

Acknowledgements -	page 2
Executive Summary -	page 3
Purpose and Authority -	page 4
Activity/Facility Key -	page 5
1 Introduction and Background -	page 8
2 Planning for 2030 -	page 18
3 Park Classification and Characteristics -	page 24
4 Inventory and Optimization-	page 32
Callahan Community Park - 36	John Muir Ecological Park - 70
Bryceville Community Park - 38	Orange Avenue Pres. Park - 72
Hilliard Community park - 40	Citrona Park - 74
Yulee Sports Complex - 42	Nassauville Park - 76
Peter’s Point Beachfront Park - 44	Lofton Creek Boat ramp - 78
Scott Road Beach Access - 46	Northend Boat Ramp - 80
Southend Beach Access - 48	Westside Regional Park - 82
American Beach - 50	Tract C - 84
American Beach Historic Park - 52	Linda Hall Park - 85
Burney Park - 54	Co. Road 121 Park Site - 86
American Beach Comm. Center - 56	Market Street PDP Park - 87
Kings Ferry Boat Ramp - 58	Prospect Landing Boat Ramp - 88
Holly Point Boat Ramp - 60	Crane Island Park - 89
Edwards Road Boat Ramp - 62	Morgan Tract - 90
Goffinsville Regional Park - 64	Three Rivers Comm. Park and Boat Ramp - 91
Wilson Neck Boat Ramp - 66	
Nassau Lakes Park - 68	
5 Trails and Blueways -	page 92
6 Implementing the Nassau County Recreation Plan -	page 96
Map Series RMP2030 -	page 102
Appendix -	Separate Document

ACKNOWLEDGEMENTS

The Nassau County Department of Planning and Economic Opportunity would like to acknowledge the sitting members of the Board of County Commissioners, Planning and Zoning Board and County Administration for their leadership and commitment to creating an economically viable Nassau County through the implementation of the Six Pillars of Florida’s Future Economy. The collective community leadership body has found the adoption of a policy plan to guide the recreation planning in Nassau County through the 2030 planning horizon will open new economic opportunity, maximize existing economic opportunities, improve the quality of life for residence, create vibrant socially integrated communities, and establish a competitive advantage in the regional and global market.

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EXECUTIVE SUMMARY

Suffering years of population and economic decline the city of Chattanooga Tennessee decided to create the Tennessee River Park, a linear park, along a 22-mile stretch of the Tennessee River. The goal was to create a world class corridor both as a means of providing amenities to local residents and to begin the process of making Chattanooga a regional attraction. Although other notable contributions have happened since then, the planning of the park started the spectacular economic development and renewal that can now be seen today in this city.

In accordance with the Nassau County Comprehensive Plan, and in order to promote the health, safety and general welfare of the citizens of Nassau County, and to promote economic development within Nassau County, Planning and Economic Opportunity Staff is pleased to submit this Recreation Master Plan to the Board of County Commissioners.

The recommendations for Nassau County’s future recreation facilities were derived from the following:

- Survey data from the 2032 Vision
- Surveys performed by the Northeast Florida Regional Council (2013)
- Economic Data from the Tourist Development Council
- Level of Service (LOS) requirements of the County’s Comprehensive Plan.
- Input from the Planning and Zoning Board (acting as the Advisory Committee)
- Input from Technical Working Group members consisting of the Nassau County Health Department, Nassau County Facilities Department, Nassau County Economic Development Board, Amelia Island Trail Team (AIT), Nassau County Recreation Board and Cotner Associates Architects.
- Nassau County Department of Planning and Economic Opportunity Staff

The best value per dollar spent for the County after taking into account all of the input would be:

- Water Access (motorized/non-motorized watercraft launches and beach/river pedestrian access)
- Trails, Blueways and Multi-use Paths
- Multi-Purpose Ballfields

All three of these improvements will expand the economic future of the county by making Nassau County a place that people want to come to hold special events, to access the beautiful beaches and to ameliorate deficiencies that the county has for ball fields for children and families that is starkly apparent. The Recreation Plan will help the county stretch its dollars by using grants provided by state, federal, and other non-governmental entities (NGOs).

Peter J. King, AICP
 Director, Nassau County
 Dept. of Planning & Economic Opportunity



PURPOSE AND AUTHORITY

The Nassau County's 2030 Recreation Master Plan outlines a comprehensive policy plan to establish a framework for countywide recreation planning. This document is intended to be a strategic plan of action providing for a broad appraisal of the recreation needs of Nassau County and a guide for the development of a diverse, balanced countywide recreation system with a planning horizon of 2030. Policy ROS.01.01, Nassau County 2030 Comprehensive Plan, provides that at a minimum the plan shall address the following;

- Inventory of the County park system,
- Recommend guidelines for the size, timing and phasing of parks in the County by using population trends and projections,
- Establish criteria for, and priority ranking of, lands for acquisition and development,
- Consider existing and potential funding sources as well as programs for implementation and a long-range capital improvements plan for future parks and recreation facilities.

Activity/Facility Key

 SCENIC VIEWING AREA/PLATFORM	 BICYCLE TRAIL	 BEACH ACCESS
 PICNIC AREA	 BMX TRACK/RAMPS	 BEACH ACCESS/BEACH DRIVING
 PAVILION OR COVERED PICNIC AREA	 SKATE PARK	 BEACH VOLLEYBALL
 FISHING	 ROLLER BLADING	 INDOOR VOLLEYBALL
 CANOE/KAYAK LAUNCH	 BASKETBALL OUT-DOOR	 SHOWERS/OUT-DOOR OR INDOOR
 MOTORIZED BOAT LAUNCH	 BASKETBALL IN-DOOR	 DOG PARK
 FISHING PIER/PLATFORM	 BASEBALL	 DOGS ALLOWED ON LEASH
 HIKING TRAIL	 CHILDREN'S PLAY EQUIPMENT	 RESTROOMS
 WALKING PATH	 TENNIS	 CAMPING
 BOARDING STABLE	 RACQUET BALL	 LIMITED OVERNIGHT STAY
 EQUESTRIAN TRAIL	 SOCCER	 AMPHITHEATER
 PUBLIC POOL OR AQUATIC CENTER	 FOOTBALL	 MUSEUM
		 COMMUNITY CENTER
		 INDOOR MULTI-PURPOSE SPACE

Our plans miscarry because they have no aim. When you do not know what harbor you are aiming for, no wind is the right wind.

Seneca, Roman Statesman, 4 BC - 65 AD

1

INTRODUCTION & BACKGROUND



1-1 RECREATION DEFINED

1-2 RESOURCE BASED

1-3 USER ORIENTED

1-4 ECONOMIC & SOCIAL BENEFITS OF RECREATION

1-5 RECREATION AND TOURISM

1-6 THE PLANNING PROCESS

Vision 2032 Recommendations
2030 Comp Plan Requirements
Advisory Committee
Working Group
Public Participation
Public Hearings

'Even as Americans over all have become less likely to move, young, college-educated people continue to move at a high clip — about a million cross state lines each year, and these so-called young and the restless don't tend to settle down until their mid-30s. Where they end up provides a map of the cities that have a chance to be the economic powerhouses of the future.'

Clair Cain Miller, TheUpshot/NYTimes, *Where young college graduates are choosing to live*, October 10, 2014
http://www.nytimes.com/2014/10/20/upshot/where-young-college-graduates-are-choosing-to-live.html?_r=0&abt=0002&abg=1

1-1: RECREATION DEFINED

The American Planning Association defines recreation as “...small neighborhood and pocket parks, trails, greenways, water shorelines, large planned urban and regional parks, and forested areas within and surrounding cities. Recreation facilities take in playgrounds, ball fields, tennis courts, and gymnasiums. Open spaces can be as diverse as agricultural land, forests, gardens, arboretums, and institutional grounds.

They provide people with formal and informal gathering places to be physically active, socialize, relax, build community, and connect with the natural world. They make urban areas more inviting for living, working and relaxing. And, they provide environmental benefits, such as storm water management, erosion control, buffering between built and natural environments, and wildlife habitat.

Planners play an important role in ensuring that these spaces are safe and secure; well preserved, designed, constructed, or maintained; socially and culturally relevant; appropriately and equitably located in all neighborhoods; and physically accessible.



1-2: RESOURCE BASED

Resource-based recreation includes recreational activities that rely on large acreage, and other special natural features. These elements of natural or cultural environments that cannot be easily duplicated by man. It may be either active or passive in nature. Examples include hiking, hunting, fishing, camping, backpacking, boating, water skiing, surfing, biking, nature study and visiting historical and archaeological sites.

Resource-based recreation lends itself better to the capabilities of state and federal government. Such resource-based elements currently exist in Nassau County such as the Four Creeks State Forest and Wildlife Management Area. The Four Creeks State Forest and Wildlife Management Area (WMA) occupies approximately 13,000 acres. The forest provides valuable flood and water quality protection and provides healthy, diverse habitats for wildlife and nature-based recreational opportunities. The area is named for the four creeks associated with the property: Alligator, Thomas, Boggy and Plummer creeks, which join together to form the headwaters of the Nassau River. Recreational opportunities on the area include hunting, wildlife viewing, hiking, horseback riding, bicycling, fishing and paddling.



1-3: USER ORIENTED

User-oriented types of outdoor recreation are those that can be provided almost anywhere for the convenience of the user. This category is broader than resource-based recreation and includes activities such as golf, tennis, baseball, basketball, shuffleboard, volleyball, soccer, football, pool swimming, archery, skeet and trap shooting, and playground activities. User-oriented activities of a wide variety are needed in urban and suburban areas, and as with other services, user oriented recreation facilities and programs are primarily provided by local governments.



1-4 ECONOMIC & SOCIAL BENEFITS OF RECREATION

Florida Chamber of Commerce

The “Six Pillars” of Florida’s Future Economy are represented by the illustrated elements. All of these elements work together to support prosperity & high paying jobs, vibrant communities, and global competitiveness. The Six Pillars were created by the Florida Chamber of Commerce and form a powerful tool for policy planning at all levels of government. Their vision for Florida encompasses vibrant communities enjoying prosperity and high-paying jobs realized through competitive advantage in a global economy. The “Quality of Life and Quality Places” is an integral pillar to supporting goals of Florida’s economic future. The Six Pillars are integrated into the State Regional Policy Plan (SRPP). The North East Regional Council works with its local partners to meet their goals in regards to Quality of Life and Quality Places.

The Six Pillars are also the adopted policy structure that guides the Nassau County Department of Planning and Economic Opportunity. Nassau County’s existing and future recreation system is critical in creating and maintaining the Quality of Life and Quality of Place that will keep Nassau County competitive in the world market for jobs, talent, and corporate resources. The direct economic impact of recreation facilities in Florida and across the nation have been well documented. Included within the appendix of this study are fact sheets from several studies highlighting direct economic impact on state and local economies.

Nature Conservancy

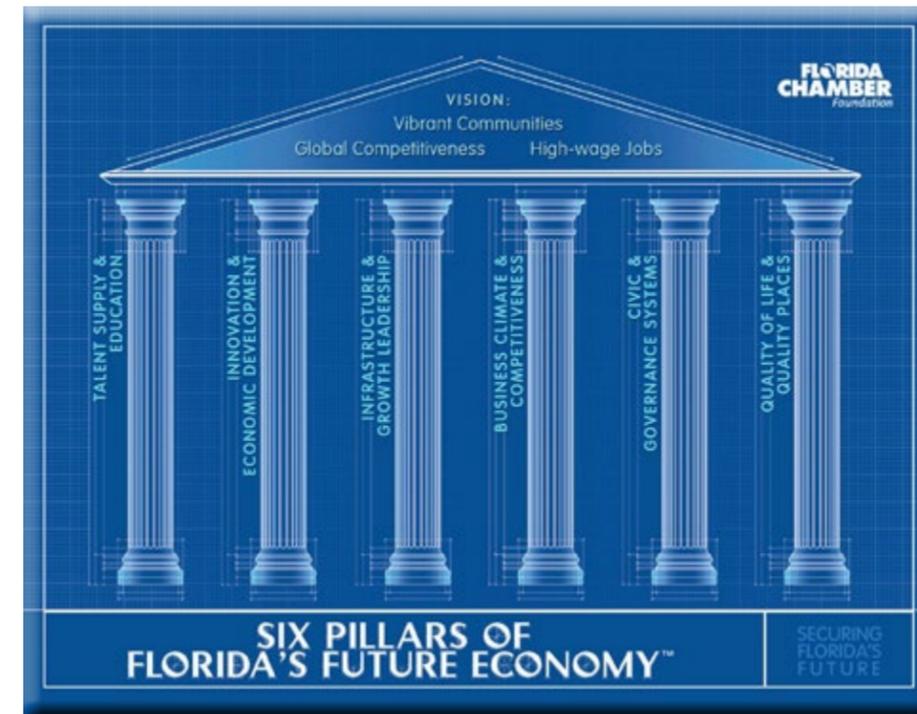
The Nature Conservancy Report was created for Nassau County in June of 2008 and it addressed economic development issues associated with preservation of lands and creation of parks and open space.

Controlling Urban Sprawl – conservation of large tracts of land reduces urban sprawl by creating urban growth boundaries. Urban sprawl increases costs of providing all public services. Reducing those costs is an economic benefit for the community. The Nature Conservancy refers to this as maintaining the county’s “green infrastructure”. Many Florida counties rely heavily on the nature-based tourism that comes with being a “destination” site, and Nassau County’s economy is linked to its natural resources. The service industry that caters to nature-based tourism is a major employer of local residents.

Also the University of Florida’s Food & Resources Economics Department reported total nature-based recreation dollars that accounted for golf courses, hunting and trapping, and recreational fishing for Nassau County in 2006 totaled nearly \$21M. Nassau County is twice as dependent on tourism as the average Florida County. Major attractions include Omni Amelia Island Plantation, Ritz Carlton, White Oak Plantation and Historic Fernandina Beach. Tourism will continue to grow as tourists and new residents discover the St. Marys River and other pristine rivers in Nassau County. But access points to these valuable water resources must be expanded. According to the Amelia Island Convention and Visitors Bureau, in 2014 25% of total County jobs are tourism related.

Urban Land Institute

In the September/October 2013 ULI magazine, ULI chief executive officer Patrick Philips commented on the importance of healthy places in an article entitled “Our Work for Building Healthy Places”. Although the article was not directly related to parks per se, it stated that “the reinvention of these communities as health-oriented places could serve as a catalyst for economic growth attracting ‘knowledge economy’ residents who prefer active life styles and businesses seeking to locate in areas with a growing pool of skilled workers.” The communities in the article he references are from a Colorado Health Foundation’s Advisory Services panels regarding the areas of Arvada, rural Lamar, and Westwood in Colorado.



American Planning Association

As one example of the economic impacts of recreation facilities, the November 2013 issue of Planning discussed the impact of the Great Allegheny Passage/C&O Canal Towpath on local economies hosting the trail. This trail connects Washington D.C. with Pittsburg and is approximately 335 miles long. The trail combines an abandoned RR ROW (150 miles) with a canal/tow path that was used from 1831 to 1924 (185 miles). In 1998, the city of Pittsburg adopted a Riverfront Development Plan that aimed at creating an interconnected linear waterfront that could attract private investment as well as pedestrians and bicyclists. This trail would one day be part of a larger trail network extending to Washington D.C., establishing Pittsburg as a hub for bicycle tourism.

In Pittsburg, the trail goes through a redevelopment area that includes 13 restaurants accessible by bicycle. The Greater Allegheny Passage (GAP) trail also passes through many small towns that also gain economic benefit from the trail. The Maryland Dept. of Planning estimates that the trail brings \$2 million in business annually to Cumberland and surrounding Allegany County alone. The trail has encouraged new development such as lodging that caters to people traveling on the trail. Businesses along the trail estimate that over one quarter of their revenue comes from the GAP trail.

Another aspect of biking and pedestrian access to commercial often overlooked is associated with the slower speeds of bicycles and pedestrians. Potential customers on the GAP trail are traveling slower and find it easier to park and spend their money. The GAP trail promotes economic development, healthy lifestyles, inexpensive transportation, and pollution-free recreation. [Continued herein on page 14 is the APA's publication 'How cities use parks for Economic Development']



THE RIVER'S EDGE CAFÉ IS ONE OF MANY BUSINESSES ALONG THE GREAT ALLEGHENY PASSAGE THAT CATER TO TRAIL USERS. PHOTO FROM TRAIL TOWN PROGRAM® BY PAUL WIEGMAN

An estimated 800,000 trips are taken annually on the Great Allegheny Passage, a 141-mile system of biking and hiking trails from Cumberland, MD to Homestead, PA:

- Annual direct spending attributed to trail users was \$40.8 million in 2008, up from \$7.26 million in 2002.
- Total annual wages attributed to trail user spending: \$7.5 million.
- Since 2007, 93 new trail-related businesses opened in the Trail Towns while 19 businesses closed, for a net gain of 47 new businesses.
- 77% of businesses opened since 2007 remain in operation.
- Business owners attribute 25% of revenues to their proximity to the trail.

— Great Allegheny Passage Economic Impact Study (2007–2008)



National Recreation and Park Association

Economic Tax Benefit – Commonly referred to as “proximate value,” this is the percentage increase of private housing or business as a result of proximity to parkland. Although there may be value realized from commercial location to an active park (i.e. food service adjacent to a sports park), the greatest value comes from private homes adjacent to passive parks. Those properties abutting the park may have as much as a 20% increase in tax valuation over a similar house that may be in excess of 600 feet from the park.

Economic Tourism Benefit – Most special events offered by a community are associated with attractions managed by the parks and recreation department. Those designed to draw tourism for travel, meals, and lodging over multiple days have the greatest potential economic impact on the community. Much of the data for these valuations will come from hospitality and convention bureaus. Note that although the parks department may reflect the costs of the special event, the benefit generated by the event could not be realized without the department’s involvement.

Economic Direct Revenue – Almost all park and recreation departments recover some of their costs through generating revenue. This usually entails program and class fees, entry fees, rentals, permits and similar items. The number included here represents the prior fiscal year revenues recovered through these activities.

In addition, the NRPA lists these other benefits:

Health – The presence of green spaces has clearly been shown to provide health benefits that have been assigned a value. Once again, the most conservative estimates are being used. Conditions affecting one’s health include stress, depression, obesity, and emotional disorders. *No data is provided for the calculation of health benefits at this time.*

Education – Research conducted at 150 schools in 16 states over a 10-year period found that environmental education produces students gains in social studies, science, language arts, and math; improves standardized test scores and grade point averages; and develops problem-solving, critical thinking, and decision making skills. *No data is provided for the calculation of education benefits at this time.*

Community Cohesion – Nature apparently helps suppress the “I-me-mine” attitude and accentuates caring qualities. “Now we’ve found nature brings out more social feelings, more value for community and close relationships. People are more caring when they’re around nature.” See Francis Ming Kuo paper for more research on this area. *No data is provided for the calculation of community cohesion benefits at this time*

American Trails

In 2011 American Trails published an article title Economic Benefits of Trails. Below are the highlights of the publication. for more information visit: <http://www.americantrails.org/resources/economics/economic-benefits-trails-macdonald.html>

Local business impacts

“The West Orange, Little Econ, and Cady Way trails in Orange County supported 516 jobs and an estimated economic impact of \$42.6 million in 2010.”

— East Central Florida Regional Planning Council (2011)

The Teton County trail system generated an estimated \$18 million in economic activity in 2010, with \$1.1 million spent by local trail users and \$17 million by non-local trail users:

“Employment and wages relating to the trail system in Teton County totaled \$3.6 million with approximately 213 workers employed in the summer and fall of 2010.”

— Jackson Hole Trails Project Economic Impact Study (2011)

Benefits of trail systems to cities and towns include:

- More attractive communities
- Safer routes for bicyclists, pedestrians, and children going to school
- Higher property values and taxes

Businesses want to locate in the same kinds of communities that home buyers want to live in: places perceived as safe and attractive, with opportunities for walking and trail activities.

“Trails consistently remain the number one community amenity sought by prospective homeowners.”

— National Association of Homebuilders (2008)

Health care savings

Another way that we all benefit from trail facilities is increased public health. Studies are beginning to look at the link between trail use and health benefits. In Lincoln, Nebraska:

“Per capita annual cost of using the trails was \$209 (\$59 construction and maintenance, \$150 equipment and travel). Per capita annual direct medical benefit of using the trails was \$564. The cost-benefit ratio was 2.94, which means that every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit.”

— A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails, Wang, G., et al., (2004)

We will be watching for new research in this area. The potential benefits are great, as a recent study in the Miami area suggests:

“The development of Ludlam Trail will save the community between \$1.68 million and \$2.25 million annually in direct medical costs related to lack of physical exercise while leading to approximately 4,931 to 6,579 area residents becoming new exercisers. Residents within the Ludlam Trail Study Area can expect to lose or keep off between 32,664 and 109,939 pounds of weight annually by burning between 2.19 million and 7.39 million calories (kilocalories) per week while exercising on Ludlam Trail.”

— Trail Benefits Study: Ludlam Trail Case Study (2011)

Spending on trail equipment

The purchase and maintenance of equipment used on trails is also a major economic factor.

“...in the horseback riding activity... purchases of new equipment and horses, boarding of horses, feeds, veterinary fees, and other maintenance costs reached \$551 million, or 59% of all equipment spending in the state.”

— Economic Impact of Recreational Trail Use in Different Regions of Minnesota (2009)

State of Florida

“Recreation has long served as an economic driver in Florida as the same remains a major destination for national and international tourism.” [See pages 18 & 19 for additional data]

- \$38.5 Billion in Consumer Spending
- 330,000 jobs
- \$2.5 Billion in State & Local Taxes
- \$10.7 Billion in Wages

Florida Department of Economic Opportunity has a section of their website dedicated to eco-tourism. Please follow the link and read what the State of Florida’s Planning Agency has to say on the subject.

<http://www.floridajobs.org/community-planning-and-development/community-planning/community-planning-table-of-contents/ecotourism/the-economic-benefit-of-ecotourism>

Potential for Nassau County

Nassau County is a tourist destination that attracts visitors from around the world. Regionally, many visitors come from Jacksonville and Georgia. The state of Georgia is mostly lacking in beaches and beach access and therefore, many Georgians are compelled to come to Nassau County for beach recreation. Therefore, the expansion of beach access on Amelia Island will not only serve the local existing and future population, it will also serve Georgians who will spend money in local restaurants and shops while they are in the Nassau County. A major part of the “quality of life” element of the six pillars includes parks and therefore parks are an integral part of the marketing of Nassau County to future prospective companies looking to relocate in the region. In addition, studies have consistently shown that real estate next to park land is valued higher than comparative lands not next to parks.

The Need for a Local Recreation Program

A Recreation Plan is needed to create the vision, and the goals and standards for recreation in any given jurisdiction. It is important for local governments to realize the importance of recreation in their communities and how recreation can add to quality of life and encourage economic development.

The Recreation Plan will identify where the community is as far as recreation, where it needs to go, and how to get there. Without a solid plan it is difficult if not impossible to achieve a viable recreational system. Considering the competition for

local resources, it is vital that communities have a plan in place to secure grants and public and private funding at all levels. Its this power of planning that makes things happen. This Recreation Plan will be the first comprehensive recreation plan for Nassau County and represents a major milestone for the county to move ahead into a new modern era.

1-5 RECREATION AND LOCAL TOURISM:

The Amelia Island Tourist Development Council(AITDC)was created by the Board of County Commissioners in 1988 and charged with developing Amelia Island as a world-class tourism destination. The stated goal of the AITDC is to ‘generate visitation to Amelia Island and its attractions/special events, thereby increasing tax revenues, including sales taxes and those imposed on the hospitality industry. In turn, those tax revenues may be used to *improve the quality of life for the citizens of the community*, provide support for beach renourishment, and ensure a viable hospitality industry.’

According to the AITDC, tourism is Nassau County’s *largest job creator and a leading driver of its economy*. The Amelia Island Tourist Development Council publishes each year an Amelia Island Visitor Profile for the preceding fiscal year. The publication is a tool that provides not only the demographic profile of visitors but also visitor metrics. The link between tourism and recreation is undeniable. A total of 566,600(2013/14) people visited Amelia Island. Seventy-six percent(76%) of those that visited Amelia Island enjoyed beach related activity with that number swelling to 83% during summer months. The below numbers are taken from the Fiscal year 2013/2014 AITDC publication. To see the full document visit: <http://ameliaislandtdc.com/>

A primary goal of the Nassau County 2030 Recreation Master Plan is to broaden the economic impact of tourism on the local economy by promoting the expansion of the tourism industry beyond Amelia Island by capitalizing on the natural amenities and planned infrastructure improvements located on the mainland. The objective is to bolster the recreational amenities of Amelia Island while developing the infrastructure necessary to create a strong eco-tourism sector on the mainland. The eco-tourism initiative will be designed around the creation of a world-class blueway system and land trail network which will include multi-use paths, hiking/nature trails and equestrian trails.

566,600 - visitors to Amelia Island in fiscal year 2013/2014

4.4 days - length of average stay

71% - arrived by private car/RV

55% - stated it was their first time visiting Amelia Island

89% - plan to return to visit Amelia Island in the future

98% - very satisfied or satisfied with Amelia Island

96% - would recommend Amelia Island to a friend/relative

76%(83% during summer months) -stated they enjoyed beach activities

78% - cited ‘Beautiful Beaches’ as a top attribute of Amelia Island

\$383,577,600 -in direct expenditures of the 566,600 visitors

\$504,673,000 - total economic impact of the 566,600 visitors

In any given month, there are 18,852 full-time jobs in Nassau County, with 4,603 attributable to the hospitality industry. And for every 88 additional overnight guest, one new job is created.

-2015 AITDC Marketing Plan

1-6 THE PLANNING PROCESS:

Vision 2032

The planning process for the 2030 Recreation Master Plan began with the Nassau County visioning exercise; Vision 2032. Regardless of the issue being discussed, the response and direction from the community always boiled down to the most basic building block of planning; Quality of Life. The citizens of Nassau County made it clear that improving the overall quality of life in Nassau County was the priority. This sentiment is captured in the Vision 2032 Statement.

Vision 2032 Statement

Nassau County is committed to managing growth and creating sustainable economic development in a way that maintains and improves the quality of life and unique character of the communities by utilizing its strengths – the people, the abundance of unspoiled natural resources, and its strategic location as the “Eastern Gateway to Florida.”

Quality Of Life

Conservation and preservation of the natural environment, education and workforce training, health care, recreation and cultural activities and the arts all relate to quality of life and the values of Nassau County residents. The goals, objectives, and strategies established below recognize the need to be creative in maintaining the quality of life for County residents during the difficult economic times and the limitations on revenue and sources of funds to pay for existing and future needs.

Economic Development and Tourism

Goal: Expand the economic base and create a fiscal sustainable community by attracting high technology and high value industry, office, research, and educational facilities that provide new employment opportunities and support the existing major employment sectors.

Objective 2: Coordinate public and private efforts to ensure continuance of the vital tourism industry and identify opportunities to create a sustainable eco-tourism segment of the economy that takes advantage of the County’s abundance of natural resource areas, such as the St. Mary’s River.

