statement of reasons why the building, lot or parcel is in violation of sections 8-26 and/or 8-27
 - c. State that the owners of the building, lot or parcel will be allowed ~~30 days~~ a **reasonable time period** for the performance of such acts which will render the building, lot or parcel in conformity with sections 8-26 and 8-27. **Such time period will be determined by the City Manager or his/her designee and shall be no fewer than 3 calendar days and no more than 30 calendar days.**
 - d. Provide notice that if the necessary repairs, rehabilitation, demolition, clearing, cleaning or removals are not voluntarily completed within the stated time set forth in the notice of violation, that the city may (i) proceed to repair, rehabilitate, demolish, clean, clear or remove the buildings, lots or parcels and/or take such other actions which it deems necessary to abate the public nuisance; (ii) charge

the owners of the property with the expense of said action by the city, which said charge shall constitute a lien on the property that will accrue interest at the statutory rate for judgments; and (iii) upon completion of the repairs, rehabilitation, demolition, cleaning, clearing, removals or other actions taken to abate the nuisance, the city may initiate and commence efforts to foreclose the lien.

- e. State that the declaration of nuisance and/or unsafe building, as well as any actions required of the owner, may be appealed to the city council at a hearing which will be held for the purpose of hearing the property owner's objections thereto at a scheduled meeting of the city council, the date of which shall be set forth in the notice.

(2) *Service of notice of violation:* The service of the notice of violation shall be as follows:

- a. By personal service upon the owners of the property, or by leaving the notice at the usual place of abode of the owners of the property with a person over the age of 15 years;
- b. By service upon the owners by United States certified mail, return receipt requested; or
- c. Where the owners of the property cannot be found or secret themselves within the state or outside the state, by posting the notice on the premises for seven days, plus notice by publication in a newspaper of general circulation in the city once a week for two consecutive weeks.

(3) *Opportunity to cure; city's right to abate nuisance upon owner's failure:* If the repairs, rehabilitations, demolitions, clearing, cleaning, removals, or other acts contemplated by the notice of violation are not voluntarily completed within the time period set forth therein, the city may proceed to repair, rehabilitate, demolish, clear, clean, remove and otherwise abate the conditions causing the public nuisance. The city may charge the owners of the property with the expense of such action taken by the city to abate the public nuisance. The city shall submit to such persons a statement for said charges through United States certified mail, return receipt requested, to the address at which the said persons were served with the original notice. The owners and/or other persons having legal interest in the property shall have 30 days from the date of mailing of such statement to pay the city the amounts reflected therein. Upon the failure to timely pay the charges, the city shall have a lien upon the property for the amount of the charges which shall accrue interest at the statutory rate for judgments. The city may then record in the public records of Santa Rosa County, Florida, a notice of lien setting forth therein the nature of the lien, the ordinance or other legal authority upon which it is based, a brief description of the circumstances resulting in imposition of the lien, and the amount of the lien. The city may immediately commence foreclosure proceedings upon the lien.

(4) *Appeal rights; hearing:* The owners of the affected property and those who have a legal interest therein may appeal the declaration of nuisance and/or unsafe building and any actions required to abate the public nuisances, to the city council. The appeal shall be in writing, filed with the city manager, and state all grounds for the appeal. The notice of appeal must be filed with the city manager at least ten days before the date of the hearing as set forth in the notice of violation. A hearing will be held upon the appeal at a

regularly scheduled meeting of the city council, the date of which will be set forth in the notice of violation.

SECTION 2. Section 8-29 of the Code of Ordinances of the City of Gulf Breeze is hereby amended to read as follows:

Sec. 8-29. - Abatement of public nuisances imminent danger to public health, safety and welfare.

Notwithstanding the procedures set forth in section 8-28, in the event the city reasonably determines that a public nuisance poses imminent danger to public health, safety or welfare, the city may proceed to immediately repair, rehabilitate, demolish, clear, clean, remove and otherwise abate the conditions causing the public nuisance without first serving the required notice of violation or allowing the property owners opportunity to perform such acts which would render the building, lot or parcel in conformity with sections 8-26 and 8-27. Before taking such immediate action to abate a public nuisance, the city must reasonably determine that the danger to public health, safety and welfare is indeed imminent and that immediate abatement is necessary to avoid possible human injury or death and/or damage to property. Should the city undertake to immediately abate a public nuisance pursuant to the authority set forth in this section, all procedures set forth in section 8-28 shall be applicable to such undertaking, except:

- (1) The city shall serve the notice of violation upon the property owners as soon as possible following the city's determination of the need to proceed with immediate efforts to abate the public nuisance;
- (2) The owners of the building, lot or parcel will be allowed ~~30 days time~~ a reasonable time period for the performance of such acts which will render the building, lot or parcel in conformity with sections 8-26 and 8-27. **Such time period will be determined by the City Manager or his/her designee and shall be no fewer than 3 calendar days and no more than 30 calendar days.** ~~But rather~~ The notice of violation shall state that due to the imminent threat of danger to public health, safety and welfare the city has immediately commenced and/or completed efforts to abate the public nuisance; and
- (3) That in addition to the appellate rights otherwise provided, the owners of the affected property may appeal to the city council the required determinations which were a precondition to the city immediately undertaking to abate the public nuisance.

SECTION 3. Section 8-37 of the Code of Ordinances of the City of Gulf Breeze is hereby amended to read as follows:

Sec. 8-37. - Removal of weeds and grasses; assessment of costs; lien.

- (a) It is the responsibility of each person or entity who owns or is in possession or in control of any parcel of land in the city to maintain that portion of the public right-of-way between said parcel and the paved roadway surface within said right-of-way in accordance with this section.
- (b) The following exceptions apply to the foregoing:
 - (1) Any section of public right-of-way in front of or adjacent to a lot or parcel which has not been cleared or altered from its natural state.

- (2) Any section of public right-of-way between the paved surface of Shoreline Drive and Fairpoint Drive and any adjacent lot or parcel.
 - (3) The portion of the public right-of-way at the rear of a residence developed on a parcel or lot which faces or fronts on another public right-of-way which has a paved roadway.
- (c) Delineation of maintenance responsibility in accordance with this section shall be made by drawing a straight line from:
 - (1) The point at which the side lot line of a lot or parcel meets the right-of-way; and
 - (2) To the nearest point on the center line of the paved roadway surface.
- (d) It shall be the duty of the code enforcement officer to cause to be cut down and removed from all public ways and other public places of the city all weeds and grasses which shall grow to a height exceeding 12 inches and, also, to cause to be cut down and removed from any private premises all weeds growing thereon to a height exceeding 12 inches whenever the owner of such premises, occupant, agent of the owner or other person who is required by this section to cut down and remove the weeds and grasses fails or refuses to do so.
- (e) Prior to cutting down or removing weeds and grasses from private premises, an enforcement officer shall give written notice to the owner, occupant, agent of the owner or other person controlling the premises that if such weeds are not cut down or removed ~~within three days~~ **a reasonable time period**, the code enforcement officer will cause them to be cut down or removed, and the owner, occupant or agent of the owner will be billed and the property assessed for the cost thereof. **Such time period will be determined by the City Manager or his/her designee and shall be no fewer than 3 calendar days and no more than 30 calendar days.** Notice shall be deemed to be sufficient if it is prominently posted upon the premises and mailed to the occupant of the premises, if any, or the last owner of record on file in the office of property appraiser or agent of the owner by certified mail, return receipt requested, or personally delivered to any of such persons.
- (f) Upon completion of the cleaning or clearing by the city of any lot, parcel or tract of land not in its original state within the city by removing therefrom the weeds and grasses, undergrowth, trash, filth, garbage or other refuse, the city manager, director of public service or designee shall certify the costs incident to and required by the removal of such offensive matter, specifying the lots and parcels so improved and the nature of the improvements. Thereafter, the city manager shall assess such land, lot or parcel of land for such improvements and the costs thereof and shall take such appropriate action as necessary to place a lien upon such land, parcel or tract of land, which lien shall be equal in dignity to all other special assessments for benefits against property within the city, and shall be collected in the same manner as other special assessments for benefits collected. The city manager is authorized and directed to perform and to do all things necessary for the recording, perfecting and collection of such lien. No such lien shall be recorded unless 30 days have expired without payment of the special assessment after the city manager has served notice of the nature and the amount of the special assessment.

SECTION 4. Section 8-56 of the Code of Ordinances of the City of Gulf Breeze is hereby amended to read as follows:

Sec. 8-56. - Exterior storage of vehicles, boats and trailers.

- (a) Nonoperating vehicles, boats and trailers.
- (1) No person who owns or is in possession of, in charge of or in control of any property shall keep or allow a nonoperating vehicle, boat, camper or any trailer designed to be pulled by a vehicle to remain in full view on such property longer than 30 days. A nonoperating vehicle is a vehicle which cannot be readily moved under its own power or which is not currently and properly licensed for operation by the state. A nonoperating boat is a boat which is not seaworthy or is not currently licensed for operation by the state. A nonoperating boat trailer, camper or other trailer is one which is not readily transportable on its own tires or is not currently licensed by the state.
 - (2) No ongoing, continuous body work or repair work or similar activities to automobiles, boats, trailers and vehicles is allowed on private property longer than 30 days. Any such activities must be moved to an enclosed building, garage or be so located and fenced so as not to be visible from any public place or street.
 - (3) This section shall not apply to any vehicle, boat or trailer in an enclosed building, or so located upon the premises as not to be visible from any public place or street.
 - (4) This section shall not apply to any vehicle, boat or trailer on the premises of a city-licensed business enterprise operated in a nonresidential district when the keeping or maintaining of such vehicle, boat or trailer is necessary to the operation of such business enterprise, otherwise known as purposeful inventory, or to any vehicle, boat or trailer in an appropriate storage place or depository maintained in a lawful place by the city or any public agency.
 - (5) No person who owns or is in possession of, in charge of or in control of any property shall keep or allow a vehicle, boat, camper or any trailer designed to be pulled by a vehicle to be parked or stored in any public or private right-of-way.
 - (6) Any person who is in violation of this section shall be issued a notice of violation and shall be allowed ~~seven calendar days~~ a reasonable time period for the performance of such acts which will render the property in conformity with this section. Such time period will be determined by the City Manager or his/her designee and shall be no fewer than 3 calendar days and no more than 30 calendar days.
- (b) Storage of vehicles, boats and trailers.
- (1) Any recreational vehicle, camper, bus, flatbed truck, travel trailer, equipment trailer, boat, boat trailer, commercial vehicle or similar type vehicle stored on any residential parcel shall be maintained in a condition or appearance free from holes, breaks, rot, crumbling, cracking, peeling, rusting or other evidence of physical decay, neglect or lack of maintenance, or loss of operating ability.
 - (2) The area immediately under, adjacent to and surrounding any stored recreational vehicle, camper, bus, flatbed truck, travel trailer, equipment trailer, boat, boat trailer, commercial vehicle or similar type vehicle shall be kept clear of any

debris, trash, filth, garbage, refuse, rubbish, waste, junk, parts, castoffs, oddments, litter, leavings, ruins.

- (3) The area immediately under stored recreational vehicle, camper, bus, flatbed truck, travel trailer, equipment trailer, boat, boat trailer, commercial vehicle or similar type vehicle shall be kept clear of any weeds, grasses or other vegetative material in excess of 12 inches in height.
- (4) No recreational vehicle, camper, bus, flatbed truck, travel trailer, equipment trailer, boat, boat trailer, commercial vehicle or similar type of vehicle shall be stored on any public or private right-of-way.
- (5) Any person who is in violation of this section shall be issued a notice of violation and shall be allowed ~~seven calendar days~~ a reasonable time period for the performance of such acts which will render the property in conformity with this section. Such time period will be determined by the City Manager or his/her designee and shall be no fewer than 3 calendar days and no more than 30 calendar days.

SECTION 5. Section 9-128 of the Code of Ordinances of the City of Gulf Breeze is hereby amended to read as follows:

Sec. 9-128. - Same—Time allotted for abatement.

After receiving notice that a fire hazard exists, the owner, manager or other responsible party is hereby allotted ~~30 days~~ a reasonable time period from the initial inspection to abate all hazards. Such time period will be determined by the City Manager or his/her designee and shall be no fewer than 3 calendar days and no more than 30 calendar days. In the case of an extreme or repeat hazard that poses an immediate threat to the health, safety or welfare of the public, the fire marshal or his designee can reduce the time allotted for the abatement.

SECTION 6. SEVERABILITY

If any section, paragraph, sentence, clause, phrase or word of this Ordinance is for any reason held by any court to be unconstitutional, inoperative, invalid or void, such holding shall not in any manner affect the validity of the remaining portions of this Ordinance.

SECTION 7. CONFLICT

The provisions of this Ordinance shall be deemed to control and prevail over any ordinance or portion thereof in conflict with the terms hereof.

SECTION 8. EFFECTIVE DATE

This Ordinance shall become effective upon its adoption by the City Council.

PASSED ON THE FIRST READING ON THE _____ DAY OF _____, 2012.

ADVERTISED ON THE ON THE _____ DAY OF _____, 2012.

PASSED ON THE SECOND READING ON THE _____ DAY OF _____, 2012.

By: _____
Beverly Zimmern, Mayor

ATTESTED TO BY:

Marita Rhodes, City Clerk



City of Gulf Breeze

OFFICE OF THE CITY MANAGER

August 9, 2012

TO: Mayor and City Council

FROM:  Edwin A. Eddy, City Manager

SUBJ: CONSTRUCTION OF CONCRETE PAD, WOODLAND PARK

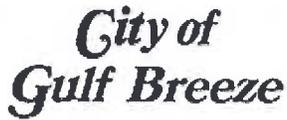
In order to prepare for the installation of a sculpture in Woodland Park at the corner of Highpoint and Fairpoint, a concrete base needs to be installed. David Alsop of Sam Marshall Architects prepared a plan for the base. We asked Hewes Construction for a quote on the project.

Hewes Construction built the base for the Wayside Park sculpture. Hewes is our contractor on the expansion of the Rec Center. They are "on site" in the City which should reduce costs and we are pleased with their work.

A copy of Hewes' price for the project is attached. Mr. Alsop reviewed the price and finds it acceptable.

RECOMMENDATION:

That the City Council approve a proposed by Hewes Construction to build a concrete base for installation of a sculpture at Woodland Park. Funding is from donations.



