



AGENDA

CONTINUATION MEETING AND WORKSHOP

MONDAY, MAY 24, 2021 AT 1:00 P.M.

CITY OF ST. AUGUSTINE BEACH, 2200 A1A South, St. Augustine Beach, FL 32080

NOTICE TO THE PUBLIC

THE CITY COMMISSION HAS ADOPTED THE FOLLOWING PROCEDURE: PERSONS WISHING TO SPEAK ABOUT TOPICS THAT ARE ON THE AGENDA MUST FILL OUT A SPEAKER CARD IN ADVANCE AND GIVE IT TO THE RECORDING SECRETARY. THE CARDS ARE AVAILABLE AT THE BACK OF THE MEETING ROOM. THIS PROCEDURE DOES NOT APPLY TO PERSONS WHO WANT TO SPEAK TO THE COMMISSION UNDER "PUBLIC COMMENTS."

RULES OF CIVILITY FOR PUBLIC PARTICIPATION

1. The goal of Commission meetings is to accomplish the public's business in an environment that encourages a fair discussion and exchange of ideas without fear of personal attacks.
2. Anger, rudeness, ridicule, impatience, and lack of respect for others is unacceptable behavior. Demonstrations to support or oppose a speaker or idea, such as clapping, cheering, booing, hissing, or the use of intimidating body language are not permitted.
3. When persons refuse to abide by reasonable rules of civility and decorum or ignore repeated requests by the Mayor to finish their remarks within the time limit adopted by the City Commission, and/or who make threats of physical violence shall be removed from the meeting room by law enforcement officers, either at the Mayor's request or by an affirmative vote of a majority of the sitting Commissioners.

"Politeness costs so little." – ABRAHAM LINCOLN

- I. **CALL TO ORDER**
- II. **PLEDGE OF ALLEGIANCE**
- III. **ROLL CALL**
- IV. **CONTINUATION OF MAY 3, 2021, REGULAR CITY COMMISSION MEETING**
 1. **City-Wide LED Streetlight Conversion:** Request to Approve Contract with FP&L for Phase 1 for Lights Along A1A Beach Boulevard (Presenter: Bill Tredik, Public Works Director)
 2. **Public Parking:** Discussion of Where to Allow and Not Allow Parking and Creating Five-Year Plan for Improvements (Presenters: Max Royle, City Manager; Bill Tredik, Public Works Director)

3. Ordinance 21-05, First Reading, to Vacate Alley between B and C Streets, West of A1A Beach Boulevard to 2nd Avenue (Lots 1-16, Block 40 Coquina Gables Subdivision) (Presenter: Brian Law, Building Official)
4. Ordinance 21-05, First Reading, to Vacate Alley between A and B Streets, and between 3rd and 4th Avenues (Lots 1-16, Block 49, Coquina Gables Subdivision) (Presenter: Brian Law, Building Official)
5. STAFF COMMENTS

V. ADJOURN REGULAR MEETING

VI. CONVENE WORKSHOP MEETING

1. Discussion of Recycling Operations in the City (Presenters: Max Royle, City Manager; Bill Tredik, Public Works Director)

VII. ADJOURNMENT WORKSHOP MEETING

MEMORANDUM

TO: Max Royle, City Manager

FROM: William Tredik, P.E. Public Works Director

DATE: May 3, 2021

SUBJECT: Phase 1 LED Streetlight Conversion

BACKGROUND

The City currently has 386 existing high-pressure sodium (HPS) streetlights. Florida Power and Light (FPL) currently has a program to convert HPS lights to light emitting diode (LED) lights for no cost to the customer. On June 10, 2019, Florida Power and Light (FPL) gave a presentation to the City Commission regarding the potential conversion of City streetlights from HPS to LED. The FPL presentation discussed the benefits of LED streetlights, including:

- High color rendering index
- More natural colors than HPS
- Up to 50% more energy efficient than HPS
- Variety of fixture choices

The FPL presentation showed various photographs comparing the appearance of LED versus HPS lights, including the following:

70 Watt HPS vs 26 Watt 4000K RSW



Figure 1 - 70 Watt HPS versus 4000K LED

FPL offers lights in a variety of “Temperatures”, with 4000 kelvin (K) being the most commonly used. The 4000K light is shifted toward the blue end of the visible light spectrum with color rendering much closer to natural daylight than HPS. FPL presented the following photograph to demonstrate the difference appearances between light “temperatures:”

Color Temperature Comparison



Figure 2 - Light Temperature Comparisons

As mentioned above, 4000K light is shifted more toward the blue end of the visible light spectrum with color rendering closer to natural daylight. 3000K light contain less blue light and create a softer light while still significantly improving color rendering over HPS lights. There has been much published discussion regarding the appropriateness of the 4000K versus 3000K light for residential neighborhoods. Some find the 4000K color to create more glare and argue it can disrupt sleep cycles due to the higher blue light content. In consideration of these viewpoints, staff met with FPL to discuss options and recommends phasing the LED conversion, beginning with the 4000K lights only on the City's arterial and collector roadways. The more daylight-like color rendering on major roadways is intended to maximize visibility and increase security. Phase 1 of the Streetlight Conversion will replace 183 HPS streetlights (47% of the City total) with LED fixtures on the following arterial and collector roads:

- State Road A1A
- A1A Beach Boulevard
- Mickler Boulevard
- Pope Road
- 16th Street
- 11th Street
- A Street

Figure 3 below shows the locations of the streetlights to be replaced in Phase 1. The green dots indicate locations where LED streetlights were recently installed on A1A. Figure 3 does not include the 10 new LED lights on A1A Beach Boulevard, as they were not installed at the time of this writing. Future phases will move into the neighborhoods and may incorporate "warmer" 3000K LED streetlights.

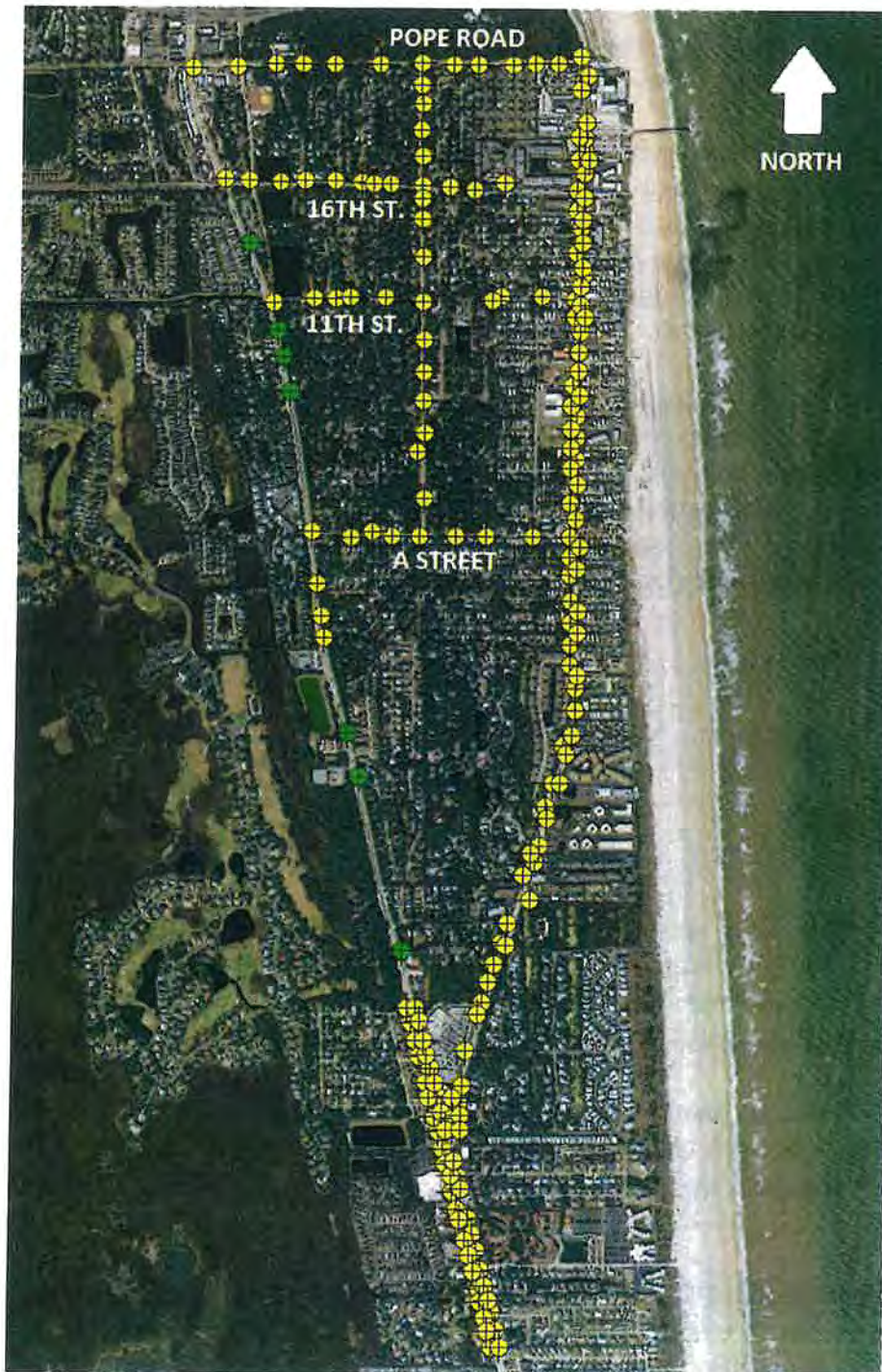


Figure 3 - Phase 1 LED Conversion Locations

DISCUSSION

The City has a variety of different wattage HPS lights on arterial and collector roads throughout the City, including:

- 70 watts Minor collector roadways
- 100 watts Collector roadways (e.g. Beach Boulevard)
- 150 watts Collectors and arterial roadways
- 200 watts Arterial roadways (e.g. A1A South)

One of the goals of the LED streetlight replacement is to increase illumination and public safety in areas currently lit by streetlights, without over-lighting the City. The LED conversion is intended to provide an illumination level similar to that currently enjoyed. The superior color rendering of LED streetlights improves visibility without increasing light power. Additional streetlights have been added (and will continue to be added as necessary) in poorly lit areas in need of increased illumination.

Another aspect to LED streetlights is that they only emit light in a 180 degree arc below the lamp (versus 360 degrees for HPS bulbs). This allows targeted illumination downward and eliminates the upcasting of light, helping reduce urban sky glow and light pollution. City staff worked with FPL to determine the appropriate replacement fixtures for the City's HPS streetlights for Phase 1. To provide a similar level of illumination to that currently enjoyed, FPL recommended the following (Option 1) replacement fixtures:

Fixtures to be Replaced	Existing	Replacement
36	70-watt HPS	26-watt LED
90	100-watt HPS	41-watt LED
6	150-watt HPS	76-watt LED
50	200-watt HPS	133-watt LED
1*	400-watt HPS	76-watt LED

Table 1 - Option 1 (Similar Illumination Levels to Existing)

**The streetlight at the intersection of A Street and Sunfish Drive is listed as having a 400-watt HPS bulb. A 400-watt equivalent LED streetlight at this location is deemed to be excessively bright. Other streetlights along A Street are typically 100-watt HPS. Due to it being the first intersection east of A1A, a 76-watt LED replacement is recommended.*

Though energy savings and maintenance costs are realized in the conversion to LED streetlights, this savings is offset by the higher initial cost of the LED fixtures. Due to this tradeoff, savings to the City are small. Based upon the above replacement schedule, the City is estimated to save \$50 per month (\$600 per year).

During coordination with FPL, the possibility of increasing the illumination of City streetlights was also discussed. FPL recommended the following replacement schedule if the City desired to increase the illumination of City streetlights:

Fixtures to be Replaced	Existing	Replacement
36	70-watt HPS	41-watt LED
90	100-watt HPS	76-watt LED
6	150-watt HPS	118-watt LED
50	200-watt HPS	182-watt LED
1	400-watt HPS	268-watt LED

Table 2 - Option 2 (Increased Illuminations Levels)

Option 2 is estimated to cost the City an additional \$244 per month (just under \$3,000 per year). Since Option 1 met the goals of improving visibility and public safety while reducing cost to the City, staff requested FPL to provide a LED lighting Agreement to replace the 183 HPS streetlights on arterial and collector roads with the City as shown in Table 1 – Option 1.

ACTION REQUESTED

Authorize the City Manager to execute a LED Lighting Agreement with FPL to convert 183 existing HPS streetlights to LED streetlights per the replacement schedule listed as Option 1.



FPL Account Number: **8061507532**

FPL Work Request Number: _____

LED LIGHTING AGREEMENT

In accordance with the following terms and conditions, CITY OF ST AUGUSTINE BEACH (hereinafter called the Customer), requests on this 20th day of **April, 2021**, from FLORIDA POWER & LIGHT COMPANY (hereinafter called FPL), a corporation organized and existing under the laws of the State of Florida, the following installation or modification of lighting facilities at (general boundaries) Streetlights, located in Saint Augustine Beach, Florida.

- (a) Installation and/or removal of FPL-owned facilities described as follows.

