

# Northcliffe Neighborhood Enhancement Plan

## DRAFT

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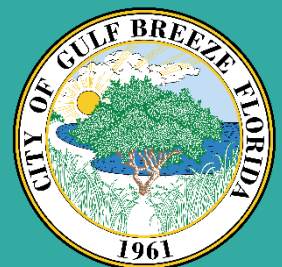
JANUARY 29, 2020

### Resident Contact Info:

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_



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The Neighborhood Enhancement Program (NEP) is an initiative of the Neighborhood Services Division within the Gulf Breeze Community Services Department. The NEP empowers residents to propose and select

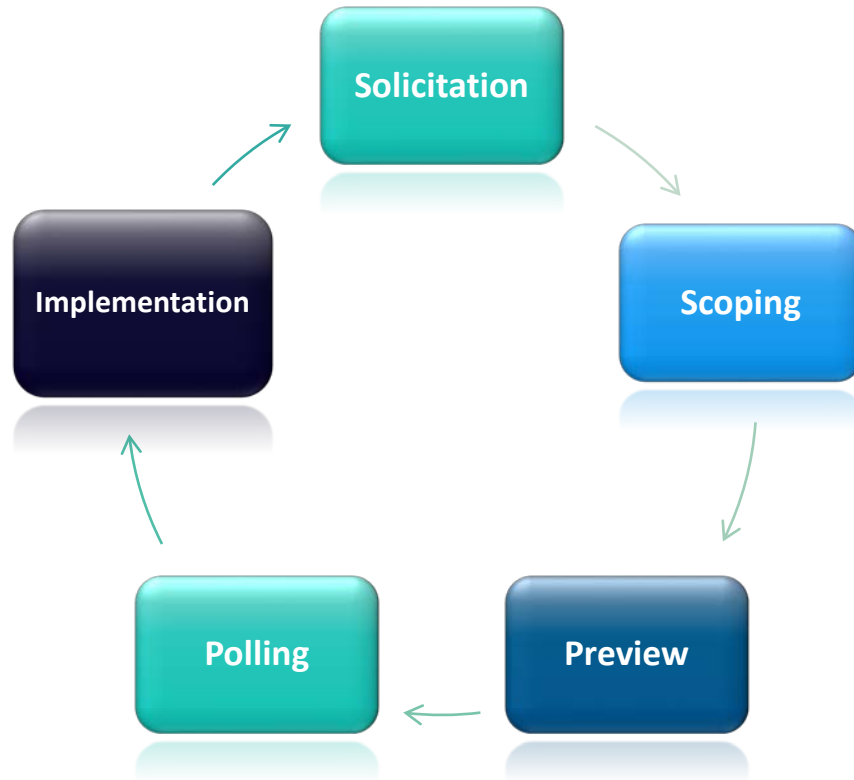
**Contact: Craig Chamberlin,**  
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modest capital projects to enhance their neighborhood. These projects may be funded with a blend of city funds, grant funds and community funds. The NEP rotates through the City's neighborhood areas based upon the priorities and funding established by the City Council each year. The program prioritizes areas based upon the number of households in each area.

### **The Sequence**

When the NEP comes to your neighborhood area, it follows a sequence that includes the following steps:

1. **Solicitation:** Residents submit project ideas (mail, website or kick-off meeting).
2. **Scoping:** Staff reviews project ideas using screening criteria and generates projects.
3. **Preview:** Residents review and comment on projects (open house or website).
4. **Polling:** Households in the neighborhood area receive a draft enhancement plan with listed projects to vote for the top projects of their choice.
5. **Implementation:** The City implements the project(s) that receive neighborhood consensus; the goal is the implementation of the top-voted project within five years.



### Northcliffe Neighborhood Area: Neighborhood Profile and Characteristics

“Will preserve and enhance its hometown character and natural environment to foster a high quality of family life.” With its unique geographic characteristics and a



sense of community, demonstrated by common attitudes, interests and goals, the Northcliffe neighborhood embodies this mission statement. Located in the heart of Gulf Breeze proper, the Northcliffe neighborhood consists of a mix of waterfront homes and inland lots. Being located within proximity to the Commercial and Civic portions of the

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City creates an atmosphere for accessibility, inclusion, and participation, all crucial elements for a vibrant and healthy neighborhood.

The preservation of the tree canopy, consisting of a large concentration of heritage trees has contributed to developing a sense of place that all the residents of Northcliffe share. Demographics span the spectrum, ranging from young families to retirees and empty nesters to single head of household. Feedback provided to the City by residents indicates cut through traffic, along with speeding has been a core concern. The area serves as a cut through, to access adjacent neighborhoods, and as an alternative travel path, avoiding highway 98.