Edwin Eddy <eaeddy@gulfbreezefl.gov>

Fwd: Woodland Park Sculpture Base

1 message

Edwin Eddy <eaeddy@gulfbreezefl.gov>
To: David Alsop <david@sammarshallarch.com>

Sat, Aug 4, 2012 at 10:02 AM

David- Please give this a quick look and see if you think the price is fair and reasonable. Thanks, Buz

----- Forwarded message -----

From: rp-rec@mchsi.com <rp-rec@mchsi.com>
Date: Fri, Aug 3, 2012 at 4:47 PM
Subject: Fwd: Woodland Park Sculpture Base
To: Edwin Eddy <eaeddy@gulfbreezefl.gov>

Sent from my mobile device

Ron Pulley
850-393-0774
rp-rec@mchsi.com

----- Forwarded message -----

From: "Ed Hewes" <ed@hewesandcompany.com>
Date: Fri, Aug 3, 2012 4:22 pm
Subject: Woodland Park Sculpture Base
To: <rp-rec@mchsi.com>

Ron,

We are pleased to submit our quote in the amount of \$5,179 to construct a concrete foundation and 4' concrete apron for the Woodland Park Sculpture Base.

Our price is based on RAC Engineering's Drawing S.1 dated 7/9/12 and includes all concrete, reinforcing steel, block outs for the sculpture structure and grouting of block outs once the sculpture is set.

It is our understanding that the setting of the sculpture as well furnishing, drilling and epoxy set of the anchor bolts & nuts will be by others. Please feel free to call if you should have any questions.

Thanks,

Ed

Ed Hewes

President



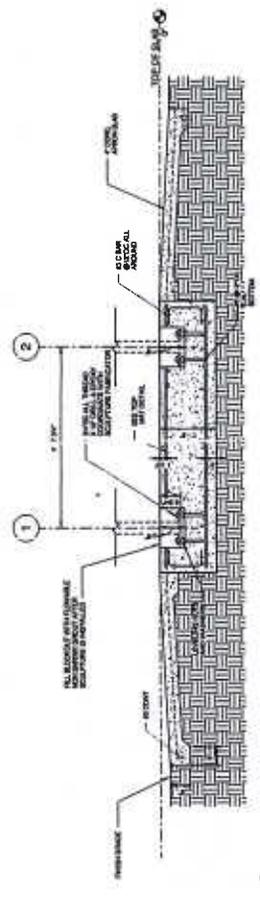
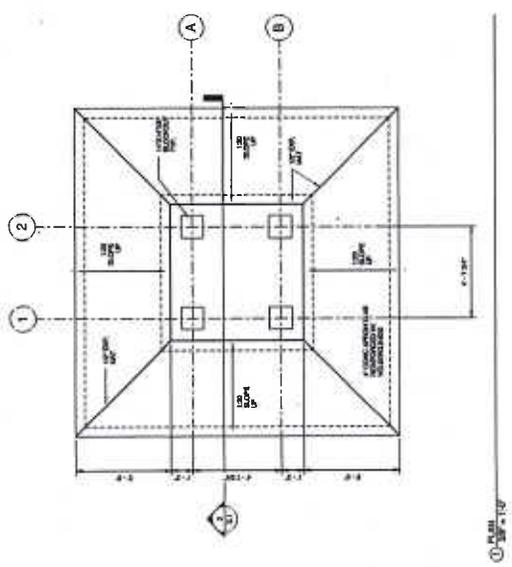
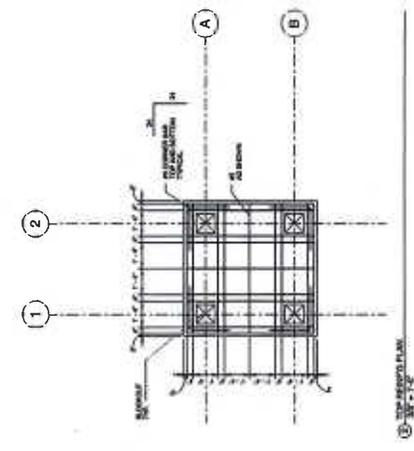
17x17
7x7

David Alsop
982-2231
d.alsop@hannant.com

PLANS & SECTIONS

Gulf Breeze, Florida
SCULPTURE BASE

HOOGLAND PARK, GULF BREEZE, FLORIDA



SECTION 1-1



City of Gulf Breeze

TO: Edwin A. Eddy, City Manager
FROM: Thomas E. Lambert, Assistant Director of Public Services
DATE: August 10, 2012
RE: Water Treatment Filter

A handwritten signature in blue ink, appearing to read "T. Lambert", is positioned to the right of the "FROM:" line.

The City installed a filtration system for its potable water system while ECUA was the source of water. The filter was specifically designed to target particulate oxidized metal, especially iron. Pictures of the filter are attached.

In 2004 the City switched to Fairpoint Regional Utility System as its potable water provider and the filter was taken offline. The filtration system has not been used in over 8 years, and with the secure source of potable water, we believe there is no future need. Because of the nature of the system with sand and chemical tanks, it probably cannot be rehabilitated.

Staff recommends that the filter be sold on govbids.com as is, with all removal cost and hauling to be covered by the buyer.

RECOMMENDATION: The City Council designate the Filtronics water filtration system to be surplus, and allow an "as is" sale with our online auction service.







City of Gulf Breeze

TO: Edwin A. Eddy, City Manager
FROM: Thomas E. Lambert, Assistant Director of Public Services
DATE: August 10, 2012
RE: Bergren Road Property Lease

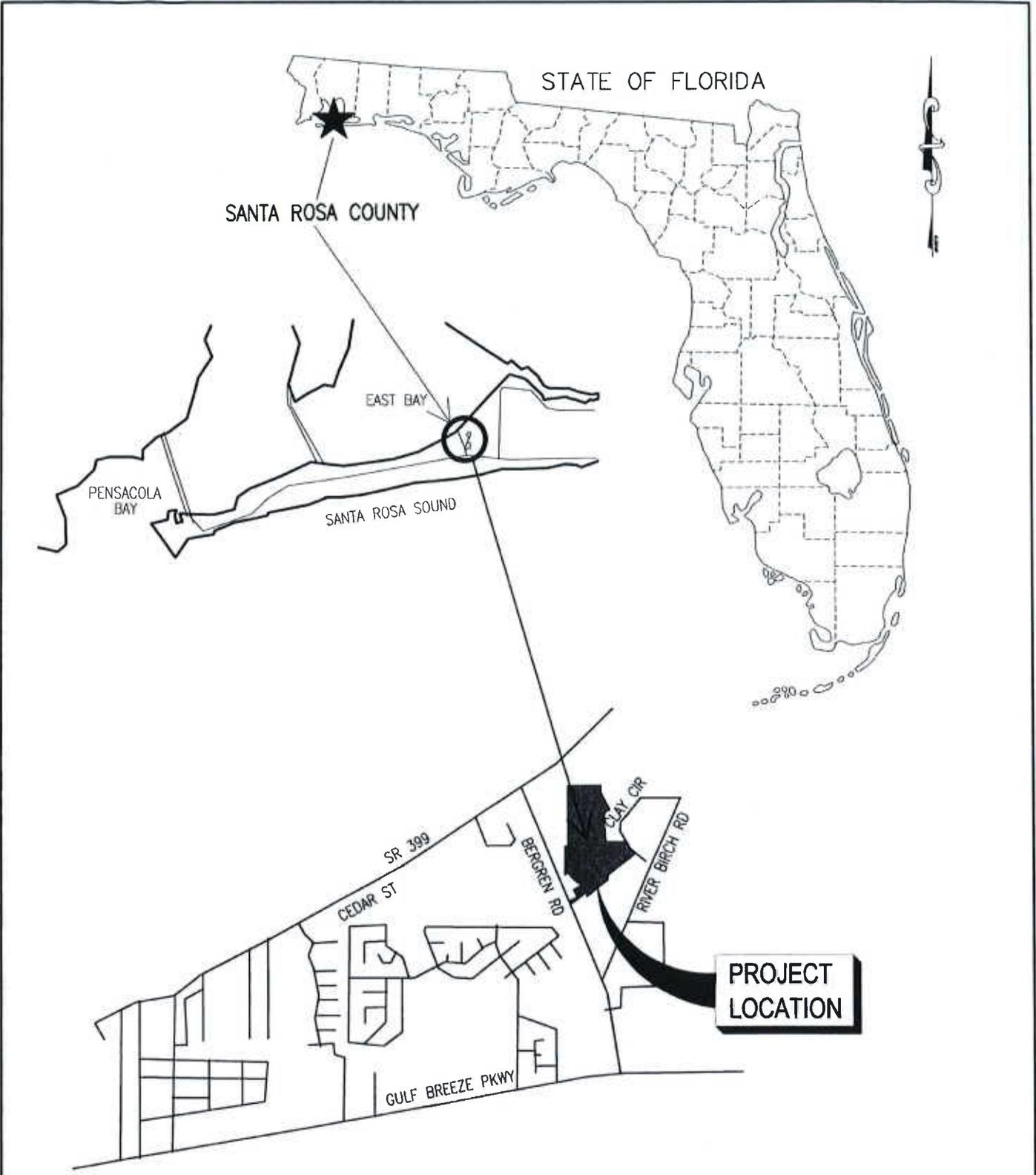
A handwritten signature in blue ink, appearing to be "T. E. Lambert", is written over the "FROM:" line of the memo.

Santa Rosa County would like to lease the City's Bergren Road property, also called ERS4. This property is one of the City's spray fields, and is also designated for the future Eastern WWTP. Now that our reclaimed system has grown, we only use the spray fields in rare instances and we do not need all of them at one time, even in emergencies. The future WWTP is estimated to be needed in 2021 but that estimation moves farther out every year because of the minimal growth in the area. The property is not essential to our operations for the foreseeable future.

The County would use the property for a vegetative debris collection and consolidation facility after a hurricane event. We have in the past let them use ERS2 property on US Highway 98 for a similar activity. They would only use the facility for this operation.

To use the site for a WWTP or debris collection will require the construction of a new access road through wetlands from Bergren Road. The City has submitted and received a permit for the construction through the wetlands, but the permit expires in September. Staff recommends that the County be allowed to construct the required fill prior to an approved lease.

RECOMMENDATION: The City Council authorize the City Attorney to negotiate the lease of the Bergren Road property to Santa Rosa County for final approval by City Council, and give Santa Rosa County permission to perform the work allowed by and in accordance with the City's dredge and fill permit.

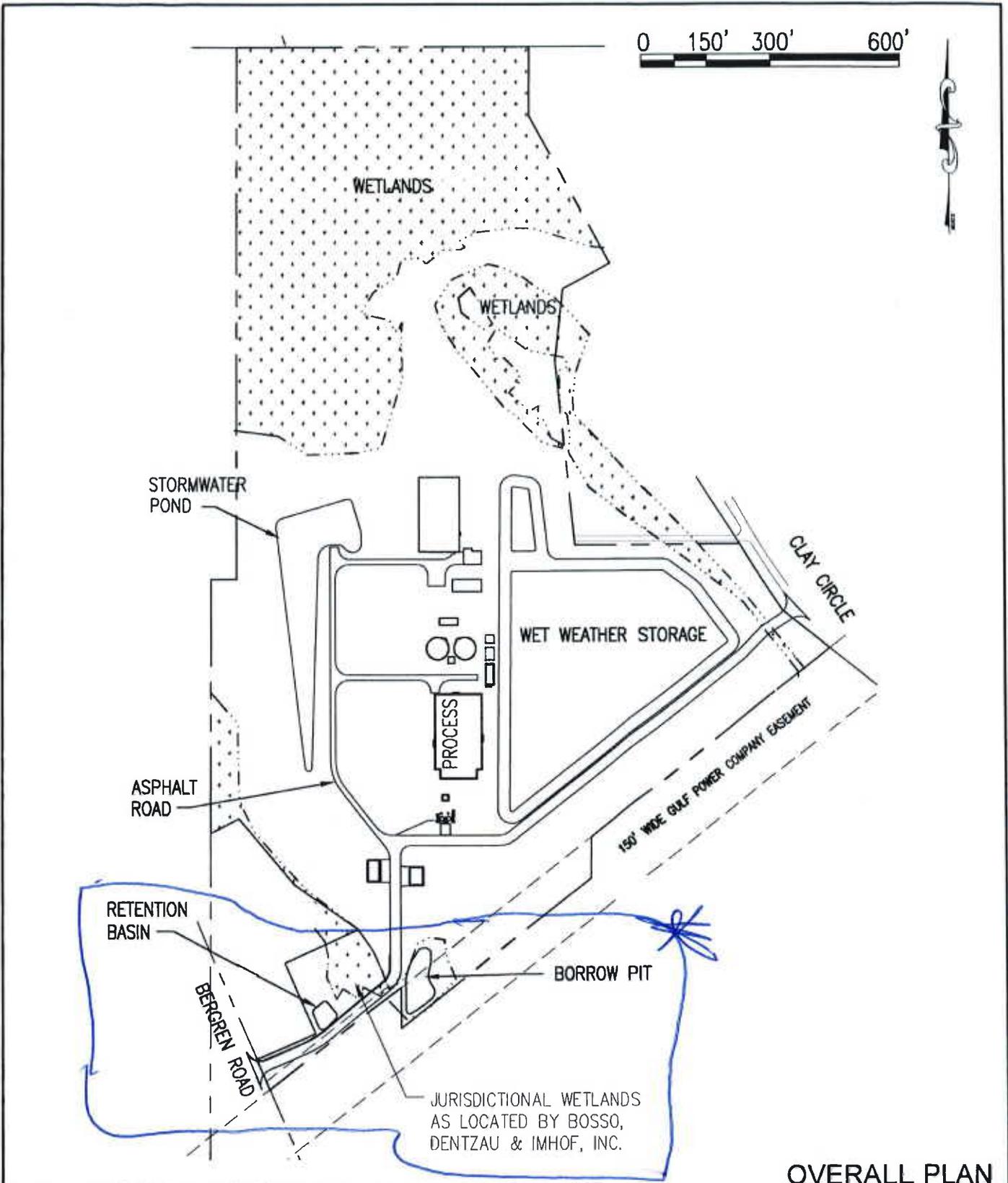


PORTION OF SECTION 17, TOWNSHIP 2 SOUTH, RANGE 27 WEST

VICINITY MAP

Applicant: SOUTH SANTA ROSA UTILITY SYSTEM
 Water Body: UNNAMED WETLANDS
 County: SANTA ROSA
 Datum: NGVD 1929

Purpose: ROAD CONSTRUCTION
 Original Work: YES Maintenance: _____
 Sheet 1 of 5
 Date: DECEMBER 2006 File: 01-VicinityMap



OVERALL PLAN

PORTION OF SECTION 17, TOWNSHIP 2 SOUTH, RANGE 27 WEST

Applicant: SOUTH SANTA ROSA UTILITY SYSTEM
 Water Body: UNNAMED WETLANDS
 County: SANTA ROSA
 Datum: NGVD 1929

Purpose: ROAD CONSTRUCTION
 Original Work: YES Maintenance: _____
 Sheet 2 of 5
 Date: DECEMBER 2006 File: 02-OverallPlan



City of Gulf Breeze

TO: Edwin A. Eddy, City Manager
FROM: Thomas E. Lambert, Assistant Director of Public Services
DATE: August 10, 2012
RE: Recreation Center Service Road

A handwritten signature in blue ink, likely belonging to Thomas E. Lambert, is positioned to the right of the "FROM:" line.