Recreation and Open Space

Goal: Preserve existing and expand outdoor recreation areas, publicly-owned natural and open space areas, recreational facilities and services throughout Nassau County.

Conservation and Preservation of the Natural Environment

Goal: Conserve and/or preserve existing natural areas, including wetlands, floodplains, river corridors (such as, the St. Mary’s River), streams, creeks, and wildlife habitats.

Culture and the Arts

Goal: Seek public and private funding to increase county residents’ opportunities and exposure to the arts and cultural activities and continue existing cultural and arts programs.

Growth Management

Goal: Promote effective local planning processes at the County and incorporated community level that coordinate the funding and location of identified infrastructure needs, such as recreation facilities, school sites, port landside and waterside facilities, and roads(including emergency evacuation routes), with associated land uses and available funds to pay for these facilities.



Vision 2032 Steering Committee

2030 Comp Plan Requirements

Policy ROS.01.01 of the County’s Comprehensive Plan states that “The County shall prepare a Parks & Recreation Master Plan in cooperation with appropriate agencies to guide the development and maintenance of County parks and recreation facilities.

The Plan should accomplish the following:

- A) Inventory the County parks system;
- B) Recommend guidelines for the size, timing and phasing of parks in the County by using population trends and projections;
- C) Establish criteria for, and priority ranking of, lands for acquisition and development;
- D) Consider existing and potential funding sources as well as programs for implementation and a long-range capital improvements plan for future parks and recreation facilities.

Advisory Committee

The Nassau County Planning and Zoning Board acted as the Advisory Committee. This document is a testament to the respective members’ commitment to improving the quality life in Nassau County and promoting a sustainable and robust economic portfolio.

Working Group

County staff assembled a Technical Advisory Committee that was assembled in person for the first meeting but then worked together via the web on drafts of the Recreation Plan. The TAC consisted of:

- John Cotner, Cotner and Associates Architects
- Bob Knott, Facilities Director for Nassau County
- Connie Daugherty, Nassau County Recreation Board Chairman
- Michael Goodwin, Florida Department of Health
- Mike Pikula, Amelia Island Trail Association (AIT)
- Laura DiBella, Nassau County Economic Development Board

Public Participation

Public Meetings

The Northeast Florida Regional Council (NEFRC) was contracted by Nassau County to plan a series of public meetings across the county in 2013. Evening meetings were held at American Beach, Yulee, Callahan, Hilliard, and Bryceville. These were small and interactive meetings wherein citizens were able to be frank about their concerns and expectations on the future of Nassau County’s recreation infrastructure. Advertisements for the meetings were placed in the Fernandina Beach News Leader, the Nassau Record and the County’s website.

Surveys

The NEFRC was also contracted to create two separate on-line surveys for citizens to take. One survey was focused on users of county recreation facilities, while the other survey was focused on getting input from programmers of recreational activities in the county. Programmers would include people who plan activities for various youth and adult recreational programs in the county.



American Beach Public Meeting

2

PLANNING FOR 2030



2-1 POPULATION EXPANSION

2-2 TRANSPORTATION & RECREATION

2-3 DEMOGRAPHIC PROFILE

2-4 INTERLINKED SYSTEMS AT THE FEDERAL, STATE, COUNTY AND LOCAL LEVEL

“There is a very strong track record of places that attract talent becoming places of long-term success... The most successful economic development policy is to attract and retain smart people and then get out of their way.”

Clair Cain Miller, TheUpshot/NYTimes, *Where young college graduates are choosing to live*, October 10, 2014
http://www.nytimes.com/2014/10/20/upshot/where-young-college-graduates-are-choosing-to-live.html?_r=0&abt=0002&abg=1

2-1 POPULATION EXPANSION

Nassau County is projected to expand its full time population base by *thirty-three* percent(32.5%) by 2030. The population expansion will create new economic opportunities. The question is whether Nassau County has taken the necessary steps to maximize and effectively direct the coming economic expansion. Is Nassau County positioned to attract the skilled professional talent and corresponding high-wage jobs within sustainable sectors? Will Nassau County be able to stabilize a proper jobs to housing ratio and end the stigma, and adverse effects, of being a ‘bedroom community’ of Jacksonville?

A failure to adequately address the capacity of the recreation system, including access to resources based amenities (beaches/rivers), will negatively impact the County’s ability to offer the quality of life necessary to compete in the regional and global market for professional talent and high-wage jobs. Creating vibrant communities is one of three pinnacle goals of the Six Pillars of Florida’s Future Economy. It is widely accepted in a global economy that life style choice and quality of life are significant factors in attracting highly skilled professional talent and the corresponding high-wage jobs they perform.

Planning for recreation cannot be viewed as a secondary form of public infrastructure. Developing a competent recreation system is an integral component of *Economic Development*. This study has demonstrated that current facilities lack the capacity and variety of amenities to meet today’s demand. The failures of the current recreation system can be directly linked to the rapid population expansion from 1990 -2010. Public investment in the recreation system did not match the population expansion and developer exactions on new residential developments were not sufficient to satisfy their impact on the system.

Failing to take action now, at the dawn of Nassau County’s next great population expansion, will have consequences well beyond the traditionally perceived scope of recreation. The context of this matter is not whether the next generation of kids will be able to play little league or if there is room to park at the beach access points during the summer. *The context of the matter is one of economic competitiveness.* Failure to take action will adversely impact the County’s ability to compete in the regional and global economy for highly sought after professional talent and a finite number of high-wage jobs.

NASSAU COUNTY POPULATION EXPANSION 1990-2030						
	1990*	2010*	2014**	2030**	1990-2010 INCREASE	2010-2030 INCREASE
POPULATION	43,941	73,314	75,321	99,800	29,373	26,486

*US Census Bureau, **BEBR University of Florida

2-2 TRANSPORTATION AND RECREATION

The relationship between recreation and transportation is often overlooked. Providing transportation alternatives is an integral component of creating a functioning recreation system that is accessible and convenient. Viewing recreation in the context of the Six Pillars of Florida’s Future Economy, it is imperative that available amenities not only have adequate capacity but are also conveniently accessible. An increase in permanent population by 26,486 people coupled with the growing and aggressively marketed tourism sector will strain the County’s automobile dependent recreation system.

As an illustration, let’s address arguably the County’s single most valuable amenity; the Atlantic Ocean and corresponding beaches. Currently, during peak season, the public beach access points both in the City of Fernandina Beach and the unincorporated areas of Amelia Island operate above capacity in terms of accommodating passenger vehicles(cars). The parking lots are full and informal roadside parking is common along the primary roads and side streets. Increasing the permanent population by thirty-six percent coupled with a growing tourism sector will significantly deteriorate the level of service provided and the ability of citizens and tourist to enjoy the County’s most attractive recreational amenity.

Failing to address current and future demand will adversely impact the quality of life for permanent residences, the attractiveness of the area for potential permanent residence, and the ability to retain tourist who return to the area for regular visits.

The overwhelming majority of the population growth is expected to be in the Yulee area. More specifically, within the ENCPA, along the Amelia Concourse, the Chester Road corridor, and William Burgess Boulevard in proximity to the Florida State College of Jacksonville campus and Nassau County Judicial complex. While obtaining new beach access points and vehicular parking is a primary recommendation of this study, it is unrealistic to believe that capacity and level of service

deficiencies will be satisfied, long term, through providing additional vehicular parking and access points alone. The primary tool in maximizing capacity and preserving level of service for access to the beaches of Amelia Island will be to reduce reliance on the passenger vehicle.

To effectively reduce the number of passenger vehicle trips the County must establish a reliable, convenient, and cost effective public transit system that provides access to beaches, festivals, parks, Historic District, resorts, and other amenities/events. The system will require two separate but interconnected components. (1) A trolley system on Amelia Island and (2) A bus line from the mainland connecting with the Island based trolley system.

Conceptually the Bus line would run from I-95 at the Market Street development within the ENCPA and reach the primary population, activity, and growth centers along SR200/A1A including William Burgess Boulevard at the Judicial Complex/ Florida State College at Jacksonville Nassau Campus, Chester Road, Miner Road and Amelia Concourse. The bus line would connect with the Amelia Island Trolley system at 1-2 centralized locations. The trolley system is envisioned to include a park-and-ride facility where individuals who traveled to the island by passenger vehicle for a day-trip can park in a secured centralized location and utilize the trolley system to access the many amenities on Amelia Island.

The combination of these transportation alternatives will provide additional capacity for amenities, improve quality of life and offer the life style choices required to attract professional talent.



Manatee County Area Transit/Anna Maria Island Trolley

The Manatee County Area Transit(MCAT)/Anna Maria Island Trolley system is an example of an existing system similar to that conceptualized for Nassau County. MCAT operates a *free trolley system* on Anna Maria Island; The Anna Maria Island Trolley. The trolleys runs seven(7) days a week from 6am to 10:30pm. The trolley provides access to the full length of Anna Maria Island with stops every 2-4 blocks. For comparison, Anna Maria Island is seven(7) miles long and three(3) miles wide and Amelia Island is thirteen(13) miles long and approximately three(3) miles wide.

The trolley system connects to the mainland via both the MCAT Authority’s and the SCAT(Sarasota County Area Transit) Authority’s public bus lines. For more information the Anna Maria Island Trolley visit: <http://www.annamariaislandchamber.org/VisitUs/SavetheTrolley.aspx>

2-3 DEMOGRAPHIC PROFILE

According to the 2010 Census,

Thirty percent of the total population of Nassau County is under 25 years of age.

Fifty-three percent of the total population of Nassau County is under 45 years of age.

Eighty-four percent of the total population of Nassau County is under 65 years of age.

Six-teen percent of the total population of Nassau County is 65 years and older.

Forty-five percent of the population 65 years and older are located on Amelia Island.

Fifty-four years is the median age of the population on Amelia Island.

Thirty-nine years is the median age of the population on the mainland.

\$55,315 median household income of Nassau County residence 2009-2013, compared to;

\$46,956 median household income for the State of Florida 2009-2013

Thirteen percent of County residence live below the poverty level(2013), compared to;

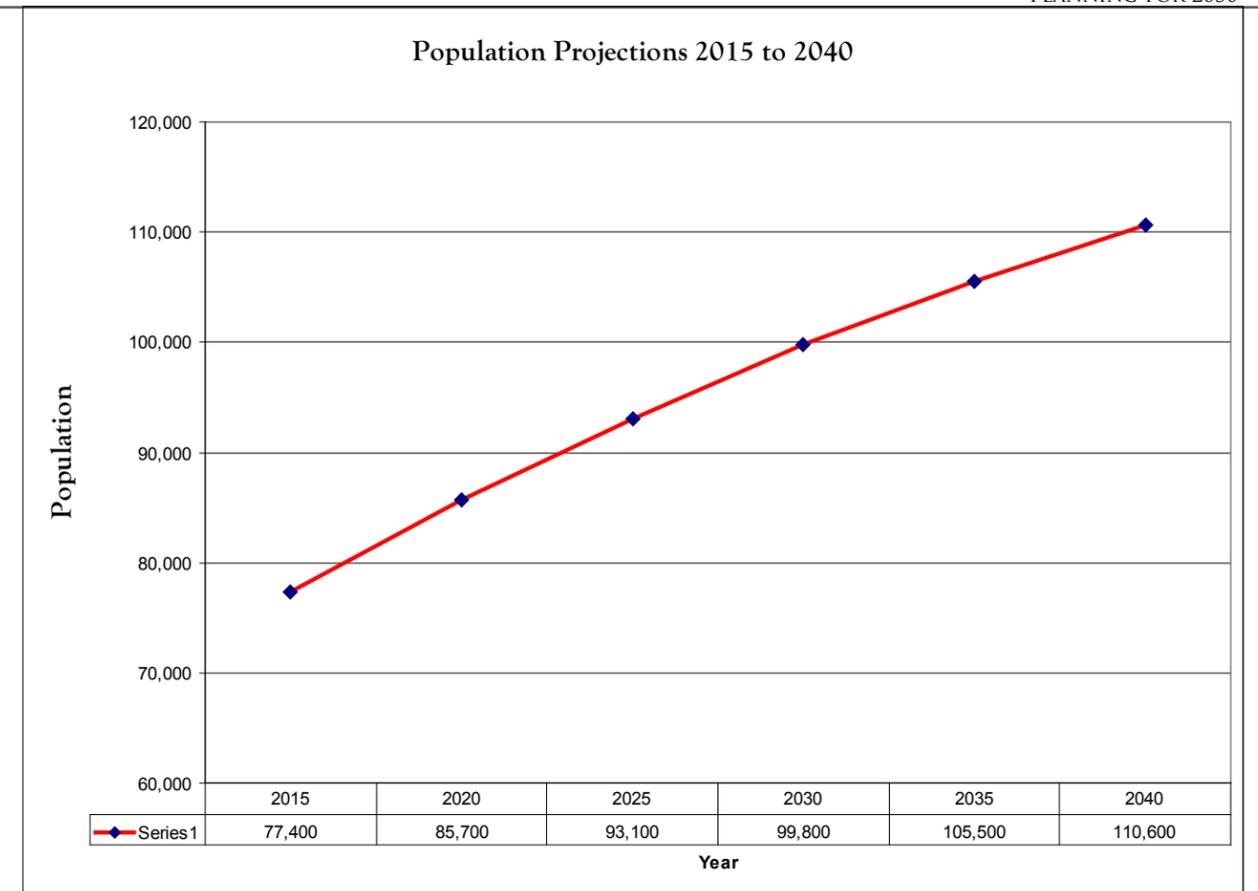
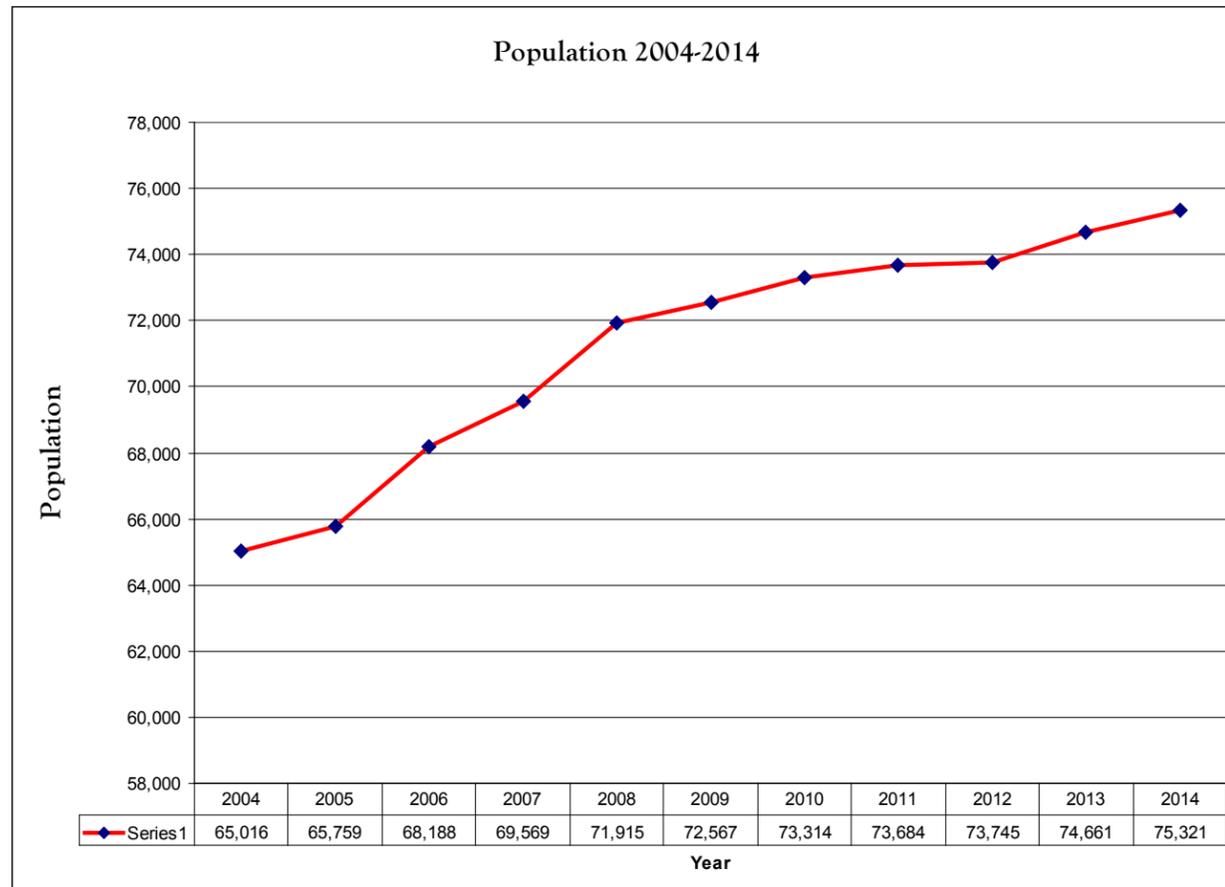
Sixteen percent State wide live below the poverty level(2013)

51%/49% split of female to male County residence (2013)

Eighty-seven percent White, non-Hispanic/Latino (2013)

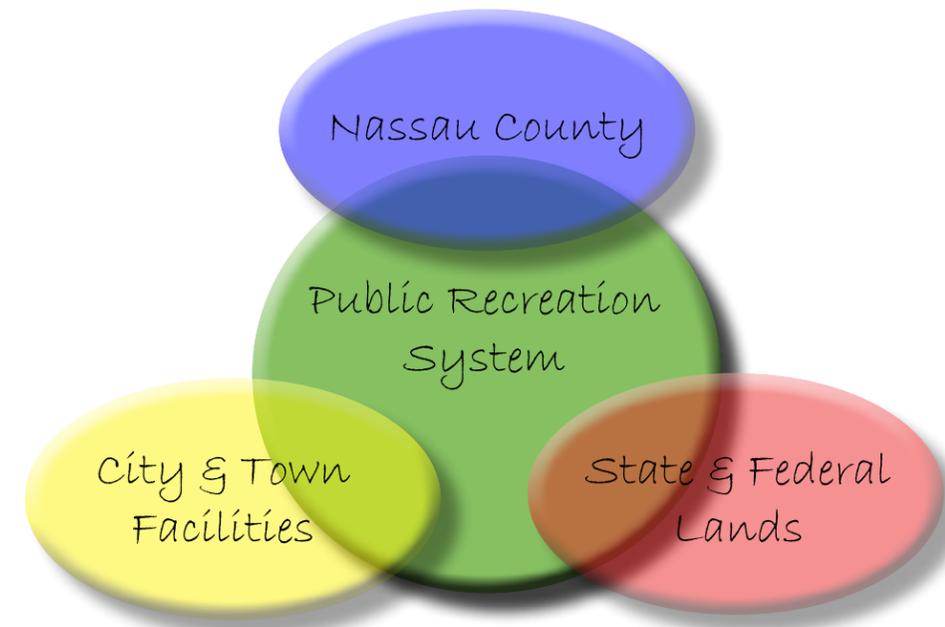
Seven percent Black or African American (2013)

Four percent Hispanic or Latino (2013)



2-4 INTERLINKED SYSTEMS AT THE FEDERAL, STATE, COUNTY, AND LOCAL LEVEL

The public recreation system is comprised of facilities owned and operated by State of Florida, Nassau County, and the local municipalities (City of Fernandina Beach, Town of Callahan, and Town of Hilliard). Each agency and facility type play a role in establishing a viable public recreation system. Nassau County is fortunate to contain within its boundaries the Four Creeks State Forest, Fort Clinch State Park, Amelia Island State Park, Cary State Forest, Ralph E. Simmons State Forest, and Fernandina Plaza Historic State Park. Local municipalities provide a variety of park types primarily designed to serve the citizens within the municipality's jurisdiction. The City of Fernandina Beach also operates the majority of Amelia Island's beach access points and Egan's Creek Greenway which are considered regional facilities. Nassau County will continue to work with the State of Florida and the local municipalities to develop a first class recreation system.



3

PARK CLASSIFICATION & CHARACTERISTICS



3 PARK CLASSIFICATIONS & CHARACTERISTICS

1. Define the park classification system in Nassau County and identify the individual park types within the classification system.
2. Identify the defining characteristics and key components of the individual park types.

Nassau County's park classification system identifies seven(7) individual recreation park/facility types.

- Neighborhood Parks
- Community Parks
- Regional Parks
- Beach Access(Atlantic Ocean & River Shores)
- Boat Ramps & Kayak Launches (motorized & nonmotorized Access)
- Trails & Blueways
- Other Amenities and Facilities

Despite the Nassau County classification system defining seven individual park/facility types, the individual parks are not mutually exclusive. As an example, a boat ramp may contain neighborhood or community park components such as children's play equipment or an outdoor basketball court. Similarly, a single large scale park may contain characteristics identified with both community and regional parks.

The classification system is not meant to limit the flexibility of park design or potential funding sources. Ultimately, the components that make up a particular park will be driven by citizen demand to meet the needs of the actual users as opposed to providing amenities based upon the rigid definition of a classification system.

NEIGHBORHOOD PARKS

The neighborhood park is the basic unit of a park system and serves as the traditional recreational and social focus of the neighborhood. The neighborhood park is essential for the development of a healthy interactive neighborhood and should serve as an extension of residential activities that cannot be accommodated in residential yards.

The goal of a neighborhood park is to facilitate informal recreational activities, encourage social interaction among neighborhood residents, preserve usable open space, create identifying neighborhood characteristics, create a shared responsibility and sense of pride among the neighborhood residents, and improve the overall quality of life for residents within the service radius.

Below is a simple yet very pleasant example of a neighborhood park design created by Dan Krompholz. The design is functionally an extension of the backyard including customary amenities such as play equipment, social space, barbecue grills, open space for free play, gardens, gazebos, ect. [Note: Open space for free play is well drained usable uplands as differentiated from unusable wetlands and poorly drained low areas.]

One critical aspect of neighborhood park design not evident in the provided example is the relationship between the park and the street. Adequate street frontage is essential for the development of a quality neighborhood park. Frontage is directly correlated to the level of use, quality and longevity of the individual park. Parks must be aesthetically pleasing, easily accessed, possess a generally inviting feel and most importantly provide a sense of security for vulnerable users; women, children, and the elderly. Inadequate street frontage results in a confined and poorly visible space. The isolated nature of a confined space will cause vulnerable users to avoid the park.

Street frontage is also essential in establishing the park as an identifying neighborhood characteristic or landmark in which residents take pride and share in the responsibility of protecting and maintaining the park which in return ensures the sustainability of the park for generations.

<http://www.dkromp.com/projectgallery/index.php?pid=5>



- | | |
|--|--|
| 1. Children's Play Area (2-5 year olds) | 8. Open Meadow |
| 2. Children's Play Area (5-12 year olds) | 9. Sidewalk |
| 3. Sand and Water Play | 10. Special Entry Paving |
| 4. Gazebo Shade Structure | 11. Rain Garden/ On-site Water Retention |
| 5. Picnic Tables | 12. Tree Grove |
| 6. Barbeque Grills | 13. Colorful Plant Bed |
| 7. Permeable Paving | 14. Pedestrian Bridge |



COMMUNITY PARKS

A community park serves a broader and more intense purpose than the neighborhood park. The primary objective is to provide community based recreational needs(active and passive), preserve unique localized environmental features, and accommodate community based social/civil events.

A community park is intended to consolidate programmed adult and youth athletic fields and associated facilities, provide special recreation facilities such as aquatic centers and skate parks, promote passive recreation through the creation of multi-use trails, nature viewing platforms, scenic corridors, and picnic areas, promote connectivity between adjacent neighborhoods and other recreational/natural destinations, promote the preservation of localized environmental features and open space, and support community based social and civil events.

The community park should act as the recreational and social nucleus of several neighborhoods within the respective service area.

The Santa Clara Community Park in Eugene Oregon is an excellent example of community park design and private/public partnership.

“City of Eugene and local private developers, LandCurrent staff, in the employ of the City of Eugene, developed a concept design proposing a 77-acre, full-service community park within a neighborhood of 1000 mixed-density residential units and four acres of commercial use.”

The park is integrated into a series of residential neighborhoods providing vehicular and non-vehicular access to the entire service area. The park includes a variety of amenities that will serve the needs of citizens of all ages and ability. The design delineates space associated with amenities to serve programmed users(sports leagues) and space associated with amenities to serve non-programmed users. This delineation allows the park to be enjoyed by all citizens within the community throughout the year. [This design is contrary to Nassau County’s historically homogenous community parks which provide little to no access for non-programmed users during large portions of the year and lack amenities designed to serve non-programmed users.]

The geometric configuration provides proper street frontage and width-to-depth ratio creating high visibility and a sense of security for vulnerable users. Similar to neighborhood park design, it is imperative that community parks do not create isolated and confined spaces.

Also evident in the design is the effort to create an aesthetically pleasing design. Community parks are identifying community landmarks. Community parks should not be industrial in appearance but rather ornate and well manicured.



BEACH ACCESS
(ATLANTIC OCEAN & RIVER SHORES)

Beach Access and Beach front parks can vary in form and capacity. Large Ocean front parks like Main Beach in the City of Fernandina Beach or Peter’s Point Park have the capacity to provide a wide variety of amenities in addition to provide direct access to the shores of the Atlantic Ocean. Other access points like the Summer Beach Dune Walkover provide no vehicular parking and no additional amenities other than a pedestrian only access points to the beach.

Regardless of size, shape and geometric configuration the demand on beach access points is never ceasing and will continue to increase. Additional points of access to the shores of the Atlantic Ocean need to be obtained in any form available and at any interval possible.

Not to be discounted or held as a second-tier amenity is access to the shores of the primary river systems in Nassau County. Sandy white beaches and highly functional uplands directly abut surface waters along the St. Mary’s River and to a lesser extent the Nassau River, Amelia River and their respective tributaries.

Access to these river shores can provide high quality recreational opportunity and an alternative to the shores of the Atlantic Ocean for those residents in the western most extremities of the County.



Scott Road Beach Access

OTHER AMENITIES AND FACILITIES

Specialized amenities like a community center, amphitheater, aquatic center, attraction scale skate park, ATV park, motorized and non-motorized vehicle race track and other similar facilities are important to creating a well-rounded recreation portfolio. However, these type of facilities may be considered for a location outside of a typical park setting. It is possible, and preferred, that an amphitheater or aquatic center be incorporated into a regional or community park. However, these specialized facilities have the ability to operate outside of a conventional park setting.

The American Beach Community Center is an example of an existing facility that provides an important cultural, social and recreational function within the American Beach community but was not developed in a traditional park setting. As Nassau County continues to mature, specialized facilities will become more in demand. It is important the County recognize the unique nature of these facilities and maintain the flexibility to develop these amenities when and where warranted.



American Beach Community Center

BOAT RAMPS & KAYAK LAUNCHES

Motorized and non-motorized watercraft launch points provide access to the Atlantic Ocean, Intracoastal Waterway (Amelia River), Nassau River, St. Marys River, Little St. Marys River, Lofton Creek, Boggy Creek and countless other tributaries. Boat ramps and kayak launches come in a variety of forms with varying degrees of capacity.