Platted in 1967 and expanded in 1969, the neighborhood was designed as lots along a roadway loop with two Highway 98 connections and a connector to Baycliffs neighborhood. Roadways are named Northcliffe Drive, Windsor Place, Kenilworth Avenue, Kent Place, Andrew Jackson Trail and Canterbury Lane. The average size of a home in Northcliffe is 4,793 square feet with a SRCPA 2019 average home and lot value of \$566,487, or \$258,139 average home value and \$321,933 lot value. There are 76 residential lots, with the vast majority already developed. There are 16 waterfront lots and 60 interior lots, with an average lot size of .48 acres. Recent Property Appraiser data shows that in the last 5 years 23 houses have been sold in the neighborhood, representing 30%.



## SWOT Analysis: Strengths, Weaknesses, Opportunities and Threats



The SWOT analysis is a tool used to help articulate goals when neighborhood ideas might otherwise feel unfocused. For the purposes of this exercise, the following definitions apply:

**Strength:** A positive quality about the area that exists now

**Weakness:** A negative quality about the area that exists now

**Opportunity:** A positive possibility that may occur in the future

**Threat:** A negative possibility that may occur in the future

<u><b>Strengths</b></u> <ul style="list-style-type: none"><li>• Trees</li><li>• Neighbors</li><li>• </li><li>• </li><li>• </li></ul>	<u><b>Weaknesses</b></u> <ul style="list-style-type: none"><li>• Traffic Speed</li><li>• Traffic Volume</li><li>• </li><li>• </li><li>• </li></ul>
<u><b>Opportunities</b></u> <ul style="list-style-type: none"><li>• Traffic Improvements</li><li>• Pedestrian Safety</li><li>• </li><li>• </li><li>• </li></ul>	<u><b>Threats</b></u> <ul style="list-style-type: none"><li>• Safety</li><li>• New Developments</li><li>• </li><li>• </li><li>• </li></ul>

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## **Neighborhood Goals:**

Goal #1: Work to reduce cut through traffic.

Goal #2: Work to reduce traffic speed.

Goal #3: Maintain Residents Quality of Life.

Goal #4:

Goal #5:

## **Traffic:**

### *History and Summary*

Residents of the Northcliffe neighborhood have expressed concerns about the volume & speed of traffic on the streets of Northcliffe Drive, Kenilworth Avenue and Andrew Jackson Trail. Both the Traffic Safety & Calming Work Group and an ad hoc committee appointed by City Council have considered the issue. Several studies were completed at the request of these groups to identify issues and work towards solutions.

In December of 2017, the City convened an Ad Hoc Committee to discuss the issues brought forward regarding the volume of traffic through the area and potential improvements to restrict non-resident vehicles from using the residential streets. The major complaint was cars using these roads to avoid or bypass traffic congestion on Gulf Breeze Parkway. The committee discussed the issues and the requested improvements to restrict the traffic to local residents only. The committee recommended the completion of a study to determine the traffic volume movements.

On May 2, 2019, City staff held a neighborhood meeting with the Northcliffe subdivision. This meeting was initiated for staff to begin discussions and listen to feedback from residents regarding the Holiday Inn Express proposed on the vacant properties adjacent to the Gulf Breeze shopping center. Existing traffic conditions and future impacts from the hotel were the primary concerns expressed during this meeting. Pass through traffic, speeding and pedestrian safety and mobility were discussed in depth. As a result, the addition of the roundabout, narrowing lanes, adding marked crosswalks, and

constructing a neighborhood sign were added to the Daniel Drive and Joachim Drive Streetscape project to address some of these concerns. Additionally, the City Council approved an ordinance renaming the commercial portion of Andrew Jackson Trail to Daniel Circle. All of these improvements were made to improve safety and mobility while also discouraging non-residential traffic from entering the Northcliffe neighborhood.

The City continues to receive complaints including online traffic safety questionnaires about traffic in the Northcliffe subdivision area. Specifically, the traffic volume and speeds continue to be the main concern to the residents of the area.