The City Council asked that the dirt trail from South Sunset Boulevard to the maintenance shop on the north side of Shoreline Park be paved. During the process of designing and permitting this addition, the City Council also asked for a paved walking path around Shoreline Park. The attached drawing shows the roadway addition and a portion of the walking path corresponding to the paved area.

Staff asked Radford and Nix Construction, LLC., to provide a change order cost using the South Sunset Boulevard Paving Project. The attached cost sheet has been reviewed by the engineer of record and City staff, and was found to be reasonable.

This project will be funded by the General Fund capital reserves that were designated for South Sunset Boulevard Paving Project, which is now being funded through FEMA alternative projects.

RECOMMENDATION: The City Council award the Recreation Center Service Road to Radford and Nix Construction, LLC for \$150,701.25 as a change order to the South Sunset Boulevard Paving Project.

RADFORD and NIX CONSTRUCTION, LLC

7014 PINE FOREST ROAD

Pensacola, FL 32526

Phone: 850-944-8296; Fax: 850-944-8297

PROJECT: GULF BREEZE REC CENTER ACCESS ROAD & WALKING PATH
DATE: AUGUST 9, 2012
OWNER: CITY OF GULF BREEZE
ENGINEER: REBOL-BATTLE & ASSOCIATES
LOCATION: GULF BREEZE, FL
QUOTATION FOR: OWNER

RADFORD AND NIX IS PLEASED TO OFFER THE FOLLOWING QUOTATION FOR THE ABOVE REFERENCED PROJECT. ITEMS INCLUDED ARE AS FOLLOWS:

ITEM NO.	ITEM DESCRIPTION	APPROX QUAN	UNIT	UNIT PRICE	APPROX TOTAL
1	MOBILIZATION	1	LS	\$ 2,750.00	\$ 2,750.00
2	GENERAL CONDITIONS	1	LS	\$ 3,660.00	\$ 3,660.00
3	STABILIZED CONSTRUCTION ENTRANCE	1	EA	\$ 1,360.00	\$ 1,360.00
4	SILT FENCE	2700	LF	\$ 1.50	\$ 4,050.00
5	HAY BALES	120	EA	\$ 12.75	\$ 1,530.00
6	TREE PROTECTION	24	EA	\$ 75.00	\$ 1,800.00
7	M.O.T.	1	LS	\$ 1,300.00	\$ 1,300.00
8	CLEARING & GRUBBING	1	LS	\$ 4,530.00	\$ 4,530.00
9	SAWCUT EX. CONCRETE	90	LF	\$ 2.00	\$ 180.00
10	REMOVE EX. CURB	63	LF	\$ 3.00	\$ 189.00
11	REMOVE EX. CONC WALK/DRIVE	94	SY	\$ 3.00	\$ 282.00
12	REMOVE EX. ASPHALT PADS	2	EA	\$ 50.00	\$ 100.00
13	REMOVE EX. BOLLARDS	4	EA	\$ 30.00	\$ 120.00
14	CONSTRUCTION LAYOUT	1	LS	\$ 2,500.00	\$ 2,500.00
15	CONSTRUCTION TESTING	1	LS	\$ 1,300.00	\$ 1,300.00
16	GRADING	1	LS	\$ 7,220.00	\$ 7,220.00
17	12" SUBGRADE PREP	2710	SY	\$ 1.25	\$ 3,387.50
18	8" CONCRETE PAVEMENT	82	SY	\$ 57.00	\$ 4,674.00
19	6" AGGREGATE BASE	2404	SY	\$ 11.90	\$ 28,607.60
20	2" SP-12.5 ASPHALT	2404	SY	\$ 9.30	\$ 22,357.20
21	6" GRAVEL PARKING	296	SY	\$ 11.90	\$ 3,522.40
22	TIMBER WHEELSTOPS	8	EA	\$ 50.00	\$ 400.00
23	RIBBON CURB	1343	LF	\$ 14.00	\$ 18,802.00
24	VERTICAL CURB	9	LF	\$ 14.00	\$ 126.00
25	6" SUBGRADE PREP	831	SY	\$ 1.25	\$ 1,038.75
26	4" CONCRETE SIDEWALK	7477	SF	\$ 3.40	\$ 25,421.80
27	HANDICAP RAMP w/ DET. WARNING	1	EA	\$ 530.00	\$ 530.00
28	MODIFY EX. DRAINAGE STRUCTURE	1	EA	\$ 380.00	\$ 380.00
29	ADJUST EX. MANHOLE	1	EA	\$ 500.00	\$ 500.00
30	CENTPEDE SOD	3000	SY	\$ 2.50	\$ 7,500.00
31	PAVEMENT MARKINGS	1	LS	\$ 583.00	\$ 583.00
	TOTAL				\$ 150,701.25

Notes:

1. ANYTHING NOT SPECIFICALLY INCLUDED IS EXCLUDED.
2. REMOVAL & REPLACEMENT OF UNSUITABLE MATERIALS IS EXCLUDED.
3. PRICE IS BASED ON PLANS BY RBA SHEET C-1.0 THRU C2.3, DATED JUNE 29, 2012.
4. BASED ON USING EXISTING NOI PERMIT FOR SOUTH SUNSET PROJECT.
5. ALL PERMITS ARE EXCLUDED.
6. WE REQUIRE SEVENTY FIVE (75) CALENDAR DAYS TO PERFORM THE WORK.
7. ALL WORK ASSOCIATED WITH PRACTICE TENNIS COURT IS EXCLUDED.

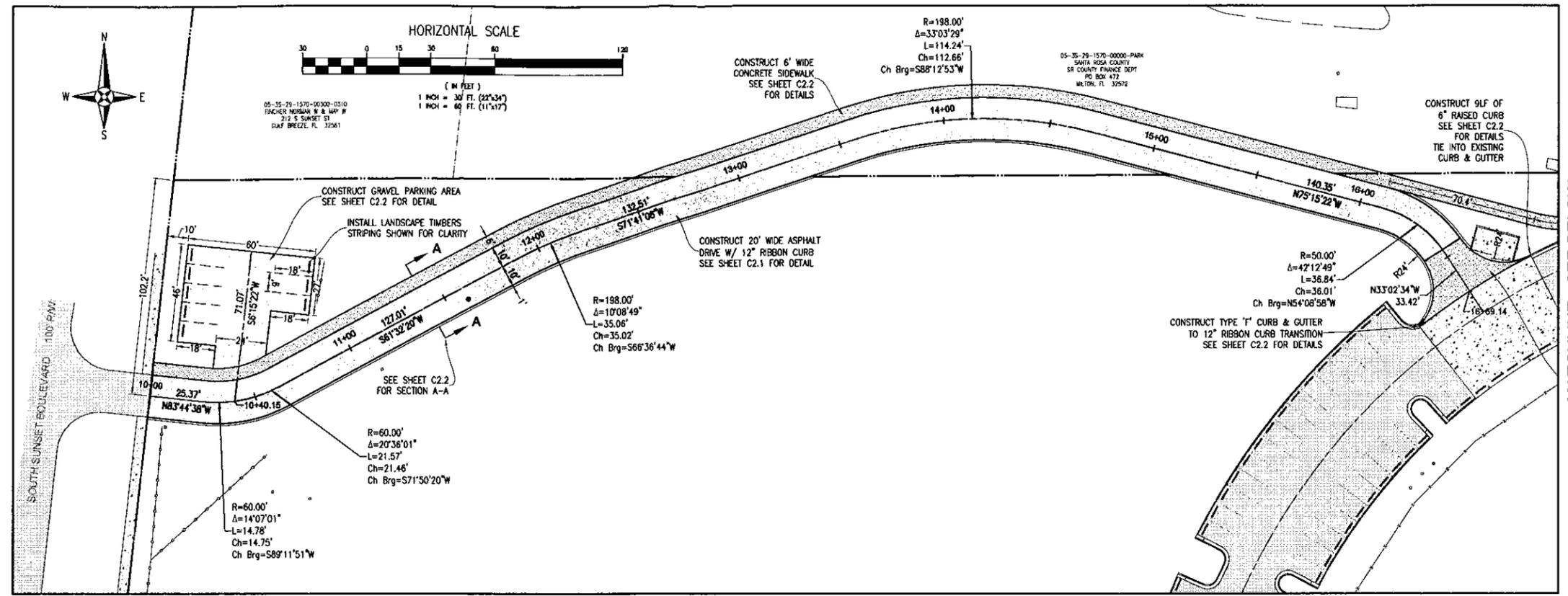
THIS PRICE MAY BE WITHDRAWN IF NOT ACCEPTED WITHIN THIRTY (30) DAYS.
SHOULD YOU HAVE ANY QUESTIONS, PLEASE CALL.

RADFORD AND NIX CONSTRUCTION, LLC

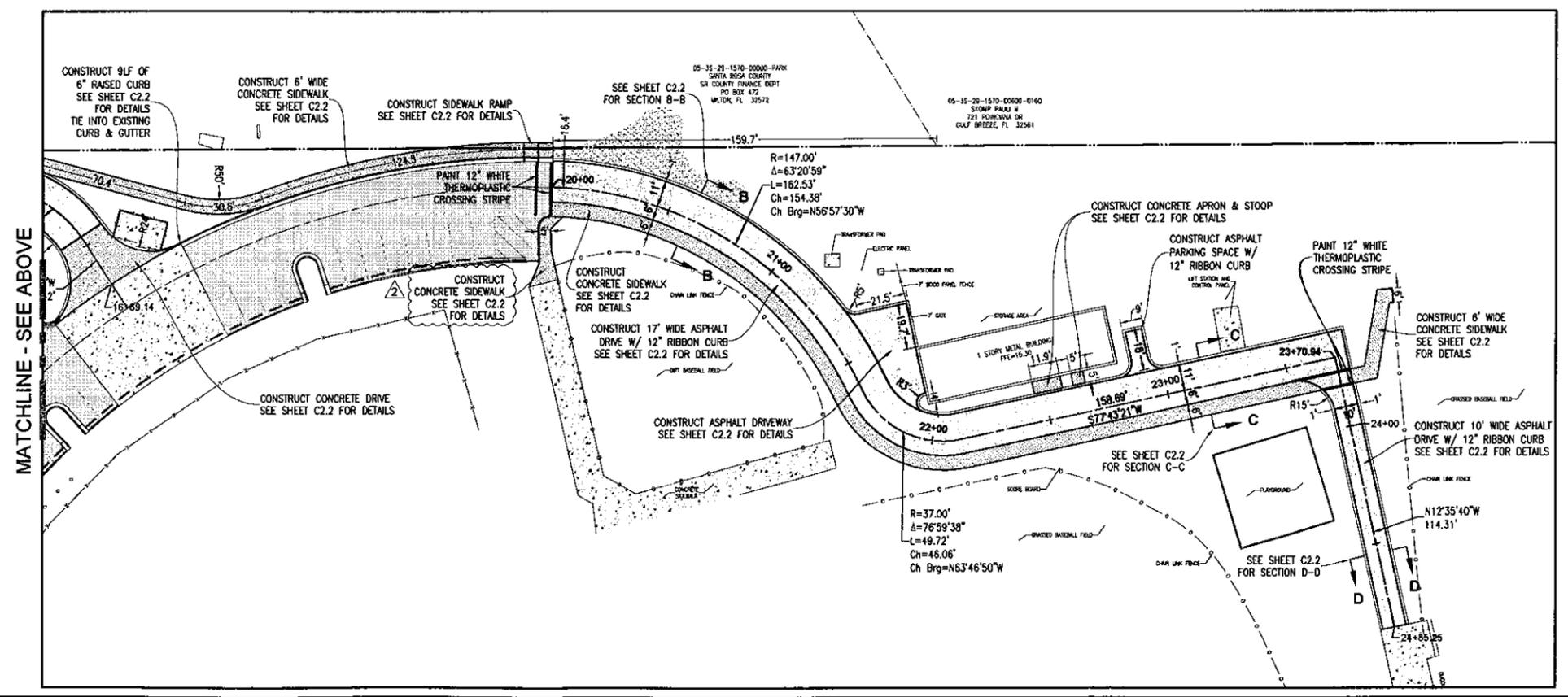
A handwritten signature in black ink, appearing to read 'S.C. Nix', written over the printed name.

STEPHEN C. NIX
VICE PRESIDENT

LEGEND	
	EXISTING ASPHALT
	EXISTING CONCRETE
	EXISTING DIRT
	PROPOSED GRAVEL
	PROPOSED ASPHALT
	PROPOSED CONCRETE



- GENERAL NOTES:**
- NO LANE CLOSURES WILL BE ALLOWED ON HOLIDAYS INCLUDING THE DAY PRECEDING AND THE DAY FOLLOWING. NO LANE CLOSURES WILL BE ALLOWED DURING THE HOURS OF 6:00 AM TO 8:00 PM.
 - ALL PAVEMENT MARKINGS AND STRIPING SHALL BE THERMOPLASTIC AND INSTALLED ACCORDING TO FDOT STANDARD INDEX 17346.
 - ALL CONSTRUCTION IN THE RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH FDOT SPECIFICATIONS.
 - ALL DISTURBED AREAS IN THE RIGHT-OF-WAY SHALL BE REGRADED AND SODDED AND/OR SEED AND MULCHED PER FDOT STANDARD INDEX 105.
 - ALL NEEDED STRIPING DESTROYED DURING CONSTRUCTION SHALL BE RE-STRIPED ACCORDING TO FDOT STANDARD INDEX 17346. ALL STRIPING IN RIGHT-OF-WAY IS TO BE THERMOPLASTIC.
 - ALL LANES MUST BE OPEN FOR TRAFFIC DURING AN EVACUATION NOTICE OF A HURRICANE OR OTHER CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION OR EVENT AS DIRECTED BY THE LOCAL MAINTENANCE ENGINEER OR HIS DESIGNEE.
 - ALL SIGNS SHALL BE INSTALLED PER FDOT STANDARD INDEX 11865, WIND ZONE No.1.
 - ALL NEWLY PLACED SOD SHALL BE REGULARLY WATERED UNTIL GRASS IS ESTABLISHED.
 - ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 - ALL DISTURBED AREAS TO BE SODDED.



MATCHLINE - SEE BELOW

RBA
REBOL-BATTLE & ASSOCIATES
 Civil Engineers and Surveyors
 2001 N. West Avenue, Suite 300
 Pensacola, Florida 32503
 Telephone 850-438-0400 Fax 850-438-0448
 EID 00009857 LPTF19

SITE LAYOUT & DIMENSION PLAN

Gulf Breeze Rec Center Access Road and Walking Path
 GULF BREEZE, FLORIDA

NO.	DATE	REVISION
1	08-10-12	TREE REMOVAL POINT
2	08-13-12	ARCH / OWNER COMMENTS

SEAL
 NOT FOR CONSTRUCTION

Kevin Gibson, P.E.
 No. 74287

Dr. By: CBD
 Ck By: KVG
 Job No.: 2010.071
 Date: 6-29-2012

DRAWING No.
C2.1
 SHEET 6 OF 10

This drawing is the property of Rebol-Battle & Associates, and may not be reproduced without written permission.