<u>Poles</u>				
Pole Type	Existing Pole Count (A)	# Installed (B)	# Removed (C)	New Pole Count (A+B-C)
Wood				
Standard Concrete				
Standard Fiberglass				
Decorative Concrete				
Decorative Fiberglass				

<u>Underground Conductor</u>				
Type	Existing Footage (A)	Feet Installed (B)	Feet Removed (C)	New Footage (A+B-C)
Under Pavement		N/A ⁽¹⁾		
Not Under Pavement				

- (1) All new conductor installed is in conduit and billed as Not Under Pavement

	Fixtures ⁽²⁾
08/09/2023	Wolves vs Arsenal
15/09/2023	Arsenal vs Tottenham
22/09/2023	Brighton vs Arsenal
29/09/2023	Arsenal vs Manchester City
06/10/2023	Liverpool vs Arsenal
13/10/2023	Arsenal vs Chelsea
20/10/2023	Newcastle vs Arsenal
27/10/2023	Arsenal vs Aston Villa
03/11/2023	Manchester United vs Arsenal
10/11/2023	Arsenal vs Everton
17/11/2023	Sheff Wed vs Arsenal
24/11/2023	Arsenal vs Burnley
01/12/2023	Crystal Palace vs Arsenal
08/12/2023	Arsenal vs Leicester City
15/12/2023	Nottingham Forest vs Arsenal
22/12/2023	Arsenal vs Ipswich Town
29/12/2023	Southampton vs Arsenal
05/01/2024	Arsenal vs Sheffield Utd
12/01/2024	Cardiff City vs Arsenal
19/01/2024	Arsenal vs Luton Town
26/01/2024	Preston North End vs Arsenal
02/02/2024	Arsenal vs Nottm Forest
09/02/2024	Derby County vs Arsenal
16/02/2024	Arsenal vs Barnsley
23/02/2024	Blackburn Rovers vs Arsenal
01/03/2024	Arsenal vs Walsley
08/03/2024	Doncaster Rovers vs Arsenal
15/03/2024	Arsenal vs Gillingham
22/03/2024	Grimsby Town vs Arsenal
29/03/2024	Arsenal vs Exeter City
05/04/2024	Accrington Stanley vs Arsenal
12/04/2024	Arsenal vs Colchester Utd
19/04/2024	Tranmere Rovers vs Arsenal
26/04/2024	Arsenal vs Wycombe Wanderers
03/05/2024	Fleetwood Town vs Arsenal
10/05/2024	Arsenal vs Crawley Town
17/05/2024	Milton Keynes Dons vs Arsenal
24/05/2024	Arsenal vs Stevenage
31/05/2024	Sutton United vs Arsenal
07/06/2024	Arsenal vs Ebbsfleet United
14/06/2024	Chesham Town vs Arsenal
21/06/2024	Arsenal vs Hemel Hempstead
28/06/2024	Hemel Hempstead vs Arsenal
05/07/2024	Arsenal vs Havant & Waterlooville
12/07/2024	Havant & Waterlooville vs Arsenal
19/07/2024	Arsenal vs Rushmore
26/07/2024	Rushmore vs Arsenal
02/08/2024	Arsenal vs Maidenhead Railway FC
09/08/2024	Maidenhead Railway FC vs Arsenal
16/08/2024	Arsenal vs Slough
23/08/2024	Slough vs Arsenal
30/08/2024	Arsenal vs Basingstoke Town
06/09/2024	Basingstoke Town vs Arsenal
13/09/2024	Arsenal vs Farnborough
20/09/2024	Farnborough vs Arsenal
27/09/2024	Arsenal vs Eastleigh
04/10/2024	Eastleigh vs Arsenal
11/10/2024	Arsenal vs Andover
18/10/2024	Andover vs Arsenal
25/10/2024	Arsenal vs Dorset
01/11/2024	Dorset vs Arsenal
08/11/2024	Arsenal vs Aldershot Town
15/11/2024	Aldershot Town vs Arsenal
22/11/2024	Arsenal vs Egham Athletic
29/11/2024	Egham Athletic vs Arsenal
06/12/2024	Arsenal vs Reigate & Banstead
13/12/2024	Reigate & Banstead vs Arsenal
20/12/2024	Arsenal vs Hayes
27/12/2024	Hayes vs Arsenal
03/01/2025	Arsenal vs Thurrock
10/01/2025	Thurrock vs Arsenal
17/01/2025	Arsenal vs Grays Athletic
24/01/2025	Grays Athletic vs Arsenal
31/01/2025	Arsenal vs Wealdstone
07/02/2025	Wealdstone vs Arsenal
14/02/2025	Arsenal vs Woking
21/02/2025	Woking vs Arsenal
28/02/2025	Arsenal vs Cambridge United
06/03/2025	Cambridge United vs Arsenal
13/03/2025	Arsenal vs Haringey Borough
20/03/2025	Haringey Borough vs Arsenal
27/03/2025	Arsenal vs Hitchin Town
03/04/2025	Hitchin Town vs Arsenal
10/04/2025	Arsenal vs Hemel St Pauls
17/04/2025	Hemel St Pauls vs Arsenal
24/04/2025	Arsenal vs Welwyn Hatfield
01/05/2025	Welwyn Hatfield vs Arsenal
08/05/2025	Arsenal vs Hertsmere Town
15/05/2025	Hertsmere Town vs Arsenal
22/05/2025	Arsenal vs Hemel Hempstead
29/05/2025	Hemel Hempstead vs Arsenal
05/06/2025	Arsenal vs Welwyn Hatfield
12/06/2025	Welwyn Hatfield vs Arsenal
19/06/2025	Arsenal vs Hemel Hempstead
26/06/2025	Hemel Hempstead vs Arsenal
03/07/2025	Arsenal vs Welwyn Hatfield
10/07/2025	Welwyn Hatfield vs Arsenal
17/07/2025	Arsenal vs Hemel Hempstead
24/07/2025	Hemel Hempstead vs Arsenal
31/07/2025	Arsenal vs Welwyn Hatfield
07/08/2025	Welwyn Hatfield vs Arsenal
14/08/2025	Arsenal vs Hemel Hempstead
21/08/2025	Hemel Hempstead vs Arsenal
28/08/2025	Arsenal vs Welwyn Hatfield
04/09/2025	Welwyn Hatfield vs Arsenal
11/09/2025	Arsenal vs Hemel Hempstead
18/09/2025	Hemel Hempstead vs Arsenal
25/09/2025	Arsenal vs Welwyn Hatfield
02/10/2025	Welwyn Hatfield vs Arsenal
09/10/2025	Arsenal vs Hemel Hempstead
16/10/2025	Hemel Hempstead vs Arsenal
23/10/2025	Arsenal vs Welwyn Hatfield
30/10/2025	Welwyn Hatfield vs Arsenal
06/11/2025	Arsenal vs Hemel Hempstead
13/11/2025	Hemel Hempstead vs Arsenal
20/11/2025	Arsenal vs Welwyn Hatfield
27/11/2025	Welwyn Hatfield vs Arsenal
04/12/2025	Arsenal vs Hemel Hempstead
11/12/2025	Hemel Hempstead vs Arsenal
18/12/2025	Arsenal vs Welwyn Hatfield
25/12/2025	Welwyn Hatfield vs Arsenal
01/01/2026	Arsenal vs Hemel Hempstead
08/01/2026	Hemel Hempstead vs Arsenal
15/01/2026	Arsenal vs Welwyn Hatfield
22/01/2026	Welwyn Hatfield vs Arsenal
29/01/2026	Arsenal vs Hemel Hempstead
05/02/2026	Hemel Hempstead vs Arsenal
12/02/2	

[illegible]

(2) Catalog of available fixtures and the assigned billing tier for each can be viewed at www.fpl.com/partner/builders/lighting.html

(b) Modification to existing facilities other than described above (explain fully): _____

That, for and in consideration of the covenants set forth herein, the parties hereto covenant and agree as follows:

FPL AGREES:

1. To install or modify the lighting facilities described and identified above (hereinafter called the Lighting System), furnish to the Customer the electric energy necessary for the operation of the Lighting System, and furnish such other services as are specified in this Agreement, all in accordance with the terms of FPL's currently effective lighting rate schedule on file at the Florida Public Service Commission (FPSC) or any successive lighting rate schedule approved by the FPSC.

THE CUSTOMER AGREES:

2. To pay a contribution in the amount of \$0.00 prior to FPL's initiating the requested installation or modification.
3. To purchase from FPL all of the electric energy used for the operation of the Lighting System.
4. To be responsible for paying, when due, all bills rendered by FPL pursuant to FPL's currently effective lighting rate schedule on file at the FPSC or any successive lighting rate schedule approved by the FPSC, for facilities and service provided in accordance with this agreement.
5. To provide access, final grading and, when requested, good and sufficient easements, suitable construction drawings showing the location of existing and proposed structures, identification of all non-FPL underground facilities within or near pole or trench locations, and appropriate plats necessary for planning the design and completing the construction of FPL facilities associated with the Lighting System.
6. To perform any clearing, compacting, removal of stumps or other obstructions that conflict with construction, and drainage of rights-of-way or easements required by FPL to accommodate the lighting facilities.

IT IS MUTUALLY AGREED THAT:

7. Modifications to the facilities provided by FPL under this agreement, other than for maintenance, may only be made through the execution of an additional lighting agreement delineating the modifications to be accomplished. Modification of FPL lighting facilities is defined as the following:
 - a. the addition of lighting facilities;
 - b. the removal of lighting facilities; and
 - c. the removal of lighting facilities and the replacement of such facilities with new facilities and/or additional facilities.

Modifications will be subject to the costs identified in FPL's currently effective lighting rate schedule on file at the FPSC, or any successive schedule approved by the FPSC.

8. Lighting facilities will only be installed in locations that meet all applicable clear zone right-of-way setback requirements.
9. FPL will, at the request of the Customer, relocate the lighting facilities covered by this agreement, if provided sufficient right-of-ways or easements to do so and locations requested are consistent with clear zone right-of-way setback requirements. The Customer shall be responsible for the payment of all costs associated with any such Customer-requested relocation of FPL lighting facilities. Payment shall be made by the Customer in advance of any relocation.
10. FPL may, at any time, substitute for any luminaire installed hereunder another luminaire which shall be of at least equal illuminating capacity and efficiency.
11. This Agreement shall be for a term of ten (10) years from the date of initiation of service, and, except as provided below, shall extend thereafter for further successive periods of five (5) years from the expiration of the initial ten (10) year term or from the expiration of any extension thereof. The date of initiation of service shall be defined as the date the first lights are energized and billing begins, not the date of this Agreement. This Agreement shall be extended automatically beyond the initial the (10) year term or any extension thereof, unless either party shall have given written notice to the other of its desire to terminate this Agreement. The written notice shall be by

certified mail and shall be given not less than ninety (90) days before the expiration of the initial ten (10) year term, or any extension thereof.

12. In the event lighting facilities covered by this agreement are removed, either at the request of the Customer or through termination or breach of this Agreement, the Customer shall be responsible for paying to FPL an amount equal to the fixture, pole, and conductor charges for the period remaining on the currently active term of service plus the cost to remove the facilities.
13. Should the Customer fail to pay any bills due and rendered pursuant to this agreement or otherwise fail to perform the obligations contained in this Agreement, said obligations being material and going to the essence of this Agreement, FPL may cease to supply electric energy or service until the Customer has paid the bills due and rendered or has fully cured such other breach of this Agreement. Any failure of FPL to exercise its rights hereunder shall not be a waiver of its rights. It is understood, however, that such discontinuance of the supplying of electric energy or service shall not constitute a breach of this Agreement by FPL, nor shall it relieve the Customer of the obligation to perform any of the terms and conditions of this Agreement.
14. The obligation to furnish or purchase service shall be excused at any time that either party is prevented from complying with this Agreement by strikes, lockouts, fires, riots, acts of God, the public enemy, or by cause or causes not under the control of the party thus prevented from compliance, and FPL shall not have the obligation to furnish service if it is prevented from complying with this Agreement by reason of any partial, temporary or entire shut-down of service which, in the sole opinion of FPL, is reasonably necessary for the purpose of repairing or making more efficient all or any part of its generating or other electrical equipment.
15. **This Agreement supersedes all previous Agreements** or representations, either written, oral, or otherwise between the Customer and FPL, with respect to the facilities referenced herein and constitutes the entire Agreement between the parties. This Agreement does not create any rights or provide any remedies to third parties or create any additional duty, obligation or undertakings by FPL to third parties.
16. In the event of the sale of the real property upon which the facilities are installed, upon the written consent of FPL, this Agreement may be assigned by the Customer to the Purchaser. No assignment shall relieve the Customer from its obligations hereunder until such obligations have been assumed by the assignee and agreed to by FPL.
17. This Agreement shall inure to the benefit of, and be binding upon the successors and assigns of the Customer and FPL.
18. The lighting facilities shall remain the property of FPL in perpetuity.
19. This Agreement is subject to FPL's Electric Tariff, including, but not limited to, the General Rules and Regulations for Electric Service and the Rules of the FPSC, as they are now written, or as they may be hereafter revised, amended or supplemented. In the event of any conflict between the terms of this Agreement and the provisions of the FPL Electric Tariff or the FPSC Rules, the provisions of the Electric Tariff and FPSC Rules shall control, as they are now written, or as they may be hereafter revised, amended or supplemented.

IN WITNESS WHEREOF, the parties hereby caused this Agreement to be executed in triplicate by their duly authorized representatives to be effective as of the day and year first written above.

Charges and Terms Accepted:

CITY OF ST AUGUSTINE BEACH
Customer (Print or type name of Organization)

By: _____
Signature (Authorized Representative)

(Print or type name)

Title: _____

FLORIDA POWER & LIGHT COMPANY

Chris Venoy

Digitally signed by Chris Venoy
DN: cn=Chris Venoy, o=FPL, ou=LED Lighting
Solutions, email=chris.venoy@fpl.com, c=US
Date: 2021.04.22 16:15:47 -0400

By: _____
(Signature)

Chris Venoy

(Print or type name)

Title: FPL LT-1 Representative



LED Lighting Plan

St. Augustine Beach LED Conversion (Main Roads)

Going Green

This plan reduces power consumption by
improving efficiency
by 50%.