Boat ramps and kayak launches can stand alone as individual facilities or be combined with other amenities such as children’s play equipment and trails to create multi-purpose recreation facilities. Some boat ramps boast large multi-lane hardened ramps for launching large motorized watercraft while some non-motorized launch points can be very rudimentary providing little more than a vehicle drop-off/pick-up point and a stabilized soil trail to surface waters. Each type of facility plays a vital role in the Nassau County Blueway System.



Northend Boat ramp

TRAILS & BLUEWAYS

Trails and blueways are unique in their form and highly desirable amenities in urban and suburban communities. Land based trails can be created in many forms from hardened multi-use trails to narrow ‘nature trails’ with a natural wearing surface. A healthy trail system will provide a mix of trail types to serve the citizenry and promote eco-tourism. Blueways are an equally valuable recreational amenity in terms of attracting regional tourism dollars to the local economy. Blueways typically follow scenic riverine systems or explore estuaries teeming with an abundance of wildlife. Blueways are identified by natural amenities supplemented with the basic amenities necessary to provide safe access to the waterway and navigational direction along the blueway.



St. Marys River at Kings Ferry Boat Ramp

REGIONAL PARKS

The regional park is the largest park type in the park classification and is intended to draw users from the greater region. Regional parks vary greatly in size, form, and intensity. Regional parks can be resource based, user oriented, or contain characteristics of both.

Resource based regional parks may include large swaths of land(500 acres+) designated for preservation and allowing only passive recreational uses such as hiking, horseback riding, and camping. Resource based regional parks can also be utilized to protect or provide access to remarkable environment features such as wild riverine systems and the Atlantic Ocean. The land area associated with regional parks built around remarkable environmental features are typically smaller than the previously described large scale resource regional park. However, the regional significance and draw of these facilities are in most cases greater than the larger preservation parks.

Beach access(ocean and river shores) are individually classified as a separate park type in this plan. However, beach access points are resource based regional parks and should be planned and funded as such. Similarly, land trails and blueways are resource based linear regional parks and should also be planned and funded as such.

Regional parks can also be user oriented and built to house regional scale sports complexes, amphitheaters, regional scale multipurpose gymnasiums, race tracks(motorized and non-motorized), attraction scale skate parks, aquatic centers, equestrian centers, and other similar amenities intended to draw users from the greater region. User oriented regional parks are a tool customarily utilized to draw regional recreation dollars into the local economy[export economy]. User oriented regional parks are marketed to organizations to host tournaments, concerts, festivals, theatrical performances and other recreation/social based special events.



Measuring the Economic Impact of Park and Recreation Services, John L. Crompton, National Recreation and Park Association, 2010
http://www.nrpa.org/uploadedFiles/nrpa.org/Publications_and_Research/Research/Papers/Crompton-Research-Paper.pdf

There are several examples in Florida of publicly operated regional scale recreation facilities specifically designed to inject regional recreation dollars into the local economy. One example located in north Florida is the Southside Recreation Complex in Lake City. The complex measure 146 acres, contains 32 ballfields, and is operated by the Colombia County Board of Commissioners. Based on the available information, the facility currently host on average 34 tournaments annually with an average of 40 teams per tournament.

Notable tournaments include:
 2014 Florida State Championships - Babe Ruth Softball
 2013 USSSA Florida State Championships (103 teams/1,800 guest per day/\$250,000 injected into the local economy over a 2 day period) <http://www.lakecityjournal.com/main.asp?SectionID=13&SubSectionID=73&ArticleID=9975>



<http://www.columbiacountyfla.com/ParksandRecreation.asp>

4

INVENTORY & OPTIMIZATION



Chapter 4 Intent

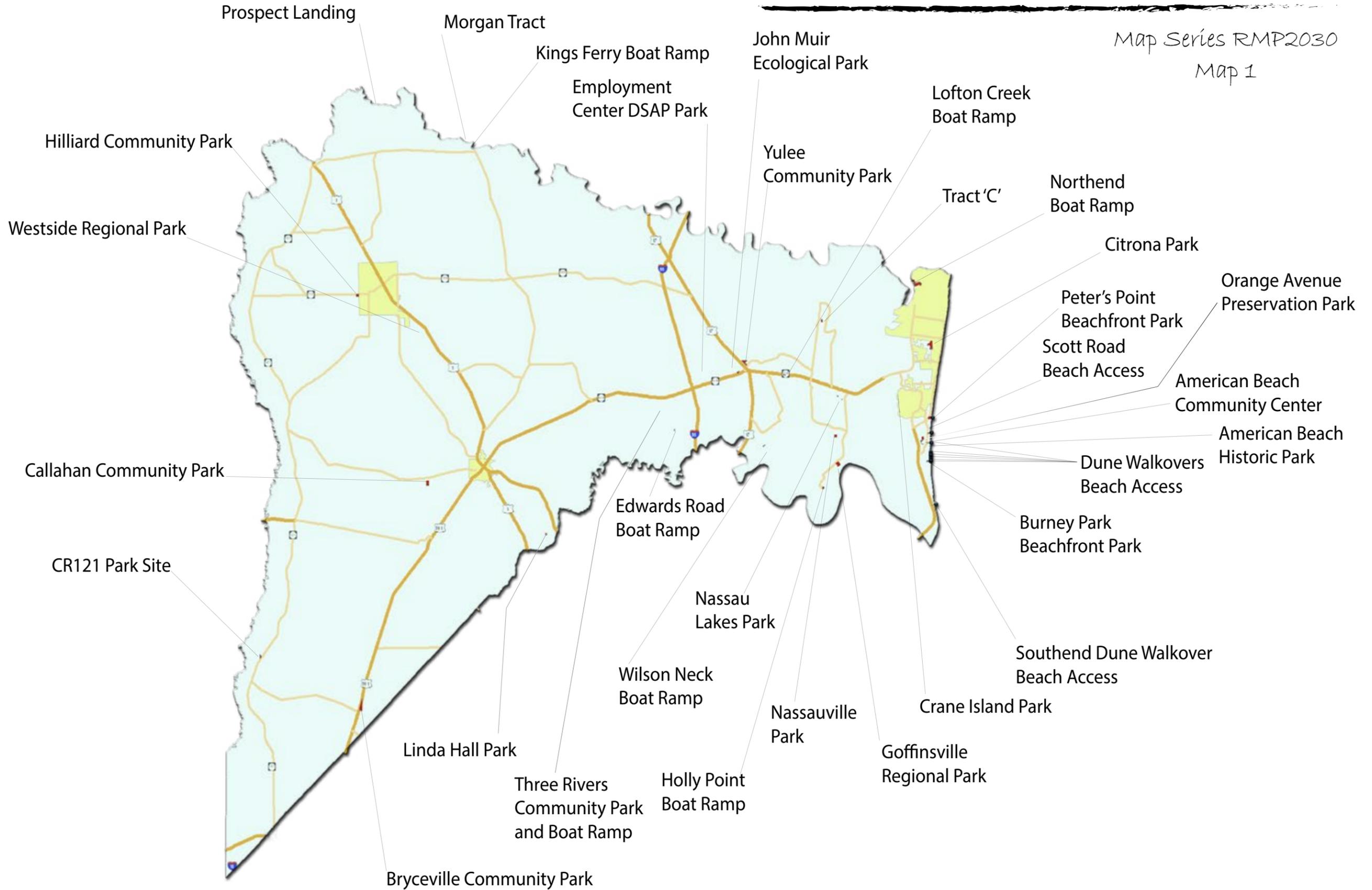
- Provide an inventory of existing facilities
- Conceptually explore physical and amenity expansion of individual facilities
- Create action items for optimizing existing facilities

Nassau County’s facility inventory includes developed and undeveloped recreation lands. Recreation icons shown in color indicate an amenity that is currently provided at the facility. Recreation icons shown in grayscale are amenities envisioned during the planning horizon. Below is an example of the icon system utilized in this Chapter.



COUNTY RECREATION LANDS

Map Series RMP2030
Map 1



CALLAHAN COMMUNITY PARK

“KRISTEN M. HIGGINBOTHAM SPORTS COMPLEX”



According to the 2010 US Census, the Callahan Area* is home to 13,192** people. Of the 13,192 people twenty-five(25) percent are under the age of 18 years and Sixty(60) percent of the population is under the age of 44 years.

Based on the County’s current adopted level of service for Community Parks, 44.2 acres of land developed specifically for active recreation is required to meet current demand. Currently, only 24 acres of land is developed for active recreation in the geographic area. This disparity and inability to meet current demand was evident in the public comment and consistent with the information received from the Nassau County Recreation Board.

In addition to the Callahan area being significantly underserved, the Callahan Community Park is homogenous in nature. The lack of diversity in the amenities offered causes the facility to be under utilized during parts of the year and significantly overwhelmed at others.

EXISTING FACILITIES:

- 24 acres (4 acres leased form School Board)
- Five (5) lighted youth baseball/softball fields
- One (1) lighted football/soccer field
- One (1) unlighted football/soccer field
- Two (2) concession stands
- Restrooms and potable water
- Extremely limited children’s play area
- 3-5 soccer fields of varying sizes

The development of a consolidated sports complex to house organized athletics is a tool customary throughout the U.S.. However, special use facilities such as the Callahan Community Park serve a limited group of users. Unless ancillary amenities are added the facility is largely unappealing to those not participating in organized youth athletics.

The Callahan Community Park is the only developed County operated community park in the general Callahan area. Based on the information received during the public outreach campaign and consistent with the adopted level of service, the park is failing to meet the needs of the community in both its primary function, organized youth athletics, and in providing recreational opportunity to the greater citizenry.



EXPANSION:

Limited land area results in overcrowding and a lack of available space to support competing programmed users. This problem is not unique to the Callahan Community park. The Yulee Sports Complex, Hilliard Community Park and Bryceville Community Park are no longer capable of supporting the level of programmed youth athletics currently being demanded.

In addition, the Callahan Community Park’s homogeneous amenities fail to provide opportunity to users seeking non-programmed recreational opportunities. Expansion of the facility is warranted to diversify amenities, increase capacity of athletic fields and provide for adequate infrastructure such as formalized parking and storm water management.

AMENITY EXPANSION:

The park is no longer able to meet the demand placed on the facility by programmed athletics for youth in this region. In addition, the park’s lack of diverse offerings limits the appeal to the greater community. Park amenities need to expand in order to meet the current demand for organized athletics and provide recreational opportunity to additional users:

- Significant children’s play area including a secured perimeter, age separated play equipment, open space for free play, a medium size pavilion, convenient restrooms and water fountains. The play area should be an independently definable area with prominent visibility from the primary roadway.
- The play area should include several water features such as a splash pad, water cannons and similar apparatuses.
- Maintained open space for free play, picnicking and gathering. The area should include walking paths, tables, benches, trash receptacles, grills, 2 - 3 small open pavilions (similar to those at Goffinsville Park), convenient restrooms and potable water.

- Additional baseball/softball/football/soccer fields
- Multi-court outdoor basketball court with lighting
- Indoor multipurpose gymnasium to support basketball, volleyball, indoor soccer and other civil/social uses.
- Walking paths/multi-use paths should be designed to

- run throughout the site and double as pedestrian access to amenities.
- Formalized parking areas convenient to amenities including adequate drainage infrastructure
- Improved landscaping

PHYSICAL EXPANSION:

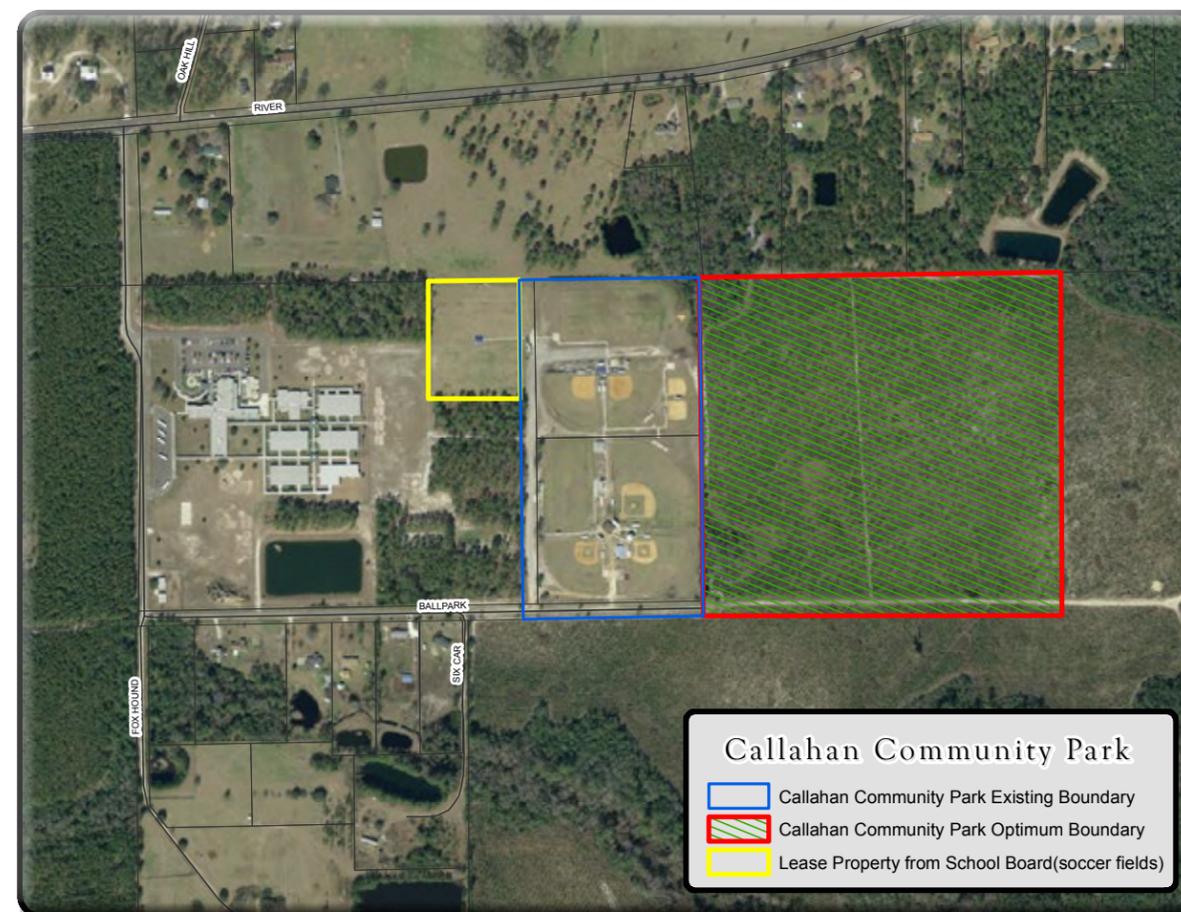
The physical expansion of the site is necessary to not only accommodate growth through the planning horizon of 2030 but also to accommodate the current level of demand. The Callahan Community Park is well positioned to be expanded in-lieu-of establishing a separate facility. An additional 40-45 acres of usable uplands is necessary to expand the park in accordance with the recommended amenities, meet the current level of demand and have capacity to accommodate population expansion through 2030. The properties identified in the optimum boundary exercise map below depicts a 40 acre expansion. This expansion would be ideal for creating a functional and sustainable active recreation center for the greater Callahan area.

RECOMMENDATION:

Expansion of the Callahan Community Park is highly recommended in-lieu-of developing a separate facility to accommodate the current and future demand. Both economically and functionally, the expansion of the existing facility should be the primary focus moving forward. In addition, the County should continue to explore a partnership with the Nassau County School Board for construction of shared facilities.

The primary objective should be to secure a first right of refusal on the identified optimum boundary. The County should pursue the possibility of establishing a “park bank” arrangement for the incremental purchase of the property identified.

Contemporaneously, a community based conceptual site planning exercise which utilizes the areas identified as the optimum boundary should be undertaken. The conceptual site plan should be designed in a manner that can be constructed in phases as funding is available. This exercise will also assist in seeking third party funding for acquisition and construction.



BRYCEVILLE COMMUNITY PARK

“MELISSA LYNN RAULERSON SPORTS COMPLEX”



Based on information received during the public comment period and in speaking with the Nassau County Recreation Commission, the Bryceville Community Park is inadequate to meet the recreational needs of the 4,059 people* who reside in the Bryceville community. The Bryceville Community Park is the single County operated active recreation facility in the Bryceville Community.

Based on the County’s adopted level of service, a minimum of 12.2 acres of developed Community Park lands are required to serve the existing population. However, the Bryceville Community Park, which includes the Bryceville Community Center and public library, totals five (5) acres. The land area capable of supporting active recreation is less than four (4) acres which includes accommodations for automobile parking and similar ancillary components of development.

EXISTING FACILITIES:

- Five (5) acres
- Three (3) lighted youth baseball/softball fields
- 3,200sf Community Center/library/multi-purpose space
- Small concession stand

Both in amenities offered and physical space, the Bryceville Community Park fails to meet the current demand of those within the community and does not have the capacity to serve future residents. Furthermore, the land on which the park is located and those abutting to the north, west, and east are owned by the State of Florida. The County has a lease with the State of Florida to operate the current facility. Expansion of the facility onto adjacent State lands is not an option as development to support active recreation is inconsistent with the State’s management plan.

The Bryceville Community Park is located on a portion of US-301 that recently received marked bicycle lanes and sidewalks as part of a resurfacing and widening project undertaken by the FDOT. The location of the Park makes it an ideal trailhead for the Jacksonville-Baldwin Rail Trail Northern Extension which has been identified as a regional bicycle corridor. Reference Map 7 of the RMP2030 Map Series for further information related to the Jacksonville-Baldwin Rail Trail Northern Extension and Baldwin Bay Loop.

- Restrooms and potable water
- Limited children’s play area



EXPANSION:

Expansion of this facility is limited due to an inability to expand the physical boundary of the property. Amenity expansion is possible but is greatly limited due to a lack of basic site provisions such as formal parking.

AMENITY EXPANSION:

Amenity expansion is greatly limited. Installation of basic site requirements such as formal parking will likely erode any additional lands for significant amenity installation. With that said, the Park desperately needs to expand the existing children’s play area and incorporate modern apparatuses with age separation. Basic cyclist support amenities should also be incorporated into any future design.

- Significant children’s playground including modern play apparatuses with age separation. Play area must be secured from vehicular travel areas and should include open grassed space for free play.
- Picnic tables, benches, trash receptacles supporting the children’s play area
- 1-2 small open pavilions (similar to those at Goffinsville Park) near the children’s play area
- Formal parking and corresponding landscape treatments
- Outdoor basketball court
- Trail head for Jax-Baldwin Rail Trail Northern Extension
- Bicycle and Pedestrian access from US-301 along Motes Road to the Park.

PHYSICAL EXPANSION:

The physical expansion of the Bryceville Park is not currently an option as the management plan for the adjacent State lands (Cary State Forest) is incompatible with the construction of active recreation facilities. Efforts should be made to acquire lands elsewhere in the Bryceville Community to support active recreation.

RECOMMENDATION:

Current Site:

Create a site plan which depicts the park at full build-out based on the recommended amenities. The creation of the site plan must take place prior to further site improvements. The necessity to provide formal stabilized parking and the desire to incorporate a significant children’s play area will be competing for a finite amount of land.

The children’s play area should be located in a highly visible and accessible location for safety and security purposes. The children’s play area should not be located behind buildings or in an area that is not readily visible from the public right-of-way.

Alternative Sites:

The County must seek new lands for the construction of a community park to serve the existing and future residents of the Bryceville Community. Priority should be given to lands with access to the St. Marys River that meet the site requirements to support active recreation on a portion of the site. The new park site should be of adequate size to accommodate community based recreation through 2030. Ideally, a large tract of land can be acquired that will service the demand for both community and regional park activities in the Bryceville area through the planning horizon of 2030.



HILLIARD COMMUNITY PARK

STEIN-THOMPSON SPORTS COMPLEX



The Hilliard Community Park is a small scale sports complex dedicated to supporting organized youth athletics such as baseball and football. The facility lacks diversity and primarily serves a single user group.

The development of a consolidated sports complex to facilitate organized athletics is a tool customary throughout the U.S.. However, special use facilities such as the Hilliard Community Park serve a limited group of users. Unless ancillary amenities are added, the facility is largely unappealing to those not directly involved with youth athletics.

The Hilliard Community Park is the only developed County operated community park in the Hilliard area. The population of the greater Hilliard area is 9,028 persons of which twenty-five (25) percent are under the age of 18 years. Based upon information received during the public outreach campaign and consistent with the adopted level of service for community parks, the Hilliard Community Park is failing to meet the needs of the community in both its primary function, organized youth athletics and in providing recreational opportunity to the greater citizenry.



EXISTING FACILITIES:

- 10 acres
- 2 tee-ball fields
- 2 intermediate size baseball/softball fields
- 1 full size baseball field (300ft to center field fence)
- 1 football/soccer field
- 2 covered pavilions

EXPANSION:

Limited land area results in overcrowding and a lack of available space to support competing programmed users. This problem is not unique to the Hilliard Community Park. The Yulee Sports Complex, Callahan Community Park and Bryceville Community Park are no longer capable of supporting the level of programmed youth athletics currently being demanded.

In addition, the Hilliard Community Park's homogeneous amenities fail to provide opportunity to the majority of potential users seeking recreational opportunities not related to organized youth athletics. The facility needs to be expanded to provide for additional amenities, expansion of existing athletic fields and provide for adequate infrastructure such as formalized parking.

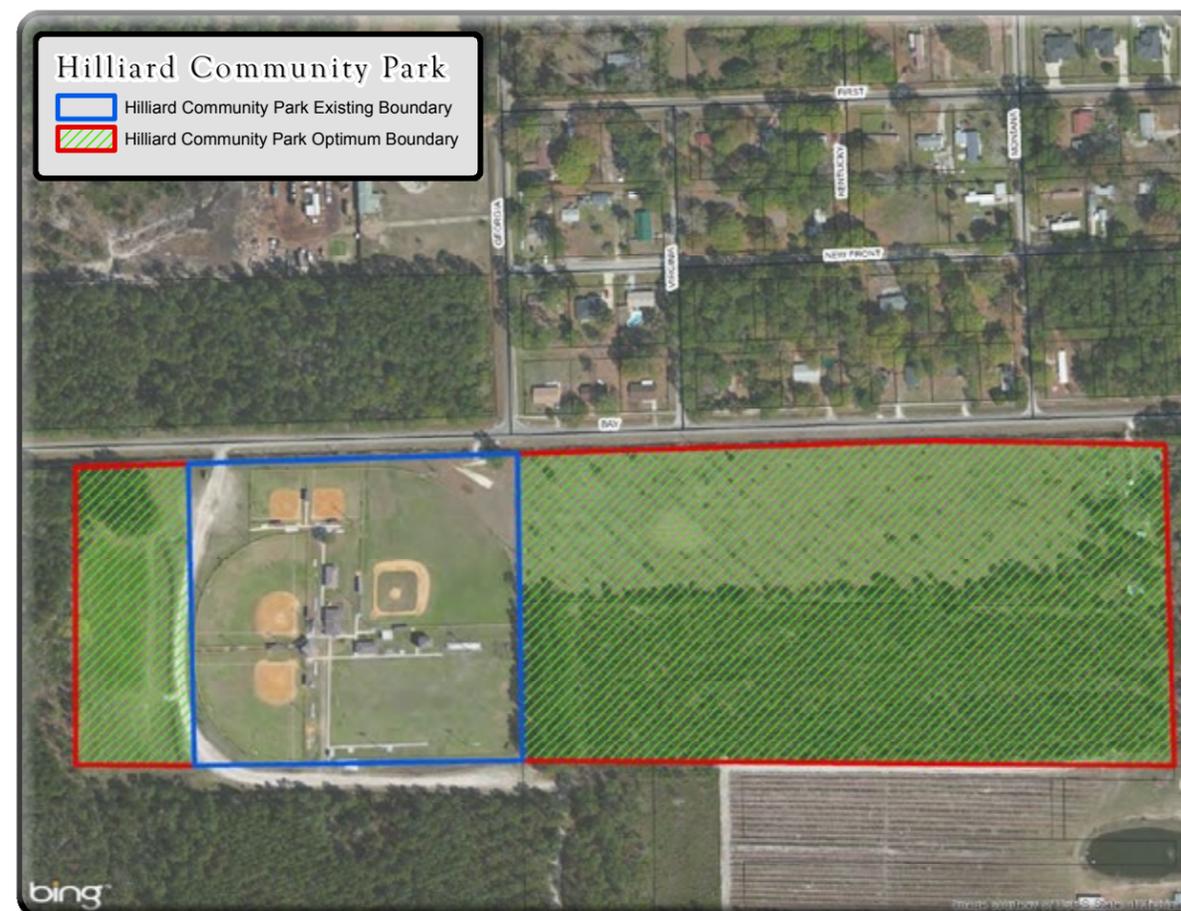
AMENITY EXPANSION:

The park is no longer able to meet the demand placed on the facility by programmed athletics for youth in this region of the County. In addition, the park's lack of diverse offerings limits the appeal to the greater community. Park amenities need to expand and provide recreational opportunity to additional users:

- Significant children's play area including a secured perimeter, age separated play equipment, opens space for free play, a medium size pavilion, convenient restrooms and water fountains. The play area should be an independently definable area with prominent visibility from the primary roadway.
- Maintained open space for free play, picnicking and gathering. The area should include walking paths, tables, benches, trash receptacles, bar-b-q grills, 2 - 3 small open pavilions (similar to those at Goffinsville Park), convenient restrooms and potable water.
- Additional baseball/softball/football fields
- Multi-court outdoor basketball court with lighting
- Walking paths/multi-use path should be designed to run throughout the site and double as pedestrian access to amenities.
- Formalized parking areas convenient to amenities
- Improved landscaping

PHYSICAL EXPANSION:

The physical expansion of the site is necessary to not only accommodate growth through the planning horizon of 2030 but also to accommodate the current level of demand. The Hilliard Community Park is well positioned to be expanded in-lieu-of establishing a separate facility. An additional 20-25 acres of usable uplands is necessary to expand the park in accordance with the recommended amenities. The properties identified in the optimum boundary exercise map below depicts a 22 acre expansion. This expansion would be ideal for creating an open and inviting park by maintaining adequate road frontage (width to depth ratio).



RECOMMENDATION:

Explore the possibilities of securing a first right of refusal on the identified optimum boundary. The county should pursue the possibility of establishing a "park bank" arrangement for the incremental purchase of the property identified.

Expansion of the Hilliard Community Park is highly recommended in-lieu-of developing a separate facility to accommodate the current and future demand. Both economically and functionally the expansion of the existing facility should be the primary focus moving forward. Developing a working relationship with the Town of Hilliard as it relates to expanding and developing the park is also highly recommended.

Contemporaneously, a community based conceptual site planning exercise which utilizes the areas identified as the optimum boundary should be undertaken. The conceptual site plan should be designed in a manner that can be constructed in phases as funding is available. The design of the Hilliard Community Park should also take into consideration amenities that may be offered in the future at the Westside Regional Park and amenities offered by the Town of Hilliard. This exercise will also assist the County in seeking third party funds for acquisition and construction.