City of Gulf Breeze

OFFICE OF THE CITY MANAGER

August 10, 2012

TO: Mayor and City Council

FROM:  Edwin A. Eddy, City Manager

SUBJ: TRAFFIC CALMING-NAVARRE STREET

Traffic management issues in neighborhoods are a regular challenge in cities like Gulf Breeze. The combination of fairly well maintained streets and quiet residential neighborhoods leads to conflicts between vehicles and pedestrians. When the tendency to exceed the speed limit is added to the mix, accidents are almost inevitable.

There are several tried and true strategies for reducing vehicle speed. These range from targeted enforcement through added patrols by police officers, posting of extra signage, use of traffic speed display carts to physical changes to a roadway through the use of speed humps or traffic circles.

We have a speed hump policy. A copy is attached. The key part of this policy is item four. The overall average speed of vehicles using a particular street rarely meets this particular criterion.

We may want to consider expanding our speed hump policy to address overall traffic calming. One of the worst case scenarios would be to install a speed hump on one street and, as a result, cause a problem on another. Using an overall, more comprehensive strategy would reduce the chances of this scenario.

Traffic calming is used when vehicles speeds on a street average in excess of the posted limit. One of the terms traffic engineers use to describe vehicle speed is the "85th percentile". This is the speed at which 85% of the traffic is at that speed or lower. If the 85th percentile speed is 8 - 10 miles per hour over the posted limit, traffic calming is warranted to bring the overall speed back to a rate within limits.

There are many ways to calm traffic. A traffic calming plan or strategy custom made for a given location is recommended over an immediate decision to install a speed hump.

Navarre Street has been the subject of complaints about speed on a fairly consistent basis. We think we should carefully evaluate the conditions and develop a plan to calm traffic in the area. We borrowed a traffic calming policy from Centennial, Colorado as an example. It may be that the best strategy on Navarre Street is an entrance feature/median at both ends and then traffic circles or speed humps at locations in between.

In order to comprehensively address the situation on Navarre Street in a way that solves the problem and is accepted by the public, we recommend the City obtain the assistance of an engineer to help us through the process. We have a proposal from Ken Horne to assist us with this project for a not to exceed cost of \$5,000 billed as we go.

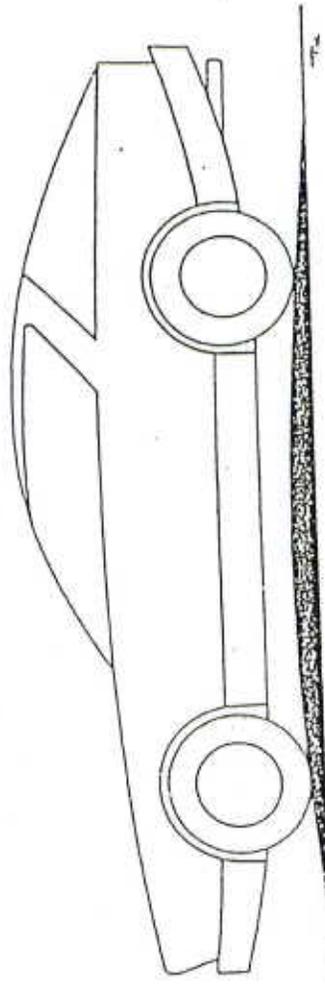
RECOMMENDATION:

That the City Council authorize Ken Horne and Associates to conduct a traffic calming analysis of Navarre Street including public meetings at a cost not to exceed \$5,000.

SPEED HUMP POLICY

1. A petition is submitted with the signature of 75% of the registered property owners in the vicinity of the proposed speed hump. The area to be covered by the petition is 750 feet from the proposed speed hump location.
2. Speed humps are restricted to two lane residential streets;
3. The residential street in question must be suitable and reasonable for posting 25 mile per hours speed limit;
4. A traffic survey of the location indicates that at least 50% of traffic on the street exceeds 30 miles per hour in actual speed.
5. Petitioners pay 100% of the cost for installation, give them a definite figure and let them pay it and then go forward with the project.

*City of Gulf
Breeze*



SPEED HUMP

SPEED BUMP

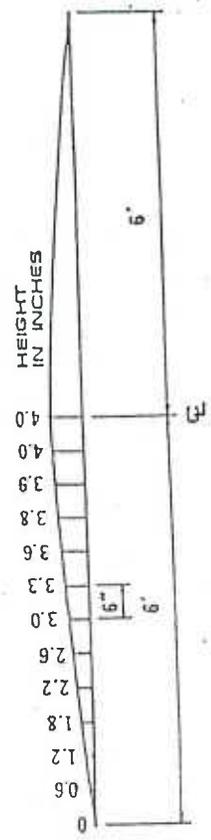


FIGURE 5



City of Centennial Neighborhood Traffic Management Program
Traffic Mitigation Toolbox

- ❖ *Toolbox Overview*
- ❖ *Neighborhood Education Programs*
- ❖ *Speed Limit Signing*
- ❖ *Restricted Movement Signing*
- ❖ *Truck Restriction Signing*
- ❖ *Enhanced At-Grade Pedestrian Crossing*
- ❖ *Striping / Visual Narrowing*
- ❖ *Speed Monitoring Display*
- ❖ *Traditional Police Enforcement*
- ❖ *Entry Islands*
- ❖ *Entrance Barrier*
- ❖ *Speed Hump*
- ❖ *Raised Pedestrian Crossing*
- ❖ *Curb Extensions*
- ❖ *Medians*
- ❖ *Traffic Circles*
- ❖ *Restricted Movement Barrier*
- ❖ *Raised Intersection*
- ❖ *Curvilinear Street*
- ❖ *Realigned Intersection*



City of Centennial Neighborhood Traffic Management Program

Traffic Mitigation Toolbox Overview

	Traffic Mitigation Tool	Performance Measures				Associated Impacts				
		Speed Reduction	Cut-Through Reduction	Emergency Response	Enforcement Needs	Loss of On-Street Parking	Restricts Access	Maintenance	Noise	Relative Cost
Education, Enforcement, and Non-Physical Treatments	Neighborhood Education Programs	Minimal	Minimal	No change	None	None	None	None	No change	Low (varies)
	Speed Limit Signing	Minimal	No	No change	Requires Enforcement	None	None	None	No change	Low (\$200 and up)
	Restricted Movement Signing	No	Minimal	No change	Requires Enforcement	None	None	None	No change	Low (\$200 and up)
	Truck Restriction Signing	No	Minimal	No change	Requires Enforcement	None	None	None	No change	Low (\$200 and up)
	Enhanced At-Grade Pedestrian Crossing	Minimal	Minimal (with system of devices)	No change	Some Enforcement May Be Needed	Possible	None	Yes	No change	Low-Med (\$500-\$5K)
	Striping / Visual Narrowing	1 - 3 mph	No	No change	None	Possible	None	Yes	No change	Low-Med (\$1K-\$5K)
	Speed Monitoring Display	1 - 5 mph	No	No change	None	None	None	Yes	No change	Med (\$6000)
Physical (Engineering) Treatments	Traditional Police Enforcement	1 - 5 mph	Minimal	No change	Requires Enforcement	None	None	None	No change	High
	Entry Islands	No	Minimal (with system of devices)	No change	None (Self-Enforcing)	Possible	None	Yes	No change	Med (\$10K-\$20K)
	Entrance Barrier	No	Yes	Can increase time	Some Enforcement May Be Needed	None	Yes	Yes	No change	Med (\$15K and up)
	Speed Hump	2 - 8 mph	Minimal (with system of devices)	Increases time	None (Self-Enforcing)	None	None	Yes	Increases noise	Low-Med (\$1K-\$5K)
	Raised Pedestrian Crossing	1 - 5 mph	Minimal (with system of devices)	Increases time	None (Self-Enforcing)	Yes	None	Yes	Increases noise	Med (\$10K-\$40K)
	Curb Extensions	1 - 3 mph	Minimal (with system of devices)	No change	None (Self-Enforcing)	Yes	None	Yes	No change	Med (\$25K-\$40K)
	Partial (not full-block) Medians	1 - 3 mph	No	Minimal	None (Self-Enforcing)	Possible	Dependent Upon Application	Yes	No change	Med (\$25K-\$40K)
	Traffic Circles	1 - 5 mph	Minimal (with system of devices)	Increases time	None (Self-Enforcing)	Possible	None	Yes	No change	Med-High (\$25K-\$60K)
	Restricted Movement Barrier	No	Yes	Can increase time	Some Enforcement May Be Needed	None	Yes	Yes	No change	High (\$30K and up)
	Raised Intersection	1 - 5 mph	Minimal (with system of devices)	Increases time	None (Self-Enforcing)	Yes	None	Yes	Increases noise	High (\$40K and up)
	Curvilinear Street	1 - 5 mph	No	Minimal	None (Self-Enforcing)	Possible	None	Yes	No change	High (\$50K and up)
	Realigned Intersection	1 - 5 mph	No	Minimal	None (Self-Enforcing)	None	None	Yes	No change	High (\$50K and up)
	Full-Block Medians	1 - 5 mph	No	Increases time	None (Self-Enforcing)	Yes	Yes	Yes	No change	High (\$75K and up)

NEIGHBORHOOD EDUCATION PROGRAMS



City of Centennial
Public Works

DESCRIPTION:

PROGRAMS DESIGNED TO INCREASE DRIVER AWARENESS OF NEIGHBORHOOD TRAFFIC SAFETY ISSUES

APPLICATION:

Neighborhoods where speeding or other traffic safety concerns have been identified. Programs may include educational signing and stickers, speed pledges, and other means of increasing driver awareness and commitment to safety when driving in neighborhoods.



Effectiveness:

- Educational programs have been shown to produce some reduction in traffic speeds among residents of the targeted neighborhood. Results vary widely based on the type of program and neighborhood.

Other Advantages:

- Can be implemented often much sooner than physical treatments
- Relatively low cost
- Can often effect a much larger area (entire neighborhood) than a targeted, physical treatment

Delay to Emergency Vehicles:

- None

Other Disadvantages:

- Results may minimal and may decrease after initial use
- Not self enforcing
- If signs are used, increased visual pollution from signs in the neighborhood

Special Considerations:

- Speed limits set by an engineering analysis tend to be higher than limits set by political pressures

Cost:

- Dependent upon programs used
-



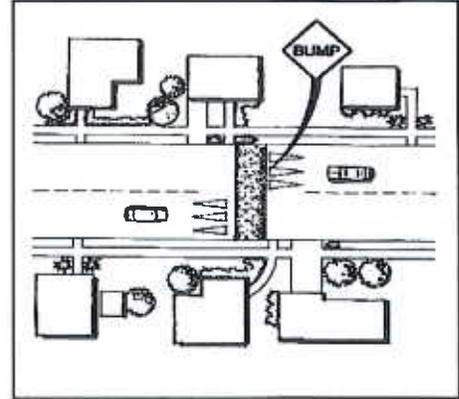
SPEED HUMP

DESCRIPTION:

SPEED HUMPS ARE AREAS OF PAVEMENT RAISED A MAXIMUM OF 4 INCHES IN HEIGHT OVER A LENGTH OF 12 FEET. THEY WORK BY FORCING MOTORISTS TO SLOW DOWN TO COMFORTABLY PASS OVER THEM. THEY ARE MARKED WITH SIGNS AND PAVEMENT MARKINGS.

APPLICATION:

Local or collector streets where speed control is desired



Effectiveness:

- Anticipated speed reduction in the 2-8 mph range, but only if part of a system of devices

Other Advantages:

- Self Enforcing
- Requires minimum maintenance; pavement markings must be maintained
- Minimal impact on snow removal



Delay to Emergency Vehicles:

- 3 to 6 seconds per hump

Other Disadvantages:

- May damage emergency response vehicles if not carefully designed
- May increase traffic noise in vicinity of hump

Special Considerations:

- Should not be used on critical emergency response routes
- Longer designs can minimize impact on long wheelbase vehicles

Cost:

\$1,000-\$5,000



RAISED PEDESTRIAN CROSSING

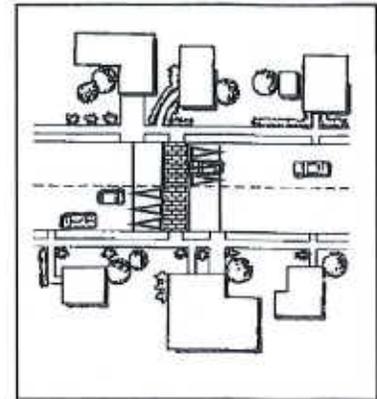
(Also known as: RAISED CROSSWALK)

DESCRIPTION:

FLAT-TOPPED SPEED TABLE BUILT AS A PEDESTRIAN CROSSING. COMMONLY INCLUDES A MEDIAN REFUGE ISLAND, OR CURB EXTENSIONS, OR BOTH TO SHORTEN CROSSING AND IMPROVE SAFETY.

APPLICATION:

- *Local or collector streets where speed control and pedestrian crossing designation are desired*



Effectiveness:

- Anticipated speed reduction in the 1 – 5 mph range



Other Advantages:

- Increases pedestrian visibility in the crosswalk
- Clearly designates the crosswalks
- Opportunity for landscaping in median
- Requires minimum maintenance; pavement markings must be maintained
- Minimal impact on snow removal

Delay to Emergency Vehicles:

- 4 to 6 seconds per raised crossing

Other Disadvantages:

- May damage emergency response vehicles if not carefully designed
- May increase traffic noise in vicinity of crosswalk
- May create drainage issues where raised crossing extends from curb to curb
- May necessitate the reduction of on-street parking in certain configurations

Variations:

- Specialty pavement treatments
- With median refuge island
- With curb extensions
- With median island and curb extensions

Special Considerations:

- Appropriate near schools and recreation facilities

Cost:

- \$10,000 to \$40,000 depending on median, curb extensions, pavement type, and irrigation needs



3.5 Managing Traffic on Existing Facilities

Traffic mitigation is intended to slow down traffic that is driving too fast on residential streets and to re-route traffic that is using residential streets as an alternative route to an arterial street. The intent of traffic mitigation is not to relocate the problem from one residential street to another. City staff will consider potential shifts in traffic with all project requests. If the potential for shifting the problem exists, staff may require that the parallel/adjacent street be included in the project; a creation of a separate project for the parallel/adjacent facility be considered with special consideration given to the anticipated future traffic shift to that roadway; or, the original request for traffic mitigation is not granted. Arterial roadways are the most desirable facilities for through traffic. Feasible opportunities for rerouting traffic from local streets to arterial streets will be encouraged.