57,152 kWh/year
47 metric tons of CO₂ saved/year
10 cars from the road*

TOTAL	183		\$ 1,819.90	\$ 1,769.99	\$ 2,064.31	\$ -
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Installation Details		Existing	Option 1	Option 2	Option 3
1 70W CH	Select fixture:	SL1 - HPS0070	RSW 26 Watt 4000K	RSW 41 Watt 4000K	
	fixture / pole:	1	1	1	1
	Select pole:				
	Fixture*	\$ 149.04	\$ 229.14	\$ 229.14	
	Pole				
Quantity:	36				
FPL Conversion:	Yes	Maintenance \$ 71.28	\$ 48.44	\$ 48.44	
Full/Hybrid:	Full	Energy** \$ 58.04	\$ 15.09	\$ 26.77	
Monthly Total		\$ 278.36	\$ 290.67	\$ 302.35	

Installation Details		Existing	Option 1	Option 2	Option 3
2 100W CH	Select fixture:	SL1 - HPS0100	RSW 41 Watt 4000K	ATRS 76 Watt	
	fixture / pole:	1	1	1	1
	Select pole:				
	Fixture*	\$ 378.90	\$ 572.85	\$ 572.85	
	Pole				
Quantity:	90				
FPL Conversion:	Yes	Maintenance \$ 179.10	\$ 116.10	\$ 116.10	
Full/Hybrid:	Full	Energy** \$ 205.28	\$ 66.92	\$ 129.82	
Monthly Total		\$ 763.28	\$ 755.87	\$ 818.77	

Installation Details		Existing	Option 1	Option 2	Option 3
3 150W CH	Select fixture:	SL1 - HPS0150	ATBS 76 Watt	ATBM 118 Watt	
	fixture / pole:	1	1	1	1
	Select pole:				
	Fixture*	\$ 26.04	\$ 38.19	\$ 38.19	
	Pole				
Quantity:	6				
FPL Conversion:	Yes	Maintenance \$ 12.12	\$ 7.74	\$ 7.74	
Full/Hybrid:	Full	Energy** \$ 20.00	\$ 8.65	\$ 13.30	
Monthly Total		\$ 58.16	\$ 54.58	\$ 59.23	

Installation Details		Existing	Option 1	Option 2	Option 3
4 200W CH	Select fixture:	SL1 - HPS0200	ATB2 133 Watt, Gray	Verdeon 182 Watt	
	fixture / pole:	1	1	1	1
	Select pole:				
	Fixture*	\$ 329.00	\$ 468.25	\$ 618.25	
	Pole				
Quantity:	50				
FPL Conversion:	Yes	Maintenance \$ 128.50	\$ 64.50	\$ 84.50	
Full/Hybrid:	Full	Energy** \$ 244.06	\$ 127.02	\$ 179.43	

*Includes fixture fee and monthly conversion fee where applicable.

**Includes Non-Fuel Energy charge, Fuel, Conservation, Capacity, Environmental, and Storm Charges
Based upon FPL bill rates as of 05/01/20

		Monthly Total	\$ 701.56	\$ 659.77	\$ 862.18
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Installation Details		Existing	Option 1	Option 2	Option 3
5	400W CH	SL1 - HPS0400	ATBS 75 Watt	ATB2 268 Watt, Gray	
	select fixture:				
	fixture / pole:	1	1	1	1
	select pole:				
	Fixture*	\$ 6.64	\$ 6.37	\$ 15.37	
Quantity:	1				
FPL Conversion:	Yes	Maintenance \$ 2.58	\$ 1.29	\$ 1.29	
Full/Hybrid:	Full	Energy** \$ 9.32	\$ 1.44	\$ 5.14	
		Monthly Total	\$ 18.54	\$ 9.10	\$ 21.79

Installation Details		Existing	Option 1	Option 2	Option 3
6					
	select fixture:				
	fixture / pole:	1	1	1	1
	select pole:				
	Fixture*				
Quantity:					
FPL Conversion:		Maintenance			
Full/Hybrid:		Energy**			
		Monthly Total			

Installation Details		Existing	Option 1	Option 2	Option 3
7					
	select fixture:				
	fixture / pole:	1	1	1	1
	select pole:				
	Fixture*				
Quantity:					
FPL Conversion:		Maintenance			
Full/Hybrid:		Energy**			
		Monthly Total			

Installation Details		Existing	Option 1	Option 2	Option 3
8					
	select fixture:				
	fixture / pole:	1	1	1	1
	select pole:				
	Fixture*				
Quantity:					
FPL Conversion:		Maintenance			
Full/Hybrid:		Energy**			
		Monthly Total			

Installation Details		Existing	Option 1	Option 2	Option 3
9					
	select fixture:				
	fixture / pole:	1	1	1	1
	select pole:				
	Fixture*				

		Fixture*				
Quantity:		Pole				
FPL Conversion:		Maintenance				
Full/Hybrid:		Energy**				
		Monthly Total				

Installation Details		Existing	Option 1	Option 2	Option 3
10	select fixture				
	fixture / pole	1	1	1	1
	select pole				
	Fixture*				
Quantity:		Pole			
FPL Conversion:		Maintenance			
Full/Hybrid:		Energy**			
		Monthly Total			

SUB TOTAL	183		\$ 1,819.90	\$ 1,769.99	\$ 2,064.31	\$ -
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Installation Details		Existing	Proposed
Wire	select wire	SL-1 UCNP	SL-1 UCNP
	Footage		
	select wire	SL-1 UCUP	SL-1 UCUP
	Footage		
	select wire		LT-1 UC
	Footage		
Total		\$ -	\$ -

TOTAL	183		\$ 1,819.90	\$ 1,769.99	\$ 2,064.31	\$ -
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*Includes fixture fee and monthly conversion fee where applicable.

**Includes Non-Fuel Energy charge, Fuel, Conservation, Capacity, Environmental, and Storm Charges.

Based upon FPL bill rates as of 05.01.20

MEMORANDUM

TO: Mayor England
Vice Mayor Samora
Commissioner George
Commissioner Rumrell
Commissioner Torres

FROM: Max Royle, City Manager 

DATE: April 15, 2021

SUBJECT: Public Parking: Discussion of Where to Allow and Not Allow Parking and Creating Five-Year Plan for Improvements

INTRODUCTION

We suggest that public parking in the City is in demand by the following: non-resident beach visitors; employees of businesses, especially in the vicinity of A Street, which do not have sufficient parking for both customers and employees; and residents who are unable to walk or bicycle to the beach and need a parking space for their vehicle.

At your March 2, 2020 meeting, the Public Works Director presented a PowerPoint, Discussion of Public Parking Issues. The outcome of your discussion was Mayor England's suggestion that if then-Vice Mayor Kostka wanted to bring the topic to the Planning Board and the Sustainability and Environmental Planning Advisory Committee, she could do so at their next meetings. Input from these boards would then be forwarded to the City Manager for the development of a five-year plan, which he would then present to the Commission. However, it appears from the record that Vice Mayor Kostka did not ask the Planning Board and SEPAC for their suggestions for the five-year plan.

We are bringing this topic back to you for three reasons:

1. Vice Mayor Samora's request to put the topic on the agenda for you to discuss and Commissioner Torres' request that the dirt plazas on the west side of the Boulevard between A and 1st Streets be paved.
2. Because of complaints from residents in the vicinity of 2nd Avenue between 3rd and 7th Street that parking by beach visitors is disrupting their neighborhood. As a result, No Parking signs have been put along this section of 2nd Avenue. Residents south of A Street have requested that No Parking signs be posted along 2nd Avenue between A and E Streets. However, a few counter-complaints have been received from persons against the No Parking signs between 3rd and 7th Streets.
3. The need for a five-year parking plan that will designate where improvements for on street rights-of-way and plazas are to be done and in what fiscal year.

ATTACHMENTS

Attached for your review is the following information:

- a. Pages 1-10, the PowerPoint presentation that Mr. Tredik provided at the March 2, 2020, Commission meeting.
- b. Pages 11-14, the minutes of that part of Commission's March 2nd meeting when public parking was discussed.

KEY CONSIDERATION

We suggest it is this: How much public property does the Commission want used for parking? The answer could range from no more than what is now available in the City (919 spaces) to having public parking on certain or every plaza along A1A Beach Boulevard, on certain or every side street where there's sufficient right-of-way for parking and on the east side of 2nd Avenue from E Street north to 10th Street.

PUBLIC PARKING CURRENTLY AVAILABLE

On page 2 (attached), Mr. Tredik lists the City property where designated public parking spaces are now available. Designated spaces are defined as those that are paved and striped. You'll note that there are 215 designated spaces. Not included in this number are parking spaces reserved for the handicapped.

There are also the following designated public parking spaces:

- East end of Pope Road owned by the County: 24
- County's pier park: 166*
- The beach between A Street and the City's southern end limit: 500**

* The 166 spaces do not include the park's handicapped spaces, the two spaces reserved for County pier staff, the nine reserved for Fire Department personnel and the six spaces west of the former city hall that are reserved for The Dance Company.

** Though there aren't paved and striped parking stalls on the beach, several years ago on Memorial Day, the City Manager between 1-2 p.m. counted the vehicles parked on the beach between A Street and the City's southern limit. Included in that count were spaces that were temporarily vacant.

Thus, in the City and on the beach, there are currently 905 designated public parking spaces.

PLEASE NOTE: Not included in the 905 spaces are the rights-of-way that aren't paved and striped but where beach visitors could park, as well as certain plazas where they cannot because the plazas are landscaped:

- 2nd Avenue, east side, between A and E Streets. Residents have requested that No Parking signs be posted. The signs haven't been put up because the City has had to order more signs to replenish its supply.
- 2nd Avenue east and west sides and the plazas between A and 1st Streets. You may remember that residents vehemently protested the use of the west side plazas as the site for a community garden. Beach visitors and business employees now park on the 2nd Avenue right-of-way between A and 1st Streets and the neighboring residents have not complained about the parking.

- 2nd Avenue between 8th and 9th Streets.
- 8th Street between the Boulevard and 2nd Avenue.
- 3rd and 5th Streets between the Boulevard and 2nd Avenue.
- Certain plazas along A1A Beach Boulevard.
- The east side of 2nd Avenue between 3rd and 7th Streets where No Parking signs have been posted.

If the areas listed above had designated parking spaces, we estimate that the number of spaces on public property in the City could total more than 1,200.

PUBLIC PARKING THAT COULD BE AVAILABLE

On pages 3-10, Mr. Tredik lists the streets and plazas where designated parking spaces could be put and the cost to construct those spaces. The total number of additional spaces is 162 and the estimated cost is \$455,000, or \$2,809 per space. At your meeting, Mr. Tredik will review this information with you.

Please note from the list that the following areas are not included:

- a. The four plazas between A and 1st Streets along 2nd Avenue because of likely strong neighborhood opposition to the use of them for parking.
- b. The plazas along D Street east and west of 2nd Avenue because the plazas are in residential areas where beach visitor parking could be disruptive.
- c. The east side of 2nd Avenue between 3rd and 7th Streets. This is the right-of-way where No Parking signs were recently put.
- d. The east side of 2nd Avenue between A and E Streets. As noted above, residents have requested No Parking signs, which will be put up once the City receives the signs unless the Commission directs that this not be done.
- e. The north side of Pope Road. The County, which owns Pope Road, could put parking spaces along it from the Boulevard west for a distance of 200-300 feet.

COMMISSIONER TORRES' REQUEST

In mid-April, Commissioner Torres asked the City Manager when he could bring up the topic of improvements to the plazas on the west side of the Boulevard between A and 1st Streets east of Jack's Bar-B-Q restaurant. The City Manager replied he would include the Commissioner's request in this report to you.

RECOMMENDATIONS

If your decision is that more designated parking spaces are needed, then the administration recommends the following five-year plan:

- For FY 22: enlarge the parking lot of Ocean Hammock Park as part of overall improvements to add amenities to the Park and improve with paver blocks the plazas on the Boulevard's west side between A and 1st Streets. We recommend the use of paver blocks rather than asphalt or concrete

because, though more expensive, the blocks allow runoff from rain to soak into the ground. Paver blocks have been used for improved parking areas along the north side of 16th Street west of the Boulevard, and the south side of 16th and 5th Streets east of the Boulevard. For the plazas on the east side of the Boulevard at 10th, 8th and A Streets, paver bricks have been used.

PLEASE NOTE: Improvements to these two plazas will require civil engineering expertise because the north plaza slopes to the west. The improvements must avoid flooding the adjacent business (Jack's Bar-B-Q). The owner of that business will be invited to participate in planning for the improvements.

- FY 23: improve with paver blocks the north side of 4th Street between the beach and the Boulevard.
- FY 24: improve with paver blocks the southwest plaza at 8th Street and the Boulevard by the auto repair business.
- FY 25: improve with paver blocks the plazas on the east side of the Boulevard north and south of 3rd Street.
- FY 26: Project or projects to be determined. There may be more areas where designated parking spaces could be put, such as along 4th and 5th Streets west of the Boulevard. Whether these rights-of-way are suitable for public parking will be known when the driveways for new houses are constructed. The spacing of the driveways may not allow public parking.

The above timetable is simply a proposal. You may want to make changes to it. Whether a project can be done in a particular fiscal year will depend on funding. If the County Commission approves the additional one-cent bed tax, perhaps money from it can be used to pay at least 50% of each project's cost and the projects can be done sooner than in five fiscal years.