YULEE SPORTS COMPLEX



The Yulee area* is home to 26,583** people of which twenty-four (24) percent are under the age of 18 years (6,287 persons) and fifty-nine (59) percent are under the age of 44 years.

Based on the County's adopted level of service for community parks, eighty-nine (89) acres of land developed specifically for active recreation are required to meet the current demand of those residing in the geographic area. Currently, only twenty (20) acres of land is developed for active recreation (community park) therein.

The failure to meet current demand was evident in the public comment and consistent with the information received from the Nassau County Recreation Commission.

EXISTING FACILITIES:

- 20.5 acres
- Seven (7) lighted youth baseball/softball fields
- One (1) lighted full size football field
- One (1) lighted undersized football/soccer field
- A single concession stand
- Restrooms and potable water
- Extremely limited children's play area
- Indoor basketball gym (non-regulation size)
- 400sf meeting room

EXPANSION:

Limited land area results in overcrowding and a lack of available space to support competing programmed users. In addition, the Yulee Sports Complex's homogeneous amenities fail to provide opportunity to users seeking non-programmed recreational opportunities. Additional Community Park capacity must be added within the Yulee community to meet current demand. Unfortunately, the development pattern in the immediate area and lack of formal parking eliminate any significant addition of capacity to the existing facility. Ultimately, additional capacity must be realized in a new facility within the Yulee area to support the existing demand.

The Yulee area is projected to be the primary location for population expansion through the planning horizon of 2030. In addition to providing new community parks to meet the demand of the existing population, new community parks will need to be constructed to keep pace with projected population expansion and demand on the public park system.

AMENITY EXPANSION:

The Yulee Sports Complex is no longer able to meet the demand placed on the facility by programmed athletics for youth in the Yulee community. In addition, the park's lack of diverse offerings limits the appeal to the greater community. The following are potential amenity expansions possible within the optimum boundary provided.

- Formal parking and proper pedestrian and bicycle access including crosswalks and landscaping
- Significant children's play area including a secured perimeter, age separated play equipment, open space for free play, a medium size pavilion, convenient restrooms and water fountains. The play area should be an independently definable area with prominent visibility from the primary roadway.
- The play area should include several water features such as a splash pad, water cannons and similar apparatuses.
- Maintained open space for free play, picnicking and gathering; this area should be exclusive of programmed athletics and open to the general public all year.
- Four (4) additional youth size baseball fields
- An enclosed dog park
- An additional restroom facility

Further complicating the matter is the homogenous nature of the Yulee Sports Complex. The facility is oriented to organized athletics which has resulted in a lack of diversity in amenities offered. The lack of diverse offerings greatly inhibits access to amenities during organized athletic seasons. The user rate of the community based organized youth athletic leagues functionally eliminates non-programmed users (use by anyone not in a sports league) for the majority of the year as programmed youth athletics utilize the park in its entirety.

The park is failing to meet the needs of the community in both its primary function, organized youth athletics, and in providing recreational opportunity to the greater citizenry.



PHYSICAL EXPANSION:

The physical expansion of the site is necessary for operational relief. The optimum boundary map below depicts the acquisition of two parcels. The eastern four (4) acre property located behind the existing football fields should be acquired to construct additional amenities. Based upon a conceptual site planning exercise, the four(4) acre parcel could accommodate three (3) additional youth size baseball/softball fields a small dog park and an additional restroom facility.

The 4.3 acre parcel located west of Goodbread Road should be acquired specifically for the purpose of providing formal parking to support the Yulee Sports Complex. A conceptual design indicates that the County could create two (2) commercial out-parcels along the US-17 frontage and provide a shared parking facility on the remainder of the site. The shared parking would be of a size capable of accommodating the commercial ventures and the Yulee Sports Complex.

RECOMMENDATION:

The primary recommendation to meet the current and expanding demand for active recreation in the Yulee community is to construct an additional community park elsewhere within the community. The development pattern in proximity to the Yulee Sports Complex inhibits significant capacity gains via expansion. An additional sixty (60) acres of developed community park lands in the Yulee area are necessary to meet the current adopted level of service. In addition, new residential developments must be required to provide land for public recreation to serve new residents. It is recommended that the County seek to create a single large (60+ acre) community park to accommodate existing demand in-lieu-of creating several smaller community parks.

In regards to the Yulee Sports Complex. The first priority should be creating formal parking. The acquisition of the 4.3 acre property located west of Goodbread Road along with creating formal parking within the right-of-way of Goodbread Road will significantly increase both safety and aesthetics. It is recommended that upon acquisition of the 4.3 acre parking parcel the County create two commercial out-parcels fronting on US-17 for sale on the open market. The design of the parcel would include a shared parking facility of a size to accommodate the two (2) out-parcels and the Yulee Sports Complex. The sale of the two (2) out-parcels is intended to offset cost associated with development.

Acquire the approximate four (4) acre parcel located behind the existing football field. Conceptual design work indicates the ability to construct four (4) additional youth baseball/softball fields. This acquisition will help alleviate capacity constraints on the current facility. Additional acquisitions beyond the two identified parcels is not recommended. Priority should shift to acquiring additional lands elsewhere to construct a new community park of ample size to accommodate an expanding community.

Lastly, the northern point of the park measuring 1.5 acres is recommended to be redeveloped for the purpose of creating a significant children's play area with modern apparatuses including a water amenities section complete with splash pad, water cannons, water trees and similar apparatuses. The demographics of the Yulee community support the capital investment of a significant children's play area.

Existing tennis facilities should be consolidated and relocated to an alternate facility in the benefit district.

*Census Tracts 503.01, 503.02 & 503.3
** Total population of Census Tracts 503.01, 503.02 & 503.3

PETER'S POINT BEACHFRONT PARK



Peter's Point Beachfront Park is Nassau County BoCC's largest ocean front park measuring approximately twelve (12) acres. The park is heavily utilized throughout the year by locals, regular visitors from neighboring jurisdictions in Georgia and tourist visiting Amelia Island. While annual user counts are not currently maintained, it is estimated that Peter's Point Park sees the most annual visitors of any County facility.

In addition to the expansive parking area and shower/rest room amenities, one reason for the park's popularity is the availability of limited beach driving. Approximately 2,500lf of beach is available to those wanting to park/drive on the beach. It is highly recommended that vehicles be equipped with 4-wheel drive to access the beach.

Another favorite amenity of the Park is the ability to access the shores of the Atlantic Ocean by horseback. Currently, the loading and unloading of horses within the park boundary is permitted subject to local regulations. In addition to private citizens enjoying a beach side horseback ride a number of local outfits offer commercial horseback

EXISTING FACILITIES:

- 12.86 acres (GIS Calc.) land area
- 560lf (GIS Calc.) of frontage on beaches of the Atlantic Ocean
- 265 paved parking stalls
- 2,500lf of available beach driving
- Three(3) separate dune walk overs
- Northern most direct access to Amelia Island



rides to tourist throughout the year. It is highly encouraged that horses wear waste bags as leaving horse manure on the beach and in the parking area is not compatible with the greater use of the facility and is in violation of local regulations.

The park also acts as the northern most trailhead of the Amelia Island Trail and Timucuan Trail. The park's size and expansive parking area make it the ideal candidate to ultimately be developed as the primary trailhead for the entire Amelia Island Trail system and Timucuan Trail.



- Trail/Timucuan Trail
- Restrooms and potable water
- Indoor and outdoor showers
- 8 pavilions/20 picnic tables
- Designated horse loading/unloading area
- 3 food truck stalls/3 food cart stalls
- 2-way vehicular access drive to beaches

Did you Know:

In fiscal year 2013/2014 566,600 people visited Amelia Island. The average length of stay was 4.4 nights and 76% of visitors stated that they enjoyed beach activities while on Amelia Island. The direct expenditures of those 566,600 people equated to \$504,673,300.

-Amelia Island Visitor Profile Fiscal Year 2013/2014
<http://ameliaislandtcc.com/#/tools/research>

EXPANSION:

Expansion of the Peter's Point Beachfront Park is limited to an amenities expansion. The physical expansion of the park is not possible due to the development pattern of the immediate area.

AMENITY EXPANSION:

Of all the existing Nassau County recreation facilities, the Peter's Point Beachfront Park has the highest potential for becoming the crown jewel of the Nassau County Park System. Peter's Point combines raw potential with the annual usership that warrants the capital investment. The following amenities are suggested:

- Substantial children's play area including expansive play equipment with extensive age separation, water features, open play area, picnic areas, and physical separation from the parking area.
- Trailhead(bicycle) amenities
- Improved landscaping throughout the park, specifically within the parking area
- Nature trail through the oak hammock on the west side of the property tied to the children's play area
- Upgrade and refurbish restrooms, showers, pavilions and other existing amenities.
- Relocate and design an isolated horse loading area with direct access to the beach separate from the general public. The new facility should be designed to minimize the adverse impacts of horse excrement and urine. In the alternative relocate equestrian access to an alternative location.



PHYSICAL EXPANSION:

The physical expansion of the site is not possible due to physical constraints. An expansion of the physical boundaries of the park would require significant acquisitions and redevelopment. The expansion of the physical boundary of the park is not perceived as cost effective. Attention should be directed towards developing amenities within the park and pursuing additional beach access points further south on Amelia Island. Additional beach access points with significant parking areas are needed on the south end of Amelia Island.

RECOMMENDATION:

Create a conceptual site plan incorporating the recommended amenities. The site planning exercise should be at a level of detail capable of determining the maximum ability of the site to accommodate the recommended amenities. The plan should be designed for what the County "can do" as opposed to what the County "can afford to do" at this time. Once the conceptual design is complete, staff should return to the County Commission or their assigned representative to prioritize the schedule of improvements to the park. The development of the Peter's Point Park is viewed as a top priority for expanding recreational opportunities in Nassau County and should be pursued accordingly.

SCOTT ROAD BEACH ACCESS



The Scott Road Beach Access is a 2.5 acre parcel with 150lf of frontage on the beaches of the Atlantic Ocean. While not as expansive as the Peter’s Point Beachfront Park the Scott Road access is an integral part of providing public access to the beaches of the Atlantic Ocean in an otherwise private resort area of the Island. The Scott Road access provides public parking and limited access for beach driving.

The park is located along the Amelia Island Parkway Multi-use Trail. The park has the ability to serve as a secondary trailhead and/or destination for trail users. The realization of the park as an integrated part of the Amelia Island Trail system is dependent on the expansion of basic amenities

within the park.

The primary deficiency of the Scott Road Access is a lack of basic amenities. The park’s location inhibits physical expansion and there is no illusion of the Scott Road facility developing beyond its primary function as a beach access point and secondary trail head for the Amelia Island Trail system.

To that point, providing basic amenities to fulfill the park’s intent is paramount to optimizing the park’s level of service to the citizenry. The demand on this park will only increase as the inland population continues to expand and the tourism industry on Amelia Island continues to flourish.



EXISTING FACILITIES:

- 2.4 acres land area (3.4 deed acreage)
- 150lf of frontage on beaches of the Atlantic Ocean
- 80 paved parking stalls
- Beach driving/parking access
- Single dune walk over
- Direct Access to AIT Multi-use Trail
- ADA Beach Access

EXPANSION:

Expansion of the Scott Road Beach Access park is limited to amenities expansion. The physical expansion of the park is not possible due to the development pattern of the immediate area.

AMENITY EXPANSION:

Development of the park’s amenity package is paramount in transforming the facility from little more than a parking lot to an engaging recreational facility fit to be located on the south end of Amelia Island within the Resort Overlay District. Basic provision to support the primary functionality of the park and encourage the utilization of the facility as a trail head should be undertaken in a timely manner. The following amenities are recommended:

- Small restroom facility with changing area
- Outdoor shower/foot rinse basin
- Water fountain/dog fountain
- Picnic tables, benches, trash receptacles
- Bicycle racks and informational kiosk
- 1-2 small/medium sized open pavilions
- Additional landscaping specifically within the parking area
- Pedestrian facilities connecting the Amelia Island Parkway Trail to the Scott Road facility including a formal crosswalk



PHYSICAL EXPANSION:

The physical expansion of the site is not possible due to development constraints. An expansion of the physical boundaries of the park would require significant acquisitions and redevelopment. The expansion of the physical boundary of the park is not perceived as cost effective. Attention should be directed towards developing amenities within the Scott Road facility while simultaneously pursuing acquisitions of additional beach access points further south on Amelia Island. Additional beach access points with significant parking areas are needed on the south end of Amelia Island.

RECOMMENDATION:

Create a conceptual site plan incorporating the recommended amenities. The site planning exercise should be at a level of detail capable of determining the maximum ability of the site to accommodate the recommended amenities. The plan should be designed for what the County “can do” as opposed to what the County “can afford to do” at this time. Once the conceptual design is complete, staff should return to the County Commission or their assignee to prioritize the schedule improvements to the park. The development installation of basic amenities such as restrooms and outdoor showers should be viewed as the priority for amenity expansion within the Park.



Did you Know:

Over the past 20 years, documented sea turtle nest on Amelia Island have ranged from 30 -150 per season. Each nest will contain between 80-120 eggs. However, only 1 in 1,000 baby sea turtles will survive to adulthood. Given those statistics, at Amelia Island’s most productive scenario (150 nest @ 120 eggs each) only 18 sea turtle hatchlings will survive to adulthood. Contact the Amelia Island Sea Turtle Watch, Inc. to see how you can help.

Information and picture provided by the Amelia Island Sea Turtle Watch, Inc.
<http://www.ameliaislandseaturtlewatch.com/home.html>

SOUTHEND BEACH ACCESS



The Southend Beach Access is the southern most public beach access under the control of Nassau County government. The public land holding associated with the facility measures 1.19 acres with 90lf of frontage on the beaches of the Atlantic Ocean. While not as expansive as the other beach front parks, the Southend Beach Access is an integral part of providing public access to the beaches of Atlantic Ocean in an otherwise private resort area of the Island.

The park is located along the Amelia Island Parkway Multi-use Trail. Provided basic amenities were provided, the park has the ability to serve as a constrained secondary trailhead and/or destination for trail users. The limited size of the parking area inhibits the facility from supporting a large number of users at a single time.



EXISTING FACILITIES:

- 1.19 acres land area
- 90 lf of frontage on beaches of the Atlantic Ocean
- 20 paved parking stalls
- Single dune walk over
- Direct Access to AIT Multi-use Trail

EXPANSION:

Expansion of the Southend Beach Access park is limited by a lack of physical space. The optimum boundary exercise indicated the possibility of securing additional lands directly adjacent to the parking area for the purpose of installing a restroom facility. Even without the physical expansion of the park there are several amenities that can be added (including restrooms) which will increase the level of service provided to the community.

AMENITY EXPANSION:

Basic provision to support the primary functionality of the park and encourage the utilization of the facility as a trailhead should be undertaken. Currently the facility is nothing more then a parking lot and dune walkover. The following amenities are recommended:

- Small restroom facility with changing area
- Outdoor shower/foot rinse basin
- Water fountain/dog fountain
- Bicycle racks and informational kiosk
- Reconstruction of the dune walk over to included a covered viewing platform with a picnic table

PHYSICAL EXPANSION:

The physical expansion of the site is limited. An expansion of the physical boundary is only recommended if there is no other means of providing restroom facilities within the current park boundary. Expansion of the physical boundary of the park beyond the minimum necessary to install restrooms is not perceived as cost effective. Attention should be directed towards developing amenities within the Southend Beach Access park while simultaneously pursuing acquisitions of additional beach access points further south on Amelia Island. Additional beach access points with significant parking areas are needed on the south end of Amelia Island.



RECOMMENDATION:

Installation of water and waste water facilities need to be explored for sanitation purposes. Based on site inspections there are two options to installing restrooms. 1. Offset the entry drive aisle thereby providing room to install a small restroom. 2. Purchase additional lands south of the parking area specifically for the purpose installing restrooms. The most cost effective option should be pursued. Beyond a restroom, additional amenities such as an outdoor shower, water fountain, information kiosk detailing the Amelia Island Trail and the Timucuan Trail and reconstruction of the dune walk over to create a covered picnic area should be pursued. The installation of basic amenities such as restrooms and outdoor showers should be the priority amenity expansion at the Southend Beach Access.



AMERICAN BEACH

(AMERICAN BEACH HISTORIC PARK, COMMUNITY CENTER, BURNEY PARK AND DUNE WALKOVERS)

It is impossible to explain the significance of the individual components that comprise the American Beach Community and its recreational underpinnings without understanding the Community's place not only in the history of Nassau County but in the history of this Nation. By understanding the significance of the Community and the intent for which the Community was founded the context of the recreational facilities must be recognized as an integral strand of the community fabric that is American Beach.

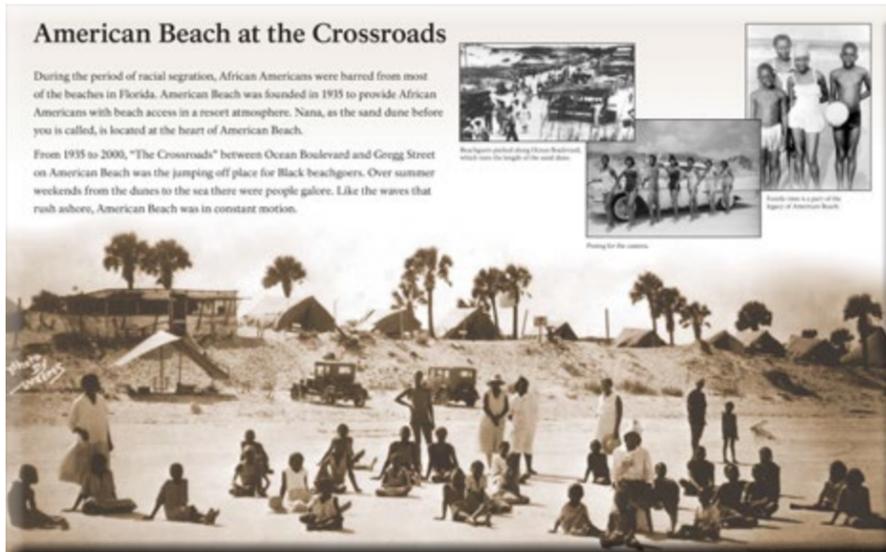
"After the Civil War, and extending well into the 20th century, laws barring African Americans from public facilities were common throughout the American south. Not until passage of the Civil Rights Act of 1964 did these so-called Jim Crow laws begin to disappear. Until they did, blacks simply could not claim the same rights and privileges that white Americans enjoyed. All along Florida's spectacular shoreline, for example, African Americans were denied entry to most public beaches. American Beach was created to address that situation."(1)

"Founded in 1935 by Abraham Lincoln Lewis[A.L. Lewis], American Beach was created as a vacation haven for African-Americans, for whom access to other resorts was denied in the days before desegregation. In the early 1930s, A.L. Lewis, Florida's first black millionaire and president of Florida's first insurance company, the Afro-American Insurance Company in Jacksonville, bought 200 acres of prime Florida beachfront so his employees could enjoy the Florida shore.



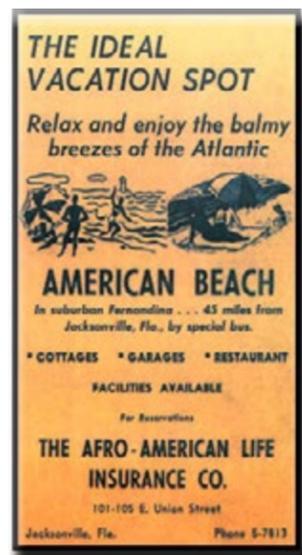
A.L. LEWIS

In the 1930s, 1940s and 1950s, American Beach was the place to be for fun and entertainment. African-American families were given the opportunity each weekend to commute for a day at the beach on Amelia Island, or to own property there for full time residence or a weekend getaway. It was a place where the insurance company's workers could escape the pace of the work week and where their families and friends could enjoy the beach free from the stress associated with segregation. Evans' Rendezvous nightclub was an important anchor of the community, welcoming notable artists such as Ray Charles, Cab Calloway and Louis Armstrong. "(2)



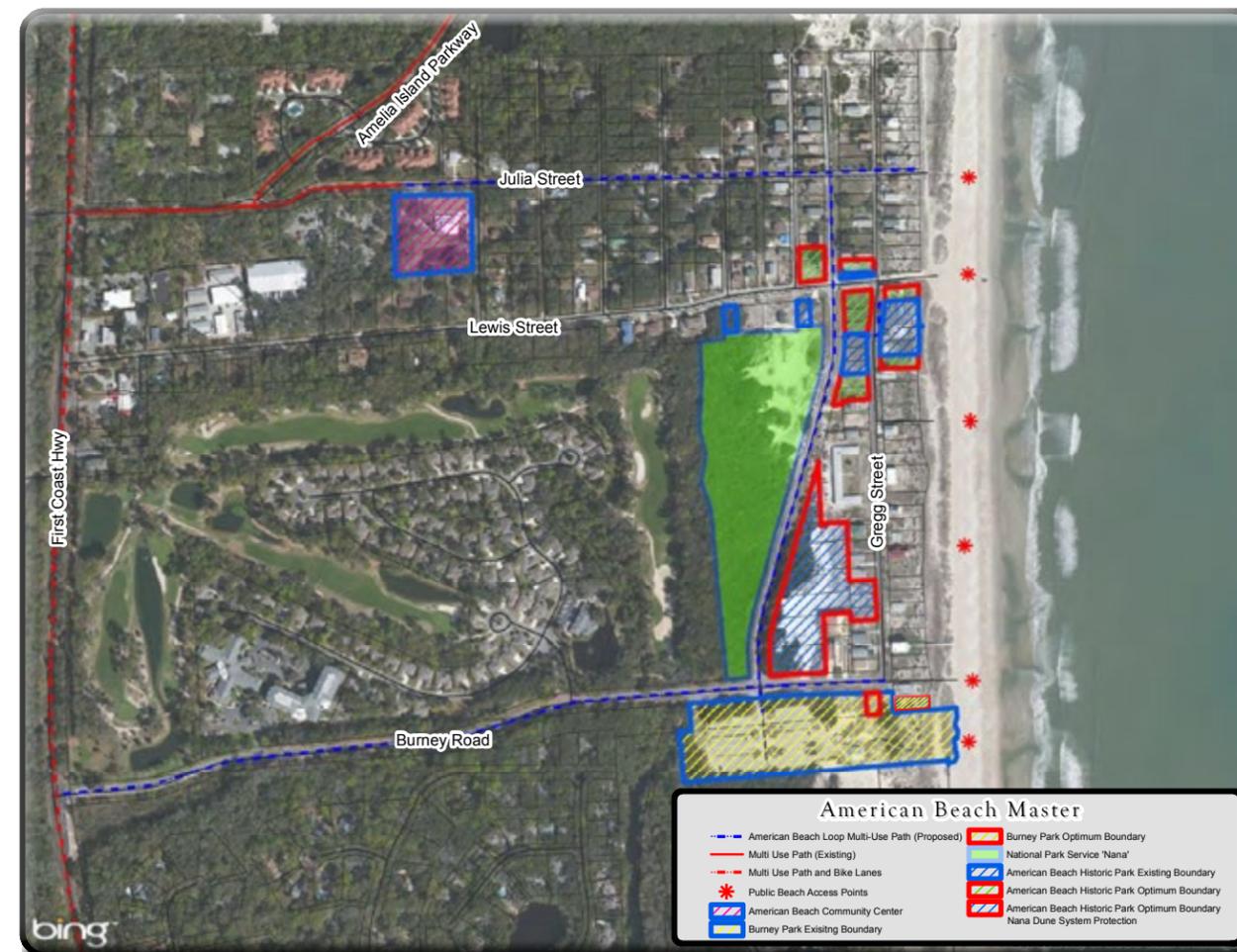
"On September 10, 1964, Hurricane Dora slammed into American Beach, damaging or destroying many homes and businesses. The damage was a setback for the community. But it proved minor compared with the setback caused, ironically, by the Civil Rights Act of 1964. In the words of historian Phelts: "The civil rights legislated in 1964 had opened all public facilities to African Americans. Former American Beach vacationers and day-trippers now frolicked on Miami Beach, raced up and down the wide sands at Daytona, wore out the cobblestones of Savannah, and rode high at St. Simons Island. All along the shores of the East Coast, blacks explored areas that had once been off limits. The three-day weekends at American Beach shrank to one day; the Sunday visitors and day-trippers no longer stayed overnight. Loaded buses no longer caused a bottleneck at the crossroads. With so little business most of the restaurants and resort establishments closed."(1)

Community based efforts to preserve the heritage of American Beach culminated in 2002 with American Beach being listed in the National Register of Historic Places as a "cultural resources worthy of preservation". This plan intends to further promote the heritage of American Beach by reestablishing American Beach as a recreational destination for all to enjoy.



ON THE FOLLOWING PAGES WE EXPLORE THE BELOW POINTS OF INTEREST

- American Beach Historic Park (Evan's Rendezvous)
- Burney Park
- American Beach Community Center
- Six Public Beach Access Points (see below map for locations)
- 'Nana' Dune System (NPS Lands) [by reference]
- American Beach Loop Multi-use Path [by reference]



Did you Know:



MaVynee Betsch, known as 'The Beach Lady', is the material of which folklore is created. She possessed a larger than life persona and for 30 years 'protected and advanced' the legacy of American Beach and her great-grandfather A.L. Lewis. Below is a very small sample of some interesting facts about Ms. Betsch gleaned from the internet. [To learn more about The Beach Lady visit the American Beach Museum or simply perform an internet search of MaVynee Betsch, 'The Beach Lady'; You can't make this stuff up...] <http://www.americanbeachmuseum.org/>

- Born the same year American Beach was founded, 1935
- Classically trained musician and international opera star through the mid 1950's-early 1960's.
- An Atlantic-traveling whale has been given her name (MaVynee #1151) by biologists at Boston's New England Aquarium; whale #1151 was a 'particularly rambunctious female'
- Lobbied to have American Beach listed in the National Register of Historical Places
- Saved 'Nana' (60' dune in the heart of American Beach)
- She is the focus of a feature length documentary ('The Beach Lady', by Nowhere Productions)
- The story of her life and work is the centerpiece of a book by Russ Rymer, "American Beach: A Saga of Race, Wealth and Memory".
- Posthumously honored as an Unsung Hero of Compassion by the Dalai Lama [yes, that Dalai Lama]
- In 2005, she "turned into a butterfly and floated out over the sand dune."

(1) http://www.nps.gov/timu/historyculture/ambch_segregationlaw.htm
 (2) <http://www.tpl.org/media-room/american-beach-properties-preserved-fl>
 (3) http://www.smithsonianmag.com/people-places/Beach_Lady.html#ixzz2nkx2qa00

AMERICAN BEACH HISTORIC PARK

(EVAN'S RENDEZVOUS & LEWIS STREET BEACH ACCESS)



The American Beach Historic Park is centered around what was the premier spot for entertainment and social gatherings for African Americans during the Jim Crow era. Entertainers the likes of Ray Charles, Cab Calloway and Louis Armstrong played the venue during its prime.