3.6 System of Devices vs. a Single Device

Where structural treatments are installed, a system of devices is preferable to a single, isolated device, so that speed reductions are maintained through a neighborhood. Traffic mitigation devices are most effective when installed as a system of devices rather than a single, isolated device located along a problem corridor. Based on data compiled from other communities, it is common for speeds to increase on either side of a single device after installation, as drivers attempt to make up "lost time". This is not the intent of the Neighborhood Traffic Management Program.

When a request for traffic mitigation is processed by City staff, consideration will be given to the length of the corridor and the number of devices needed to create a system of devices. In order to discourage speeding between devices, they should be installed at frequent intervals. Optimal separation of devices is 400-600 feet.

3.7 Landscaping and Aesthetics

Landscaping and other aesthetic treatments are critical components in the effectiveness of certain neighborhood traffic management tools and in providing neighborhood enhancements. A number of devices, such as medians, traffic circles, and curb extensions are far more effective with the use of landscaping or other elements to change the character of the street and break up the line of sight for drivers. Simply changing the geometrics of the street affects drivers only at the location of the device and does little to enhance the livability of the street. A device with landscaping or other aesthetic treatments is more effective in changing driver perception and driver behavior. Therefore, the City is committed to promoting the installation of landscaping and aesthetic treatments with the construction of traffic calming devices.

Maintenance of landscaping will be performed by a Homeowners Association (HOA) or Civic Association (CA) under a maintenance and license agreement. A sample agreement has been included in the Appendix, which will be modified on a case-by-case basis to meet the needs of the individual project. In the absence of a formal HOA/CA, the City may, in the interest of public safety, provide maintenance for landscaping installed for traffic calming purposes.

3.8 Permanent vs. Temporary Installations

Because landscaping and other aesthetic treatments are integral to the effectiveness of a number of neighborhood traffic management devices, it is a policy of this program that structural devices will be planned using a comprehensive neighborhood process that results in the

permanent installation of these devices. Temporary installations are rarely as attractive or effective as permanent installations. However, if a neighborhood pursues structural devices, such as raised medians, traffic circles, etc., as part of a Phase 3 traffic mitigation plan, the neighborhood may request the use of temporary devices, such as traffic cones, drums, etc., to simulate the permanent devices to get a better understanding of device layout and the potential impact on traffic. Temporary devices will be allowed for a trial period not to exceed 60 days, which may be adjusted by the Public Works Department to coincide with school days.

3.9 Drainage Considerations

The secondary function of a roadway is to facilitate drainage. Consideration of storm flows and their impacts on adjacent properties will be required with all structural treatments. In some cases, consideration for drainage impacts may limit or restrict the use of structural devices.

3.10 Proactive Planning for New Neighborhoods

Efforts to proactively mitigate the effects of high traffic speeds and volumes on residential streets should be taken. These efforts include:

- Design new streets and alterations of existing streets to preserve the character and safety of existing residential neighborhoods
- Design new streets to minimize the opportunity for high speed travel that is inappropriate for residential conditions (this may require modification of existing residential street standards).
- Provide more than one access road (including emergency vehicle routes) to new developments

3.11 Neighborhood Involvement

One of the most critical elements of developing an effective traffic mitigation plan for a neighborhood is to involve the neighbors in the process. The resident submitting the NTMP application to the City shall be required to participate as the neighborhood's lead contact person in the NTMP process. Neighbors should provide input on the extent of the problem and the range of appropriate solutions. Each neighborhood will experience its own set of concerns, some more apparent than others. It becomes clear how complex many neighborhood issues are when representatives from throughout a neighborhood meet to share their various perspectives.

3.12 Minimum Threshold Determination

A neighborhood must have documented traffic conditions that meet or exceed defined minimum thresholds for traffic volume and speed to be eligible for traffic mitigation measures. Roadways with a documented accident problem are given special consideration. Minimum thresholds are summarized on **Worksheet 1** (page 16). Average daily traffic (ADT), traffic speeds, a 3-year accident history, and other information will be compiled by City staff along applicable neighborhood roadways to determine qualification for traffic mitigation measures.

3.13 Funding

The City of Centennial has limited public funds available for neighborhood traffic management projects and will consider the appropriation of a specific amount of funds in each annual budget for application to approved projects. Any funds encumbered for an approved project not completed by the end of the fiscal year in which the approved project is initiated will be

the funding shall be exclusively provided by the neighborhood, the HOA, a metropolitan district, GID, SID or other alternative funding vehicle.

3.14 Device Removal

Although it is the intention of this manual to create a system of traffic mitigation devices that effectively addresses the speeding and/or cut-through issues in neighborhoods, the following process is provided should a neighborhood request removal of existing or future devices.

In order for the City to remove a device or devices at the resident's request, 90% resident approval must be documented (per the same procedures for balloting required to install the device). Removal of the device will be at the neighborhood's expense. Where there is an HOA representative of the neighborhood(s), the city will seek the HOA approval before removal of any device. If approval is not forthcoming and the City proceeds with removal, it will be at the City's expense. The City reserves the right to remove any traffic calming devices.

3.15 Toolbox of Devices

A toolbox of devices that may be used for neighborhood traffic mitigation projects in the City of Centennial is included in the Appendix of this manual. The toolbox includes a variety and range of treatments that, depending upon the specific traffic issues (speeding, cut-through, volume, pedestrian safety, etc.), may or may not be appropriate for a particular project. Some of the devices are targeted for very specific types of traffic conditions and may not be suitable for use on other projects. The range of treatments includes educational, enforcement, engineering (structural), and enhancement elements. The toolbox contains a brief discussion of the pros and cons for each devices, as well as impacts to emergency response and a device cost estimate.

Some devices have specifically been **excluded** from the Toolbox and shall not be considered for use in the City of Centennial. The excluded devices, as well as reasoning for their exclusion, are as follows:

- **Speed "Dips"**. *Speed "dips" are cross pans that are used for drainage purposes, not for speed control. "Dips" can cause undue delays and/or damage to fire response vehicles and can be negotiated more comfortably at higher speeds (leading to speeding issues).*
- **Speed "Bumps"**. *The term speed "bump" usually refers to very aggressive, parking-lot style treatments that are designed for very slow traffic speeds. Speed "humps", as approved for use in the City of Centennial, are much larger than speed "bumps", and are designed to allow vehicles to travel over them comfortably at the roadway posted speed (and accordingly have less negative impact on fire response as a speed "bump" would).*
- **Rumble Strips**. *Rumble strips are not suitable for residential use due to the increased noise levels associated with these devices.*
- **Stop Signs for Speed Control Purposes Only**. *Where stop signs are installed as speed control devices, studies show that there is an increase in intentional violations and drivers tend to speed up between the stop signs to "make up for lost time". This behavior is just the opposite of that desired. Improper use of stop signs can create pedestrian safety issues, increased vehicular accidents, increased speeds between intersections, increased noise and air pollution, and can breed disrespect for all traffic control devices.*

Additionally, unwarranted stop signs create an enforcement problem and penalize all motorists, even the ones who travel within the posted speed limit.

The warrants and placement guidelines for all standardized signs are contained in the Manual on Uniform Traffic Control Devices (MUTCD). These guidelines are straightforward and apply to most situations. The major exception, however, pertains to multi-way stop controls in residential areas. To aid City of Centennial staff and public officials in determining which locations qualify for this type of control, multi-way stops in residential areas will be considered when two (2) or more of the following guidelines are met:

- o At the intersection of two collector streets that are primary to the area.*
- o Where there is at least a 60-40 percent volume split for a four-way intersection (i.e. of the total daily volume of both streets, 50 to 60 percent enters the intersection on Street "X" and 40 to 50 percent enters on Street "Y").*
- o Where there is at least a 75-25 percent volume split for a three-way intersection (i.e. of the total daily volume on both streets, up to 75 percent enters the intersection on Street "X" and 25 percent or more enters on Street "Y").*
- o Where there are three or more correctable accidents in 1 year.*
- o At designated school crossings*

Additionally, multi-way stop signs may be considered by City staff at any location based on engineering judgment.

4.0 NEIGHBORHOOD TRAFFIC MITIGATION PROCEDURES

The City of Centennial Neighborhood Traffic Program provides goals, policies and procedures directed at the prioritized and cost-effective implementation of traffic mitigation measures where needed. The goal and policies have been discussed in the previous sections. This section outlines procedural steps organized in three (3) phases to address traffic mitigation needs within a neighborhood. The three phases are as follows:

- Phase 1 – Project Initiation**
- Phase 2 – Education and Enforcement**
- Phase 3 – Structural Treatments**

The major procedural steps included in each phase are summarized in the Neighborhood Traffic Management Program flow chart provided on Figure 1. The procedural steps are as follows:

Phase 1: Project Initiation

Phase 1, Task 1 - Initial Request. Projects can be nominated for inclusion in the City traffic mitigation program through various channels, including resident requests (either by individual residents or by an HOA/CA or other citizen group), staff initiation, or City Council initiation. Projects nominated by residents must be made by a resident who lives on the street being recommended for traffic mitigation.

For projects requested by residents, a packet will be sent to the requesting resident(s) or resident representative outlining the specific steps included in this manual. This packet will also include basic educational materials that may be distributed to residents in the neighborhood (stickers, "Keep Kids Alive Drive 25" information, informational pamphlets, etc.). Residents are encouraged to discuss their neighborhood traffic issues with their HOA/CA (if one exists) in an effort to get general acceptance and agreement at the community level to initiate a request. Requests from an HOA/CA will help indicate to staff a general concurrence of the neighborhood and that a problem exists.

Phase 1, Task 2. Define Neighborhood Limits. The physical boundaries of the neighborhood will be defined by staff and the NTMP applicant, given the nature of the traffic issues. At a minimum, the neighborhood shall include the properties along the street(s) proposed for traffic mitigation. Staff will determine if the neighborhood boundary should be expanded to address the potential diversion of traffic to other neighborhood streets and if additional speed/volume/accident data (outside of the immediate problem area) should be collected.

Phase 1, Task 3. Data Collection. Traffic engineering staff will collect average daily traffic (ADT) and speed data at selected points within the neighborhood during typical weekday conditions. Data collection may include adjacent or nearby streets where the potential for a shift in traffic or speeds exists. Additionally, a 3-year accident history will be compiled.

Phase 1, Task 4. Minimum Threshold Determination. Using Worksheet 1, staff will determine if the subject roadways meet minimum thresholds to continue with Phase 2 traffic mitigation. If the project does not qualify, the roadway will not be considered for

additional study or treatment and the community will be notified. If the project does qualify and the neighborhood desires non-structural treatments as identified in Phase 2, Task 2, staff will use Worksheet 2 to score and rank the application, along with all other Phase 2 and Phase 3 applications, to determine the order for processing these applications to develop traffic mitigation plans.

The minimum threshold criteria for implementation of Phase 2 mitigation treatments (and Phase 3 treatments if Phase 2 is unsuccessful) are as follows:

- Local access roadways must have an ADT volume of greater than 500 ADT or have at least 20% cut-through traffic documented.
- Any roadway without a school, park, trail crossing, or recreation center/clubhouse (or other public facility that generates pedestrian traffic on a daily basis) immediately adjacent to it must have an 85th percentile speed of 7 miles per hour or greater above the posted or regulatory speed limit. The 85th percentile speed shall be based on the highest "directional" speed measured.
- Any roadway with a school, park, trail crossing, or recreation center/clubhouse (or other public facility that generates pedestrian traffic) immediately adjacent to it must have an 85th percentile speed of 5 miles per hour or greater above the posted or regulatory speed limit. The 85th percentile speed shall be based on the highest "directional" speed measured.
- Any roadway segment must have a documented traffic-accident history of three or more correctable* accidents in a one-year period.

* Correctable accidents are those that were not caused by weather or driver impairment and could have been prevented through traffic control improvements, geometric improvements, or other engineering means.

Phase 1, Task 5. "Fast-Tracking" Projects for Treatments. When staff identifies considerable traffic or safety issues where, based on staff engineering judgment, Phase 2 measures will not be sufficient, staff may "fast-track" a project for structural (Phase 3) treatments. These projects would proceed directly from Phase 1 to Phase 3 and begin the public meeting process to develop a traffic calming plan for the neighborhood.

Phase 2: Education and Enforcement

Phase 2, Task 1. Advanced Educational Tools. City staff will provide advanced educational tools to help mitigate traffic issues along the roadway segment, which may include:

- Temporary electronic speed monitoring trailer or sign
- Additional signage

Phase 2, Task 2. Non-Structural Treatments Installed. Depending upon the nature of the documented traffic issues within the neighborhood, staff may approve the installation of non-structural treatments during Phase 2. These treatments may include the following:

- Permanent electronic speed display signs
- Pavement markings (parking lanes, bicycle lanes, or visual narrowing)

Traffic mitigation plans that propose to use these non-structural treatments shall be developed by following the procedures set forth in Phase 3, Tasks 1 through 6, including documentation of neighborhood support.

Phase 2, Task 3. Targeted Police Enforcement. At the discretion of City Law Enforcement, “targeted” police enforcement may be used to provide additional enforcement to mitigate speeding problems. It should be noted that targeted enforcement may be coordinated at any time during this process as part of the existing enforcement response services.

Phase 2, Task 4. Re-Evaluation of Traffic Concerns. Following the education and enforcement efforts, City staff will re-evaluate the neighborhood traffic conditions to determine if a problem still exists. Additional data collection and discussion with the residents (to determine if residents still perceive a problem) may be needed.

If the documented problem and neighborhood concerns still exist, the project is eligible for Phase 3 traffic mitigation. If the problem has been mitigated and the residents concerns have been met or a traffic mitigation plan has been implemented that includes Phase 2 non-structural treatments that have satisfied performance measures defined in the Traffic Mitigation Toolbox, the project is complete.

Phase 3: Structural Treatments

Phase 3, Task 1. Neighborhood/Stakeholder Meetings and Plan Development. Staff will develop Phase 3 traffic mitigation plans in descending order of the priority ranking of NTMP applications. Staff will conduct a series of at least two public meetings to work with residents and other stakeholders to develop a traffic mitigation plan for the neighborhood. It is important that the residents and staff have an opportunity to express their different perspectives of the traffic problems in the neighborhood and to hear the different views and experiences of their neighbors. Through this process, a shared definition of the problem can be developed and appropriate treatments can be identified.

Other stakeholders in this process should be involved from the very beginning. These stakeholders include resident organizations/districts, emergency service providers, nearby schools, park and recreation facilities, nearby businesses, and other individuals or organizations that may be directly impacted by the devices. Their perspective is essential for developing a plan that effectively addresses existing concerns without creating new problems that cannot be overcome or that keep the plan from being implemented.