You will note that we've not suggested certain plazas be converted to parking. This is because of the goal to have a balance between parking and beautification that improves the Boulevard's appearance. We suggest the following areas or plazas be left landscaped:

- The northwest corner of 16th Street and the Boulevard. This area is located in front of the condo complex. The driveway to it would be from 16th Street, very close to the intersection with the Boulevard. Also, the driveway would remove three or four of the designated parking spaces on 16th Street.
- The southeast and northwest corners of 8th Street and the Boulevard. The southeast plaza north of Cone Heads has already been landscaped by the City, and the northwest plaza has been landscaped by the owner of the adjacent motel, the Best Western.
- The plazas on the four corners of D Street and the Boulevard. One plaza is in front of a single-family residence, and one is on the east side of the Playa Chac-Mool restaurant.
- The plazas along 2nd Avenue between A and 1st Streets because of likely neighborhood opposition.

ACTIONS REQUESTED

There are two related decisions:

1. That you decide whether additional designated parking spaces are needed.
2. If your decision is that more spaces are needed, then based on the list provided by Mr. Tredik, we ask that you decide which plazas and street rights-of-way you want improved for parking and in what fiscal years.

Also, you can ask the County to develop a plan to construct parking spaces along the north side of Pope Road.

Based on your decisions, the City administration will create a plan for improvements for the next five fiscal years with funding for the first project or projects to be in the FY 22 budget.



CITY OF ST. AUGUSTINE BEACH

*Regular City Commission Meeting
Monday, March 2, 2020*

Item 10 – Public Parking: Discussion of Issues

William Tredik, P.E. Public Works Director

A1A BEACH BOULEVARD - EXISTING DESIGNATED PUBLIC PARKING



A.	Pier Park (Garage)	7
B.	16 th Street Parallel	40
C.	14 th Street Lot	21
D.	11 th Street Lot	8
E.	10 th Street Lot	25
F.	8 th Street Perp.	18
G.	8 th Street Lot	18
H.	5 th St. Parallel	15
I.	3 rd Street	3
J.	A Street Lot	24
K.	A Street Dirt Lot	16+
L.	Ocean Hammock Park	20
TOTAL EXISTING SPACES		215+



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING OCEAN HAMMOCK PARK

- Up to 20 additional spaces
- Estimated Cost \$20,000
- Additional Parking Included in Land and Water Conservation Fund grant application



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING



1.	16 th St. Plaza	10
2.	8 th St. Plazas	29
3.	4 th St. ROW Parallel	23
4.	3 rd St. Plazas	40
5.	A St. Plazas West	0*
6.	D St. Plazas	40
7.	Ocean Hammock Park	20

TOTAL 162*

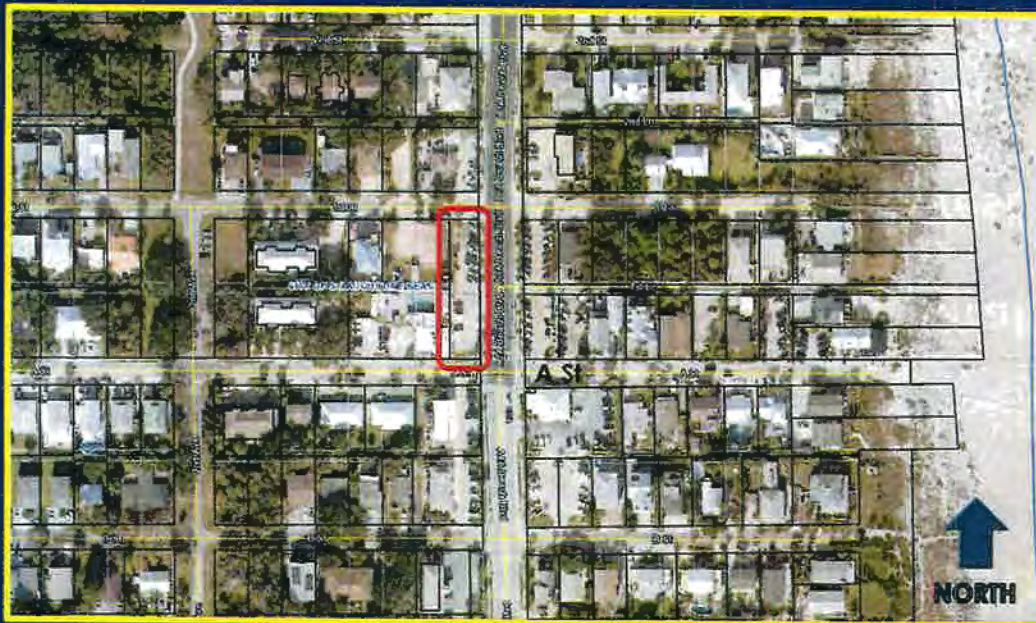
* Unpaved designated lot at A Street Plazas West currently parks 16+ vehicles. Improvement of this lot, though not adding spaces, will improve public safety, convenience and aesthetics and provide necessary space for the proposed future River to Sea Multipurpose Trail.



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING

A STREET & A1A BEACH BOULEVARD PLAZAS

- Paving of existing dirt lot
- Up to 16 spaces
- Estimated Cost \$ 70,000



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING

D STREET & A1A BEACH BOULEVARD PARKETTES

- Narrower than 3rd Street Parkettes
- Est. 10 spaces per parkette (one row only due to width)
- Est. \$40,000 per parkette
- Parkettes are currently landscaped and well maintained



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING

4TH STREET RIGHT-OF-WAY PARALLEL PARKING



- Up to 23 parallel spaces
- Estimated Cost - \$35,000
- Residences across street
- Possible more spaces on west if 4th Street opened



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING

3RD STREET & A1A BEACH BOULEVARD PLAZAS

- Up to 40 spaces
- Estimated Cost \$120,000
- Ditch impacts



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING

16TH ST & A1A BEACH BOULEVARD PLAZA

- Up to 10 Spaces
- Estimated Cost - \$42,000



POTENTIAL LOCATIONS FOR ADDITIONAL PUBLIC PARKING 8TH ST & A1A BEACH BOULEVARD PLAZAS



- Up to 29 spaces
- Estimated Cost \$88,000
- NW Plaza currently maintained by Hotel



Regular Commission Meeting

March 2, 2020

10. Public Parking: Discussion of Possible Improvements (Presenter: Vice Mayor Maggie Kostka; Max Royle, City Manager)

Mayor England introduced Item 10 and asked Vice Mayor Kostka for a report.

Vice Mayor Kostka advised that she felt there was a few loose ends when it came to the parking issue. She explained that she met with Police Chief Hardwick, Public Works Director Tredik, emailed Building Official Law, and spoke with City Manager Royle about the issues that still need to be resolved. She asked Public Works Director Tredik to give a brief explanation about some parking improvements.

Public Works Director Tredik showed a PowerPoint Presentation regarding where parking improvements and spaces near A1A Beach Boulevard (Exhibit 5).

Commissioner Rumrell advised that he was also talking with Public Works Director Tredik about parking on the Boulevard on some of the parkettes that are rundown and spoke to a former St. Johns County employee on how the Tourist Development Council could help fund these improvements because it would allow more beach access. He also advised that the Port and Waterway would be able to give funding due to more beach access.

Vice Mayor Kostka advised that the Commission would need to know what the priority would be. She asked if the Commission wants to add more parking spaces or keep more greenspace or meet in the middle. She explained that City Manager Royle suggested a five-year parking plan to implement changes that the Commission feels are needed and would benefit the City. Some of the areas would be a concern for SEPAC because they would not want to take away all the greenspaces throughout the City. She suggested 4th Street's right-of-way and the 16th Street and 8th Street parkettes because they would create parking without sacrificing greenspace or developed parkettes.

Mayor England agreed with greenspaces but any parking that is directly adjacent to the Boulevard would require a buffer that hides the cars and would have to be part of the costs.

Vice Mayor Kostka agreed and said that on the corner of 8th Street on the east side. It changed the number of spaces because of the buffer, but it could be changed by having one-way in and one-way out. She pointed out from Commissioner Rumrell that TDC is not allowing allocations of monies for projects like this so the City may not have to plan for the total costs, but part of the costs. She commented that she is very aware of the budget restraints so this may be something the City could do within five years or not. She remarked that the Commission wants to have the community safer with better access for the people who come to the City. There may be a time when the City will have to say that we are full or that the visitors will have to go the next beach area.

Commissioner Samora applauded Vice Mayor Kostka for bringing this up to the Commission. He explained that the City does need more parking for the visitors, residents, and the communities that are surrounding us are growing. He thanked Public Works Director Tredik

for doing a good job on his presentation. He advised that he wouldn't want to be reliant on TDC funding, but to fund some of this yearly with City funding.

Vice Mayor Kostka advised that if the City doesn't give visitors places to park, they will park in places residents don't want them to park.

Commissioner Rumrell advised that he would like the Boulevard to be cleaned up or beautified as well when this is being done. He gave an example of the City of Jacksonville Beach where they put in a sculpture garden in that were paid by the University of Florida.

Vice Mayor Kostka advised that the enforcement of the parking would be to have clear and distinct parking rules and regulations. She commented that on a couple of streets, the way people park no emergency vehicles would be able to get through.

Police Chief Hardwick advised that the resident parking signs have helped on a couple of streets. He asked the Commission to have uniformity by ordinance and suggested west of the Boulevard it should be residential parking only except for businesses. He advised the main focus for parking enforcement is across the Boulevard, pier parking lot area, driveways within the 15-foot radius of the curves, fire hydrants, and blocking emergency vehicles on streets. He explained that it would fall on the residents to call if there is a problem. He explained that on 15th Street the entire street was littered with "No Parking" signs. He requested uniformity.

Vice Mayor Kostka advised that the "Residents Only" signs are working so she requested not requiring 60% of the street to sign a petition to put signs up. She requested to leave it up to the Police Department to identify the streets that are being abused which are the streets that directly access the Boulevard on the west side behind the businesses.

Police Chief Hardwick advised that between the Police Department and Public Works they could identify the streets that need the signs. He advised that the residents have been happy in the last year with the signs and advised that the residents are self-policing and call the Police Department if there is an issue, which worked out extremely well.

Public Works Director agreed.

Vice Mayor Kostka advised that she spoke with staff regarding hang tags or stickers for transient rentals and staff advised that this would not be a good idea. She advised that tags or stickers were not necessary. It would be added time and expense for the City and if the staff makes it more uniform with signs, that would be good enough.

Commissioner Samora asked Police Chief Hardwick if that would be an enforcement issue if officers don't have a way to know residents' vehicles.

Police Chief Hardwick advised that the residents police it and call when there is an unknown vehicle. He said 15th Street behind Sunset Grill they call, and the officers can run the tag to see if someone lives there or not. Transient rentals west of the Boulevard could have a problem but will be addressed in the future. He advised that he is not a fan of the stickers or tags and believes it would be a waste of taxpayers' dollars.

Commissioner Rumrell asked what happens if a ticket is done, but the person lives in the City.

Police Chief Hardwick advised that the ticket would be voided and there would be no problem.

Vice Mayor Kostka advised that the parking codes regarding the number of parking spaces for businesses, buildings, and commercial entities, such as Embassy Suites that fit the code by the number of rooms but didn't account for parking spaces for the meeting rooms, banquet rooms, restaurant and bar. She advised that parking spaces should be calculated by the fire code for the maximum building occupancy. She explained that the existing businesses would not be able to comply, but future businesses or businesses that were destroyed by a storm or catastrophe would need to comply to the new code.

Mayor England advised that the City is encouraging retail use and commercial use for more revenue so the City will have a balance because that could stop some of the businesses from opening in the City.

Vice Mayor Kostka advised that the retail would not change and would be based on square footage; however, restaurants or hotels with restaurants and banquet rooms would because they have to have enough accommodation for parking.

Mayor England advised that shared parking is something that the City could consider. She explained that there are businesses that are only open during the week and then their parking lot sits empty on the weekend.

Building Official Law advised in an assembly area it is usually per person per 15 square feet, but storage rooms are one person for every 300 square feet. He explained that the City's code does track closely to what the occupancy is. He advised that if the Commission wants to track it per occupant that is acceptable way. He explained that St. Johns County calculates one parking spot for every three occupants, but the designer of the building will specify the occupant load and the Fire Marshall, and the Building Official will follow that.

Commissioner Samora asked how does the Fire Marshall and Building Official treat outdoor spaces.

Building Official Law advised that they count the tables and chairs as an alternative method. He commented that he did complete an inventory in the City to help the Utility Department and gave it to Deputy City Clerk Fitzgerald to make sure staff has all the building tax receipts every year. Plan review would have the occupant loading on it. He explained that the Building Department separates the outside from inside because it affects the way we egress. He explained that the outside and inside would be based on the total occupancy of the building and advised that the Fire Department will count the chairs. He commented that he was in favor to changing the restaurants to a factor that corresponds to the surrounding jurisdictions, just to limit the gross floor area.

Vice Mayor Kostka wants a five-year plan and should prioritize the areas that are available to improve parking areas but would stay away from any areas that are already improved or beautified. Then to add codes to address the new restaurant parking spaces going forward and allow the Police Department to monitor the streets and establish streets that need additional or new signage on the west side of the Boulevard for residential parking only and asked for the Comprehensive Planning and Zoning Board for more input on the five-year plan.

Mayor England asked when the five-year plan should be drafted.


Vice Mayor Kostka advised that it should go to the Comprehensive Planning and Zoning Board first to gather input with the help of Public Works Director Tredik to prioritize the parking areas based on east turning into parking based on the cost factor.

Mayor England asked if Vice Mayor Kostka would like to have this on the next Comprehensive Planning and Zoning Board and SEPAC meetings. Then when the input is completed it would go to City Manager Royle to put together the five-year parking plan and then to the Commission.