According to the American Beach Historic District management plan, "Evan's Rendezvous held central importance in the social fabric of the town of American Beach as an attraction and social center for vacationers and visiting college students from its construction in 1948 until it closed in the late 1980s. The former Rendezvous was a wooden structure that was destroyed in a fire and was then relocated to the present site. The business included a restaurant, bar and nightclub, restrooms, beach concessions, housed in the Rendezvous building, and hotel rooms in a small motel next door. Although in poor condition today, Evans' Rendezvous undoubtedly holds a special place in the memories of thousands of visitors as the place to "see and be seen" during leisurely summer visits to American Beach. The National Historic District designation of American Beach recognized Evans' Rendezvous as an important contributing structure in the culture commemorated by the designation."

The Evan's Rendezvous was purchased in 2005 through a partnership with the Trust For Public Land and the Florida Communities Trust. The facility remains closed to public awaiting repair. Efforts in recent years to secure the primary structure have been completed and design work



and engineering are complete for a new dune walkover and viewing platform.

The American Beach Historic Park includes three vacant parcels located west of Gregg Street which were purchased to provide parking and provide connectivity to the publicly held lands which house 'NaNa'. In addition, several small parcels are under public control in the vicinity of the American Beach Historic Park. These parcels were originally platted as public rights-of-way but now serve as additional open space.

The American Beach Historic Park provides for several public beach access points. The primary point of access is the continuation of the Lewis Street right-of-way. This point of access allows for vehicular access to the beach which is an amenity that has been widely utilized.



PHOTO CREDIT: AMELIA ISLAND MUSEUM OF HISTORY

EXISTING FACILITIES:

- 1.24 acres total land area (not including 'Nana')
- 9,000sf building
- 0.24 additional open space in vicinity
- One(1) vehicular access to the beach

EXPANSION:

Expansion of the American Beach Historic Park can be manifested in four distinct ways. 1. Physically through land acquisition. 2. Amenity based expansion through the remediation of existing facilities and installation of new facilities. 3. Expansion of social/community activity. 4. Preservation of the southern portion of the Nana dune system east of Ocean Avenue.

AMENITY EXPANSION:

The American Beach Historic Park has the potential to be corner stone of the American Beach Community. Revitalization of the existing facility and strategic installations designed to accommodate both the social heritage of the community and the future demands projected to be placed on the beachfront amenity as the population of Nassau County expands and the tourism industry on Amelia Island continues to grow.

- Revitalize the existing structures. Create social space and sense of place through redevelopment of Evan's Rendezvous
- Expand the built environment by improving vacant lands directly adjacent to the existing structures creating outdoor social spaces
- Restrooms/outdoor showers/water fountains/dog fountains/foot rinse
- Small children's play structure with limited age

separation

- Picnic tables, benches, trash receptacles
- Bicycle rack and informational kiosk
- Outdoor pavilions/viewing platforms/picnic space
- New dune walkover with covered viewing platform
- Open grassed area for free play
- Improved landscaping/streetscape plan
- On-street parking

PHYSICAL EXPANSION:

Physical expansion should be actively pursued with priority given to the parcels directly adjacent to current public holdings on Gregg Street and Ocean Avenue. Acquisition of these currently vacant parcels should be of the highest priority for Nassau County. Secondary priority, would be the acquisition of the southern extent of the Nana dune system east of Ocean Avenue. Preservation of this magnificent natural feature would be a value adding acquisition for the community.

RECOMMENDATION:

Acquisition of oceanfront properties for public use is a luxury most coastal communities no longer enjoy as development has rendered acquisition impractical. The opportunity to acquire these vacant tracts of land directly adjacent to currently held public lands is an opportunity that should not be squandered.

Immediate priority should be given to the acquisition of those parcels identified on the optimum boundary map presented to the right. These acquisitions should exceed all other priorities. Currently the identified properties are either vacant or underdeveloped and are prime for acquisition.

The consolidation of the vacant parcels in proximity to the currently held public lands broadens the opportunity for the American Beach Historic Park to be the recreational and social nucleus it was during the height of American Beach. As development continues and the population of Nassau County continues to expand, the opportunity to provide beachfront amenities will vanish. The expansion of the American Beach Historic Park is one of only two currently known opportunities to significantly expand oceanfront amenities on the southern end of Amelia Island.

Given the scarcity of beach front lands, the County should avoid the construction of a parking lot on the lands located west of Gregg Street and in the alternative, create an on-street parking plan throughout the American Beach Community. The on-street parking should be consistent with commonly accepted on-street parking practices in urbanized areas and be accompanied by a streetscape plan. Beach front lands are too valuable to be utilized for surface parking when viable alternatives exist.



BURNEY PARK (AMERICAN BEACH)



Burney Park, named after I.H. Burney II, is the second largest beachfront park under the control of the Nassau County BOCC measuring just over 6.5 acres. Despite the size and relatively complete basic amenities package, the park does not see the same intensity of use as its sister parks at Peter's Point and Scott Road. This is assumed to be largely due to its lack of visibility from the primary tourism corridors and physical distance from the non-beachfront attractions found on Amelia Island. With that said, Burney Park is immensely popular within the immediate community and to locals (island and non-island dwelling). This facility has the potential to provide a level of service beyond that which is currently realized.

With that said, the park plays a critical social roll in the American Beach community as it hosts a number of events including the annual American Beach Property Owners', 'An American Beach Jazz Festival'. The event includes a series of concerts held over a three to four month period during the summer. The concert series hearkens back to a time when American Beach was the epicenter of African American

beach front entertainment in the southeast United States. A time when entertainers such as Ray Charles, Cab Calloway and Louis Armstrong performed for crowds gathered at the beach front hot spot.

Burney Park is envisioned to be a key component and trailhead for the Amelia Island Trail system with direct access to the 'American Beach Loop' an ancillary segment of the Amelia Island Trail/Timucuan Trail that is planned to run through the heart of the American Beach Historic District.

Strategically, Burney Park's location is significant for public access to the beach. South from Burney Park, the adjacent southern two (2) miles of beach are functionally private as access to the beach is only available through one of several beachfront resorts/communities. Burney Park and the American Beach Community serve as a valuable public access point in an area that is otherwise restricted by access.



EXISTING FACILITIES:

- 6.5 acres land area
- 200lf of ocean frontage (approximately)
- Dune walkover
- Restrooms, potable water and outdoor showers
- 175 Paved parking stalls
- One (1) medium sized gazebo



EXPANSION:

Expansion of Burney Park could be achieved via the intensification of the existing amenities and/or expanding the physical boundaries of the public holding. The physical expansion of the park is limited. Park expansion should be focused on providing amenities that promote the social function of the park within the American Beach Community and preservation of the coastal heritage.

AMENITY EXPANSION:

The park serves an important social function within the American Beach community. Expansion of the park's amenities package should be focused towards promoting and encouraging the social use of facility.

- Large pavilion for social gatherings; the pavilion should be large enough to support a small stage for musical performances and positioned in a manner to utilize the opens space and parking area for audience viewing
- Limited children's play structure, simple apparatuses with limited age separation
- Electrical/water service hook-ups in parking lot medians for vendors during social events
- Bike rack, informative kiosk for cyclist
- Reconstructed small to medium sized pavilions
- Open grassed area for free play
- Improved landscaping

PHYSICAL EXPANSION:

The two parcels identified for potential acquisition will contribute little to the functionality of the park. However, acquiring the two identified parcels deters fragmentation of ownership in the northeast corner of the property and protects a portion of the view corridor from Gregg Street and the park. While these parcels are identified for acquisition, there are other parcels within the American Beach Community which offer a far greater level of service for citizens and visitors of Nassau County. Including lands near the American Beach Historic Park and the area identified in the below graphic which would preserve the eastern/southern extent of the 'Nana' Dune System.

RECOMMENDATION:

Capitalize on the utilization of the park within the American Beach Community to support social functions. Work with the American Beach community to make improvements to support, encourage and promote the park's functionality as a community builder and integral part of the social fabric of American Beach. Identify specific events the community would like to target and develop a plan that supports the direction the park is naturally taking.



AMERICAN BEACH COMMUNITY CENTER



The American Beach Community Center is a 6,000sf multipurpose building completed in 2010. The facility is located on two(2) acres at the corner of Julia Street and Mary Street within the American Beach community.

The structure boasts wrap around covered porches, a tin roof, colorful lap siding, a kitchen, multi-use space and approximately 800sf of specially designed space to house a museum focused on maintaining the legacy of American Beach.

The structure is a fitting addition to the American Beach Community. Like the American Beach community, the

EXISTING FACILITIES:

- Kitchen, restrooms and potable water
- 2,000sf of indoor multipurpose space
- 800sf museum
- 21 paved parking stalls
- 30 grass paver parking stalls

EXPANSION:

The physical expansion of the community center is not practical or warranted at this juncture in time. Focus should be placed on promoting the use of facility to support local/community based events and draw attention to the American Beach Community and the legacy so many have fought to preserve.

RECOMMENDATION:

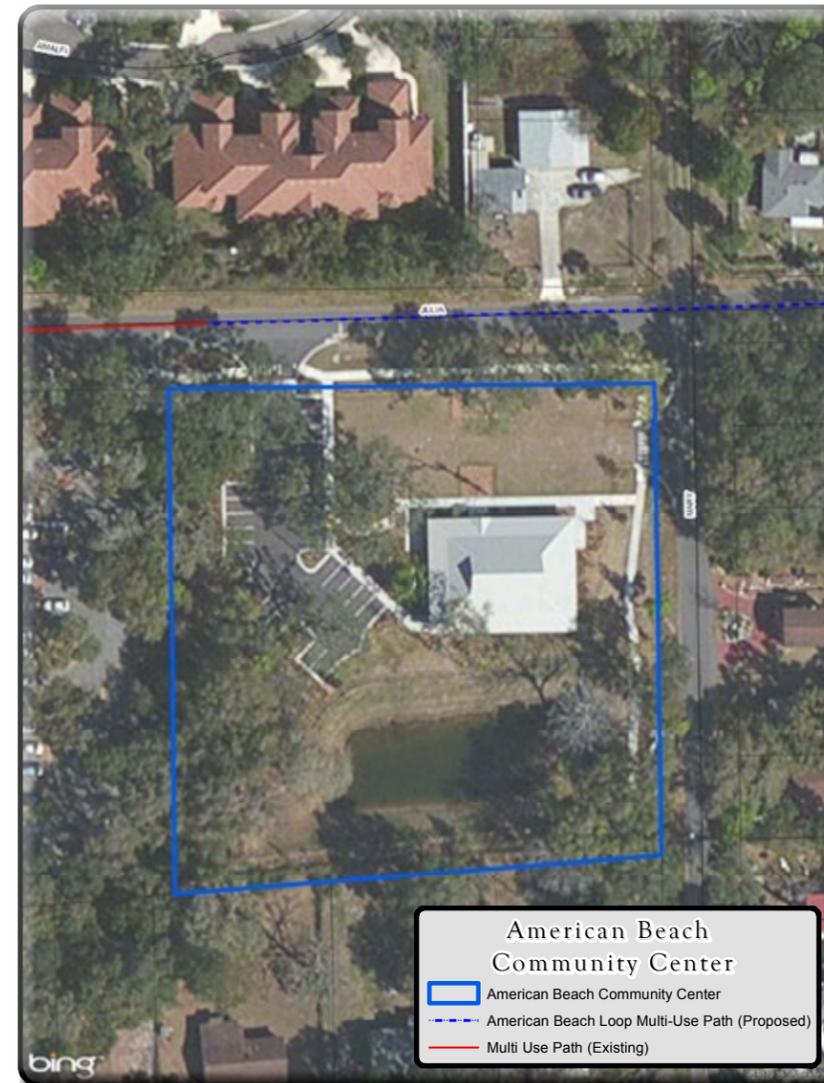
Coordinate with the American Beach Property Owners Association and the A.L. Lewis Historical Society to see the American Beach Museum reach its full potential. Work to expand the relationship with the Amelia Island Chamber of Commerce and Tourist Development Council to promote the use of the facility and by extension, draw additional recognition and support to the American Beach Community.

Continue to pursue the development of the American Beach Loop Multi-use Path extending from the Amelia Island Trail through American Beach.

Continue to pursue recognition through the Florida Scenic Highway Program for designation of A1A (First Coast Highway) and the primary roadways within the American Beach Historic District.

facility has an inviting charm and since of warmth. Unlike most of the limited access resort communities in the immediate area, American Beach remains an open and welcoming community.

Recently the first leg of the American Beach Loop Multi-use path was completed connecting the community center to the Amelia Island Trail. The American Beach Loop is an ancillary multi-use path extending off the spine route of the Amelia Island Trail. The American Beach Loop is a fantastic way to highlight the American Beach Community and direct tourist to this treasure and ultimately promote the legacy of American Beach.



AB Historic Park 'yard' with 'Nana' in the background



AB Historic Park - Evan's Rendezvous



AB Historic Park - 'Yard'

Did you Know:



According to the Florida Division of Historical Resources,

"In the early development of American Beach, a few private homes were built, including one hidden deep in the woods at the end of Ervin Street. The Colonial Revival house, built for local African-American business owner and community activist Martha Hippard, is an unusual example of high style architecture in the beach resort community.

Detached from the main house is a separate party house that some say was a gambling house. Others say it was used to host dances, club parties, and other civic and social activities. Both houses are constructed of hand-made concrete blocks from truckloads of crushed coquina shells hauled from American Beach and hand-molded bricks manufactured on the premises.

The 1938 structures were built on nearly an acre of land, larger than any other parcel in the area... Martha's Hideaway, also called Hippard's Hideaway, was listed on the National Register of Historic Places on October 12, 2001."

KINGS FERRY BOAT RAMP



The Kings Ferry Boat Ramp provides public access to the St. Marys River in northwest Nassau County. The park regularly operates at maximum capacity due to a lack of public access to the St. Marys River in this region of the County. The Kings Ferry Boat Ramp provides access for both motorized and non-motorized water craft via a single lane boat ramp and floating dock.

The St. Marys River is one of Nassau County's prized amenities. The natural blackwater stream community and forested floodplains that characterize the upper portions of the St. Marys River are a glimpse into the 'real' Florida. The St. Marys Blueway has received formal recognition

by the Florida Department of Environmental Protection. The continuation of the designated Blueway trail is an integral part of the Nassau County Blueway Plan. For more information on the St. Marys River and the Upper and Lower St. Marys Blueways see Chapter 5; Trails & Blueways.

The Kings Ferry Boat Ramp is in close proximity to a 39 acre preservation tract [Morgan Tract see pg 90] under the ownership of Nassau County. The acquisition of interceding lands between the two public land holdings would create a significant riverfront park in area of Nassau County that currently lacks public recreational opportunities.



EXISTING FACILITIES:

- Land area - 1 acre
- 310lf of frontage on The St. Marys River
- Single lane motorized boat launch
- Two (2) floating docks
- Informal parking gravel area
- Two (2) Picnic tables
- Additional Items

EXPANSION:

Although the physical expansion of the public land holding associated with the Kings Ferry Boat Ramp will be difficult due to environmental constraints and the surrounding residential development pattern, physical expansion is reasonable considering the lack of public facilities in this area, the level of service that could be provided and the relatively low residential density development pattern.

AMENITY EXPANSION:

The boat launch and floating dock are relatively new improvements and are in good working condition. Unfortunately, without physically expanding the public holdings, the intensification of the site with the establishment of new amenities will be difficult. Additional vehicular parking and maneuver space is currently the primary need of the site. If the public holdings associated with the Kings Ferry Boat Ramp are expanded via acquisition, the placement of amenities such as restrooms, pavilions, children's play equipment, Kayak/canoe racks, potable water and other similar amenities becomes possible.



PHYSICAL EXPANSION:

The physical expansion of the public land holding associated with the Kings Ferry Boat Ramp is possible. The County must weigh the increase in level of service provided through expansion of the current facility versus creating an entirely new park in the same community. Based on existing land holdings and sparsity of development, acquiring lands for a regional scale riverfront park is conceivable but may not prove cost effective considering additional access points to the St. Marys River is a priority of the 2030 Recreation Plan. Based upon spatial analysis, connecting the Morgan Tract to the existing Kings Ferry Boat Ramp via acquisition would expand the Park boundary by approximately 20 acres and add an additional 290lf of river frontage. These acquisitions would allow for the creation of a significant riverfront park exceeding the potential of the Goffinsville Park.

RECOMMENDATION:

The County must decide whether the expenditure of monies to expand the Kings Ferry facility outweighs the benefits received from acquiring a riverfront parcel elsewhere within the same northwest region of the County.

A community based conceptual site planning exercise could be undertaken to assist in determining if the acquisition of adjacent privately held properties will provide the desired level of service.

Ultimately, it is likely that acquiring vacant riverfront land elsewhere will be more cost effective, provide an overall greater level of service and further the goals of the 2030 Comprehensive Plan and 2030 Recreation Plan of securing additional access to the St. Marys River.

If physical expansion is considered favorably, the County should explore securing a first right of refusal on the properties within the identified optimum boundary.

In addition, the Kings Ferry Boat Ramp is a portion of the greater Nassau County Blueway Plan and the amenities offered, signage package and configuration must be designed in consideration of the greater Blueway Plan and the potential users.



Did you Know:

More than 65 species of fish have been identified in the St. Marys River. Including Sea Trout, Flounder, Redfish, Sharks, Large Mouth Bass, Pan Fish and Catfish



HOLLY POINT BOAT RAMP



The Holly Point Boat Ramp is located in the southern most extent of the Nassauville community and provides direct access to the Nassau River and the Amelia River(ICW) via Christopher Creek.

The launch point is a favorite of local anglers looking to access the Amelia River(ICW) and Nassau Sound. Despite the park's lack of size, the facility accommodates a substantial amount of traffic for the launching of small to medium sized motorized watercraft.

In addition to providing quick access to Amelia River (ICW) and the Nassau Sound (Atlantic Ocean), the launch at Holly Point is a favorite of boat owners because the tidal flow of Christopher Creek is relatively low in strength/speed compared to other facilities. As such, it is not uncommon

for the parking area of this facility to exceed capacity resulting in an overflow of boat and trailer parking along local roads leading to the Park.

The Holly Point Boat Ramp has the potential to offer a far greater level of service than is currently being realized. Future planning for this facility should take into account the amenities located at the Goffinsville Park roughly two(2) miles north on CR-107.

The Holly Point Boat Ramp provides a quality launch point for the continuation and logical expansion of the Nassau County Blueway system. The launch point is a convenient point of entry for paddlers looking to access the Florida Circumnavigation Saltwater Paddling Trail.

EXISTING FACILITIES:

- 4.23 acres
 - 1.5 acres upland
 - 2.73 acres wetlands
- 160lf of water frontage
- 350lf of marsh frontage
- Single lane motorized boat launch
- 30lf of Floating Dock
- 22 Paved parking stalls
- 4 Pavilions
- Restrooms
- Picnic Tables



EXPANSION:

Expansion of the Holly Point Boat Ramp Park could be achieved via the intensification of the existing amenities and/or expanding the physical boundaries of the public holding. The expansion of this facility should be viewed in two ways. 1. Maximizing the regional aspect of the facility[water access]; 2. Providing neighborhood park scale amenities to serve the immediate population base. This Holly Point facility is a good example of a facility that could serve both regional and neighborhood recreational needs if designed accordingly.

AMENITY EXPANSION:

The boat launch and floating dock are relatively new improvements and are in good working condition. However, additional amenities are needed to serve the community in which the park is located. Based upon the demographics of the neighborhood, the following amenities are suggested:

- Fish cleaning station
- Foot rinse/equipment rinse
- Improved restroom facilities
- Outdoor basketball court
- Small children's play structure
- Bike rack and kayak/canoe racks
- Grassed area for free play
- Improved landscaping (tree planting)
- Expanded Parking/designated overflow parking in ROW

PHYSICAL EXPANSION:

To accommodate the recommended amenities expansion, additional lands are required. Expanding the land area of the park would allow for the creation of a quality small scale riverfront park. The areas identified below would allow the park to expand from 1.5 acres of uplands to a total area of approximately 3.75 acres including an additional 450lf of river frontage. Acquiring additional lands is within reason when analyzing the provided level of service in relation to assessed value of the expansion properties. In the event the property owners within the optimum boundary are not willing sellers, it is possible to expand the park to the north by adding an additional 1.2 acres of uplands via acquisition.

The expansion of the facility has the potential to provide a high quality passive riverfront park on a neighborhood scale while at the same time accommodating the heavy regional use of the property for access to the Intracoastal Waterway.



RECOMMENDATION:

Explore the possibilities of expanding the park boundary. Determine the most likely route of expansion [west or north]. Subsequently, the County should create a community based conceptual site plan that utilizes the areas identified as potential acquisition sites. The conceptual site planning exercise will allow the County to decide if the pursuit of expanding the park will yield the desired return on investment in terms of service provided to the public. Also, the site planning exercise will provide the County with the tools necessary to pursue third party funding to support acquisition.

If ultimately expansion of the site is not desired, other small scale improvements can be made to increase the functionality of the facility. This would include installation of play equipment, an outdoor basketball court, fish cleaning stations, a wash basin, bike racks and other similar improvements. The County should also explore the possibility of providing overflow parking along the public right-of-way leading to the facility.

In addition, the Holly Point Boat Ramp is a portion of the greater Nassau County Blueway Plan and the amenities offered, signage package and configuration must be designed in consideration of the greater Blueway Plan and the potential users.

EDWARDS ROAD BOAT RAMP



The Edwards Road Boat Ramp is located in the Nassau Landings/Edwards Road community and provides direct access to the Nassau River. The public holding is bifurcated by Edwards Road with approximately one half acre located south of Edwards Road providing 110lf of frontage on the Nassau River and one half acre north of Edwards Road which is currently utilized for parking.

Due to the limited land area of the existing facility the entire river frontage is absorbed by the boat launching and docking facilities leaving no natural bank or meaningful open space for recreating. The land area north of Edwards Road is completely absorbed by vehicle parking and offers zero recreational functionality. At this time, the facility is no more than a parking lot and a boat launch.

The park is the single recreational opportunity for the immediately adjacent community. The opportunity to expand the park boundaries, and by extension the amenities offered, should be explored. Available lands and reasonable assessed land values make adjacent acquisitions feasible. Expansion of the facility would offer recreational opportunities to a currently unserved population base and provide needed public space west of I-95 as the area begins

EXISTING FACILITIES:

- 1 acre land area(bifurcated by Edwards Road)
- 110lf of frontage on the Nassau River
- Single lane motorized boat launch

EXPANSION:

Expansion of the Edwards Road Boat Ramp Park is limited by the land area associated with the facility. Outside of redeveloping the site to provide a more efficient and aesthetically pleasing parking lot, little can be done to expand the amenities offered beyond the primary function currently being provided. Additional lands are required to create any meaningful public space and level of service beyond basic access to the Nassau River.

AMENITY EXPANSION:

The boat launch and floating dock are relatively new improvements and are in good working condition. However, additional amenities are needed to serve the community in which the park is located. Based upon the demographics of the neighborhood, the following amenities are suggested:

- Restrooms
- Children’s play equipment with age separation
- Picnic tables, benches, trash receptacles
- Bike rack, kayak/canoe racks, and water fountain
- 2 - 3 small open pavilions (similar to those at Goffinsville Park)
- Open grassed area for free play
- Walking paths/hard trail
- Improved landscaping
- Redeveloped and expanded parking area

to realize the population expansion associated with the existing development entitlements.

In addition, the Edwards Road Boat Ramp is a key component of the County’s Blueway Plan. The Edwards Road launch ties together blueways along Plummer’s Creek, Mills Creek, Boggy Creek, Thomas Creek and the remainder of the upstream Nassau River Blueway entering the Nassau River-Marshes of the St. Johns River Aquatic Preserve.



- 30lf of Floating Dock
- Paved parking
- One ADA parking stall(depth for trailer parking)

PHYSICAL EXPANSION:

Expanding the land area of the park would allow for the establishment of additional amenities and the creation of a quality small scale riverfront park. The areas identified below would allow the park to expand from one (1) acre to a total area of approximately six (6) acres including an additional 1.5 acres of uplands adjacent to the Nassau River more than doubling the parks river frontage 110lf to 260lf.

The acquisition of the river front parcels would be the primary focus. The area north of Edwards Road adjacent to the existing parking area would be secondary for acquisition with priority given to the parcels with frontage on Edwards Road. The expansion of the facility has the potential to provide a high quality passive river front park on a much smaller scale than Goffinsville Park. For comparative purposes, Goffinsville has a land area of approximately 20 acres. The potential of this facility is significant.

RECOMMENDATION:

The first step should be the creation of a community based conceptual site plan which utilizes the areas identified as potential acquisition sites. The conceptual site planning exercise will allow the County to decide if the pursuit of expanding the park will yield the desired return on investment in terms of service provided to the public.

If ultimately it is determined that expansion of the park will not yield an acceptable return on investment, the efforts should immediately turn to redeveloping the park to create a more efficient and aesthetically pleasing facility and exploring the installation of restrooms and small scale improvements to the boating facility.

With that said, exploring the acquisition of the directly adjacent (west) waterfront property identified on the adjacent exhibit is recommended. As of the writing of this document, the property is functionally vacant and is currently being marketed.

In addition, the Edwards Road Boat Ramp is a portion of the greater Nassau County Blueway Plan and the amenities offered, signage package and configuration must be designed inconsideration of the greater Blueway Plan and the potential users. Even if the site is not expanded, other small scale improvements can be made to increase the functionality of the facility.



GOFFINSVILLE REGIONAL PARK



The Goffinsville Regional Park is rich with natural beauty, history and recreational amenities. The property was acquired in 2001 through a partnership with the Trust for Public Lands (TPL) and the Florida Communities Trusts (FCT). Park construction was completed in 2009 and was the winner of the 2010 APWA State of Florida award in Environmental Design.

In 1893, the property was purchased by Russian immigrant Saul Goffin and utilized a canning factory for oysters, shrimp, crab, and grapefruit. As Goffin's operation grew the community around the factory also matured. Ultimately, the factory closed in the 1950's and the property fell into disarray. In the 1990's Nassau County and the Goffin family

began looking for an opportunity to maintain the property in the public's trust. After 20 years of hard work and multiple partnerships the property was transformed into the County's premier recreational facility.

Direct access is available to the Nassau River-Marshes of the St. Johns River Aquatic Preserve via double lane motorized boat ramp. Access for non-motorized water craft is accommodated via a 40lf floating dock. For the land bound, the park offers a 150lf fishing pier and 900lf of river shore line and another 1,110lf of marsh/creek frontage.

In addition to the water based recreation opportunities the park offers many amenities for the entire family. Including play equipment with extensive age separation, pavilions, picnicking facilities, approximately 4,000lf of asphalt trail and opens space for general recreating.



EXISTING FACILITIES:

- 20 acres land area
- 900lf of frontage on the Nassau River
- Double lane motorized boat launch
- 40lf of Floating Dock
- 150lf Fishing pier and viewing platform
- 4,000lf (aprox.) of asphalt trail
- Paved trailer and passenger parking
- 6 gazebos with concrete floor
- 8 Picnic tables and stationary grills
- Restroom facilities and potable water
- Children's play equipment with age separation



EXPANSION:

Expansion of the Goffinsville Regional Park could be achieved via the intensification of the existing amenities and/or expanding the physical boundaries of the public holding. Providing additional land area to accommodate additional amenities that are in harmony with the existing park is achievable.