The objectives of the meetings are as follows:

Meeting #1: Solicit input from residents with respect to existing traffic issues, concerns, and preferences towards the various traffic mitigation devices contained in the Toolbox. Staff will also use this meeting to further educate the residents regarding the application of traffic mitigation devices, the pros and cons of each type of treatment, and the trade-offs that are inevitably necessary when developing a neighborhood traffic mitigation plan. Following the first meeting,

staff will develop a draft traffic mitigation plan or alternative plans based on the public input received.

Meeting #2: Solicit comments from residents with respect to the draft plan(s). Staff will then finalize a "preferred" traffic mitigation plan based on these comments and within the policy framework provided in this document. A planning-level cost estimate will be developed with the plan.

Phase 3, Task 2. Documentation of Neighborhood Support. Once a plan and project cost estimate have been developed, the City will document neighborhood support for the plan. A ballot will be mailed to property owners (as determined through property records at the Arapahoe County Assessor's Office) within the neighborhood, as defined in Phase 1, Task 2, if they are in favor of the project.

There must be a two-thirds majority of the ballots returned that are in favor of the project for the project to be eligible for implementation. The plan will not be implemented without a 2/3rds majority vote in favor of it, nor if less than 50% of the ballots mailed out are not returned (as votes either for or against). Ballots returned as "conditional votes" shall be counted as "no" votes. Additionally, there must be 100% approval of the project for those property owners whose properties front or are located one home adjacent to a device location. The City reserves the right to alter the methodology of assessing neighborhood support for a project, if the traffic mitigation project is deemed necessary in the interest of the public health, safety or welfare.

Phase 3, Task 3. City Council Review. Staff will present the preferred plan to City Council for review and discussion. City Council may then approve, reject, or modify the preferred plan.

Phase 3, Task 4. Funding and Project Prioritization. Based on availability of funding, City Council may authorize City funds towards full or partial funding of qualified projects.

As discussed in the policy portion of this document, if resident funds are used, it will be the responsibility of the neighborhood to raise the funds needed to support the project. This may be accomplished through HOA fees, fundraising, or other means identified by the residents and approved by the City.

To efficiently allocate limited staff time towards qualifying projects, staff will prioritize all NTMP applications based on the Project Prioritization Score (PPS) as calculated on Worksheet 2 (see page 17), and proceed with coordinating Phase 3 efforts in descending order of the prioritized applications. Ties in the PPS will be broken by first awarding the higher ranking to the application with the greatest differential between the directional speed and the posted or regulatory speed limit, and then, by awarding the higher ranking to the application with the earliest date received by Public Works. In the event an application has a documented public-safety issue, public safety will serve as the primary tie breaker. Consideration for combining traffic mitigation projects with other Public Works projects, including roadway maintenance and overlays, will be given when prioritizing projects.

Phase 3, Task 5. Final Design and Implementation. Once project funding is secured, final engineering plans, specifications, and a detailed construction cost estimate will be

prepared for approved projects by staff based on City standards. Design reviews will include review by emergency response agencies to insure that devices can be safely negotiated by their response vehicles.

Phase 3, Task 6. After Study. In order to gauge the effectiveness of various traffic mitigation devices, staff will conduct an after study to compare traffic volume, speed, safety, and/or cut-through data from before and after the installation of devices. This data will be useful in grading the effectiveness of the particular project by comparing field measurements with the anticipated performance measures defined for specific devices in the Traffic Mitigation Toolbox. Traffic mitigation plans that satisfy performance measures will be considered complete. Neighborhood acceptance of a traffic mitigation plan will also be allowed as a measure of success for the implementation of a traffic mitigation plan. Projects that do not meet performance measures will be evaluated by staff to determine if additional devices should be considered.

WORKSHEET 1
Minimum Threshold Determination

Roadway Segment Being Considered: _____

- | | |
|--|--|
| 1. Roadway Type | Residential Collector _____ |
| | Local Access _____ |
| 2. Weekday 24-hour traffic volume, both directions | _____ |
| 3. Posted or regulatory speed limit (mph) | _____ |
| 4. 85 th percentile speed (mph) and direction of travel | _____ |
| 5. Is weekday 24-hour traffic volume greater than 500,
or, is there 20% or greater cut-through volume? | Yes _____ Go to 6
No _____ Go to 9 |
| 6. Is 85 th percentile speed 7 mph or more over the speed limit? | Yes _____ Go to 10
No _____ Go to 7 |
| 7. Is a school, park, trail crossing, recreation center/clubhouse
or other public facility present along the roadway? | Yes _____ Go to 8
No _____ Go to 9 |
| 8. If "yes" to Question #7 above, is 85 th percentile speed
5 mph or more over the speed limit? | Yes _____ Go to 10
No _____ Go to 9 |
| 9. Are there three or more correctable traffic accidents per year? | Yes _____ Go to 10
No _____ Go to 11 |
| 10. YES _____ | This roadway IS ELIGIBLE for Phase 2 and Phase 3 of the Neighborhood
Traffic Management Program |
| 11. NO _____ | This roadway IS NOT ELIGIBLE for Phase 2 and Phase 3 of the
Neighborhood Traffic Management Program |

WORKSHEET 2
Application Prioritization

		Total Max	Project Score
1	Traffic Speeds	20	<input type="text"/>
	<i>85th percentile speed > 12 mph over the speed limit</i>	20	
	<i>85th percentile speed > 10 mph over the speed limit</i>	10	
	<i>85th percentile speed > 9 mph over the speed limit</i>	8	
	<i>85th percentile speed > 8 mph over the speed limit</i>	6	
	<i>85th percentile speed > 7 mph over the speed limit</i>	4	
	<i>85th percentile speed > 5 mph over the speed limit</i>	2	
2	Traffic Accident History	20	<input type="text"/>
	<i>Any correctable accident involving injury to a pedestrian or bicyclist</i>	20	
	<i>or, > 5 correctable accidents per identified area in a year period</i>	15	
	<i>or, 2 to 4 correctable accidents per identified area in a year period</i>	10	
	<i>or, 1 accident per identified area in a one year period</i>	5	
3	Traffic Volumes	20	<input type="text"/>
	<i>≥ 3,000 vpd</i>	20	
	<i>2,000-2,999 vpd</i>	15	
	<i>1,500-1,999 vpd</i>	10	
	<i>1,000-1,499 vpd</i>	5	
4	Pedestrian Generators	15	<input type="text"/>
	<i>per school</i>	10	
	<i>per recreation facility or club house</i>	8	
	<i>per path/recreation trail crossing</i>	6	
	<i>per other public facilities that generate pedestrians</i>	4	
5	Cut-through Traffic Pattern	12	<input type="text"/>
	<i>≥ 25% cut through traffic</i>	12	
	<i>10.0 - 24.9% cut-through traffic</i>	8	
	<i>5.0 - 9.9% cut-through traffic</i>	4	
6	Number of houses facing the street (both sides)	8	<input type="text"/>
	<i>≥ 15 per quarter mile</i>	8	
	<i>10.0 - 14.9 per quarter mile</i>	6	
	<i>6.0 - 9.9 per quarter mile</i>	4	
	<i>3.0 - 5.9 per quarter mile</i>	2	
TOTAL POSSIBLE		95	
APPLICATION SCORE			<input type="text"/>

Appendix B Glossary of Terms

ADT (Average Daily Traffic)

The average number of trips carried by a roadway in a 24-hour period. ADT counts are two-directional and usually obtained by placing a counter in the roadway for a 2-3 days period mid-week.

Arterial Street

Arterial streets are major roadways in the community that connect to the highways leading in and out of Centennial (e.g. Arapahoe Rd., Quebec St.). Arterials are designed to carry high volumes of traffic at speeds higher than those within residential areas. Because their main function is to carry traffic in, out, and through the community, few restrictions are placed on their ability to maintain higher volumes. Examples of arterial streets within Centennial include Arapahoe Road, Peoria St.).

Cut-Through Traffic

Cut-through traffic is defined as traffic using neighborhood streets to travel through a neighborhood to avoid a congested arterial. Trips that have an origin or destination within a neighborhood are not considered cut-through.

Emergency Response Route

Emergency responders, such as Fire, Police, and ambulance, must be able to respond to calls throughout the community. Emergency response routes are those commonly used routes that allow responders to reach residents and businesses in a safe and efficient manner.

Neighborhood Streets

Neighborhood streets carry traffic within a neighborhood and provide access to houses that front the street. These streets generally are designed for lower volumes and lower speeds and usually allow parking and direct driveway access.

Structural Devices

Structural devices refer to traffic mitigation devices that involve placing physical treatments in the roadway (such as medians, traffic circles, curb extensions, or speed humps), as opposed to non-structural devices (signage, roadway striping, etc.).

85th Percentile Speed

The 85th percentile speed is the speed at or below which 85 percent of the motorists drive on a given road. This speed indicates the speed that most motorists on the road consider safe and reasonable under ideal conditions. It is often used as a guideline by traffic engineering for the setting an appropriate speed limit on a roadway.

Appendix C Traffic Mitigation Toolbox



City of Gulf Breeze

OFFICE OF THE CITY MANAGER

August 10, 2012

TO: Mayor and City Council

FROM:  Edwin A. Eddy, City Manager

SUBJ: CAPITAL TRUST AGENCY FINANCING, STUART LODGE

A public hearing relative to a CTA bond issuance not to exceed \$25,000,000 to finance a project known as Stuart Lodge will take place on August 20, 2012 at Gulf Breeze City Hall. We anticipate any remaining concerns will be addressed by that date and that staff will be prepared to present a Resolution to the Council on August 20 approving the financing and the required amendment to the Interlocal Agreement with Century to allow the financing to proceed.

RECOMMENDATION FOR AUGUST 15, 2012:

That the City Council direct staff to prepare a Resolution approving a Capital Trust Agency financing for Stuart Lodge in an amount not to exceed \$25,000,000 for adoption on August 20, 2012.

NOTICE OF PUBLIC HEARING

For the purpose of Section 147(f) of the Internal Revenue Code of 1986, as amended, notice is hereby given that the City of Gulf Breeze, Florida (the "City") will hold a public hearing at 10:00 a.m. on August 20, 2012, in the City Council Chambers located at 1070 Shoreline Drive, Gulf Breeze, Florida 32561, to consider a plan of finance for the purpose, among other things, of providing funds to be loaned to Stuart Lodge Properties, LLC, a Florida limited liability company (the "Company") whose principal place of business is 4130 United Avenue, Mt. Dora, Florida 32757, or one or more its affiliates (as applicable, the "Borrower") for financing or refinancing the costs of acquiring, constructing, development, furnishing and equipping by the Borrower of an assisted living facility comprising 96 units to be known as Stuart Lodge ALF, located at 1301 SE Palm Beach Road, Stuart, Florida 34994 (the "Facility").

The plan of finance contemplates that the Capital Trust Agency (the "Agency") will issue, in respect to such Facility, not exceeding \$25,000,000 in aggregate principal amount of its revenue bonds (the "Bonds"), in one or more installments or series and loan the proceeds of such Bonds to the Borrower to provide funds for the Facility. The Company is engaged in developing, improving, owning and operating assisted living facilities for the elderly. The Facility will be owned by the Borrower. The manager of the Facility will be Stuart Lodge Living, LLC.

The Bonds, when issued, will be special, limited obligations payable solely out of the revenues derived from financing agreements with the Borrower. The Bonds and interest thereon shall never pledge the taxing power, or constitute the debt or indebtedness of the Agency, the City, the State of Florida or any other political subdivision, public agency or municipality thereof within the meaning of any constitutional or statutory prohibition.

At the time and place fixed for said public hearing all who appear will be given an opportunity to express their views for or against the proposal to approve said Bonds and the plan of finance. Prior to said public hearing, written comments may be delivered to the City Manager of the City of Gulf Breeze, Florida, at 1070 Shoreline Drive, Gulf Breeze, Florida 32561. All persons are advised that, if they decide to appeal any decision made by the City with respect to any matter considered at this meeting, they will need a record of the proceedings, and for such purpose, they 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. All interested persons are invited to present their comments at the time and place set forth above.

Following the hearing, the City will thereafter submit its report concerning this public hearing to the applicable elected representative responsible for approving the issuance of the Bonds.

In accordance with the Americans with Disabilities Act, persons in need of a special accommodation to participate in the proceedings shall, within a reasonable time prior to any proceeding, contact the telephone operator at City Hall, 1070 Shoreline Drive, Gulf Breeze, Florida 32561, 850-934-5115 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

August 6, 2012

This was in the advance packet delivered earlier this week. It is enclosed for reference as needed.



Stuart Lodge Executive Summary

A Unique Senior Assisted Living Community

Stuart Lodge is a new assisted living community proposed to be located on a 3 acre parcel of land in the city of Stuart, Martin County, Florida. The project has been entitled and approved for up to 96 assisted living residences in a 3 story structure totaling 106,000 square feet. Located at 1301 Palm Beach Road, it is centrally located near downtown Stuart. There are 80 one bedroom - one bathroom apartment units, 9 two bedroom -one bathroom apartment units and 6 two bedroom - two bathroom apartment units. The units range in size from 530 square feet to 830 square feet. The project investment in the community will be approximately \$28,250,000.

Martin County has a very strong need for senior assisted living housing. The primary market area has only two older assisted living communities and one new community "Allegro" which opened approximately nine months ago. The Stuart-Martin Chamber of Commerce states that the population of Martin County (according to 2008 Census Bureau estimates) is 143,868 persons. The percentage of persons over 65 years of age is 28.2% which is rated second in the state for the oldest age demographic and highest income for seniors in Florida's 67 counties. Market feasibility studies concluded that Stuart Lodge will be a necessary addition to the Stuart area, and will bring an advance state of the art community with unparalleled care and passion to the residents of the City of Stuart and Martin County.

A great deal of planning has gone into creating a homelike atmosphere, while also incorporating energy efficient design and hurricane enhanced construction. Our team understands that the operator and building architecture have to work hand-in-hand for optimum care. The building has been designed to provide for care giving excellence as well as resident comfort and accessibility.

The project is being funded through the equity of the owner and a proposed tax exempt private activity bond issuance. This private activity bond issuance is conducted under section 142 (d) of the multi-family housing bond program as set forth by Congress. The bonds and the interest payable thereon are limited obligations of the issuer and are payable solely from and secured exclusively by the funds pledged thereto under the trust indenture, including the payments to be made by the borrower pursuant to the loan agreement. Neither the state of Florida, nor any county, political subdivision or agency

of the state, will be liable or obligated (generally, specially, morally or otherwise) to pay the principal or redemption price of the bonds, or interest and neither the faith and credit nor the taxing power of the state, the issuer, or any county, political subdivision or agency of the state of Florida is pledged to the payment of the principal or redemption price of, or interest on, the bonds.

Current tax exempt bond sizing need is anticipated to be approximately \$25,000,000, which will be offered at par to the investment community. HJ Sims Company will act as the underwriter for the issuance; they are the largest underwriter for senior assisted living bonds in the United States. Current market acceptance for these types of bonds is very favorable; our offering that was completed last year had over 50 million dollars in orders for only 15.3 million dollars in tax exempt bonds.