Commission agreed.

MEMORANDUM

TO: Mayor England
Vice Mayor Samora
Commissioner George
Commissioner Rumrell
Commissioner Torres

FROM: Max Royle, City Manager 

DATE: April 23, 2021

SUBJECT: Ordinance 21-05, First Reading, to Vacate Alley between B and C Streets, West of A1A Beach Boulevard to 2nd Avenue (Lots 1-16, Block 40, Coquina Gables Subdivision)

BACKGROUND

Block 40 is bordered on the north of B Street, on the south by C Street, on the east by A1A Beach Boulevard, and on the west by 2nd Avenue. A majority of the owners of the adjacent lots have requested that the alley be vacated.

The Comprehensive Planning and Zoning Board reviewed the vacation request at its March 16, 2021, meeting and by unanimous vote recommended to the Commission that the alley be vacated, subject to the condition that a standard utility and drainage easement for maintenance and future use of utility and drainage facilities be included in the ordinance to vacate the alley.

At its April 5th meeting, the City Commission held a public hearing on the request to vacate the alley and by unanimous vote approved the request. The City Attorney then prepared an ordinance for first reading at the Commission's May 3rd meeting.

ATTACHMENTS

Attached for your review is the following information:

- a. Page 1, a memo to the Planning Board from the Building Department's Executive Assistant, Ms. Bonnie Miller, in which she provides information concerning the vacation request.
- b. Page 2, a memo from Ms. Miller in which she states the Planning Board's recommendation and vote that the alley be vacated.
- c. Pages 3-5, the Ordinance, 21-05, prepared by the City Attorney.

ACTION REQUESTED

It is that you review Ordinance 21-05 and that you pass it on first reading. The Ordinance will then be scheduled for a public hearing and final reading at your June 7th meeting.

City of St. Augustine Beach Building and Zoning Department

2200 A1A SOUTH ST. AUGUSTINE BEACH, FLORIDA 32080

WWW.STAUGBCH.COM

BLDG. & ZONING (904)471-8758 FAX (904) 471-4470

To: Comprehensive Planning & Zoning Board
From: Bonnie Miller, Executive Assistant
CC: Brian Law, Building Official; Max Royle, City Manager
Date: 03-08-2021
Re: Vacating Alley File No. V 2021-01, for the 15-foot wide alley lying between B and C Streets in Block 40, Coquina Gables Subdivision, west of A1A Beach Boulevard

Vacating Alley File No. V 2021-01 is an application requesting the vacation of the 15-foot-wide alley lying west of A1A Beach Boulevard in Block 40, Coquina Gables Subdivision, directly west of A1A Beach Boulevard between B Street and C Street, to incorporate from the centerline of the alley the 7.5-foot-wide portions of the vacated alley into the square footage of the adjacent property owners. There are 13 lots and 20 property owners adjacent to Block 40, which has the Ford Surf Plaza Condo commercial building occupied by various commercial uses in 8 individually-owned units on the corner of B Street and A1A Beach Boulevard. To the west of the Ford Surf Plaza Condo on the south side of B Street are 6 residential lots adjacent to the alley. Also adjacent to this alley on the north side of C Street at 731 A1A Beach Boulevard is a commercial building owned by one owner and leased to various commercial tenants. Running west from this building on the north side of C Street are 5 residential lots adjacent to the alley. Per City of St. Augustine Beach Ordinance No. 15-05, applicants are required to submit the written consent of a minimum of 70% of adjacent property owners who support the vacation of the alley. The applicant, Blake Kozol, 100 South Matanzas Boulevard, St. Augustine Beach, Florida, 32086 has submitted the written consent of 16 out of 20 property owners, which constitutes 80% of the adjacent property owners.

The attached plat map of the 15-foot-wide alley requested to be vacated shows the 7 lots on the south side of B Street and the 6 lots on the north side of C Street adjacent to the 15-foot-wide in Block 40, Coquina Gables Subdivision. Each lot and address is marked with a "YES" or "NO" designating if the written consent of the property owner has been obtained and submitted by the applicants. Per Ordinance No. 15-05, "If 100% of the real property owners do not sign written consent, then a minimum of 70% of the real property owners must sign a written consent and the applicant must demonstrate that the vacation will not adversely affect nor negatively impact those property owners who have not signed a written consent, which demonstration may necessitate the applicant obtaining the opinion of a traffic engineer, surveyor or other professional."

The vacating alley application requires a recommendation from the Comprehensive Planning and Zoning Board to the City Commission to approve or deny the applicant's request to vacate the alley. Per Section 18-53 of City Code, the application has been forwarded to the City's Public Works Director, Police Department, St. Johns County Fire Rescue Headquarters, St. Johns County Utility Department, and Florida Power & Light. Comments from these agencies and utility companies are included with the application information copied to the Board. The Building and Zoning Department has no objection to the proposed vacation of this alley concurrent with the Public Works Director's request that an appropriate utility and drainage easement is recorded over the vacated portion of the alley to allow access for drainage and utility maintenance.

Sincerely,

Bonnie Miller

Executive Assistant
Building and Zoning Department

MEMO

To: Max Royle, City Manager
From: Bonnie Miller, Executive Assistant
Subject: Vacating Alley File No. V 2021-01
Date: Wednesday, March 17, 2021

Please be advised that at its regular monthly meeting held Tuesday, March 16, 2021, the City of St. Augustine Beach Comprehensive Planning and Zoning Board voted unanimously to recommend the City Commission approve an application to vacate the 15 (fifteen)-foot-wide alley in Block 40, Coquina Gables Subdivision, lying west of A1A Beach Boulevard between B Street and C Street.

The application was filed by Blake Kozol, 100 South Matanzas Boulevard, St. Augustine, Florida, 32080, per Article III, Sections 18-50--18-56 of St. Augustine Beach Code, as amended by Ordinance No. 15-05, PERTAINING TO THE 15 (FIFTEEN)-FOOT-WIDE STRIP OF LAND BETWEEN B STREET AND C STREET, ADJACENT TO AND WEST OF A1A BEACH BOULEVARD AND ABUTTING LOTS 1-16, BLOCK 40, COQUINA GABLES SUBDIVISION, ALL IN SECTION 3, TOWNSHIP 8, RANGE 30, AS RECORDED IN MAP BOOK 3, PAGE 30, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

The motion to recommend the City Commission approve the vacation of the 15 (fifteen)-foot-wide alley described above was made by Ms. Odom, subject to the condition that a standard utility and drainage easement for maintenance and future use of utility and drainage facilities be included in the ordinance to vacate the alley. Ms. Odom's motion was seconded by Mr. Babbitt and passed 7-0 by unanimous voice-vote.

ORDINANCE NO. 21-05

AN ORDINANCE OF THE CITY OF SAINT AUGUSTINE BEACH, FLORIDA, MAKING FINDINGS OF FACT; VACATING A PORTION OF THE PUBLIC ALLEY LOCATED ON THE WEST SIDE OF A1A BEACH BOULEVARD BETWEEN B AND C STREETS ADJOINING LOTS 1-16, BLOCK 40, COQUINA GABLES SUBDIVISION, WITHIN THE CITY OF SAINT AUGUSTINE BEACH, FLORIDA; AUTHORIZING RECORDING OF A CERTIFIED COPY OF THIS ORDINANCE; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

WITNESSETH:

WHEREAS, on April 5, 2021 the City of Saint Augustine Beach heard a request to vacate the Alley on the West Side of A1A Beach Boulevard between B and C Streets adjoining lots 1-16, Block 40, Coquina Gables Subdivision.

WHEREAS, the City Commission finds that it is in the best interests of the citizens of Saint Augustine Beach, Florida that the alley on the West Side of A1A Beach Boulevard between B and C Streets adjoining lots 1-16, Block 40, Coquina Gables Subdivision be vacated, subject to the reservation of a public utility and drainage easement over the entire alley to be vacated;

NOW THEREFORE BE IT ORDAINED BY THE PEOPLE OF THE CITY OF SAINT AUGUSTINE BEACH:

SECTION 1. The foregoing recitals are incorporated as legislative findings of fact.

SECTION 2. The City Commission does hereby find that the alley on the West Side of A1A Beach Boulevard between B and C Streets adjoining lots 1-16, Block 40, Coquina Gables Subdivision; within the city limits of Saint Augustine Beach, Florida, as more particularly described and shown on Exhibit "A", attached hereto and made a part hereof, is hereby vacated, subject to the reservation by the City of Saint Augustine Beach of a public utility easement over the entire alley to be vacated.

SECTION 3. The City Clerk is authorized and directed to forward a certified copy of this Ordinance to the Clerk of the Circuit Court for recordation.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are repealed to the extent of such conflict.

SECTION 5. This Ordinance shall take effect immediately upon passage.

PASSED, APPROVED AND ADOPTED at the regular meeting of the City Commission of the City of Saint Augustine Beach, Florida this 5th day of April 2021.

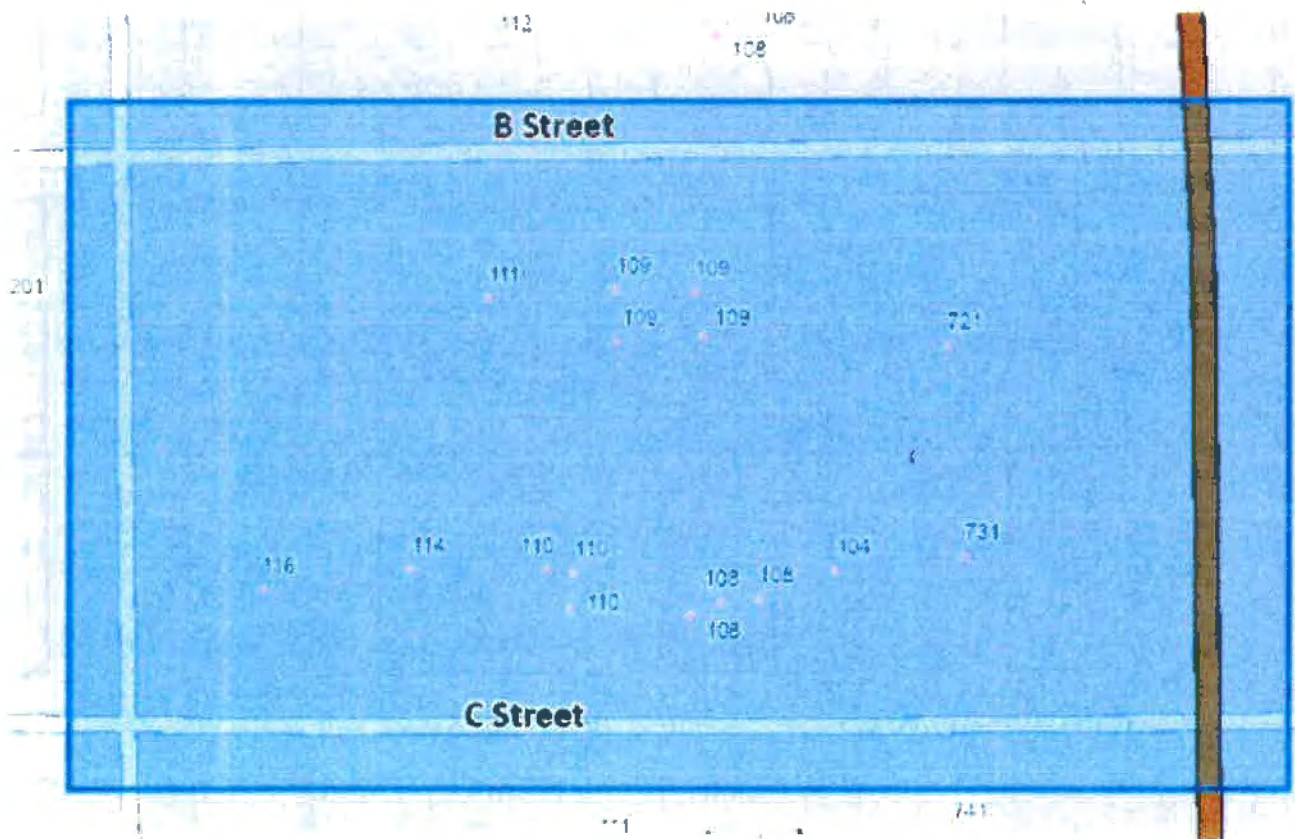
MAYOR

ATTEST:

CITY CLERK


EXHIBIT "A" – PROPERTY DESCRIPTION

A portion of parcel shown in the map below: the fifteen (15) foot wide Alley on the West Side of A1A Beach Boulevard between B and C Streets adjoining lots 1-16, Block 40, Coquina Gables Subdivision.



MEMORANDUM

TO: Mayor England
Vice Mayor Samora
Commissioner George
Commissioner Rumrell
Commissioner Torres

FROM: Max Royle, City Manager 

DATE: April 23, 2021

SUBJECT: Ordinance 21-06, First Reading, to Vacate Alley between A and B Streets, between 3rd and 4th Avenues (Lots 1-16, Block 49, Coquina Gables Subdivision)

BACKGROUND

Block 49 is bordered on the north by A Street, on the south by B Street, on the east by 3rd Avenue, and on the west by 4th Avenue. A majority of the owners of the adjacent lots have requested that the alley be vacated.

The Comprehensive Planning and Zoning Board reviewed the vacation request at its March 16, 2021, meeting and by unanimous vote recommended to the Commission that the alley be vacated, subject to the conditions that the applicants submit at least one more letter of written consent from an adjacent property owner so that the vacating alley application is in compliance with Ordinance 15-05, which requires written consent agreeing to the vacating of the alley from a minimum of 70 percent of adjacent owners and that a standard utility and drainage easement for maintenance and future use of utility and drainage facilities be included in the ordinance to vacate the alley.