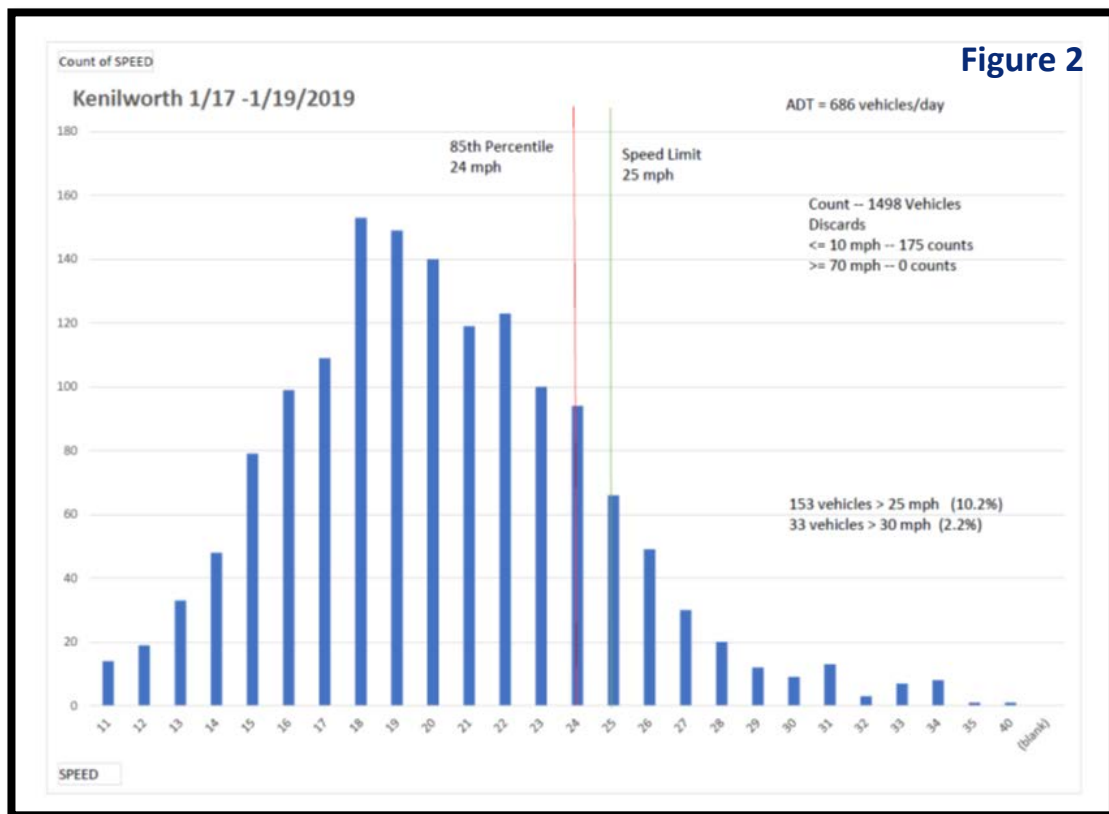
### *Speed Concerns*

Through multiple channels, the City has also heard concerns about the speed of vehicles in this area. The City received four complaints in an 18-month period for the Andrew Jackson area. Additional speed studies were conducted to investigate these issues. An additional complaint for Northcliffe Drive was received in September 2019, which prompted an additional speed study to be initiated. This study is not yet complete. The approximate locations of the speed data collection points are shown in Figure 1 below.



## Kenilworth Avenue Data

The speed data on Kenilworth Avenue was taken over a three-day period from January 17th through 19th in 2019. The data is collected with a Speed Spy, a device placed to be inconspicuous to drivers and not cause them to alter their normal driving patterns. The data shows that an average of 686 vehicles pass through the area daily, which is not excessive for a residential street which is characterized by an average daily traffic (ADT) of less than 1,500 vehicles. Additionally, a road speed limit is considered safe when it is set to the 85th percentile of speeds traveled by traffic. Put another way, the speed limit is correct if 85% of the traffic travels at or below the posted speed limit.