Stuart Lodge will fulfill a need in the community with a low impact to the surrounding area and without cost to the tax payer. It will create over 300 new permanent direct and indirect jobs, along with several hundred temporary construction jobs, providing an economic boost for the local economy. The overall annual direct and indirect dollar impact on Martin County and the local community will exceed \$18,000,000. As the development is a for-profit project, it will also provide increase tax revenue for the city and the county, along with impact fee and building permit revenue.

Stuart Lodge is a locally initiated project by Sheila Kurtz and designed by Niki L. Norton-Gozdz, a well know architect from the City of Stuart. They have partnered with Living Well Lodges, LLC, a senior living development company that is owned by Dave Croson and Tom Hofmeister. These two bring over 65 years of combined management and development experience, which includes senior assisted living projects of this type.



Paul J. Nicoletti
City Manager

City of Stuart

121 S.W. Flagler Avenue • Stuart • Florida • 34994

Telephone: 772/288-5312

April 5, 2012

Sheila H. Kurtz, R. N.
Stuart Lodge, LLC
2 Palmetto Drive
Sewall's Point, Florida 34996

Subject: Stuart Lodge

Dear Mrs. Kurtz:

I am responding to you regarding our meeting with your group, Stuart Lodge Properties, LLC, on the development of Stuart Lodge, a Senior Assisted Living Community in the City of Stuart.

As you know, in reviewing your development, the Stuart City Commission has continuously given your project favorable consideration for development within the city. In fact, the City Commission has approved the Stuart Lodge project with unanimous votes for every request presented before it over the years.

The City of Stuart has also acknowledged and acceded to development time table extensions derived from actions of the Florida Legislature (SB1752 & SB360), which have essentially provided you with new conditions for development such that you must now obtain a valid Building Permit no later than July 9, 2014, and obtain a Certificate of Occupancy no later than July 13, 2017. Based upon the demographics of the City and surrounding area, the City of Stuart encourages this already approved Future Land Use (FLU) and Commercial Planned Unit Development (C-PUD) for Senior Housing.

I have been in touch with Larry Crary, Esquire, General Counsel for the Martin County Industrial Development Authority (MCIDA) and I have come to understand the Authority is prepared to assist your development group with conduit bond funding. Because our seniors are a very important part of the community, we encourage you to proceed with the MCIDA to bring this project to fruition. The Stuart Lodge project will provide an economic boost for the construction industry by providing year-long jobs during the construction phase, and later will provide many temporary and permanent jobs for senior care workers, all within Martin County.

April 5, 2012
Sheila H. Kurtz, R. N.
Subject: Stuart Lodge

Please don't hesitate to contact me to provide any assurance I can regarding our knowledge, familiarity and support of the Stuart Lodge Assisted Living project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul J. Nicoletti", with a long, sweeping horizontal line extending to the right.

PAUL J. NICOLETTI

Cc: Mayor and City Commission
Michael D. Durham, City Attorney
Dorothy Zaharako, Financial Services Director
Terry O'Neil, Development Director

RESOLUTION NO. 07-12

**PRELIMINARY RESOLUTION AUTHORIZING THE
ISSUANCE OF ONE OR MORE SERIES OF CAPITAL
TRUST AGENCY REVENUE BONDS IN AN AGGREGATE
PRINCIPAL AMOUNT NOT TO EXCEED \$25,000,000 AND
APPROVING AND AUTHORIZING OTHER ACTIONS IN
CONNECTION THEREWITH.**

WHEREAS, Stuart Lodge Properties, LLC, a Florida limited liability company, or one or more of its affiliates (as applicable, the "Borrower"), has represented that the Borrower, acting for itself or through its affiliates, plans to own and operates assisted living facilities for the elderly; and

WHEREAS, the Capital Trust Agency (the "Agency") is a separate legal and administrative agency of the State of Florida, organized and existing under the provisions of Chapter 163, Part I, and Chapter 159, Part II, Florida Statutes; Ordinance No. 5-97, as amended, of the City of Gulf Breeze, Florida, Ordinance No. 2-00, as amended, of the Town of Century, Florida, Chapter 617, Florida Statutes, and other applicable provisions of law (collectively the "Act"), and is empowered pursuant to the Act to issue revenue bonds for the purpose of providing funds to pay all or any part of the cost of any project (as defined in the Act); and

WHEREAS, the Borrower has requested the Agency issue its revenue bonds in an amount not to exceed \$25,000,000 (the "Bonds") in one or more series and loan the proceeds thereof to the Borrower for the purpose of financing or refinancing the acquisition, construction, development, furnishing and equipping of the assisted living facility described on Schedule 1 attached hereto (collectively, the "Assisted Living Facility"), providing assisted rental housing for the elderly; and

WHEREAS, subject to final approval of the Agency prior to such issuance, the Agency desires to issue the Bonds and desires to authorize certain officers to take certain actions in preparation for the marketing, sale and issuance of such Bonds; and

WHEREAS, it is the intent of this resolution to also satisfy the requirements of Treasury Regulation Section 1.150-2 for the Agency to declare its intent to use proceeds of the Bonds to reimburse prior capital expenditures;

NOW, THEREFORE, BE IT RESOLVED by the governing board of the Agency that:

Section 1. Bonds in one or more series in an aggregate principal amount not to exceed \$25,000,000 are hereby authorized to be issued under and pursuant to the Act, and the proceeds thereof are authorized to be loaned to the Borrower, for the purposes of financing the Assisted Living Facility, subject to the final approval of the terms and conditions thereof by the Agency.

Section 2. The officers and officials of the Agency, the Executive Director, the attorney for the Agency and McGuireWoods LLP, bond counsel for the Agency, are hereby authorized, jointly and severally, to cooperate with the Borrower in obtaining the required approval of the Bonds by the applicable elected representative of the host jurisdiction in which the Assisted Living Facility is located, after notice and a public hearing for purposes of Section 147(f) of the Internal Revenue Code of 1986, as amended.

Section 3. The Bonds shall be sold at negotiated sale to a purchaser or underwriter selected by the Borrower and approved by the Agency as purchaser or underwriter with respect to the Bonds. The underwriter is hereby authorized at the appropriate time to distribute a Preliminary Official Statement to potential purchasers of the Bonds, upon approval of the form thereof by the Chairman, the Executive Director or his designee.

Section 4. The officers, officials, attorneys and agents of the Agency are hereby authorized and directed, jointly and severally, to take such actions as they may deem necessary or advisable to assist in the marketing, sale, issuance and administration of the Bonds and otherwise effectuate the purposes of this resolution. All actions heretofore taken by the officers of the Agency for such purposes are hereby confirmed and ratified.

Section 5. Prior to the issuance of the Bonds, an appropriate public agency or agencies must determine, with respect to the Assisted Living Facility that:

- (i) The Assisted Living Facility is appropriate to the needs and circumstances of, and will make a significant contribution to the economic growth of the community in which it is located, will provide gainful employment, will promote commerce with the State of Florida and will serve a public purpose by advancing the economic prosperity and the general welfare of the State of Florida and its people.
- (ii) The Borrower is the financially responsible party which is fully capable and willing to fulfill (A) its obligations under the financing documents, including the obligation of the Borrower to make loan repayments under one or more loan agreements in the amounts and at the times required to provide for the timely payment of the principal of, premium, if any, and interest on the Bonds herein authorized, and (B) all other obligations and responsibilities imposed under the financing documents.
- (iii) The local public agencies will be able to cope satisfactorily with the impact of the Assisted Living Facility and will be able to provide, or cause to be provided when needed, the public facilities, including utilities and public services, that will be necessary for the acquisition, construction, development, furnishing, equipping, operation, repair and maintenance of the Assisted Living Facility and on account of any increase in population or other circumstances resulting therefrom.
- (iv) Adequate provision will be made in the financing documents for the operation, repair and maintenance of the Assisted Living Facility at the expense of the Borrower and in the financing documents for the payment by the Borrower of certain fees and expenses incurred in connection with the issuance of the Bonds, and the loan repayments under one or more loan agreements sufficient to pay the principal of, premium, if any, and interest on the Bonds herein authorized.
- (v) The Assisted Living Facility constitutes a "Project" within the meaning of the Act.
- (vi) The Assisted Living Facility, operated exclusively for the elderly, will be financed with tax exempt bonds under applicable provisions of the Internal Revenue Code of 1986, as amended (the "Code") as well as any necessary taxable bonds.

Section 6. Nothing herein shall obligate the Agency to issue the Bonds if, at any time prior to the sale thereof by the Agency to the purchaser or underwriter thereof, the Agency shall determine that it is not in the public interest or the interest of the Agency to proceed with the issuance of the Bonds for any reason whatsoever, including, without limitation, the marketing plan for the sale of the Bonds to investors.

Section 7. It is the intention of the Agency to issue the Bonds pursuant to the Act to create a financing program to make loans to assist in financing projects meeting the criteria set forth in the Act, which loans shall mature not later than the final maturity of the applicable series of the Bonds. The amounts to be held in any reserve fund, any loan fund, amounts to be received from the repayment of principal of and interest on the loans, the income to be derived from the investment thereof and any other available moneys under the financing program for the Assisted Living Facility is expected to be sufficient to pay the debt service on the Bonds for such Assisted Living Facility.

Section 8. The Chairman or Vice-Chairman of the Agency is hereby authorized to execute the Agency's letter or letters addressed to the Borrower in substantially the form attached to this resolution as Exhibit "A" and incorporated herein, with such changes therein, whether made prior to the execution thereof or thereafter, as shall be approved from time to time by the officer executing the same on behalf of the Agency.

Section 9. The Agency hereby authorizes bond counsel and the attorney for the Agency, to take all necessary action to validate the Bonds under Chapter 75, Florida Statutes, if such shall be deemed necessary or appropriate by such counsel. The appropriate officials of the Agency are hereby authorized to provide such assistance, take such action, and execute and deliver on behalf of the Agency such documents or instruments as may be necessary or required in connection with any validation of the Bonds or satisfaction of any conditions therefor. Notwithstanding the foregoing, the Agency acknowledges that it has validated bonds for affordable housing purposes, some of which bonds may be allocated to the Bonds.

Section 10. This resolution shall take effect immediately upon its adoption.

Adopted on July 31, 2012.

CAPITAL TRUST AGENCY

(SEAL)

By: _____
Its: Chairman

ATTEST:

By: _____
Its: Secretary

CERTIFICATE OF ASSISTANT SECRETARY

I, Thomas Bosworth, Assistant Secretary of Capital Trust Agency, Santa Rosa County, Florida, do hereby certify that the above and foregoing is a true and correct copy of a resolution and supporting exhibits as the same were duly adopted and passed at a public meeting of the Board of Directors of the Capital Trust Agency on the 31st day of July, 2012, and as the same appears on record in my office.

IN WITNESS WHEREOF, I hereunto set my hand and official seal this 31st day of July, 2012.

CAPITAL TRUST AGENCY

(SEAL)

By: _____
Its: Assistant Secretary

[Form of Letter]
[CTA Letterhead]

Stuart Lodge Properties, LLC
4130 United Avenue
Mt. Dora, Florida 32757

Re: Proposed acquisition and construction by Stuart Lodge Properties, LLC (the "Borrower") of an assisted living facility and the development, furnishing and equipping of such facility, which is located in the city of Stuart, Florida and the financing thereof with revenue bonds issued by Capital Trust Agency.

Gentlemen:

Based upon recent discussions with representatives of the Borrower, it is the understanding of the officials and representatives of the Capital Trust Agency (the "Agency"), that the Borrower is currently undertaking the above-referenced project (the "Assisted Living Facility") for the purpose of acquiring, constructing, developing, furnishing and equipping of the Assisted Living Facility; that the Assisted Living Facility to be known as Stuart Lodge ALF will cost up to \$25 Million; and that the acquisition and construction thereof by the Borrower will serve the senior assisted living community, provide safe, decent and accessible assisted living facilities for the elderly, improve living conditions and provide employment in the community where the Assisted Living Facility will be located, and that the willingness of the Agency to issue and sell its revenue bonds for the purpose of financing the Assisted Living Facility is an important fact under consideration by the Borrower in determining the extent of the feasibility of the Assisted Living Facility.

The Agency has determined that the Agency's issuance of its bonds to assist the Borrower by financing such Assisted Living Facility will promote the public purposes for which the Agency was created, will enable the Borrower to serve a public purpose by providing needed senior assisted living housing and increasing the bargaining power of the Borrower to obtain favorable financing for its development programs, and promoting and advancing the economic prosperity, living conditions and the general welfare of the State of Florida and its people. Neither this letter nor the inducement resolution constitutes final authorization to issue the bonds. Final approval will be in the form of an authorizing resolution that must be approved upon receipt of the finalized plan of finance and substantially complete offering documents acceptable to the Agency.

Accordingly, in order to induce the Borrower to incur expenses for the initiation of such Assisted Living Facility and its financing, the Agency hereby makes the following proposal:

1. The Agency will, subject to the requirements of applicable law and financial feasibility, issue its revenue bonds in one or more series or installments totaling in the aggregate principal amount a sum not to exceed \$25,000,000 (the "Bonds") for the purpose of paying or financing the cost of the Assisted Living Facility. The Bonds will be secured by the revenues of such Assisted Living Facility, and will be issued in one or more series, such aggregate principal amount, mature at such times, bear interest at such rates and be subject to such other terms and have such security as shall be agreed upon between the Agency and the Borrower.

2. The Agency and the Borrower will enter one or more Loan Agreements (the "Agreement") which shall provide for the loan of the Bond proceeds to the Borrower, for the acquisition, construction, development, furnishing and equipping of the Assisted Living Facility (including eligible reimbursement to the Borrower for costs of the Assisted Living Facility incurred prior to the delivery of the Agreement) and repayment of the loan by the Borrower. The installment payments to be made by the Borrower in repayment of the loan pursuant to the Agreement shall be pledged to the payment of the principal of, interest on and redemption premium, if any, applicable to the Bonds and the fees and expenses of the trustee. The loan installments shall be fully sufficient to pay the cost of the Assisted Living Facility, the cost and expenses of financing the same and the fees and expenses of the Borrower, the trustee and the Agency related thereto.

3. The Agency will cooperate in the prompt preparation of the Agreement and the necessary resolutions for the authorization and sale of the Bonds and, to the extent the Bonds are not allocated to series of Bonds already validated, will promptly proceed with validation of the Bonds in the appropriate Circuit Court, pursuant to the provisions of Chapter 75, Florida Statutes, if, in the opinion of bond counsel, review bond counsel for the Agency or the Agency's attorney, such validation proceedings are necessary or desirable.