The letter that the Planning Board requested was submitted to the City.

At its April 5th meeting, the City Commission held a public hearing on the request to vacate the alley and by unanimous vote approved the request. The City Attorney then prepared an ordinance for first reading at the Commission's May 3rd meeting.

ATTACHMENTS

Attached for your review is the following information:

- a. Page 1, a memo to the Planning Board from the Building Department's Executive Assistant, Ms. Bonnie Miller, in which she provides information concerning the vacation request.
- b. Page 2, a memo from Ms. Miller in which she states the Planning Board's recommendation and vote that the alley be vacated.
- c. Pages 3-5, the Ordinance, 21-06, prepared by the City Attorney.

ACTION REQUESTED

It is that you review Ordinance 21-06 and that you pass it on first reading. The Ordinance will then be scheduled for a public hearing and final reading at your June 7th meeting.

City of St. Augustine Beach Building and Zoning Department

2200 A1A SOUTH ST. AUGUSTINE BEACH, FLORIDA 32080

WWW.STAUGBCH.COM

BLDG. & ZONING (904)471-8758 FAX (904) 471-4470

To: Comprehensive Planning & Zoning Board
From: Bonnie Miller, Executive Assistant
CC: Brian Law, Building Official; Max Royle, City Manager
Date: 03-08-2021
Re: Vacating Alley File No. V 2021-02, for the 15-foot wide alley lying between A and B Streets lying west of 3rd Avenue and east of 4th Avenue in Block 49, Coquina Gables Subdivision, west of A1A Beach Boulevard

Vacating Alley File No. V 2021-02 is an application requesting the vacation of the 15-foot-wide alley lying west of A1A Beach Boulevard in Block 49, Coquina Gables Subdivision, west of 3rd Avenue, east of 4th Avenue, between A Street and B Street, to incorporate from the centerline of the alley the 7.5-foot-wide portions of the vacated alley into the square footage of the adjacent property owners. There are 16 lots, 8 on the south side of A Street and 8 lots on the north side of B Street, adjacent to this alley. Per City of St. Augustine Beach Ordinance No. 15-05, applicants are required to submit the written consent of a minimum of 70% of adjacent property owners who support the vacation of the alley. The applicants, Jason and Laurie Collins, 307 A Street, St. Augustine Beach, Florida, 32080, have submitted the written consent of 11 out of 16 property owners, which constitutes 68.75% of the adjacent property owners.

The attached plat map of the 15-foot-wide alley requested to be vacated shows the 8 lots on the south side of A Street and the 8 lots on the north side of B Street adjacent to the 15-foot-wide in Block 49, Coquina Gables Subdivision. Each lot and address is marked with a "YES" or "NO" designating if the written consent of the property owner has been obtained and submitted by the applicants. Per Ordinance No. 15-05, "If 100% of the real property owners do not sign written consent, then a minimum of 70% of the real property owners must sign a written consent and the applicant must demonstrate that the vacation will not adversely affect nor negatively impact those property owners who have not signed a written consent, which demonstration may necessitate the applicant obtaining the opinion of a traffic engineer, surveyor or other professional."

The vacating alley application requires a recommendation from the Comprehensive Planning and Zoning Board to the City Commission to approve or deny the applicant's request to vacate the alley. Per Section 18-53 of City Code, the application has been forwarded to the City's Public Works Director, Police Department, St. Johns County Fire Rescue Headquarters, St. Johns County Utility Department, and Florida Power & Light. Comments from these agencies and utility companies are included with the application information copied to the Board. The Building and Zoning Department has no objection to the proposed vacation of this alley concurrent with the Public Works Director's request that an appropriate utility and drainage easement is recorded over the vacated portion of the alley to allow access for drainage and utility maintenance.

Sincerely,

Bonnie Miller

Executive Assistant
Building and Zoning Department

MEMO

To: Max Royle, City Manager
From: Bonnie Miller, Executive Assistant
Subject: Vacating Alley File No. V 2021-02
Date: Wednesday, March 17, 2021

Please be advised that at its regular monthly meeting held Tuesday, March 16, 2021, the City of St. Augustine Beach Comprehensive Planning and Zoning Board voted unanimously to recommend the City Commission approve an application to vacate the 15 (fifteen)-foot-wide alley in Block 49, Coquina Gables Subdivision, lying west of 3rd Avenue and east of 4th Avenue, between A Street and B Street.

The application was filed by Jason and Laurie Collins, 307 A Street, St. Augustine Beach, Florida, 32080, per Article III, Sections 18-50--18-56 of St. Augustine Beach Code, as amended by Ordinance No. 15-05, PERTAINING TO THE 15 (FIFTEEN)-FOOT-WIDE STRIP OF LAND BETWEEN A STREET AND B STREET, ADJACENT TO AND WEST OF 3RD AVENUE, ADJACENT TO AND EAST OF 4TH AVENUE, ABUTTING LOTS 1-16, BLOCK 49, COQUINA GABLES SUBDIVISION, ALL IN SECTION 3, TOWNSHIP 8, RANGE 30, AS RECORDED IN MAP BOOK 3, PAGE 30, OF THE PUBLIC RECORDS OF ST. JOHNS COUNTY, FLORIDA.

The motion to recommend the City Commission approve the vacation of the 15 (fifteen)-foot-wide alley described above was made by Mr. Kincaid, subject to the conditions that the applicants submit at least one more letter of written consent from an adjacent property owner so that the vacating alley application is in compliance with Ordinance No. 15-05, which requires written consent agreeing to the vacating of the alley from a minimum of 70% percent of adjacent property owners, and also that a standard utility and drainage easement for maintenance and future use of utility and drainage facilities be included in the ordinance to vacate the alley. Mr. Kincaid's motion was seconded by Ms. Odom and passed 7-0 by unanimous voice-vote.

ORDINANCE NO. 21-06

AN ORDINANCE OF THE CITY OF SAINT AUGUSTINE BEACH, FLORIDA, MAKING FINDINGS OF FACT; VACATING A PORTION OF THE PUBLIC ALLEY LOCATED ON THE WEST SIDE OF A1A BEACH BOULEVARD BETWEEN A AND B STREETS ADJOINING LOTS 1-16, BLOCK 49, COQUINA GABLES SUBDIVISION, WITHIN THE CITY OF SAINT AUGUSTINE BEACH, FLORIDA; AUTHORIZING RECORDING OF A CERTIFIED COPY OF THIS ORDINANCE; AND PROVIDING AN IMMEDIATE EFFECTIVE DATE.

WITNESSETH:

WHEREAS, on April 5, 2021 the City of Saint Augustine Beach heard a request to vacate the Alley on the West Side of A1A Beach Boulevard between A and B Streets adjoining lots 1-16, Block 49, Coquina Gables Subdivision.

WHEREAS, the City Commission finds that it is in the best interests of the citizens of Saint Augustine Beach, Florida that the alley on the West Side of A1A Beach Boulevard between A and B Streets adjoining lots 1-16, Block 49, Coquina Gables Subdivision be vacated, subject to the reservation of a public utility and drainage easement over the entire alley to be vacated;

NOW THEREFORE BE IT ORDAINED BY THE PEOPLE OF THE CITY OF SAINT AUGUSTINE BEACH:

SECTION 1. The foregoing recitals are incorporated as legislative findings of fact.

SECTION 2. The City Commission does hereby find that the alley on the West Side of A1A Beach Boulevard between A and B Streets adjoining lots 1-16, Block 49, Coquina Gables Subdivision, within the city limits of Saint Augustine Beach, Florida, as more particularly described and shown on Exhibit "A", attached hereto and made a part hereof, is hereby vacated, subject to the reservation by the City of Saint Augustine Beach of a public utility easement over the entire alley to be vacated.

SECTION 3. The City Clerk is authorized and directed to forward a certified copy of this Ordinance to the Clerk of the Circuit Court for recordation.

SECTION 4. All ordinances or parts of ordinances in conflict herewith are repealed to the extent of such conflict.

SECTION 5. This Ordinance shall take effect immediately upon passage.

PASSED, APPROVED AND ADOPTED at the regular meeting of the City Commission of the City of Saint Augustine Beach, Florida this 5th day of April 2021.

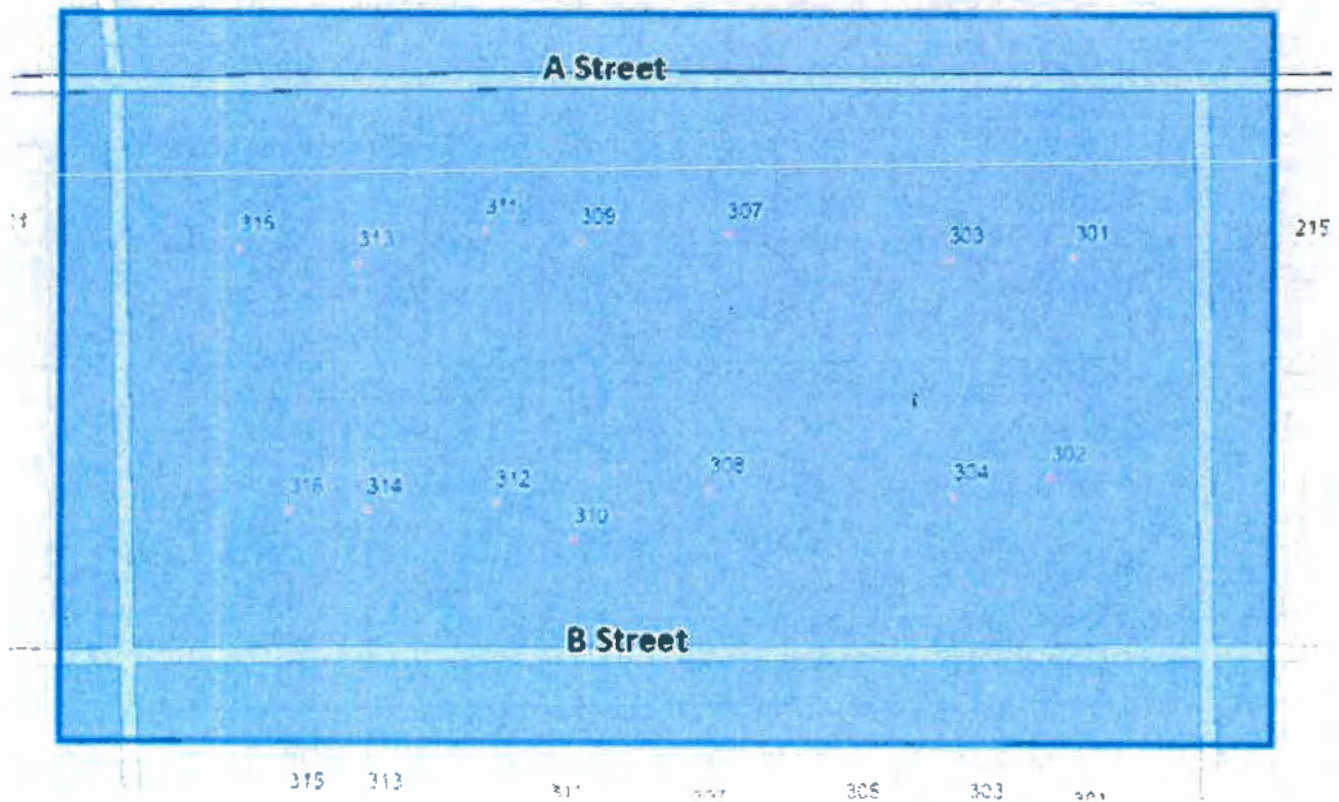
MAYOR

ATTEST:

CITY CLERK

EXHIBIT "A" – PROPERTY DESCRIPTION

A portion of parcel shown in the map below: the fifteen (15) foot wide Alley on the West Side of A1A Beach Boulevard between A and B Streets adjoining lots 1-16, Block 49, Coquina Gables Subdivision.



MEMORANDUM

TO: Max Royle, City Manager
FROM: William Tredik, P.E. Public Works Director
DATE: May 24, 2021
SUBJECT: Commission Workshop
Recycling Program

BACKGROUND

The City of St. Augustine currently contracts with Waste Management (formerly Advanced Disposal) to provide recycling services to residential and commercial properties within the city. The terms of the contract are:

Contract Start Date:	June 1, 2017
Contract End Date:	May 31, 2022
Terms:	Once per week residential pickup Once or twice per week commercial pickup
<u>Initial</u> Monthly Costs:	\$3.46 per resident or per commercial 18-gal bin \$29.50 per commercial 96-gallon cart

The contract provided that once per year, beginning October 1, 2019, rates shall be adjusted upwards or downwards to reflect the percentage change in the Consumer Price Index (CPI) that occurred during the preceding twelve months. Based upon this agreement the rates were adjusted as follows:

October 1, 2019	Monthly residential rate increased to \$3.60 per month Monthly commercial bin rate increased to \$3.60 per month Monthly commercial cart rate increased to \$30.69 per month
October 1, 2020	Monthly residential rate increased to \$3.71 per month Monthly commercial bin rate increased to \$3.71 per month Monthly commercial cart rate increased to \$31.64 per month

Over the past year (April 2020 - April 2021) the CPI-U for Garbage & Trash increased 4.9%, indicating a forecasted rate increase on October 1, 2021.