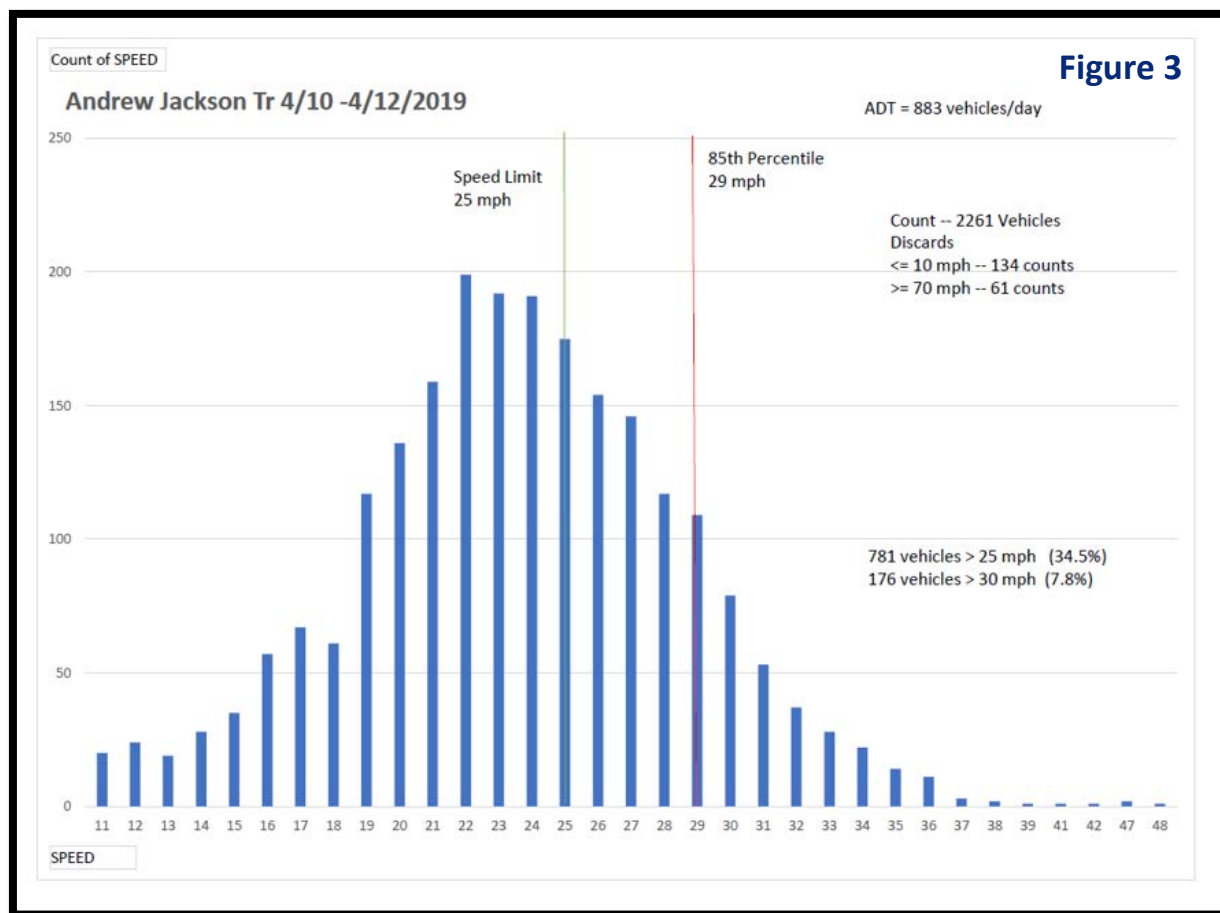


As shown in Figure 2 above, the 85th percentile for the data collected was 24 mph, and the posted speed is 25 mph. This indicates that the posted speed is correct for the road and no adjustment is required. Additionally, only 2.2% were going more than 5 mph above the posted speed limit, which also indicates the speed limit is correctly posted.



## Andrew Jackson Trail Data

The City conducted a study for Andrew Jackson Trail on two occasions. The study was conducted in a similar manner to the Kenilworth Avenue studies. This review only uses the most recent of those two studies which was conducted from April 10th through 12th of 2019 and is shown in Figure 3 below. The ADT of 883 indicates that this road is also a local street having a traffic count of less than 1,500 vehicles per day. In this case, the 85th percentile is 29 mph, which is four miles per hour higher than the posted speed limit of 25 mph. If this street had a higher traffic volume, the support for re-rating the speed limit to 30 mph would be recommended.