4. Upon delivery of the Bonds, the provisions of this proposal and the agreement resulting from its acceptance by the Borrower shall have no further effect, and in the event of any inconsistency between the terms of this proposal and the terms of the Agreement in the form in which it shall be finally approved by resolution of the Agency, the provisions of the Agreement as so approved shall control.

5. Upon acceptance by the Borrower, the Agency shall keep open and outstanding this commitment and inducement to the Borrower for a reasonable time so long as the Borrower shall be proceeding with appropriate efforts toward conclusion of any arrangements necessary to the acquisition and financing of the Assisted Living Facility; provided, however, if for any reason (other than that which shall be the fault of the Agency) the Bonds are not delivered to the purchaser or purchasers thereof by July 31, 2013, then the provisions of this proposal and the agreement resulting from its acceptance by the Borrower may be cancelled at any time thereafter, at the option of the Agency and without notice to the Borrower, by resolution of the Agency, duly adopted. In such event, or in the event of its earlier cancellation by agreement between the Borrower and the Agency, neither party shall have any rights against the other and no third party shall have any rights against either party except:

(a) The Borrower and its members will pay to the Agency the amount of all expenses which shall have been incurred by the Agency in connection with the Assisted Living Facility;

(b) The Borrower will assume and be responsible for all contracts entered into by the Agency at the request of the Borrower in connection with the Assisted Living Facility; and

(c) The Borrower and its members will pay the out-of-pocket expenses of officials and representatives of the Agency and counsel for the Agency incurred in connection with the financing of the Assisted Living Facility and will pay counsel for the Agency and McGuireWoods LLP, bond counsel, reasonable retainer and legal fees for legal services related to the issuance of the Bonds, the acquisition and financing of the Assisted Living Facility, or the financing thereof, whether or not the financing actually closes.

6. The Borrower shall have responsibility to arrange for the purchase of the Bonds by investors or an underwriter acceptable to the Agency and the payment of all costs of issuing the Bonds, and such Bonds shall be only be offered and marketed in accordance with the applicable securities laws and such offering limitations as may be approved by the Agency. The Agency hereby approves the designation of HJ Sims & Co., Inc. as an underwriter, purchaser or placement agent for any series of the Bonds.

7. The Agency shall not be obligated to pay any of the Bonds or the interest thereon from any funds of the Agency derived from any source other than the Agreement, and each Bond shall contain a statement to that effect upon its face. The Agency shall not be required to incur any expense with respect to the Assisted Living Facility or the Bonds unless requested to do so by the Borrower, in which event the Borrower hereby agrees to reimburse the full amount of such expense to the Agency; and the Agency may require payment to it of such amount as a prerequisite to its incurring any such expense. The Borrower, in accepting this proposal, hereby agrees to indemnify and defend the Agency and its officials, employees, attorneys and agents and the members of the governing board of the Agency, and hold the Agency and its officials, employees, attorneys and agents and the members of the governing board of the Agency, harmless against any and all claims, losses, liabilities or damages to property or any injury or death of any person or persons occurring in connection with the acquisition, construction, developing, furnishing, equipping and operation of the Assisted Living Facility by or on behalf of the Borrower, or in any way growing out of or resulting from this proposal (upon its becoming an agreement if accepted) or from the issuance, sale or delivery of the Bonds, including, but not limited to, liabilities arising under the Code, the Securities Act of 1933, the Securities Exchange Act of 1934 or any applicable securities law of the State of Florida, including, without limitation, all costs and expenses of the Agency, including reasonable attorneys' fees, incurred in the enforcement of any agreement of the Borrower herein contained or in the Agreement. Any provision hereof to the contrary notwithstanding, the obligations of the Borrower under this section or Section 8 hereof shall survive the termination of this agreement.

8. The Borrower shall comply with all requirements and pay all costs and expenses as may be required of the Borrower or the Agency pursuant to all applicable approvals by, or any interlocal agreements between, the Agency and any applicable public agencies having jurisdiction over the Assisted Living Facility.

If this proposal shall be satisfactory to the Borrower, please have the acceptance statement which follows this proposal executed by the proper officers of the Borrower on behalf of itself duly authorized and provide an executed copy to the Agency, whereupon this proposal

will constitute an agreement in principle with respect to the matters herein contained.

Yours very truly,

CAPITAL TRUST AGENCY

(SEAL)

Chairman

The terms and conditions contained in the foregoing proposal by the governing board of Agency are hereby accepted as obligations of the Borrower, as of this ____ day of July, 2012.

STUART LODGE PROPERTIES, LLC, a
Florida limited liability company

By: _____

Tom L. Hofmeister

Its: Manager

Witness:

By: _____

David A. Croson

Its: Manager

Witness:

SCHEDULE 1

The Assisted Living Facility consists of the acquiring, constructing, developing, furnishing and equipping a 95 - unit assisted living facility for the elderly to be known as Stuart Lodge ALF, located at 1301 SE Palm Beach Road, Stuart, Florida 34994.

MWCTA Preliminary Resolution (Stuart Lodge Properties, LLC) v2 - 7-25-2012 -- 2059243.0028 - #40831786 (v.2).doc



City of Gulf Breeze

MEMORANDUM

TO: Edwin A. Eddy, City Manager

FROM:  David J. Szymanski, Assistant City Manager

DATE: August 10, 2012

SUBJECT: Employee Health Insurance Coverage for Fiscal Year 2013

Staff met with representatives of Rodney Rich & Co., who presented an update on rates for the City employee health insurance coverage. Initial 2013 budgets presented to the Council incorporated a 10% increase in health insurance rates.

Rodney Rich & Co. was initially presented a 8% increase for the current plan renewal and were successful in negotiating the rate increase down to 0%. They made proposal requests from United Healthcare and Aetna, each response did not meet current plan coverage and was not competitive in price.

Rich & Co. recommends that the City remain with Blue Cross Blue Shield of Florida at 0% renewal increase for FY2013. (see attached letter)

Staff has taken out the projected 10% health insurance increase from the FY2013 budget.

RECOMMENDATION:

That the City Council accept and approve the Blue Cross Blue Shield of Florida Self Referral HMO plan for fiscal year 2013.



August 7, 2012

Mr. Buz Eddy
City of Gulf Breeze
1070 Shoreline Dr.
Gulf Breeze, FL 32561

Re: Medical Insurance Renewal and Analysis

Dear Buz:

We have completed our assessment and review of your medical renewal with Blue Cross Blue Shield of Florida (BCBS). Since our involvement in 2006 as your insurance consultant, Rodney Rich & Company has negotiated renewals on a yearly basis. Your medical rates have risen 4.95% from 2006-2012, while the national average yearly increase has been 12% per year since that time (this would equate to a 72% National average for that same 6 year period).

For the 2013 renewal, BCBS issued an 8% renewal. After negotiation and underwriting reviews with BCBS, we are pleased to tell you that we were able to reduce their renewal to a flat (0%) renewal for the upcoming year.

Requests for proposals were also sent to United Healthcare and Aetna, which did not meet current plan specifications and were not as competitive as your current offerings to employees.

It is our recommendation that the City remain with BCBS at a 0% renewal for 2013.

We welcome any questions or concerns and look forward to hearing from you.

Best regards,

Chad Rich

244 East Intendencia | P.O. Box 12624 (32591) | Pensacola, FL 32502
Ring 850.434.5321 | FAX 850.434.5323 | www.rodneyrichco.com

Securities offered through CADARET, GRANT & CO., INC. Member NASD-SIPC
One Lincoln Center, Syracuse, NY 13202, 315.471.2191



City of Gulf Breeze

MEMORANDUM

TO:  Edwin A. Eddy, City Manager
FROM:  David J. Szymanski, Assistant City Manager
DATE: August 10, 2012
SUBJECT: ANNUAL POPULATION ESTIMATE

Each year the City receives correspondence from the University of Florida, Bureau of Economic and Business Research presenting a preliminary estimate of the City's population for review. This figure is one factor used in determining the distribution of state revenue-sharing funds (Section 23.019, Florida Statutes, Revenue Sharing Act 1972. Attached please find the correspondence with this year's estimate of the City's population.

Please note that the City's population estimate for 2012 is 5,790. This is compared to the 2010 census figure of 5,763. The estimate for the City at this time last year was 5,765.

This census figure will be used by the state of Florida for it's fical year 2013-2014.

RECOMMENDATION:

That the City Council accept the estimate of the City's population of 5,790.



College of Liberal Arts and Sciences
Bureau of Economic and Business Research

221 Matherly Hall
PO Box 117145
Gainesville, FL 32611-7145
352-392-0171
352-392-4739 Fax

August 3, 2012

Dear Sir or Madam:

Enclosed is a notice of the preliminary estimate of the permanent population of your area as of **April 1, 2012**. This estimate was produced by our office under contractual agreement with the State of Florida, and is one factor used in determining the distribution of state revenue-sharing funds (Section 23.019, Florida Statutes, Revenue Sharing Act, 1972). Please evaluate this estimate carefully and make the appropriate response on the enclosed form. If you believe the preliminary estimate is not reasonably accurate, indicate what you believe is a more accurate estimate. If possible, include supporting arguments and evidence.

We ask that you confirm receipt of this preliminary estimate by signing the enclosed form and returning it in the postage-paid envelope. If future correspondence regarding population estimates should be directed toward a different person or address than the one listed, please indicate that change on the form.

Your assistance in this matter is greatly appreciated. If you have any questions, feel free to contact me at (352) 392-0171 ext. 337. We need to have you sign and return the enclosed form by **September 14, 2012**.

Sincerely,

A handwritten signature in black ink that reads "Scott K. Cody". The signature is written in a cursive style with a long horizontal stroke at the end.

Scott K. Cody
Research Demographer
352-392-0171, Ext 337
skcody@ufl.edu

PRELIMINARY POPULATION ESTIMATE (PERMANENT RESIDENTS) APRIL 1, 2012

CENSUS 4/1/10	TOTAL POPULATION CHANGE	PRELIMINARY ESTIMATE 4/1/12	INMATES 4/1/12	PRELIMINARY EST. LESS INMATES 4/1/12
5,763	27	5,790	0	5,790

THE POPULATION ESTIMATE PROPOSED FOR STATE REVENUE SHARING, 2013-2014 FISCAL YEAR IS 5,790.

YOUR PRELIMINARY POPULATION ESTIMATE FOR APRIL 1, 2012 IS * 5,790 *

PLEASE MARK THE APPROPRIATE RESPONSE AND RETURN ONE COPY OF THIS FORM BEFORE SEPTEMBER 14, 2012. RETAIN THE OTHER COPY FOR YOUR FILE.

I HAVE REVIEWED THIS PRELIMINARY POPULATION ESTIMATE AND CONSIDER IT TO BE REASONABLY CORRECT.

I HAVE REVIEWED THIS PRELIMINARY POPULATION ESTIMATE AND DO NOT CONSIDER IT TO BE REASONABLY ACCURATE. I BELIEVE A MORE ACCURATE ESTIMATE WOULD BE . I REQUEST THAT YOU RECONSIDER YOUR PRELIMINARY ESTIMATE.

I HAVE REVIEWED THIS PRELIMINARY POPULATION ESTIMATE AND DO NOT CONSIDER IT TO BE REASONABLY ACCURATE. I AM ENCLOSING DOCUMENTATION WHICH I BELIEVE SUPPORTS AN APRIL 1, 2012 ESTIMATE OF . I REQUEST THAT YOU REVIEW THIS DOCUMENTATION AND RECONSIDER YOUR PRELIMINARY ESTIMATE.

DATE	TITLE	SIGNATURE

IF FUTURE CORRESPONDENCE SHOULD BE SENT TO AN ADDRESS OR PERSON DIFFERENT THAN THAT CURRENTLY LISTED, PLEASE ENTER THE NEW INFORMATION BELOW.

PLEASE PRINT

IF YOU HAVE ANY QUESTIONS OR COMMENTS ABOUT THIS ESTIMATE YOU MUST REQUEST A REVIEW BEFORE SEPTEMBER 14, 2012.

BUREAU OF ECONOMIC AND BUSINESS RESEARCH
UNIVERSITY OF FLORIDA
221 MATHERLY HALL
P.O. BOX 117145
GAINESVILLE, FL. 32611-7145
FAX (352) 392-4739 -- Email (skcody@ufl.edu)



July 30, 2012

Beverly Zimmern
Mayor
City of Gulf Breeze
PO BOX 640
Gulf Breeze, FL 32562

VIA CERTIFIED MAIL

Dear Mayor Zimmern,

The purpose of this letter is to inform you that, on or about September 1, 2012, Mediacom will be implementing the following video rate adjustments:¹

- Family Cable will increase by \$2.00
- Star Packages, where available, will increase by \$3.00

While we are always reluctant to raise video prices, the rapidly rising wholesale cost of television content is forcing our retail video prices higher and higher. The reality is that cable and satellite companies are constantly being pressured by the programmers we buy from to pay more for the channels we carry. If a cable or satellite company dares to resist a programmer's price increase, they get blacked out. Over the past few weeks, national shutdowns involving Viacom/DirecTV and Rainbow Media/Dish Network stripped consumers of channels like AMC, Nickelodeon, MTV and Comedy Central. But these disputes represent just the tip of the iceberg. Already this year, there have been 22 separate broadcast station blackouts that have resulted in consumers in over 60 markets losing access to channels. Hearst's recent blackout of Time Warner Cable and Bright House customers is just the latest example of the onerous price increases the programmers are trying to force upon cable and satellite companies and, ultimately, their customers.

While the current regulatory regime created by Congress 20 years ago leaves us little choice but to raise rates or lose channels, we have been working hard to reform this dysfunctional system in Washington. We have repeatedly asked the Federal Communications Commission and Members of Congress to protect our customers from programmer practices that are rendering pay television unaffordable for more and more Americans. We invite the leaders of your community to do the same.

I also wanted to take this opportunity to update you regarding the broadband services we provide to your community. Mediacom is pleased to announce that it was recently recognized in a Federal Communications Commission study as one of only five of the nation's largest Internet service providers to routinely meet or exceed advertised residential broadband speeds (see <http://www.fcc.gov/measuring-broadband-america/2012/july>). However, these accolades would not be possible without constant attention to and reinvestment in our fiber network. The investments required to maintain our fiber network, in terms of personnel, planning and capital, are significant. In addition to making the video price changes identified above, we will also be adjusting the rates for Mediacom Online Intro, Online² and Online Max by \$2.00, \$4.00 and \$5.00 respectively.

¹ Customers currently on promotional rates will not receive this rate change until the expiration of their respective promotional period.

² In conjunction with this price change, Mediacom is increasing the download speed for many Online customers by 25% from up to 12 Mbps to up to 15 Mbps.

In closing, I want to express how much Mediacom appreciates the opportunity to continue to serve your community's telecommunications needs. If you have any questions, please contact me directly at 850-934-2524 or dhagwell@mediacomcc.com

Yours sincerely,

Donald Hagwell
Group Vice President of Operations
Southeast Region