As of April 1, 2021 the number of recycling customers (and associated costs) were as follows:

2,685 Residential Customers:	\$3.71 each per month	\$ 9,961.35 monthly
30 Commercial Customers:	20 Bins @ \$3.71 per month	\$ 74.20 monthly
	13 Carts @ 31.64 per month	\$ 411.32 monthly
Total Cost		\$10,449.87 monthly

Waste Management collects on Wednesdays and Thursdays based upon the following map:

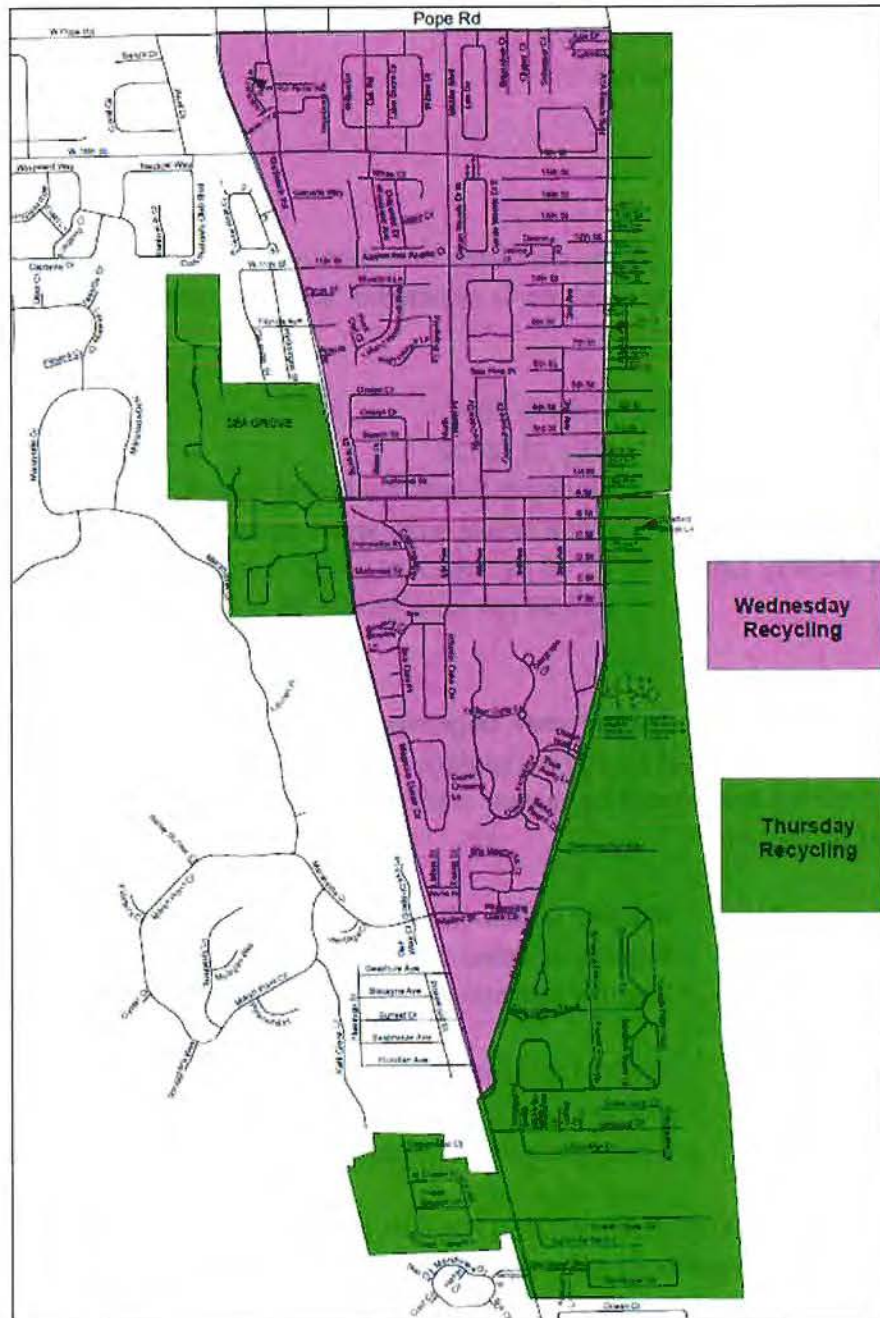


Figure 1 - Recycling Areas by Day of Week

DISCUSSION

The City is now entering the final year of its five-year contract and must make decisions as to how to proceed with recycling after May 31, 2022. Recycling costs continue to rise while the demand for recycled materials has declined on many fronts. In recent months, Waste Management has struggled to maintain staffing, resulting in delays in recycling collection. Though the Covid-19 pandemic undoubtedly had an impact on availability of staffing, the delays nonetheless have been present, and the City must determine how to best mitigate future delays.

As mentioned above, the tons of recycled material collected in the City peaked in FY 2019 and has declined thereafter (see Figures 2 and 3).

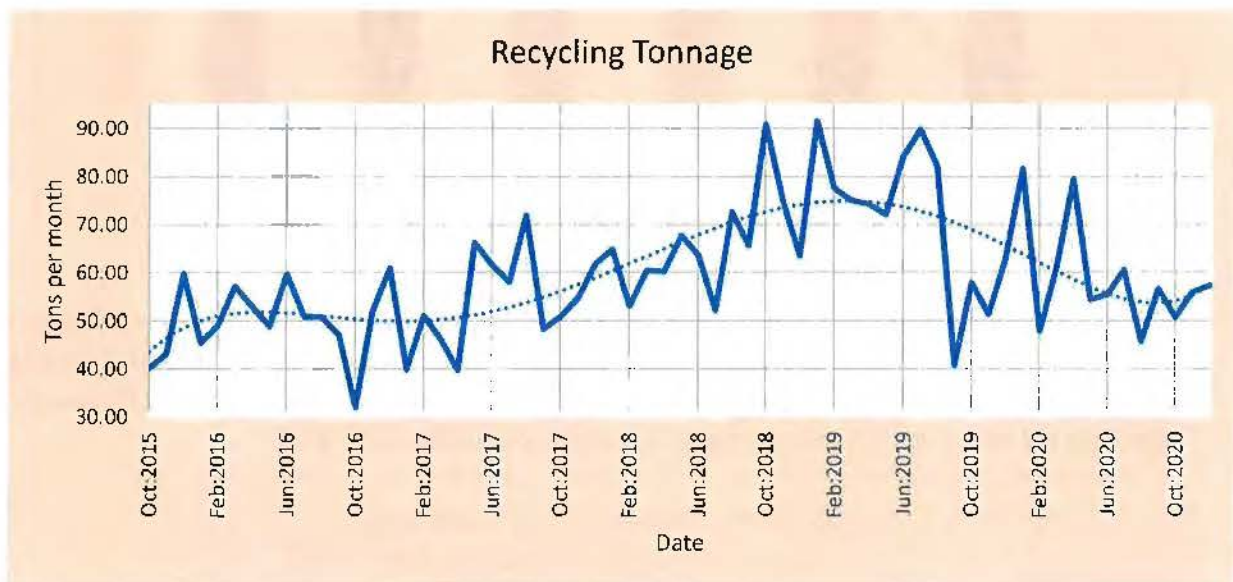


Figure 2 - Recycling Tonnage over Time

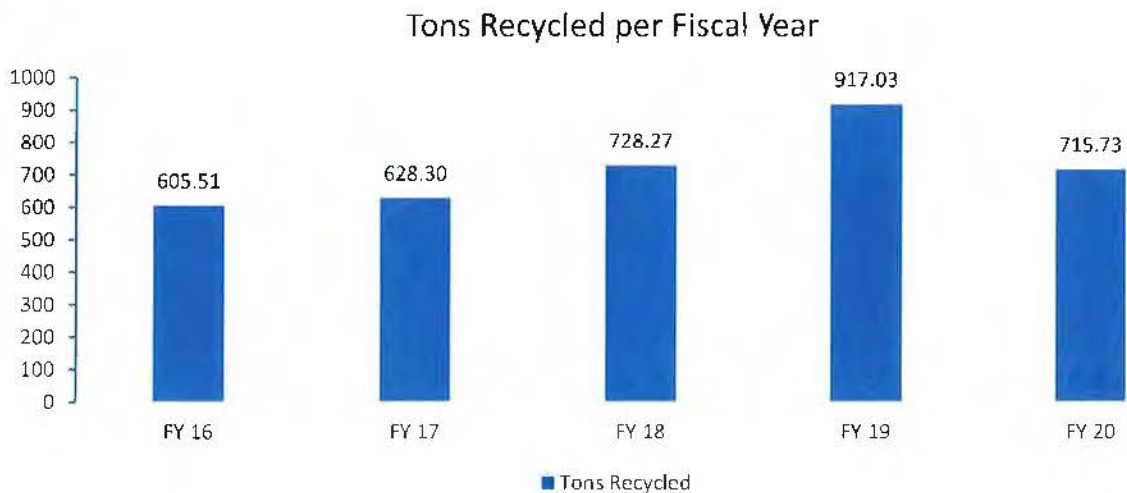


Figure 3 - Tons Recycled per Fiscal Year

While the decline in recycling tonnage has decreased recently, the bin and cart rates continue to increase as allowed by the contract (see Figure 4).

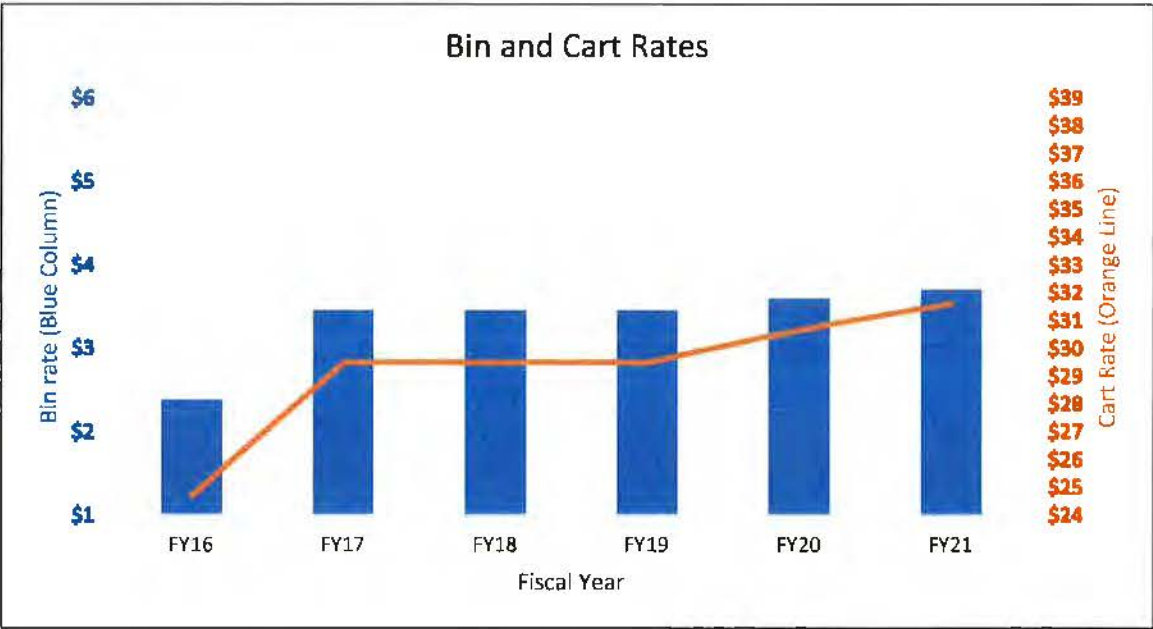


Figure 4 - Historical Bin and Cart Rate Increases

Note that the last time recycling services were bid (in 2017), the monthly bin rate rose by 45% and the monthly cart rate rose by 19%. Due to the volatile nature of the recycling market, it is likely that a similar (or greater) increase is likely if recycling is rebid in FY22. Figure 5 shows the potential FY22 bin and cart rates if the bid results in a similar percentage increase in cost as seen in FY 2017.

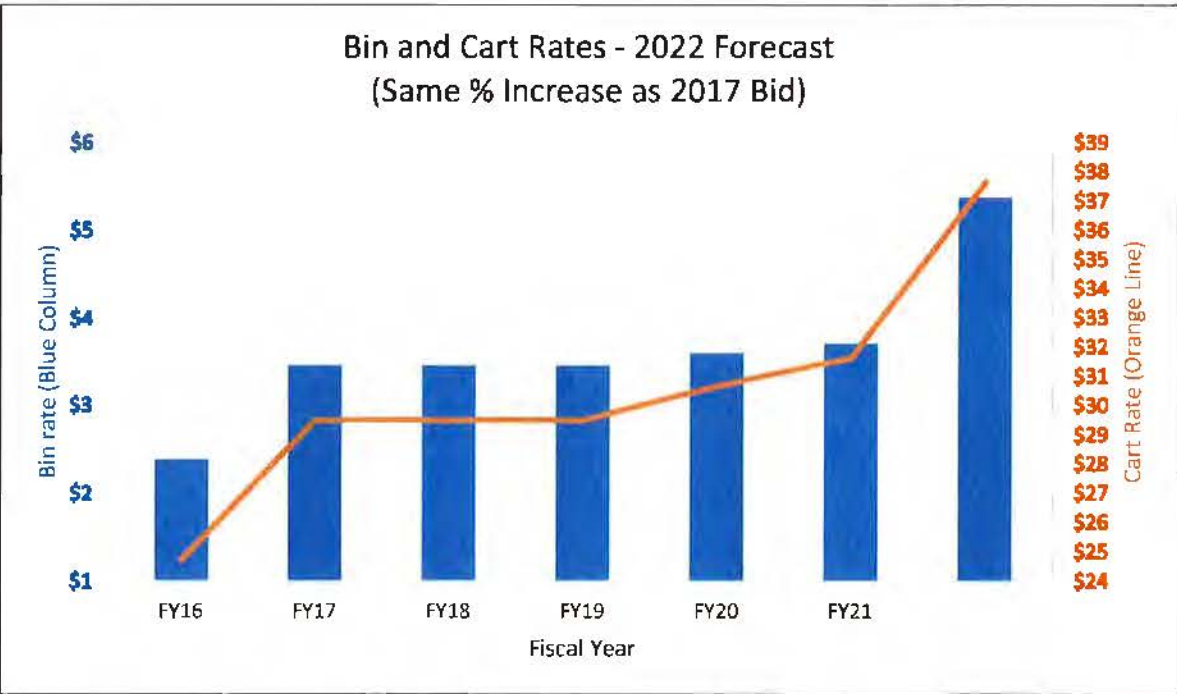


Figure 5 - FY22 Forecast of Potential Bin and Cart Rates if Rebid

Based upon an increase similar to that seen in FY 2017, the FY 2020 recycling rates could be as follows:

Residential Bin Service	\$5.38/month per residential customer
Commercial Bins	\$5.38/month per bin
Commercial Cart	\$37.65/month per cart

Based upon the anticipated customer base in FY 2022, this translates to the following 2022 potential recycling costs:

Estimated Residential Cost	\$177,524
<u>Estimated Commercial Cost</u>	<u>\$ 7,036</u>
Minimum Estimated Annual Cost	\$184,599*

*represents an approximate \$50,000 increase from current Total Cost.