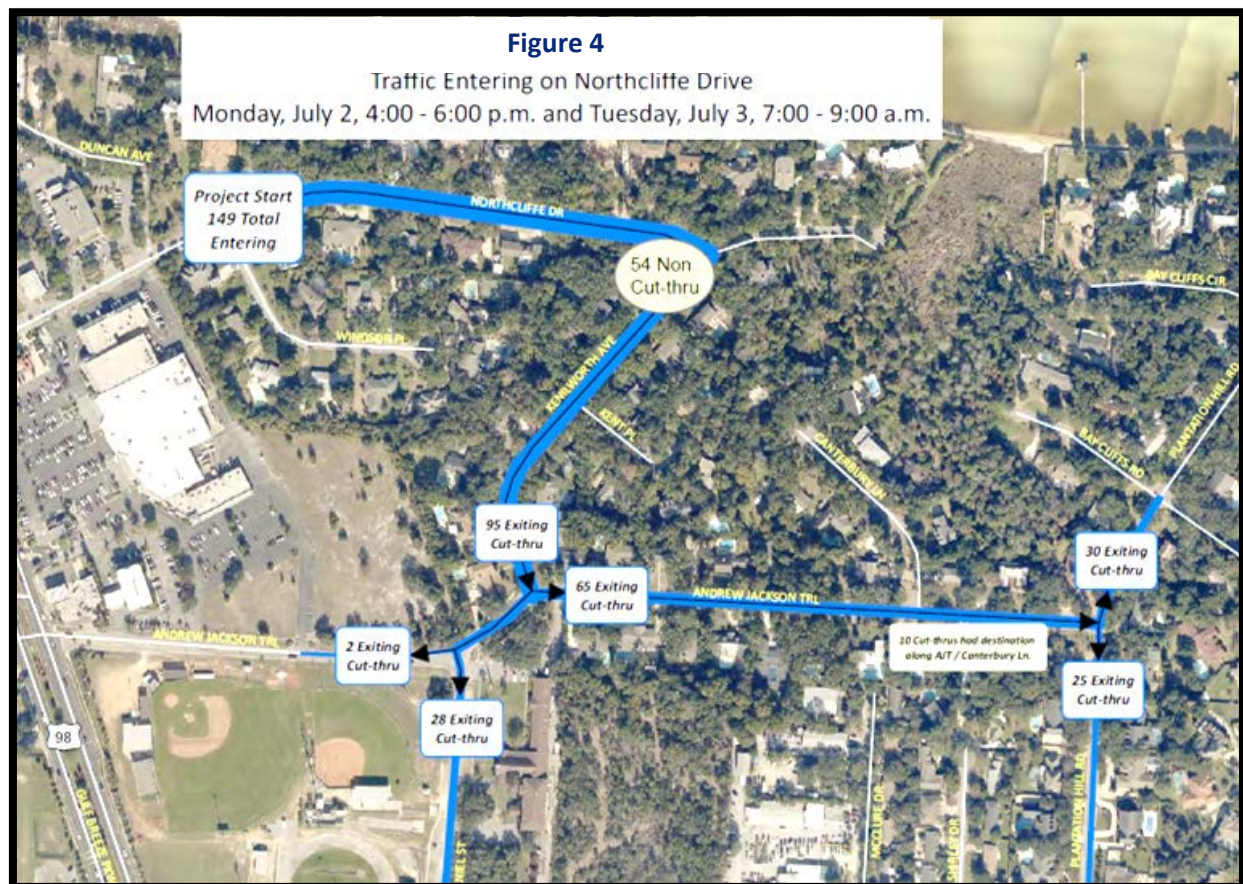


As this street is not a local collector street by volume, the road should be enhanced to reduce the speeds traveled on the roadway. The fact that 7.8% of the vehicles are going greater than five mph over the posted limit also indicates enhancements are required

to reduce speed. Many options exist for reducing speed, but the most common and most expeditions to implement is the speed hump.

### *Traffic Volume Concerns*

This study, conducted at the recommendation of the ad hoc committee was commissioned with counting vehicles and directions of travel on Kenilworth Drive, Andrew Jackson Trail, Daniel Drive and Northcliffe Drive. The objective was to determine the representative number of vehicles and the major traffic flow patterns. The data was collected for a weekend and a weekday time period to provide a representation of the different traffic patterns for normal work days and weekend patterns. One typical time period analysis is shown in the graphic in Figure 4.