AMENITY EXPANSION:

- Large nature pavilion/meeting area
- Primitive camp sites
- Additional picnic tables, benches, trash receptacles
- Kayak/canoe racks
- Create additional open grassed area for free play near the playground
- Improved landscaping in parking area
- Expanded children's play area/additional apparatuses
- Expand the children's play area to feature water based play apparatuses such as a splash pad, water cannons, water trees, overhead sprinklers and other similar apparatuses.

PHYSICAL EXPANSION:

The acquisition of the 5.5 acre property lying between the current park boundary and CR 107 should be explored.

This acquisition will allow for the expansion of offered amenities such as providing primitive camping sites, a large nature pavilion and space for groups such as the Boy Scouts and 4-H to hold outdoor meetings and events.

RECOMMENDATION:

Acquisition of the expansion properties should be explored. The expansion area is currently vacant and is assessed at a value that makes acquisition feasible.

Explore possible development alternatives through a site specific planning exercise taking into consideration the possible acquisition of adjacent properties.

Regardless of physical expansion, improvements related to expanding the children's play equipment area and landscaping improvements to the parking area can be achieved in the short term.

Eliminating underbrush in proximity to the children's play area and creating additional grassed open space for free play is recommended. In addition, removal of under brush will make the play area more visible to the parking area which will increase the perception of safety.

Adding a splash pad with water cannons, water trees and other similar apparatus is recommended. The demographics of the area and the lack of similar amenities elsewhere in the County make the installment a worthwhile addition that will add to the level service provided.

In addition, the Goffinsville Park is a portion of the greater Nassau County Blueway Plan and the amenities offered, signage package and configuration must be designed in consideration of the greater Blueway Plan and the potential users.



WILSON NECK BOAT RAMP



The Wilson Neck Boat Ramp is located in the Wilson Neck/Yulee Farms community and provides direct access to Nassau River-Marshes of the St. Johns River Aquatic Preserve via Gardener Creek. The Wilson Neck Boat Ramp is a key component of the County's Blueway Plan and has the potential to provide a far greater level of service than is currently being realized.

The Wilson Neck Boat Ramp is the single recreational opportunity within the Wilson Neck/Yulee Farms community which is home to more than 3,000 persons* of which twenty-three(23) percent of the population is under the age of 18 years and 60% are under 44 years of age.**

A lack of basic amenities such as restrooms, potable water, play equipment, pavilions and other similar amenities inhibit the utilization of the park despite being located within a vastly under served community. While the development of the Wilson Neck Boat Ramp will not eliminate the need for additional public recreation opportunities in this service

EXISTING FACILITIES:

- 2.5 acres land area
- 175lf of frontage on Gardner Creek
- Single lane motorized boat launch
- 35lf of Floating Dock
- 13 formal hard parking stalls (depth for trailer parking)
- One ADA parking stall (depth for trailer parking)
- Canoe/Kayak compatible launch



EXPANSION:

Expansion of the Wilson Neck Boat Ramp park could be achieved via the intensification of the existing amenities and/or expanding the physical boundaries of the public holding. Without taking expansive actions the park will remain under utilized and the immediate community will remain undeserved.

AMENITY EXPANSION:

The boat launch and floating dock are relatively new improvements(2010/2011) and are in good working condition. However, additional amenities are needed to serve the community in which the park is located. Based upon the demographics of the neighborhood, the following amenities are suggested:

- Restrooms(similar to Lofton Creek Boat Ramp)
- A variety of creative children's play equipment with extensive age separation
- Picnic tables, benches, trash receptacles
- Bike rack, kayak/canoe racks and water fountain
- 2 - 3 small open pavilions (similar to those at Gof-finsville Park)
- Open grassed area for free play
- Improved landscaping

area it will provide some level of service to a currently un-served population.

The Wilson Neck Boat ramp was identified during the solicitation of public comment as an existing park that is under-developed that could provide additional service. Adding basic amenities will be a cost effective way to significantly increase usership and increase the level of service provided to the community.



PHYSICAL EXPANSION:

The physical expansion of the public land holding associated with the Wilson Neck Boat Ramp is possible but limited due to current development. The most logical expansion would be the acquisition of the two vacant residential lots abutting the existing park boundary to the northwest. This acquisition would add an additional 2.1 acres thereby doubling the functional size of the park. This acquisition alone would allow for significantly more diversity and opportunity to serve the immediate community of more than 3,000 persons.

Further expansion beyond the vacant 2.1 acres described above would require acquiring land with existing residential structures. However, given the pattern of low density development in the immediate area, the acquisition of lands beyond the vacant 2.1 acres is within reason when analyzing the potential level of service provided in relation to value of land compared to the value of the accompanying structures.

RECOMMENDATION:

The county should pursue a first right of refusal agreement for the acquisition of the vacant 2.1 acres abutting the park to the northwest.

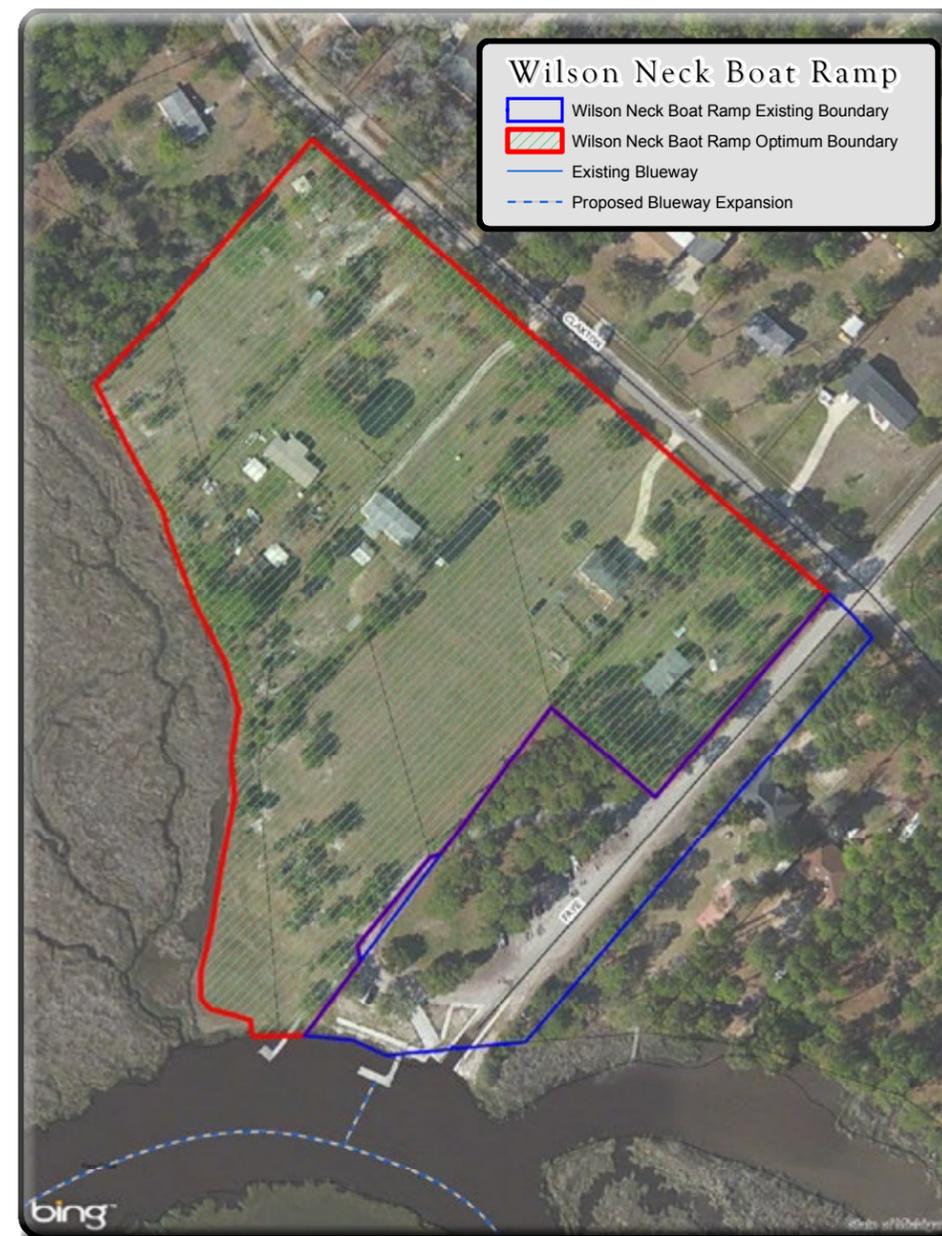
Contemporaneously, a community based conceptual site planning exercise should be undertaken prior to any further site improvements taking place. It is recommended that the vacant 2.1 acres identified for acquisition be included in the site planning exercise.

The expansion of the park amenities (restrooms, pavilions and play equipment) should be the primary short term focus. However, installation of significant infrastructure [restrooms/OSTDS], should take into consideration the possible acquisition of adjacent properties and the long term functionality of the park.

If the acquisition of the vacant 2.1 acre property is determined to be not possible, the County should move forward with installation of restrooms, significant children's play equipment including grassed open space for free play and a series of small pavilions.

It is critical to consider the demographic makeup of the immediate community and the potential for heavy utilization as additional amenities are added.

In addition, the Wilson Neck Boat Ramp is a portion of the greater Nassau County Blueway Plan and the amenities offered, signage package and configuration must be designed in consideration of the greater Blueway Plan and the potential users.



* Based upon 2010 Census Block data. (Wilson Neck/Yulee Farms community is generally considered the area lying adjacent to and south of Radio Avenue, east of US Hwy 17, west of Lofton Creek, and then bordered by the Nassau River on the south.)
 **Based upon 2010 Census Data; 22.9% of population in Census Tract 503.02 is under 18 years of age/58.8% are under the age of 44 years. The Wilson Neck/Yulee Farms community make up over half the population of Census Tract 503.02)

NASSAU LAKES PARK

UNDEVELOPED



The Nassau Lakes neighborhood contains three individual tracts of land conveyed by fee simple title to the Board County Commissioners with the intent to utilize the land to establish neighborhood parks. Two of the three tracts are contiguous. For the purpose of this narrative, the two contiguous tracts will be referred to as Nassau Lakes Neighborhood Park 'A'. The solitary tract of land with an area of 0.37 acres will be referred to as Nassau Lakes Neighborhood Park 'B'.

Nassau Lakes Neighborhood Park 'B' is not suitable for development based on size and wetland encumbrances and should remain as preserved open space.

Nassau Lakes Neighborhood Park 'A' is located at the intersection of Nassau Lakes Circle and Long Island Place within the Nassau Lakes development. The subject park has an area of 1.85 acres (2.78 acres including adjacent HOA



POTENTIAL AMENITIES:

Potential improvements for the Nassau Lakes Neighborhood Park 'A' based on its location, size, and typical user within the Nassau Lakes neighborhood may include the following:

- A nature viewing platform overlooking the 24 acre lake, preferable of ample size to accommodate a covered area, enough open decking/platform to allow viewing
- The 24 acre lake does support fresh water aquatic life including the Micropterus Salmoides.
- A variety of creative children's play structures with age separation including open grassed area for free play
- Picnic tables, benches, trash receptacles, bike rack, 2-3 small open pavilions with picnic tables and water fountain
- Restrooms would be extremely convenient as small children will be utilizing the park. Public water and waste water service are available.
- A sidewalk/ hard trail should be established providing access throughout the site with entrances on both street frontages. The internal trail should meander around existing vegetation and be of an adequate width(6'-8') and constructed of a formed hard slip resistant surface such as concrete, asphalt or similar material. Benches, gazebos and small open areas for single family picnic or private relaxation along the trail would be an additional amenity.
- A crosswalk on Long Island Place may be necessary.
- No on-site parking should be provided as the park is centrally located within the Nassau Lakes neighborhood and is accessible by an existing sidewalk system. Limited on-street parking (2-3 stalls) should be provided along Long Island Place.
- Provide limited lighting for security purposes. Lighting should be well screened from adjacent properties. Ground lights running along the internal pathways and nature viewing platform would add to the ambiance of the park.

PARK VISION:

The Nassau Lakes neighborhood park will be the identifying characteristic of this neighborhood and should be designed and maintained as such.

Efforts should be made to ensure that the neighborhood park is as aesthetically pleasing and as inviting as possible. An appealing park is far more likely to be utilized, cherished and protected by the citizens within the area. Preservation of natural vegetation should be considered during site preparation.

The site should be well landscaped with native vegetation with emphasis placed on native canopy trees. Irrigation should be provided to ensure the longevity of the vegetation and the sustainability of the park.

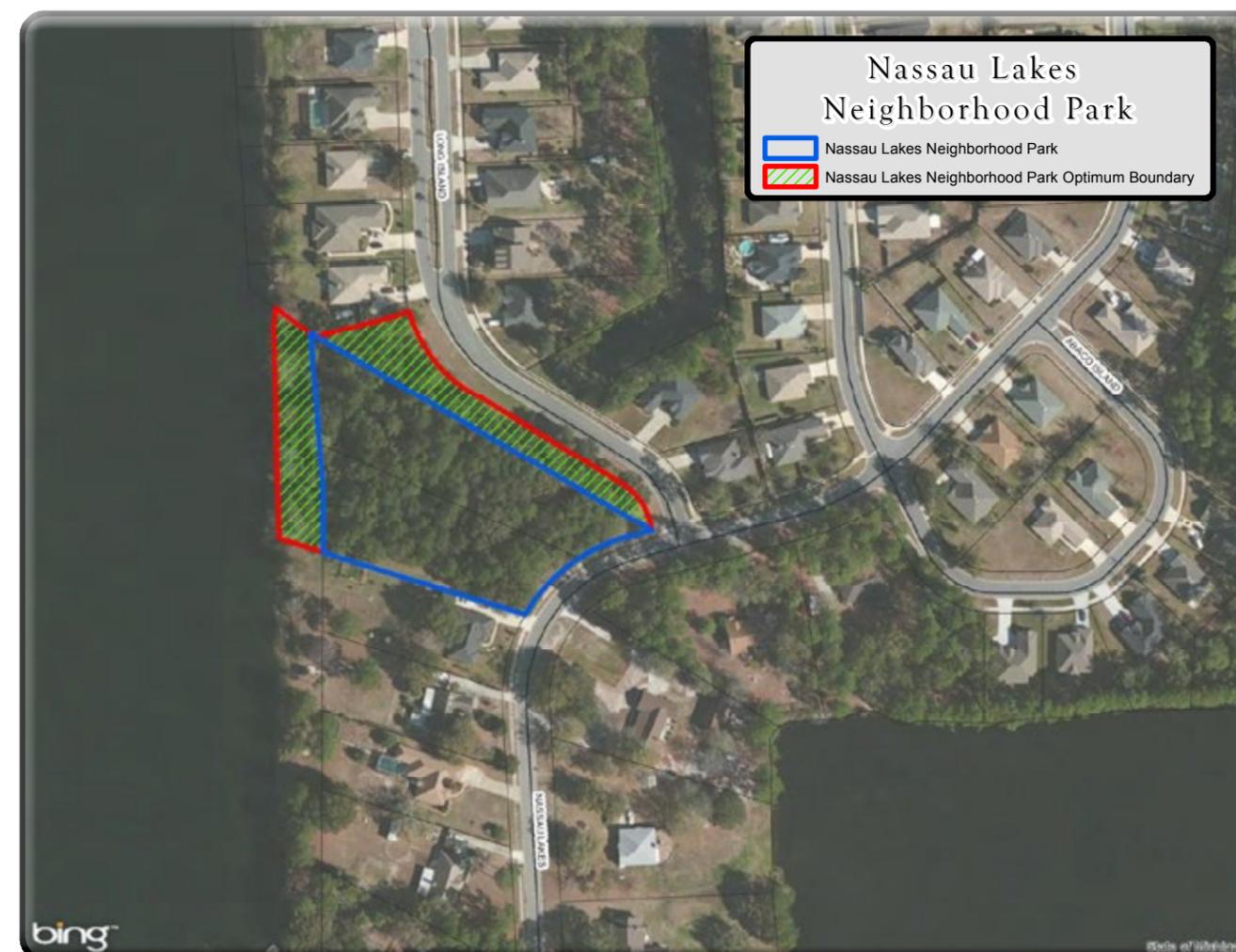
One of the key aspects of the design is utilizing both the county owned lands and those directly adjacent lands under the control of the Nassau Lakes HOA which are reserved for recreational use. Without an agreement between Nassau County and the Nassau Lakes HOA, the development of the park is unlikely.

EXISTING INFRASTRUCTURE:

- Water main lines run along the park's northern boundary (Long Island Place) and an eight(8) inch water main runs along the park's eastern boundary (Nassau Lakes Circle). A fire hydrant is located in the northeast quadrant of the intersection of Nassau Lakes Circle and Long Island Place.
- Sanitary sewer lines run along the centerline of both Long Island Place (park's northern boundary) and Nassau Lakes Circle (park's eastern boundary).

RECOMMENDATION

Conduct a community based conceptual site planning exercise which utilizes the areas identified as the optimum boundary. Create a plan in conjunction with the members of the Nassau Lakes community and take efforts to reach a public/private partnership regarding the development and perpetual maintenance of the park. Ideally, Nassau County would provide design, engineering and construction in exchange the Nassau Lakes HOA would agree to maintain the park in perpetuity.



JOHN MUIR ECOLOGICAL PARK



The John Muir Ecological Park is centrally located within the Yulee community near the intersection of SR200/A1A and US Hwy 17. The park highlights the historic significance of David Levy Yulee and the "Florida Rail Road". David Levy Yulee, through his 'Florida Rail Road Company', constructed the first railroad to cross Florida (1855-1861). The railroad commenced in Fernandina Beach and terminated at Cedar Key. The John Muir Ecological Park preserves a portion of the historic rail bed ideally framed within a natural wetland system consistent with the environment David Levy Yulee would have encountered cutting the rail bed through the virgin forest. The Park offers visitors the opportunity to "...stroll the wooden boardwalk and view untouched wetlands [and] just imagine what it was like traveling through the wilderness."⁽¹⁾

The name sake of the park, John Muir, came to Fernandina Beach in 1867 and proceeded to walk from Fernandina Beach to Cedar Key along Yulee's rail road studying the natural communities of Florida.



EXISTING FACILITIES:

- 9.43 acres total
 - 5.23 acres BoCC ownership
 - 4.2 acres Yulee Historical Society, Inc.
- 475 lf of eight(8) feet wide elevated boardwalk
- Interpretive signage
- Five(5) covered pavilions
- Parking area, ten(10) stalls
- Bus loading/unloading isle
- Restrooms
- Water fountain



EXPANSION:

Expansion of the John Muir Park could be achieved via the intensification of the existing amenities and/or expanding the physical boundaries of the public holding. The County needs to determine if the expansion of the John Muir Ecological Park will provide an acceptable return on investment prior to moving forward with any further expansion.

AMENITY EXPANSION:

An original component of the conceptual plan included a museum and an additional 650lf of elevated boardwalk. Both elements could, if desired, be programmed and completed based upon the physical arrangement of the site. Conceptually, a rail car from the mid-1800's was to be placed on site and serve as the David Levy Yulee museum. The Yulee Historic Council, Inc. was slated to be the museum's curator upon completion. This phase of the project never came to fruition.

¹ John Muir Ecological Park & David Yulee Museum brochure produced by the Yulee Historic Council, Inc.

PHYSICAL EXPANSION:

The physical expansion of the park could take place in four identifiable segments:

1. The acquisition of additional portion of the original rail bed, specifically, the immediately adjacent portions of the rail bed under the ownership of Bennett and Strickland lying west of the existing park and the portion owned by Florida Rock east of the subject site.
2. The acquisition of the 12.38 acre Simmons Property north of the existing park grounds.
3. The acquisition of the Flood property and historic structures. This would need to be in conjunction with the acquisition of the portion of the historic rail bed on the Florida Rock property.
4. The acquisition of the National Propane and Corbett Property.

The expansion of the John Muir Eco. Park cannot be viewed solely in the realm of traditional recreation. These acquisitions are the strategic underpinnings of a long term public/private partnership to transform these under utilized properties into an economic engine centered around a transit station and high density mixed use development. These properties offer an opportunity to control the development pattern of strategic frontage properties. Reference FDOT SR200/A1A Corridor Study July 2013.



RECOMMENDATION:

Further analysis needs to be performed to determine if the expansion of the John Muir Ecological Park will have an acceptable return on investment. If not, simply maintain the existing facility.

If expansion of the facility is found favorably, efforts to acquire the immediately adjacent portions of the remaining historic rail bed should be the primary short-term focus. Upon acquisition, creating a nature trail atop the rail bed would be the most cost effective manner to preserve the historic significance of the site and bolster the usability of the park.

Attention can then turn to the acquisition of the Flood and Simmons properties expanding the physical boundary of the park. These acquisitions will protect the existing natural communities and provide additional park frontage on US Hwy 17.

Lastly, acquiring the National Propane and Corbett properties to be redeveloped in conjunction with the Flood property to create a sense of place and lay the ground work for a high density mixed use development centered around mass station transit. Reference FDOT's SR200/A1A Corridor Study July 2013.

ORANGE AVENUE PRESERVATION PARK

UNDEVELOPED



The Orange Avenue Park (13.25ac) is part of a 17.51 acre oak hammock preservation area established in 1984 as part of the Summer Beach Development of Regional Impact (DRI). Reference is made to Resolution 85-11 (pg 15) and 90-41 (pg 21). The property was conveyed via OR 1243, pg 1349, a quit-claim deed that provides no additional conditions or stipulations. It is designated as Recreation on the Future Land Use Map of Nassau County.

The Orange Avenue Park exist in two contiguous parts; a 10.29 acre tract of pristine oak hammock and a 2.96 acre linear (1,900lf) tract of land that connects the 10.96 acre oak hammock to the remainder (4.26ac) oak hammock preservation area.

The Orange Avenue Park is encumbered by restrictions set forth in the conditions of approval for the Summer Beach DRI. The applicable language states, "Such areas can contain nature walks and bike trails in the periphery of the parcels, but shall exclude use by motorized vehicles."

The property has been predominately maintained in its natural state consisting of a mature oak canopy and relatively clear understory. In addition to providing a picturesque setting beneath the shade of the mature oak canopy the Orange Avenue trail will provide for convenient and manageable non-vehicular access to a public access point on the Amelia Island Parkway Trail.



PARK VISION:

The Orange Avenue Park site presents a rare and outstanding opportunity to provide cross island access to the ocean by connecting the Amelia Island Trail and the Amelia Island Parkway Multi-Use Trail, both north/south corridors, via the Orange Avenue Trail, an east/west corridor. The Orange Avenue Trail trail will provide a convenient and direct non-vehicular access corridor to a public beach access point located on the Amelia Island Parkway Trail. The location of the Orange Avenue Trail is ideally located centrally between Julia Street Path and Fetcher Avenue, which are the two closest points the trail system travels east/west off the Amelia Island Trail.

A critical linkage is needed to construct the trail. County owned and managed lands meet at a point mid way through the proposed route. The acquisition of a corner clip of one of the two adjacent properties is needed to physically construct the trail. The project has been stymied due to an inability to obtain the needed 15' corner clip. This plan also discusses the possibility of purchasing an additional 1.5 acres of land directly adjacent to the currently publicly held land for the purpose of providing a small restroom, water fountain, dog fountain, shelter with picnic table and small parking area. This acquisition will allow for the construction of facilities to support the primary amenity and provide vehicular parking within a manageable distance (0.5miles) from a public beach access. However, acquisition of ocean front properties, such as those in American Beach, are of a higher priority.



POTENTIAL AMENITIES:

Providing cross island access to the ocean is the primary objective for the development of this park. The trail should measure a minimum of 10 feet in width and be constructed of a formed slip resistant hard surface such as concrete, asphalt or similar material. Prior to paved trail construction the corridor could be developed in the interim as a marked nature trail similar to the trail system within the Egan's Creek Greenway.

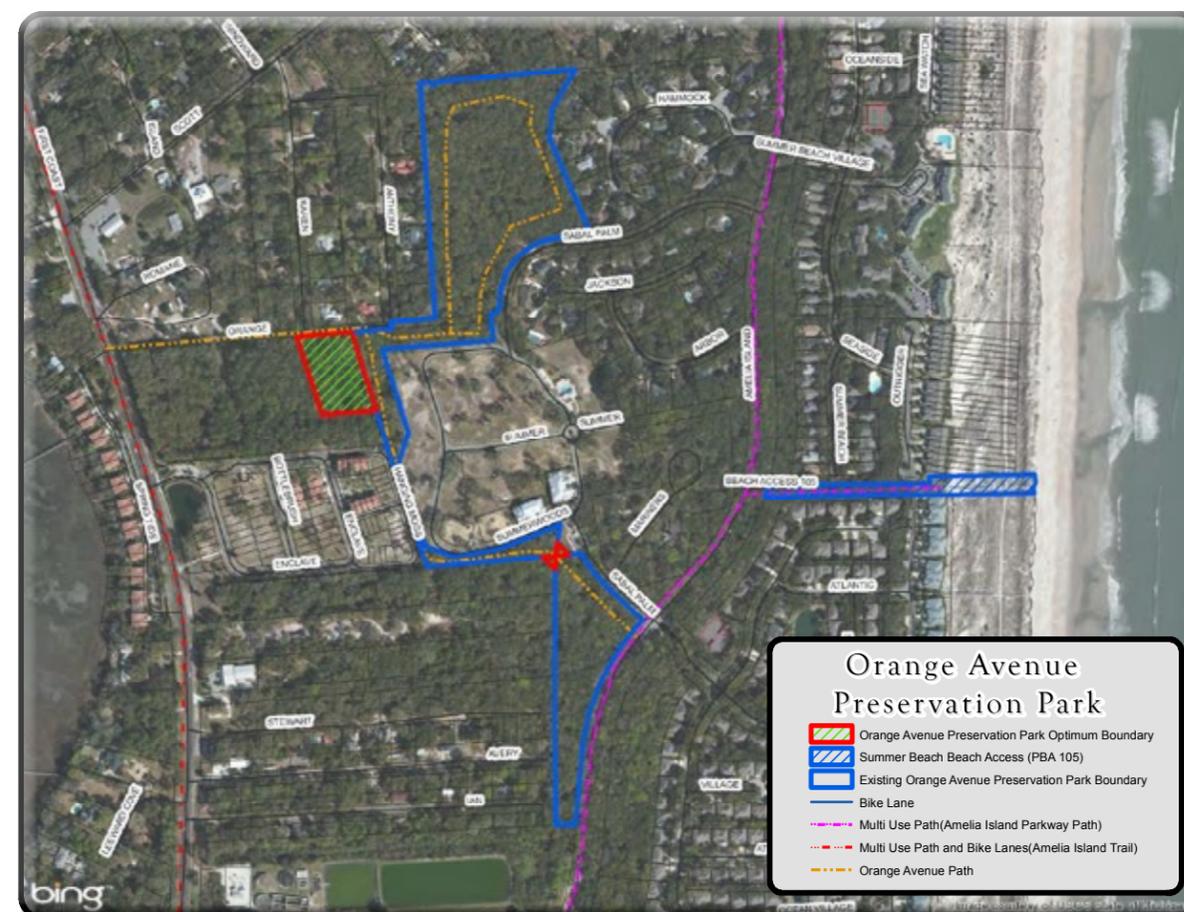
The Orange Avenue Park should be designed to operate both independently as a looping trail with facilities and in conjunction with the existing Amelia Island Parkway Multi-Use Trail, Dune Walkover 105(PBA) and the Amelia Island Trail. The purchase of the 1.45 acre property identified below would allow the placement of a small restroom, water fountain, dog fountain, shelter with picnic table and small parking area. All improvements should be arranged and designed to be as unobtrusive as possible. All structures should be neutrally colored and well screened by existing vegetation and/or new landscaping materials.