Note that the above cost may underestimate the increase. The recyclables market has changed significantly since 2017. Many materials once sought for recycling are now considered contamination and are not marketable. The declining markets for many materials, in conjunction with the challenge of sorting contamination from the single stream collection, has driven the price up significantly. The actual increase in cost may be higher based these factors, and the total City cost to contract for recycling may be closer to \$200,000 per year upon execution of a new contract (Figure 6).

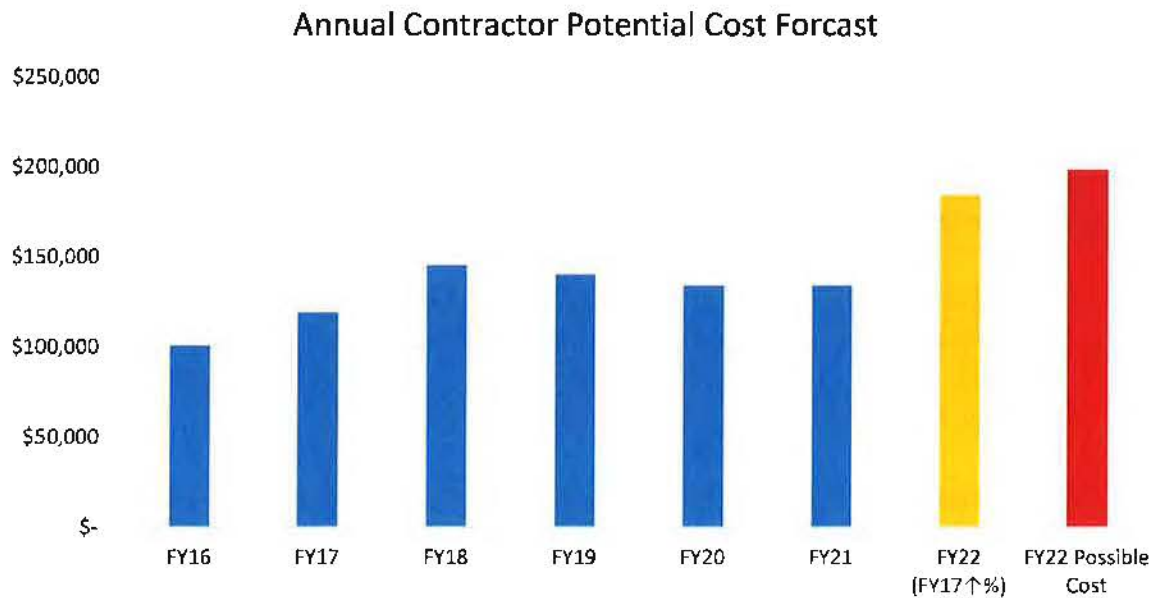


Figure 6 - Potential FY 2022 Contracted Recycling Costs

With the likelihood that recycling costs will rise significantly in FY2022, it is imperative that the City investigate ways to help control the potential cost increases. Some options to reduce the increase in cost include:

1. Bid new contract; but reduce types of recycled materials collected
2. Bring recycling program "in-house"
3. End or temporarily suspend recycling program

Option 1 - Bid new contract; but reduce types of recycled materials collected

Waste Management currently provides single stream recycling to the City. The collected material is taken to a sorting facility to segregate the desirable recyclables from the non-desirable (contaminant) material. Per conversation with Waste Management, they pay approximately \$102 per ton to dispose of the recycled material at the sorting facility. This cost has gone up dramatically in the last few years due to high contamination rates and many materials no longer being desirable.

In FY 2019, the City generated 917 tons of recyclable material. At a FY 2019 cost of roughly \$90 per ton, the disposal cost alone would have been approximately \$84,000. In FY 2019, the City was billed roughly \$140,000 by Advanced Disposal, meaning that ***all their other costs and profit*** had to come from approximately \$56,000 of revenue (if they paid \$90 per ton to dispose of all the material). Based upon the necessary equipment and labor costs to perform collection, generating a profit from this amount of revenue would be challenging.

As indicated above, as the price to sort single stream material goes up, it become challenging for haulers to make a profit without significantly raising prices to the consumer. A potential option to explore includes reducing the types of materials collected, and thus reducing the cost to the City. The City could work with Waste Management to determine if there are potential savings in this area. Some items which could potentially be considered for elimination, include:

Glass There is currently almost no market to recycle glass as it is less expensive to create new glass from raw materials. Recyclers have struggled to find uses for recycled glass, but the uses are limited. Though it is collected as a recyclable material, much of it ends up in the landfill. It is also heavy, hard on equipment and adds to the cost of the recycling.

Certain Plastics The plastic market has changed considerably in recent years with some plastics being much more desirable for recycling than others. Sorting out contamination is an expensive task. Combined with a recent weak market for recycled plastics, much plastic ends up entering the landfill regardless of it being collected as recyclable material.

Certain Papers The desirability of paper, as with plastic, varies by type. Glossy paper such as magazines and fliers are less desirable, making recycling of paper products somewhat problematic due to contamination. Recycling of paper also leads to customer confusion regarding paper products which are not recyclable such as milk and orange juice containers.

Though eliminating certain recyclables may save the City money, these savings would likely be associated with the reduced weight of the recycle stream, and not a reduced disposal cost per ton. Contamination will continue to remain a problem (though perhaps less so) and sorting will still be necessary. An additional consideration is that a contract with reduced types of recyclables may be a disincentive to the hauler, as their revenue may be reduced due to the lower tonnage collected. With equipment and labor costs the same, reduced weight could make the route less profitable. This potential offset makes it less likely that reducing the types of materials collected by a private company will reduce the City's recycling cost.

Pros: Reduced Sorting (may not result in per ton cost)

Maximizes potential for recycled material to actually be recycled and not landfilled

Cons: Route less financially desirable to contractor; potential exists for increased per ton cost

May not actually reduce City cost as Garbage stream will increase

Option 2 – "In-House" Recycling

Staffing

In order to bring recycling in-house – while maintaining other Public Works functions – additional staff will be required. It is estimated that the following minimum additional staff time would be required:

Truck Driver	24 hours per week
Service Worker	36 hours per week
Supervisor	8 hours per week
Admin	8 hours per week
<u>Management</u>	<u>4 hours per week</u>
Total	80 hours per week (2 FTE)

Some reassignment of duties will be required in order to cover all functions, but a minimum of two (2) additional Service Worker positions will be required. At an estimated cost of \$36,400 (including salary and benefits), the estimated **increase staff cost to the City is \$72,800.**

Vehicles and Fuel Costs:

In order to provide in-house recycling, Public Works would need to purchase an additional collection truck in FY2022. The anticipated annual cost of the new vehicle in FY22 would be \$50,000 (assuming a 5-year payment plan). It is anticipated that an older vehicle would be switched to recycle service and the new vehicle would go toward garbage collection, therefore it is inappropriate to consider the full \$50,000/year truck cost for recycling. Instead, it is appropriate to estimate a \$25,000 per year cost (truck cost divided by the 10-year truck service life). Truck fuel and maintenance costs are estimated to be approximately \$10,000 per year, thus the total vehicle cost is estimated to be approximately **\$35,000 per year.**

Tipping Fees:

Tipping fees are highly dependent upon the location of the disposal site. Assuming 750 tons of recycled material annually, disposal of recyclable materials at the current location would incur a cost of roughly \$76,500 per year. Delivery to the current location moves the material into the recycling waste stream and maximizes the chance for the material to be recycled. Alternatively, the City could transport the material to Bunnell and pay \$45 per ton, resulting in a disposal cost to the City of \$33,800 (a \$42,700 annual savings). The Bunnell destination, however, does not currently have the sorting mechanisms in place to maximize the ability of the material to be recycled, therefore, much of what is transported to that destination is deemed contaminated and potentially ends up in a landfill. The best way to maximize the potential for the material to be recycled is to enact strict measures reducing contamination and limiting what is recycled. If the City were to transport material to Bunnell, it is recommended that the recycling program only accept clear plastics, metals and cardboard. Other materials will increase the risk of recycled materials being transported to the landfill due to contamination. As the Bunnell facility expands their sorting capability the City can introduce additional recyclable materials as warranted.

Comparison of in-house options

By limiting what is collected as recyclables the recycle stream's weight is also reduced, making it more financially practical to transport the recycled material to a recycling center. If the recycling stream can be reduced by 33% by limiting the type of material collected, the \$76,500 cost can be reduced to approximately \$51,300. A comparative analysis of potential costs for City collection and disposal of recyclables is as follows:

	Bunnell (limited)	Bunnell (as is)	Existing Dest (limited)	Existing Dest (as is)
Tipping Fees	\$ 22,600	\$ 33,800	\$51,300	\$ 76,500
Labor	\$ 72,800	\$ 72,800	\$72,800	\$ 72,800
Vehicle and Fuel	\$ 45,000	\$ 45,000	\$45,000	\$ 45,000
Estimated Cost	\$140,400	\$151,600	\$169,100	\$194,300
 Additional Garbage	 \$ 10,900	 \$ 0	 \$ 10,900	 \$ 0
Total Cost	\$151,300	\$151,600	\$180,000	\$194,000

Note that in the "limited" scenarios, the tonnage not collected as recyclables will instead end up in the "garbage stream", reducing the financial benefit. This leads to a "wash" for the Bunnell cost due to the low price differential (\$1 per ton) between garbage tipping fee and recycling tipping fee. The impact is more pronounced for existing destination as the cost difference between garbage and recycling is \$57 per ton.

The City's taking over collection (with transport to the current destination), therefore, only provides a financial benefit to the City if the **Contractor cost increases at least as much as forecast earlier**. The primary benefit of bringing collection "in-house" and taking it to the existing disposal location, therefore,

appears to be the associated increase in the City's control over scheduling and the ability to adapt the recycling program as needed.

Taking the material to Bunnell, with stricter limitations as to what is collected, seems the optimal balance between reducing costs and providing some assurance that material is recycled and not transported to the landfill. This option could potentially save the City between \$30,000 to \$50,000 per year.

Pros: Potential to save between \$30,000 to \$50,000 per year if disposal in Bunnell
Good potential to have select materials recycled if City eliminates some materials

Cons: Limited sorting capability at Bunnell
Will require reduction in types of material collected
Higher potential for material to be landfilled if material is not limited

Option 3 - Temporarily suspend recycling

The uncertainty of how much material in the recycling stream actually gets recycled, makes Option 3 become more attractive. Even with strict limits on what can be recycled, it is likely that much of what is collected actually ends up in landfills. The recycling market has fluctuated wildly in the past year due to both the pandemic and changes to international trade. Temporarily suspending the program, would provide some savings to the City in the short term, while giving the recycling market time to stabilize and recover.

If recycling were suspended, garbage collection would increase by approximately 750 tons per year. As the recycling and garbage tipping fees in Bunnell are similar this **increases the garbage cost by \$33,800** from existing. It is estimated that in order to handle the increased garbage collection, Public Works would need one additional FTE, adding **\$36,400 more in additional staff cost**. The City would continue with its current fleet – thus eliminating the need to purchase a new truck – though another **\$10,000 per year** in fuel and maintenance costs would be required. The estimated increased cost to the garbage collection program with suspension of recycling would thus be approximately **\$80,200**, resulting in a **savings of approximately \$45,000 per year** from the Current City budget.

Pros: \$45,000 overall City savings from FY 2021
Option to begin recycling in the future if conditions change

Cons: No recycling program

Other Discussion Items

Public Works continues to explore ways to reduce cost in the solid waste program. In February, Public Works began a trial of transporting household garbage to ELS in Bunnell to determine if there was a financial benefit. Though the transport is further – increasing driver time and mileage – the tipping fees are over \$12 less per ton than previously paid, resulting in a tipping fee reduction of as much as \$120 per truckload. It is still early in the analysis, however the preliminary results are promising. Figure 7 below shows the monthly savings in green, after assessing \$1.60 per additional mile for the increased distance, driver time, truck wear and tear, and fuel.



Figure 7 - Solid Waste Monthly Costs and Savings

As more information is collected it will become clearer what the eventual savings will be, however, if the three-month average of \$1,634 per month savings holds for the entire year, the cost for garbage collection would be reduced by as much as \$20,000 per year. This represents an approximate 16% reduction in garbage tipping fees and a 12% overall reduction in solid waste tipping fees.