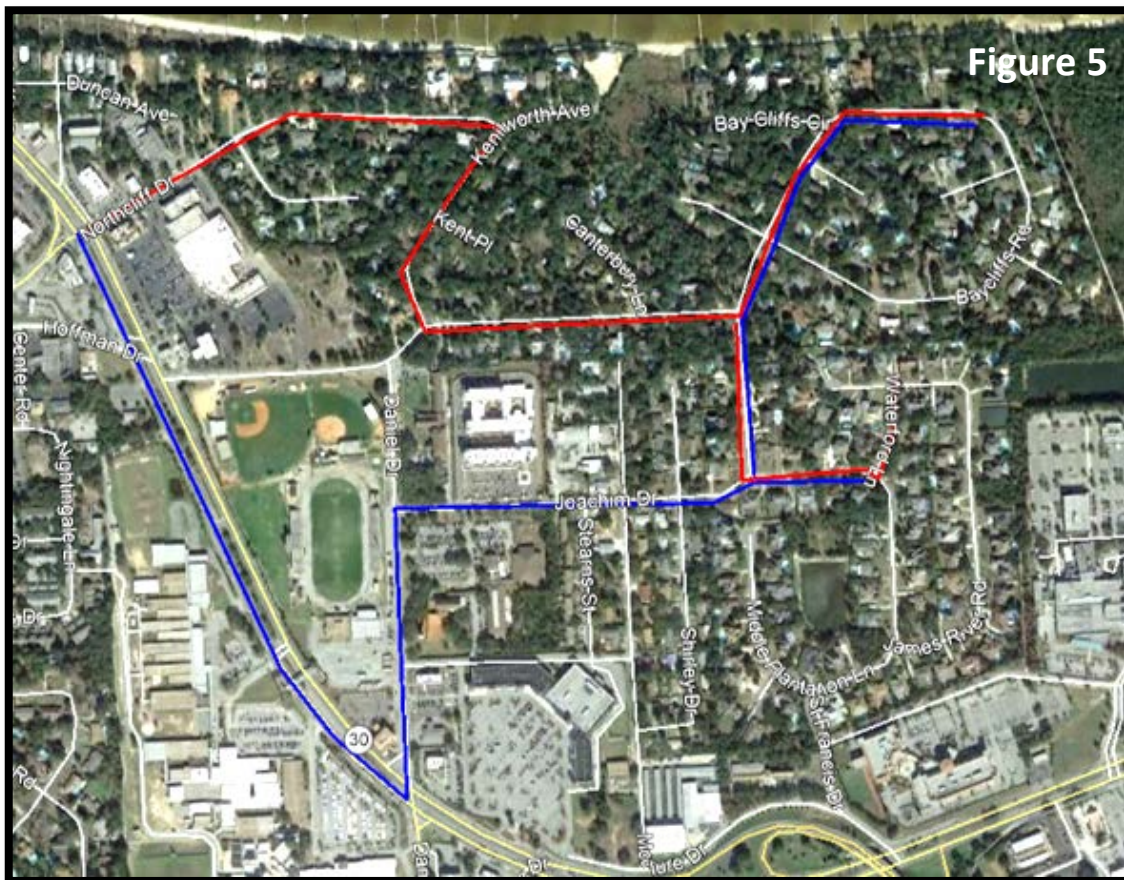


The general indication from the data is around 20% of the traffic is utilizing the route from Gulf Breeze Parkway at Northcliffe Drive to the commercial facilities on Daniel Drive. Around 43% of the traffic is local to access the Northcliffe neighborhood, with



Approx. 37% being traffic of other residents of Gulf Breeze going to the Bay Cliffs or Plantation Hill neighborhoods.

While anything other than residential through traffic may not seem appropriate, the function of residential roads is to provide connectivity for residents and interconnection between neighborhoods. As shown in Figure 5, there are only two protected left turns from Gulf Breeze Parkway to access the neighborhoods north of the major highway.



The intuitive nature of drivers indicates they look for shorter routes and leaving the high-volume roadway as soon as possible. Drivers are encouraged by the design of state highway systems to exit with protected left turns at traffic signals. Having only two choices makes the Northcliffe path the more favorable route in many instances.

To limit the commercial traffic bypass through the Northcliffe neighborhood, the City Council funded the roundabout at Andrew Jackson Trail and Daniel Drive. The roundabout will funnel drivers exiting the new hotel through a desired route, forcing

them to pass two roads with a higher classification prior to entering the neighborhood. Once traffic approaches the neighborhood entrance, there is a clear delineation from commercial to residential through narrowing lanes and a neighborhood monument entrance sign. The City Council also approved changing the name of the portion of Andrew Jackson Trail in the commercial district to Daniel Circle, in order to delineate the commercial area from residential for residents that are unfamiliar with the area, relying on maps and GPS devices. City staff believe these two improvements will contribute towards reducing the non-residential traffic in the area.

### *Traffic Calming Features*

Features such as real time information signs, neighborhood entrance features, road narrowing and landscaping are all proven to reduce the speed or volume of traffic.