RECOMMENDATION

Proceed with the active pursuit of acquiring a 'corner clip' sufficient for trail instillation as described herein. Acquisition of land at the mid-point of the trail where the county owned lands meet at a point is paramount to seeing the non-vehicular corridor come to fruition. Upon acquisition of the needed corner clip, creation of a marked nature trail is recommended in the interim until construction of a 10' paved trail can be funded. Acquisition of the necessary corner clip is the primary focus in the short term followed by trail construction.

After trail construction, long-term attention can turn to acquiring the 1.5 acre parcel identified below and installation of supporting amenities. With that said, acquisition of oceanfront properties in American Beach and an additional beach access point further south on Amelia Island should take priority over the acquisition of the 1.5 acre property referenced herein. The Orange Avenue Trail can serve its primary function without acquiring the 1.5 acre parcel identified below.

The trail location should meander around existing vegetation with special emphasis placed on tree protection and preservation during and after site development. The portion of the proposed multi-use trail running adjacent to residential properties should, were possible, be setback from the property boundary 25'. The proposed setback will establish a dense vegetative buffer between the proposed trail and single family lots. Supplemental planting may be required.



CITRONA PARK

UNDEVELOPED



The Citrona Park is centrally located on Amelia Island and measures 34.5 acres. In 2008, the Citrona Park along with the City of Fernandina Beach managed portions of the Egan’s Creek Greenway were formally designated by the Florida Department of Environmental Protection’s Office of Greenways and Trails as part of the State of Florida Greenways and Trails System.

Recent environmental management activity has been undertaken on the property by the Florida Department of Transportation as part of the Egan’s Creek Greenway restoration project. FDOT’s goal of this restoration project is to “reestablish a forested freshwater wetland system with ecological and aesthetic qualities equal to or better than the freshwater system that was impacted due to increased water levels and saltwater intrusion associated with the original Egan’s Creek salt marsh restoration project” further north within the Greenway System.

The park is comprised predominately of environmentally sensitive lands associated with the forested freshwater wetland system. Approximately four (4) acres of the site is

comprised of uplands. The upland portion of the site has 505 feet of frontage on Citrona Avenue and 600 feet of frontage on Blue Heron Lane. The Park currently serves as open space and passive recreation. A one (1) acre portion of the upland area is maintained as an open grassed area for free play and public use.



PARK VISION:

The Citrona Park represents an outstanding opportunity to create meaningful public space in a highly populated and active area of Amelia Island. The Citrona Park is envisioned to accentuate Egan’s Creek Greenway and serve as an identifying characteristic of the immediate communities. If designed appropriately, the park will serve as the social nucleus of the immediate community and be a value adding asset.

Limited development of the upland portion of the site is intended to provide passive recreation opportunities. Conceptual design standards to ensure park development is aesthetically pleasing and inviting is a necessity. The site should be well landscaped with native vegetation with emphasis placed on native canopy trees. Any structures contemplated must be designed to be aesthetically value adding elements.

POTENTIAL AMENITIES:

The park is envisioned to be an aesthetically superior identifying characteristic of the immediate area and serve as the social nucleus of the immediate communities. Improvements are recommended to include a detailed streetscape, access to the greenway via an internal trail system and elevated walkways accentuating the unique topography of the site, wildlife viewing platform, large open manicured grassed area for free play and hosting community social events, small restroom facility, water fountains and 2-3 small gazebos. No on-site parking should be provided. Limited on-street parking could be provided within the ROW of Blueheron Lane. No more than 3-4 parking stalls would be desired. Primary access to facility should be via bicycle and pedestrian facilities.

RECOMMENDATION

Perform a community level (2 mile radius) site planning exercise and adopt a conceptual site plan. The adopted plan should be designed in such a manner that it can be constructed in phases as funding is available. The conceptual plan can also serve as a tool to seek third party financial support for development. The plan should place emphasis on the aesthetic quality and creating public space that encourages community interaction through inclusion of elements enjoyed by all users regardless of age, interest or ability. The County should explore maintenance agreements with surrounding neighborhood associations to off-set maintenance the cost.



LOFTON CREEK BOAT RAMP

“MELTON NELSON BOAT RAMP”



The Lofton Creek Boat Ramp provides direct access to Lofton Creek, a waterway that has the distinct classification by the Florida Department of Environmental Protection as an Outstanding Florida Waters (OFW). An OFW is a waterbody that is ‘worthy of special protection because of their natural attributes’.

These natural attributes are what make Lofton Creek a favorite to boaters and nature enthusiasts. Most days, even during winter months, it is common to see tour groups loading and unloading kayaks at the Lofton Creek Boat Ramp to enjoy a day paddling the scenic black water community. While no formal records are kept regarding use of the facility, empirical evidence indicates several commercial outfitters utilize the facility to launch tours along Lofton

EXISTING FACILITIES:

- 2.3 acres (1.53 ac upland and 0.77 ac wetland)
- 18’ wide lane motorized boat launch
- 170 lf of frontage on Lofton Creek (OFW)
- 30 lf floating docks
- Informal parking
- Restrooms and potable water
- 4 picnic tables
- 2 ADA parking spaces

EXPANSION:

Expansion of the Lofton Creek Boat Ramp Park in physical size for the purpose of developing additional park amenities is not realistic given the environmental constraints of the adjacent properties. However, a number of improvements can be made that will improve functionality, promote eco-tourism and provide a more aesthetically pleasing presentation. The most effective way to expand the facility is to understand its relationship with the greater blueway system and provide additional blueway infrastructure further north and south along Lofton Creek.

AMENITY EXPANSION:

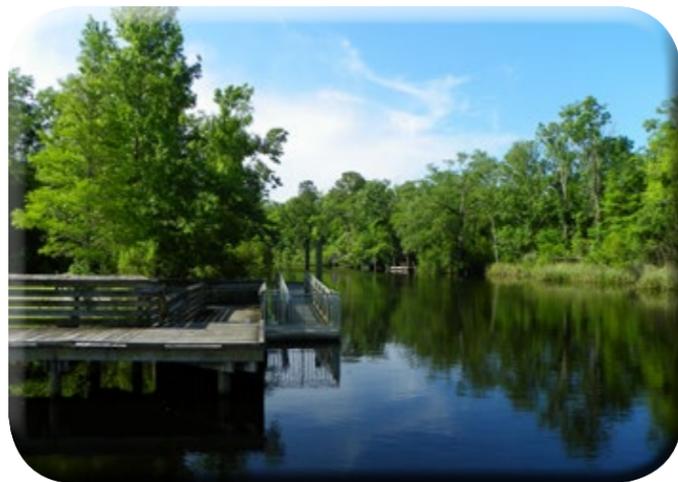
The boat launch and floating dock are in good working condition. As stated above the recent installation of restrooms vastly improved the viability of the park to serve as a blueway trailhead. Additional amenities should be geared towards further promoting the use of the facility as a staging ground for eco-tourism. The needed amenities are

- Medium to large pavilion able to cover approximately 20 persons to serve as an instructional area for commercial outfitters and create additional covered social space
- Blueway kiosk
- Additional picnic tables, benches, trash receptacles
- Bike rack, kayak/canoe racks and water fountain
- 2 - 3 small open pavilions (similar to those at Goffinsville Park)
- Drastically improved aesthetic terrane design
- Redeveloped and expanded parking area

Creek.

The Lofton Creek Boat Ramp is also heavily utilized by those launching motorized watercraft. On fair weather days the informal parking area is full and the site is bustling with activity. The banks of the creek along with the docking structures provide a platform for shore-bound anglers.

The recent construction of a restroom facility represented a major step forward in the level of service provided by the park. The addition of restrooms made the facility a viable location to support commercial outfits providing eco-tours of the OFW. Moving forward, additional improvements should be geared towards further bolstering eco-tourism and the ability to serve commercial outfitters.



PHYSICAL EXPANSION:

The most effective expansion strategy of the Lofton Creek Boat Ramp is to expand the available blueway infrastructure upstream and downstream from the Lofton Creek Boat Ramp. The creation of additional launch points (drop-off/pick-up) greatly expands the viability of the system to serve commercial outfitters, promote eco-tourism, promote safety and make available parking for motorized boaters. The latter would be accomplished by making additional parking available for non-motorized boaters away from the Lofton Creek Boat Ramp.

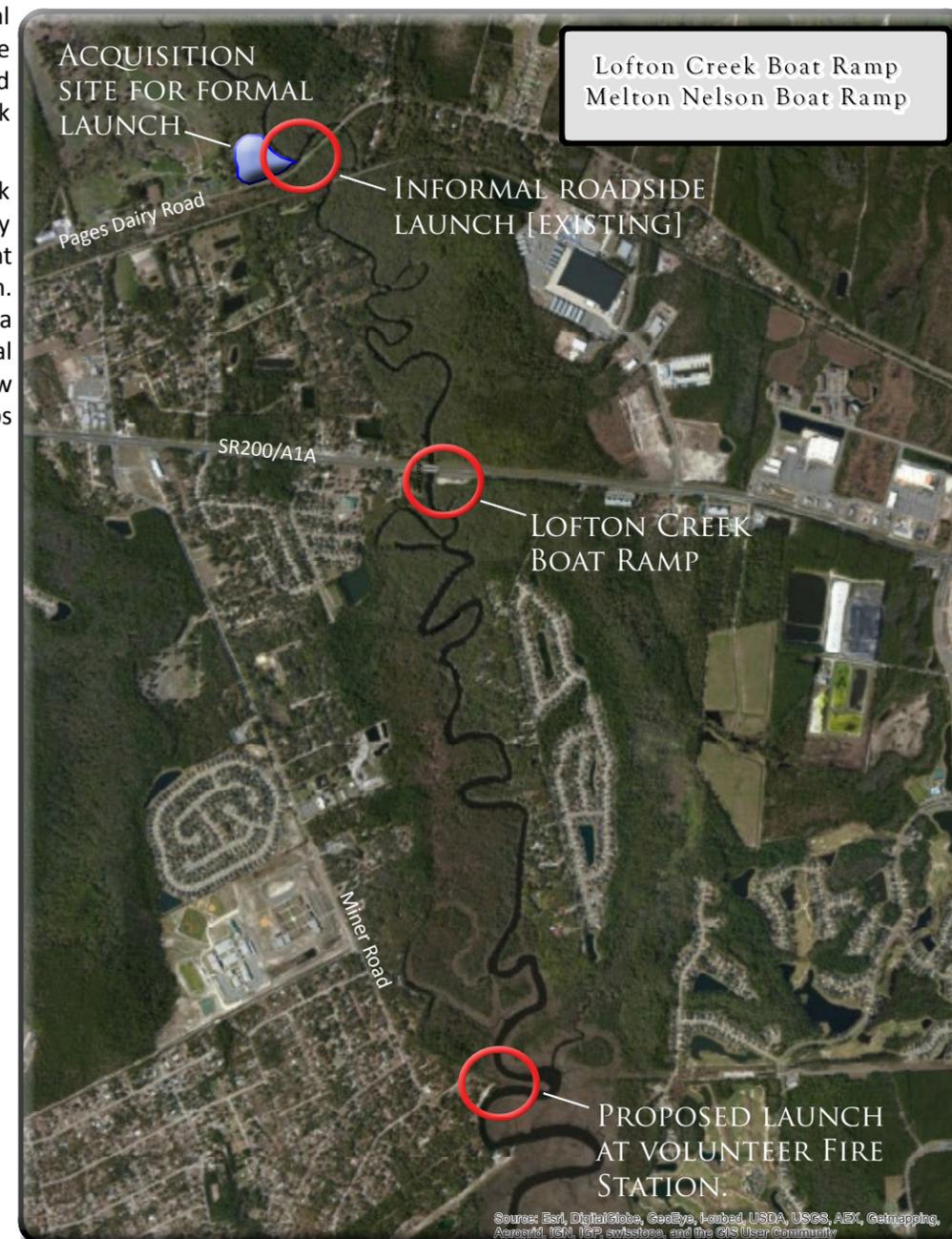
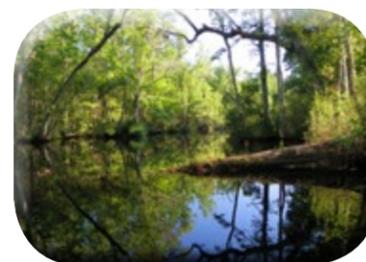
RECOMMENDATION:

The number one priority should be the acquisition of the Pages Dairy property and construct a simple kayak/canoe launch and gravel parking area. Simultaneously, close the informal roadside launch on Pages Dairy Road.

The second priority should be to construct a board walk and kayak/canoe launch at the volunteer fire station on Miner Road. Simultaneously, identify designated parking on-site and provide basic amenities such as trash receptacles, informational kiosk and picnic tables.

Adding the additional launch points will provide 4 miles (as the creek meanders) of blueway trail with three exit points. This arrangement is ideal for promoting eco-tourism as it allows commercial outfitters the ability to design the tour to their clientele’s ability. Additional launch points will also improve parking availability for motorized watercraft at the Lofton Creek Boat Ramp.

Third priority should be to seek formal designation for the Blueway through the Florida Department of Environmental Protection. Recently Egan’s Creek on Amelia Island completed the formal designation process and is now identified on all FDEP state maps further promoting eco-tourism.



Source: Esri, DigitalGlobe, GeoEye, Earthstar, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

NORTHEND BOAT RAMP

“DEE DEE BARTELS NATURE CENTER”



The Northend Boat Ramp is the largest motorized boat access point under the control of Nassau County. The facility was constructed not only to provide general access to the ICW and Atlantic Ocean but also with the intent of hosting regional and national competitive fishing tournaments similar to the Greater Jacksonville Kingfish Tournament. To date, the utilization of the facility to host competitive events has been underexploited.

The construction of the facility eliminated a mature oak

hammock. Taking efforts to reestablish the oak hammock should be pursued. The mitigation efforts will improve both the ecological quality of the facility and the aesthetics of the facility.

Currently, the site is industrial in appearance with little appeal to non-boaters. Improving the aesthetic quality of the park and expanding the amenities package will improve the appeal of the park to non-boaters and make the facility more marketable for hosting large events.



EXISTING FACILITIES:

- 10.8 acres (8.8 upland and 2 wetland/marsh)
- 50' wide motorized boat launch
- 300lf of frontage on the ICW (Amelia River)
- 2,500sf nature pavilion
- Two (2) 40lf floating Docks
- Two (2) 250lf fishing piers
- 100 paved trailer depth (60') parking stalls
- Restrooms and potable water



EXPANSION:

Expansion should be placed in the context of expanding the appeal and marketability of the facility. The primary objective should be to increase usership through a variety of tools.

AMENITY EXPANSION:

Expanding the amenities package and facility capabilities to attract additional users should be undertaken. Below are possible expansion/improvements:

- Significant tree planting to improve ecological value and aesthetic appeal.
- Small children’s play structure with limited age separation
- Significant grassed open space to accommodate large crowds, temporary stages and other similar uses associated with outdoor events(The placement of the grassed area adjacent to the children’s play area allows the open field to serve as space for free play and small social gatherings during non-event times.)
- Bicycle rack and kayak/canoe racks

PHYSICAL EXPANSION:

Environmental constraints may render development of the identified tract unsuitable for the intended purposes described herein. Site engineering plans produced as part of the Northend Boat Ramp development project indicate the potential presences of an environmentally sensitive area within the expansion parcel. Further analyses will be needed to determine the suitability of the site for development.

RECOMMENDATION:

In the short-term, work with local nonprofit organizations and public agencies including the Amelia Island Tree Conservancy, UF/IFAS and FDEP to establish an aggressive tree planting and preservation program for the park.

Work with the Economic Development Board and Amelia Island Tourist Development Council to market the facility as a location capable of hosting competitive fishing events. If the facility is not currently capable of serving as the primary host of a major event, the facility can be used as a satellite location for larger events in the North Florida/South Georgia area while the facility’s capabilities are expanded.

Determine the suitability of the identified expansion property for limited recreational development(children’s play equipment and open space to support free play, social events and hosting large events). If it is determined suitable for the intended use then acquisition of the property should be explored.



WESTSIDE REGIONAL PARK (MIZELL TRACT) UNDEVELOPED



The vision for the Westside Regional Park is one that serves local needs, provides amenities that attract users from across the region and provides a facility with the capacity and geometric design to host regional scale events. The Westside Regional Park is an economic opportunity for western Nassau County and should be developed as such. If properly planned, the facility can improve the quality of life for local residents, provide public amenities attractive to potential permanent residence and bring regional money to western Nassau County.

With economic opportunity framing the park's design, County Staff created a conceptual plan that couples locally geared amenities with regional scale facilities and a geometric design that maximizes capacity for special events such as concerts, festivals, social presentations, plays and other theatrical performances. During the conceptual site planning it was understood there would likely be interim plans that called for temporary uses. The critical matter is that we identify the primary uses and general form of the facility and subsequently design preeminent amenities in such a manner that they are consistent with long term aspirations. Below is a brief description of the amenities within the conceptual site plan.

- Five FIFA regulation soccer fields arranged to efficiently host regional scale soccer, football, rugby, lacrosse and other similar field sport tournaments
- 34,000sf open air riding arena and 16 stall horse boarding stable to host local and regional equestrian and rodeo events. It is envisioned that the boarding stables would be leased to the general public to produce income. If market demands are high, the stable could be easily expanded.
- 6,000sf amphitheater to host concerts, festivals, social presentations, plays and other theatrical performances. The amphitheater is strategically arranged to face the five (5) soccer fields. This geometric arrangement allows for the facility capacity to host significant regional scale festivals and concerts. The Jacksonville Beach Amphitheater (Seawalk Pavilion) was used as the scale model.
- 25,000sf indoor multipurpose gymnasium. The scale model was taken from the Tice Valley, CA Community Multipurpose Gymnasium. The gymnasium can be arranged to facilitate three (3) 50' x 84' cross basketball courts and one 50' x 94' feature basketball court.
- Expansive play area (60,000sf) including both dry and wet apparatuses. Bentley Park in Bixby Oklahoma was used as a scale model. The park was recently recognized for 'Top Design in the State' by the Oklahoma Recreation Sports Society. The park's splash pad was awarded the '2011 Dream Designs Spray & Power Play' by Aquatics International.
- Four youth baseball/softball fields. The youth baseball/softball portion of Vero Beach's Dodger Town was used as a scale model. As scaled, the fields measure 200' from home plate to the corner and 210' to dead center. The fields could be expanded to 300' to the corner if demand warranted.
- Extensive trail system including both hard and natural trail surfaces. The trail system also provides exclusive trails for particular user groups, e.g. separate equestrian trails from off-road mountain bike trails.
- Other ancillary amenities not specifically detailed would include significant children's play equipment, concessions stands, general open space for free play, pavilions, boardwalks, small scale skate park, outdoor basketball courts and a dock.

RECOMMENDATION

As phase 1, partner with the Town of Callahan and Town of Hilliard to construct an interim (2-lane gravel) spine road through the property following the conceptual placement of the permanent roadway. Construct the 2-5 soccer fields and a temporary parking area north of the soccer fields. Construct the open air riding arena and adjacent parking area. Blaze the full trail system and create informational kiosk. Dig retention ponds and use/sell the fill material. Phase 2, seek a partner to construct and manage the boarding stables. Complete the buildout of the equestrian component of the facility. Phase 3, build the southern portion of the spine road to full design with on-street parking. Construct permanent restrooms, meeting rooms, and concession stands to operate field sport tournaments. Install required infrastructure for a temporary stage area to support events where the amphitheater will be located in the future. The order of following phases will largely be based on market and public demand.



TRACT C

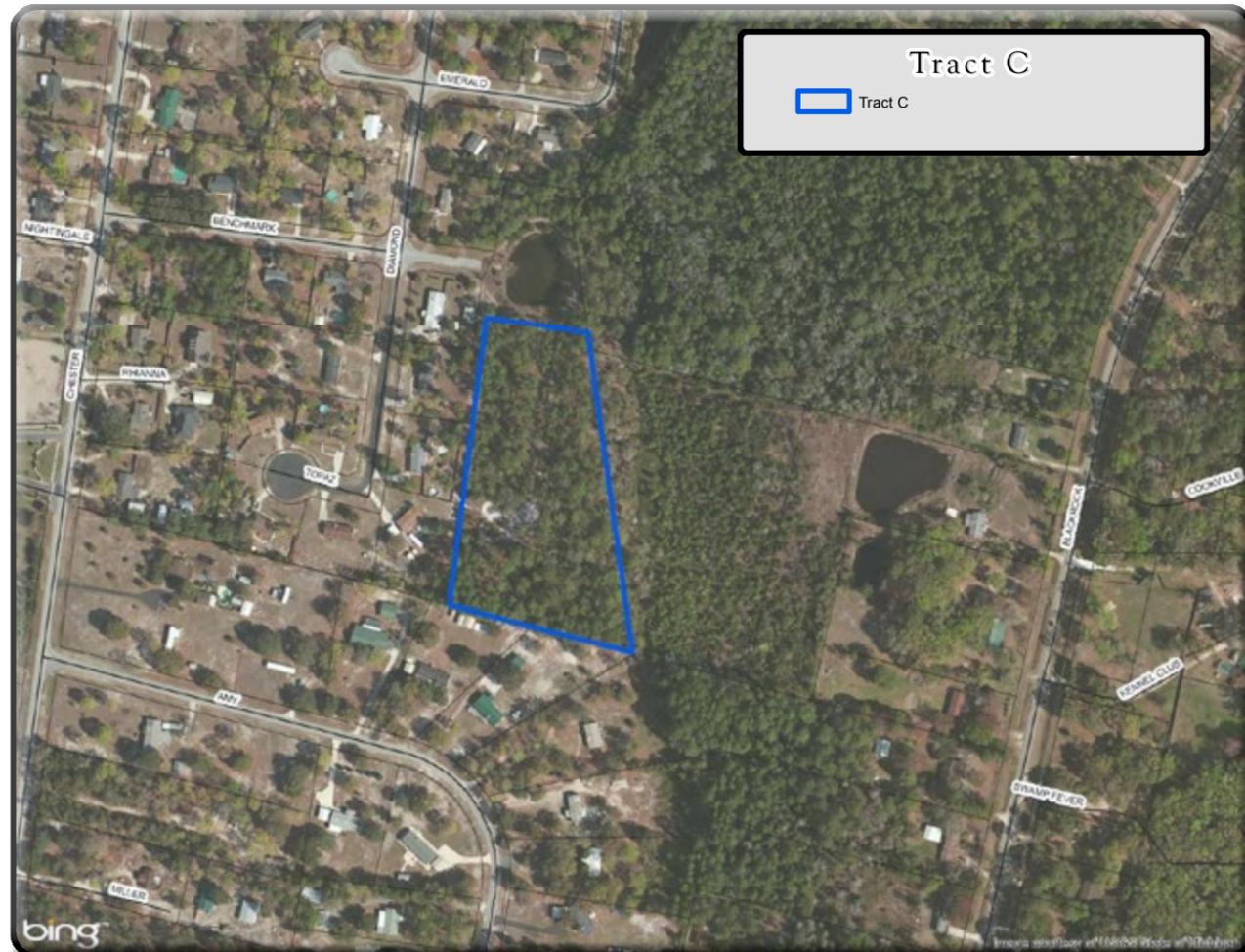
The Tract C site has no recreational value. The property measures 4.52 acres, has no frontage on a public right-of-way and likely contains forested wetlands. According to the plat of Benchmark Glenn (Replat) recorded in Plat Book 6 Page 168, Tract C is a “special conservation area” reserved for “recreational purposes”.

SITE ATTRIBUTES

- 4.52 acres land area
- Likely contains forested wetlands
- No frontage on a public right-of-way
- Only accessible through lands owned by the Benchmark Glenn HOA
- Only accessible by navigating around a stormwater retention pond owned by the Benchmark Glenn HOA

RECOMMENDATION:

Remove the parcel from the recreation inventory as it has no recreational value. The assignment of the parcel is bound by the recorded plat which may impede the ability to sell the property on the open market for the highest and best use. It is recommended the County seek legal advice on the most cost effective way to relinquish ownership of the property. Monies received from the sale should be used to expand recreational land holdings in the same district. If the costs associated with the disposal of the property exceeds the potential benefits to the County, then Tract C will simply remain as open space with no expectation of development.



LINDA HALL PARK

The Linda Hall Park is identified on the Sheffield Village subdivision plat recorded in Plat Book 5 Page 28. The property measures 3.88 acres and may contain forested wetlands. The parcel is accessible via Armstrong Road; a 60’ wide public right-of-way. Unfortunately, the property has no viable frontage and is in an isolated position. The recreational value of the property is greatly limited and may be nonexistent based upon a wetland delineation.

SITE ATTRIBUTES

- 3.88 acres land area
- May contain forested wetlands
- Is accessible via a public ROW
- Lacks quality road frontage, is isolated and has poor visibility
- Heavily wooded

RECOMMENDATION:

Commission a wetland delineation to determine the amount of usable acreage. If it is determined that a large portion of the site is uplands and the site can be accessed with out significant wetland mitigation, the County could develop the property at a neighborhood park scale including children’s play equipment and picnicking amenities. However, given the lack of quality frontage, potential for wetlands and the limited land area, the County would be better served investing money in other facilities. The isolated position of the property will deter use and could potentially be a maintenance and safety problem.

It is recommended that the County seek legal advice on the most cost effective way to relinquish ownership of the property. If the costs associated with the disposal of the property exceeds the potential benefits to the County then the Linda Hall Park Property will simply remain open space with no expectation of development. If the latter is the case, the property should be removed from the recreation inventory.

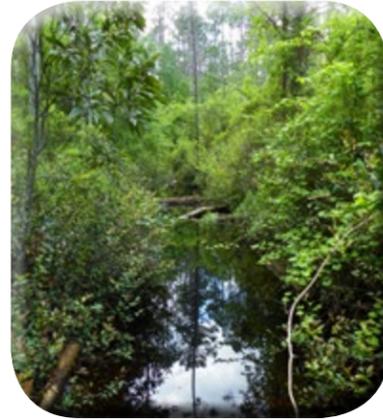


CO. ROAD 121 PARK SITE

A combination of site attributes and potential encumbrances create a challenging situation for significant improvement for recreational purposes. Currently there are no plans for the development of the park site. Further examination of the parcel and potential encumbrances are required. If it is determined that the development of the parcel for recreational purposes is not cost effective and inconsistent with the County's recreation plan, the County should consider eliminating the parcel from the recreation inventory. Ideally, the property can be sold on the open market and the funds utilized to purchase additional recreation lands in the same district. Additional income for recreation development in the district may be realized by harvesting the planted timber on the property.