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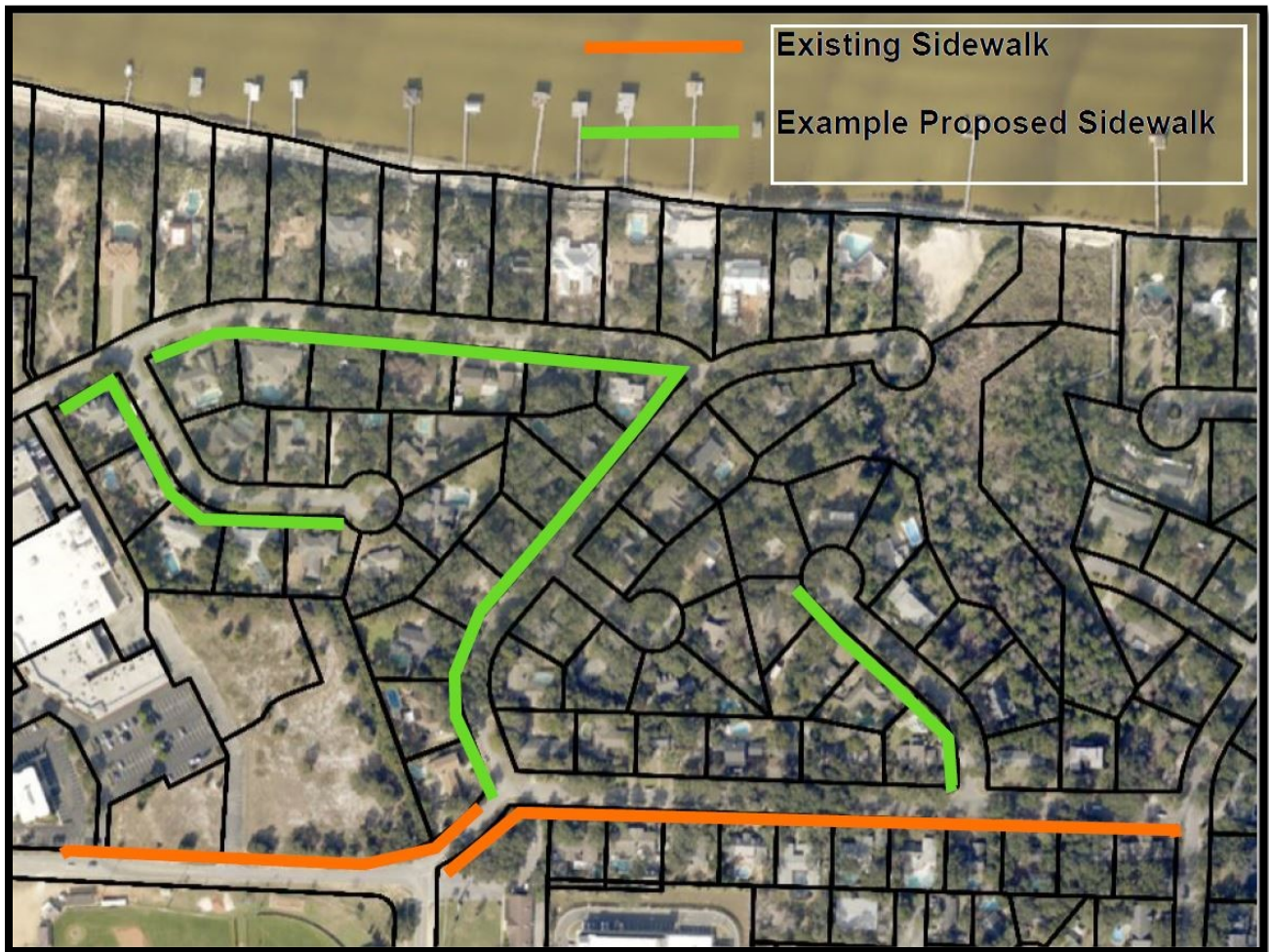
	<b>Strongly Agree</b>	<b>Somewhat Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Somewhat Disagree</b>	<b>Strongly Disagree</b>
Additional speed humps/ table					
Landscape Medians					
Additional Neighborhood Signage					

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## **City Proposed Projects**

### ***Additional Sidewalks***

Currently, a sidewalk system is only present in a portion of the neighborhood. The construction of additional sidewalks creates a safer environment for residents while allowing for a separation of vehicular and pedestrian travel. If desired a study can be completed to determine the most effective and efficient locations for additional sidewalks.





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## *Decorative Lighting*

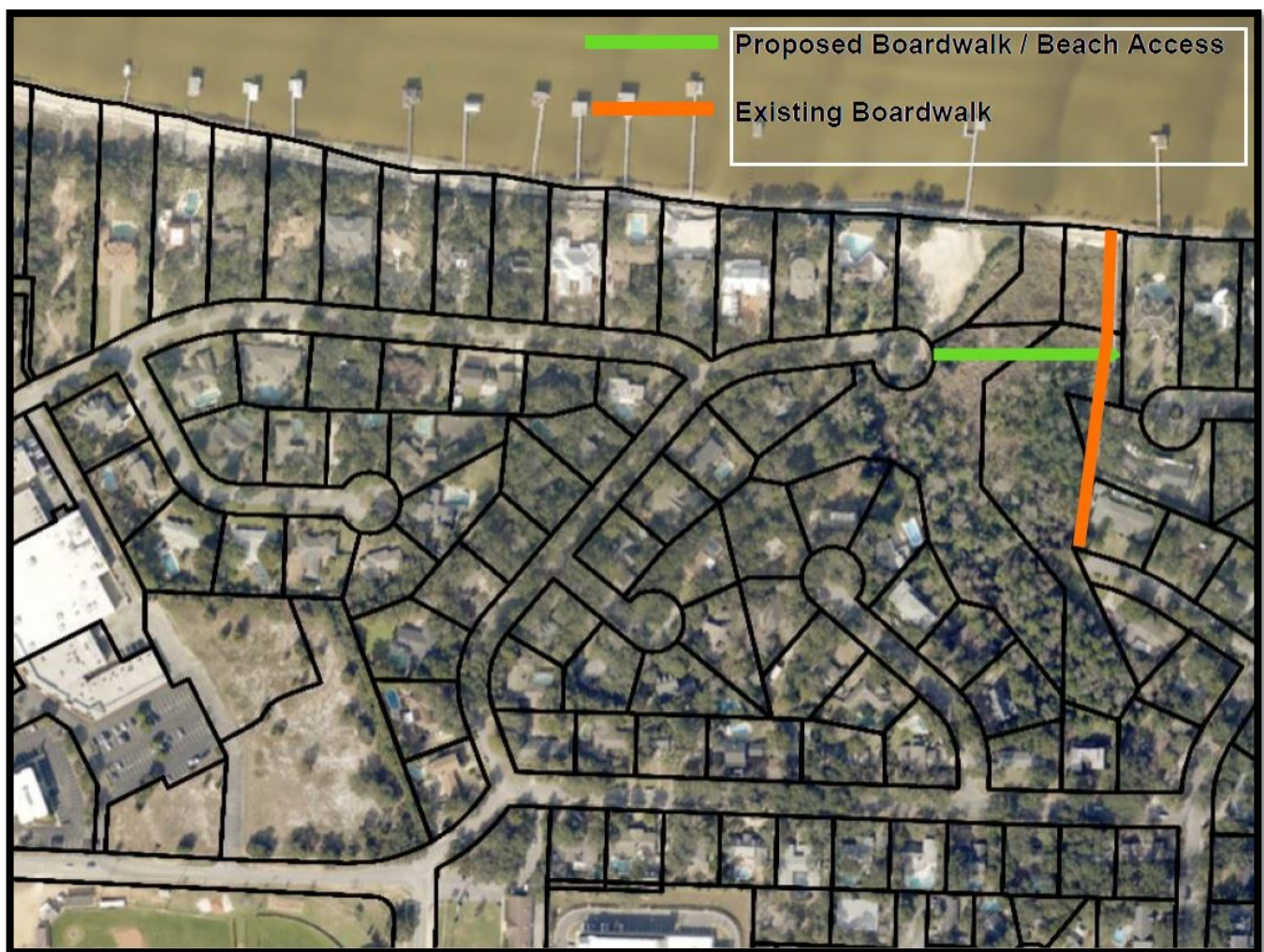
Expanding the Daniel Drive Decorative Lighting project into the Northcliffe Neighborhood. A mixture on Decorative light poles and bollards could be used to focus light into trouble areas while improving the aesthetics and character of the neighborhood. If desired, a photometric study can be completed to determine the most effective locations for additional lighting.





### *Beach Access Boardwalk*

The wooded area on the North East portion of the neighborhood was previously maintained as a park by local residents. The addition of a raised boardwalk connecting the eastern most portion of Northcliffe Drive to the existing boardwalk will create a beach access point and wetland boardwalk trail to be used by the neighborhood. This project would be proposed as a walking only path, with no additional parking provisions being provided.





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*Neighborhood Entrance Sign Options*



Option #1



Option #2



Option #3

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## **Northcliffe Survey**

### *Neighborhood Enhancement Project Survey*

	<b>Strongly Agree</b>	<b>Somewhat Agree</b>	<b>Neither Agree nor Disagree</b>	<b>Somewhat Disagree</b>	<b>Strongly Disagree</b>
Additional Sidewalks?					
Decorative Lighting?					
Traffic Calming Features?					
Beach Access Boardwalk?					
Create a Homeowners Association?					

### *Neighborhood Enhancement Entrance Sign Design Survey (Please Circle One)*

**Option #1**

**Option #2**

**Option #3**

**Other**