SITE ATTRIBUTES

- 6.6 acres land area
- 800lf frontage on CR 121
- Drainage facility bifurcates the site on the east/west axis
- Approximately 3.5 acres of potentially harvestable pine



RECOMMENDATION:

Determine if the perceived drainage facility is associated within any formal easements and to what extent the facility contributes to storm-water management in the immediate area. Determine if there is a viable alternative for the placement of the facility and if relocation is cost effective and serves the County's recreational development plan.

Work with the County Forester to determine if it is cost effective to harvest the planted pine from the site. Determine the best management of the timber if not ready for harvest. [Maintain enough trees to create a quality natural habit. Do not clear cut the site.]

Work with legal advisors to determine if the property can be sold on the open market and funds utilized to acquire higher quality recreational lands in the same district.



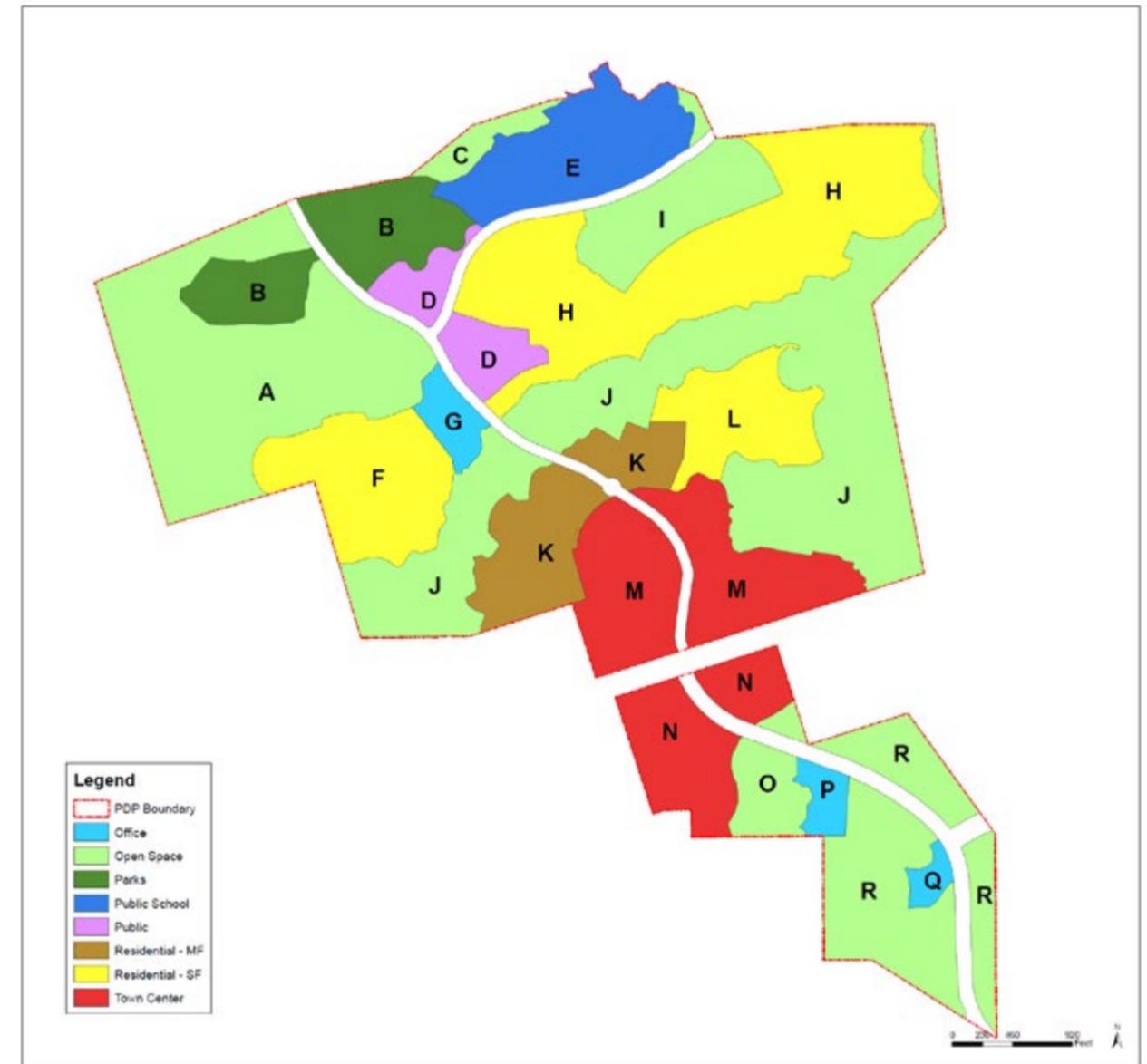
MARKET STREET PDP(ENCPA) PARKS

The Market Street Preliminary Development Plan(PDP) is the first PDP to be reviewed within the Employment Center Detailed Area Site Plan(DSAP) of the ENCPA Sector Plan. The PDP is to provide 26.32 acres of useable uplands for public recreation purposes.

dedicated to the public.

It should be noted that the park's acreage is only the minimum necessary to satisfy the new public park demand created by the residential dwelling units proposed within the Market Street PDP. In other words, the park will not relieve overcrowding and lack of services in other areas of the County.

The general location of the public park space is depicted below on the preliminary land use map. There is currently no firm time frame on when the park will be constructed and



Employment Center DSAP
Market Street PDP
Map C - Land Use Plan

PROSPECT LANDING BOAT RAMP



Prospect Landing Boat Ramp is no more than an access point to the St. Marys River that was created via the public ROW of Prospect Landing Road ending at the river. The ROW in which the water access is located measures 60' in width. The topography of the immediate area coupled with the limited width of the public land holding provides little room for maneuverability and less room for parking.

With that said, the Prospect Landing Boat Ramp is vitally important to the St. Marys Blueway. The Prospect Landing facility is located at the midpoint between the Scott's Landing Boat Ramp (FFWCC) and the Kings Ferry Boat Ramp (NC BoCC). The distance between Scott's Landing

and Kings Ferry is approximately 15 miles as the River meanders.

Without the Prospect Landing launch facility at the midpoint between Kings Ferry and Scott's Landing, the blueway trail becomes unmanageable for novice paddlers and will adversely impact the potential for future marketing of eco-tourism. A primary goal of this plan is to establish publicly accessible non-motorized watercraft launch/extraction points along the St. Marys River in increments not to exceed five (5) miles. This will promote eco-tourism and further add to the economic portfolio of Nassau County.

EXISTING FACILITIES:

- Hardened boat launch

EXPANSION:

The acquisition of adjacent lands to provide additional room for vehicular maneuverability and limited 'on-street' parking would be ideal but should not be a priority. The site can serve as a launch/extraction point for non-motorized watercraft without additional physical expansion. A limited amenities package would make the site slightly more attractive for commercial outfitters to utilize for eco-tourism.

AMENITY EXPANSION:

Expanding the amenities package and facility capabilities is greatly limited due to land area. The following facilities are offered as possibilities. Any significant amenities such as restrooms or parking would only be available upon land acquisition.

- Small covered pavilion to provide cover from the elements.
- Trash receptacles
- Small floating dock
- Kayak/canoe racks

PHYSICAL EXPANSION:

There are limited lands available for acquisition. However, given the expected cost weighed against the level of service received from the acquisition the County would be better served acquiring an additional lunch point along the St. Marys River.

RECOMMENDATION:

The Prospect Landing Boat Ramp is an integral part of the St. Marys Blueway. The facility should be designed to serve as a launch/extraction point along the blueway trail. Acquiring additional lands adjacent to the site is not recommended. It is recommended the County utilize funds to acquire additional launch/extraction points along the St. Marys River for the purpose of further expanding the potential for the St. Marys River to attract commercial outfitters and adventure enthusiast to explore the blueway trail. Eco-tourism can be developed into an economic engine for the western portions of Nassau County. However, the County must be willing to develop the blueway system in order to fully maximize eco-tourism dollars.



CRANE ISLAND PARK

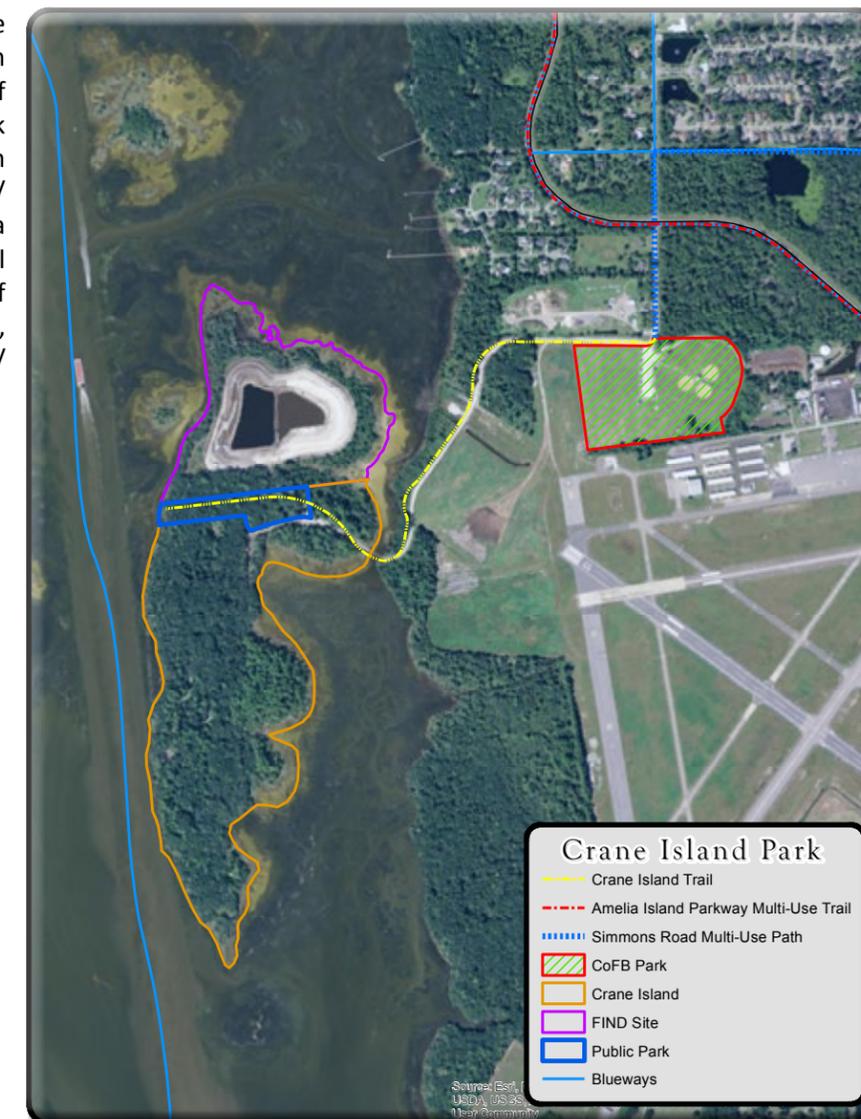


Crane Island development entitlements are tied to a master development plan finalized in 2008. The plan includes the development of a publicly accessible riverfront park that measures approximately 5.75 acres. The park is intended to be passive in nature providing for walking trails, fishing pier, observation deck and a small vehicular parking area. The Development Order establishing the park prohibits the launching of boats from the dock and shoreline. No firm time line has been defined for park completion.

The park area to be dedicated on Crane Island is small and limited in amenities. However, the park will be connected to the Ybor Alvarez Sports Complex and the Amelia Island Trail via the construction of an eight-foot wide separated path running from the Simmons Road Multi-use Trail at the entrance of the Ybor Alvarez Sports Complex to the Crane Island park site.

RECOMMENDATION:

The primary priority should be to work with the developer to ensure the timely construction of the facility and explore the possibility of amending the Development Order and park design to allow for the launching and extraction of non-motorized watercraft(kayaks/canoes). The facility is located on the Florida Circumnavigational Saltwater Paddling Trail as defined by the Florida Department of Environmental Protection. To learn more, log on to: <http://www.dep.state.fl.us/gwt/paddling/Segments/Segment%20Home.htm>



MORGAN TRACT

“MIZELL FAMILY PRESERVE”



The Morgan Tract was acquired by Nassau County in 2011 through a partnership between the Morgan/Mizell Family, The River Branch Foundation, and Nassau County. The property is subject to a conservation easement running in favor of the The Public Trust Environmental Legal Institute of Florida, Inc.. The conservation easement is recorded in Official Records Book 1753 Page 1340. The Conservation Easement encumbers the property to the extent that active recreation is prohibited. Limited uses are provided for including access for educational and research purposes.

In general, the site consists of approximately 39.3 acres with approximately 5.3 – 5.8 acres of uplands and 33.5-34 acres of forested wetlands. The property contains approximately 3,300lf of frontage on the St. Marys River.



PARK VISION:

The County’s ownership of the site is subject to a restrictive covenant. The primary purpose of which is to provide protection to on-site and off-site natural resources, including wetlands and surface waters within the watershed, and wildlife species and their habitats. Nassau County proposes to preserve and maintain the site in its natural state to the greatest extent possible. No plans for development of any kind will be implemented (such as for active parks, boat ramps, pavement, septic systems, or any urban use). The County will mark the perimeter of the property with signage stating “Mizell Family Preserve” indicating private property and preservation status. The Site will be monitored annually, or more often, by Nassau County’s Growth Management Department in conjunction with The Public Trust Environmental Legal Institute of Florida, Inc.

RECOMMENDATION:

Continue to work in partnership with the The Public Trust Environmental Legal Institute of Florida, Inc. to maintain the ecological value of the property. If the Kings Ferry Boat Ramp boundary is expanded in accordance with the optimum boundary mapping exercise to connect with the Morgan Tract, the result will be a 60 acre riverfront park preserving approximately one(1) mile of St. Marys River frontage.



THREE RIVERS COMMUNITY PARK AND BOAT RAMP



The Three Rivers Community Park and Boat Ramp is tied to the Three Rivers DRI Development Order. The Development Order, as amended in 2008, requires the dedication of forty (40) acres of land for public use as a community park and the construction of a public boat ramp accessing the Nassau River via Boggy Creek.

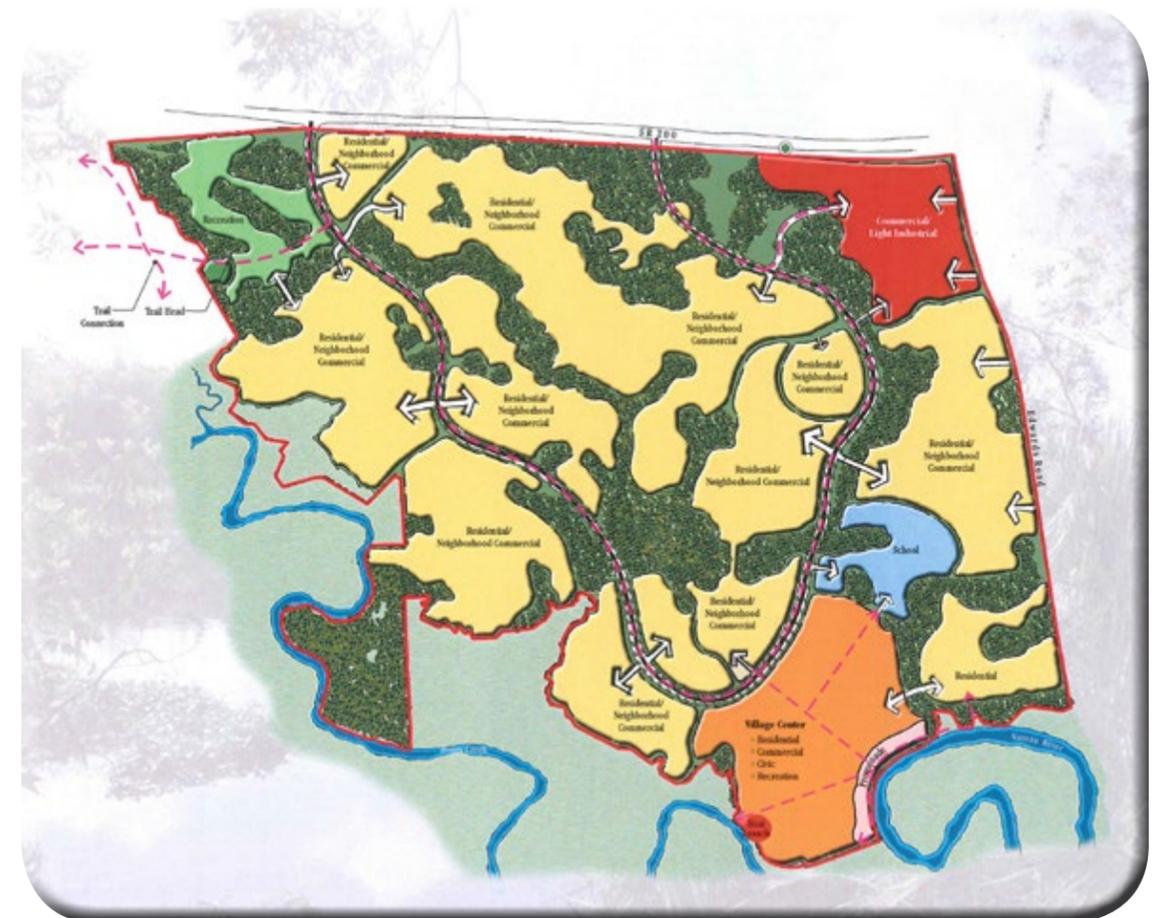
The community park consists of twenty-seven (27) acres of usable uplands and thirteen (13) acres of jurisdictional wetlands. The park is specifically intended to support active recreation such as ballfields, tennis courts, children’s play equipment and other similar amenities.

The boat ramp is required to be open to the public and provide for parking. The ramp will be located near the

Village Center and public riverfront promenade.

The conceptual plan provided below was submitted as part of the 2006 review process. It gives a general idea of the scale location of the proposed public recreation sites within the Three Rivers Development.

Currently there is no firm time frame on when the park or boat ramp will be constructed or dedicated to Nassau County for public use. It should be noted that the park acreage provided is intended to satisfy the new demand created by the residential dwelling units proposed within the Three Rivers Development. In other words, the park will not relieve overcrowding and lack of service in other areas of the County.



5

TRAILS & BLUEWAYS



5-1 LAND BASED TRAILS

5-2 BLUEWAYS

Trails & Blueways

A primary goal of the Nassau County 2030 Recreation Master Plan is to broaden the economic impact of tourism on the local economy. This can be realized by capitalizing on the natural amenities and planned infrastructure improvements located on both Amelia Island and the mainland. The eco-tourism initiative will be designed around the creation of a world-class blueway system and land trail network which will include multi-use paths, hiking/nature trails and equestrian trails.

If properly developed, marketed and maintained the Nassau County land trail and blueway system will be a significant component of the County's eco-tourism portfolio and an identifiable characteristic of the greater community.

5-1 LAND BASED TRAILS

Land based trail systems which include nature/hiking trails, multi-use trails and equestrian trails have been demonstrated to draw eco-tourism dollars into the local economy. Nassau County possess the natural amenities, available lands, tourist accommodations, planning foundation and destination attractions to create a land based trail system that will appeal to a wide verity of users from across the region and nation.

A secondary benefit of developing a world-class trail system is the level of service and quality of life provided to current residents and by extension creating a more attractive community for young professional talent to consider for permanent residency. Keeping in mind two (2) of the Six Pillars of Florida's Future Economy are based around the recruitment of professional talent and the creation of quality places.

Offering a diverse land based trails system that provides a multitude of recreational opportunities and connectivity to key service, recreation and social amenities is imperative to creating a well rounded trail system.

Hiking/Nature and Equestrian Trails

Nassau County is fortunate to have a strong presence of State recreational lands within its jurisdiction. The five (5) primary State Parks/Forest offer a variety of hiking and equestrian trails through a variety natural communities. As the County-wide trail system matures, it should be a priority to provide local connectivity with the State Parks/Forest through greenway/blueway preservation and trail construction.

Locally, the City of Fernandina Beach's Egans Creek Greenway provides a spectacular natural trail system through a fresh water wetland system in the heart of Amelia Island. The Nassau County BOCC is currently in the process of creating additional hiking, off-road bicycle and equestrian trails in western Nassau County. Nassau County also provides for equestrian activities on the beaches of the Atlantic Ocean in the unincorporated areas of Amelia Island. As stated above, a goal of this plan is to provide connectivity between existing preserves and hiking/nature trails through greenway preservation and trail construction.



Multi-use Trails

Nassau County is committed to developing a significant multi-use trail system. The multi-use trail system on Amelia Island is under development with approximately eight (8) miles of trail complete and another three (3) miles funded and programmed for construction. Current plans call for the construction of an additional five (5)-eight (8) miles of primary(spine/trunk) trails and another three (3)-four (4) miles of secondary/ancillary routes. Currently, Nassau County has three (3) miles of the primary route under review for funding through the FDOT. The City of Fernandina Beach has an additional three (3) miles of multi-use trail segments in review for local funding.

East Coast Greenway

Nassau County is fortunate the East Coast Greenway (national bicycle trail running from Main to Key West) passes through the eastern portion of Nassau County before continuing south to Duval County via Amelia Island. The ECG route through Nassau County has been mapped and significant infrastructure and monetary commitments have been made to see the Nassau County segment of the ECG developed predominately via separated multi-use trails.

Based on the ECG route, the County, in coordination with regional partners, has begun construction of the separated multi-use trail system on Amelia Island. The first six (6) miles of the Amelia Island Trail were completed in 2013 with an additional three (3) mile of separated trails programmed for construction.

The separated trail system and East Coast Greenway Route will continue off Amelia Island northwest through the East Nassau Community Planning Area Sector Plan to the Georgia State Line at US Hwy 17. The trail route has been defined and the construction of the trail is to be completed simultaneously with the corresponding roadway construction.



Bicycle Friendly Community

The City of Fernandina Beach is one of only fifteen (15) Florida communities to receive Bicycle Friendly Community status through the League of American Bicyclist. In 2017, Nassau County and the City of Fernandina Beach will be jointly pursuing Bicycle Friendly Community status for Amelia Island in its entirety. Being identified as a Bicycle Friendly Community is a significant achievement that brings positive recognition to the locality on a national scale.

Nassau County should continue to build on the current momentum and continue the active pursuit of funding and construction of a land based trail system on and off Amelia Island. Reliance solely on State and Federal funding for trail construction will not suffice. Local funds, private/public partnerships and developer exactions must be pursued to provide a world-class system. The economic benefits

realized by tourism dollars and the cumulative positive impact on the community is significant. A land based trail system must be viewed as an economic engine and a tool to implement the Six Pillars of Florida's Future Economy. See the following infographics and also reference Chapter 1 of this study.

"Businesses want to locate in the same kinds of communities that home buyers want to live in: places perceived as safe and attractive, with opportunities for walking and trail activities."

- American Trails(2011)

"Trails consistently remain the number one community amenity sought by prospective homeowners."

- National Association of Homebuilders (2008)

5-2 BLUEWAY SYSTEM

Nassau County possesses an abundance of pristine waterways ideal for creating a first-class blueway system. Nassau County offers paddlers a variety of natural communities to explore. Including open water paddling in the Atlantic Ocean, exploration of saltwater estuaries and intimate trips down blackwater rivers and creeks. Nassau County has the potential to offer one of the most exciting and diverse blueway systems in the State of Florida. The development of a world-class blueway system will further enhance the marketability of Nassau County as both a tourist destination and promising location for permanent residency.

What is a blueway?

A water path or trail with launch points, camping and picnic locations and points of interest for paddlers. Blueways are typically developed to encourage recreation, tourism, education and community development.

The City of Fernandina Beach is designated by the Florida Paddling Trails Association as a Blueway Community. A goal of this plan is to have Nassau County as a whole obtain an official designation as a Blueway Community. Below is an excerpt from the Florida Paddling Trails Association's website in reference to the Blueway Community program.

It should come as little surprise to savvy Florida development councils that many tourists seek natural areas and outdoor activities for their vacations. The state is blessed with a climate and the natural surroundings that make it a destination for nature-based tourism. This program helps communities develop locations of interest to both in-state paddlers and out-of-state tourists. Florida's climate, natural surroundings and vast navigable waterways make our state an ideal destination. Currently we have over 40 designated paddling trails on various rivers and streams and the impressive 1,515-mile Florida Circumnavigational Saltwater Paddling Trail (CT).

The primary focus of the Nassau County blueway program should be to support commercial outfitters by providing infrastructure to offer a variety of blueway routes of varying difficulty with seamless drop-off and pick-up locations along the individual routes. In speaking with local outfitters and paddling enthusiast, four (4) miles (or 3-4 hours) is the general extent of a commercial guided tour with a group of novice paddlers. However, experienced paddlers could stay on the water for eight (8) to ten (10) hours and cover twenty (20) miles or more in good weather. Some nature enthusiast and adventure seekers will choose a single blueway of a significant length, such as the St. Marys River, and break their trip into 2-3 days while spending their nights in camp grounds or pitching a tent on the shoreline.

The key to creating a viable blueway system is diversity. The system must offer a wide variety of opportunities and challenges. Once the general infrastructure is in place it is critical that the local blueways be recognized by the Florida Department of Environment Protection (FDEP) as formal State blueways. The formal designation brings with it inclusion in State recreation publications and expanded marketing opportunities.

A fantastic example of County government maximizing their blueway sys-



tem is Lake County. Lake County has developed an excellent online resource that includes an interactive map. Learn more about the Lake County Blueway system by visiting <http://www.paddl lake.com/>. The Lake County interactive map is available through the primary website or by following this link: http://www.paddl lake.com/interactive_map/index.aspx

Nassau County has the opportunity and ability to provide a comprehensive blueway guide and marketing tool that highlights the County's natural beauty. The marketing and formal development of these blueways is key to realizing their potential economic impact. Blueways are a facility type that draws users from the greater region. As such, the development and promotion of the blueway system will bring recreation dollars from the region into the local economy. In other words, recreation is an export industry. Exports of recreation services bring outside dollars into the local economy and thus stimulates economic activity.

There exists a number of existing and potential blueways in Nassau County. Some blueways have been formalized and others are routes frequented by paddlers with local knowledge. There also exists a number of blueway trail maps of varying accuracy available online through a variety of sources including the Florida Department of Environmental Protection's Office of Greenways and Trails and several non-governmental organizations.

Recommendations for moving forward with the development of blueway system for Nassau County are as follows:

1. Secure non-motorized (kayak/canoe) launch points in 3-5 mile increments along the St. Marys River.
2. Secure alternative non-motorized kayak/canoe launch points on Lofton Creek north of SR200/A1A near Pages Dairy Road and south of SR200/A1A near Haddock Road/Miner Road.
3. Take action to create functional blueways along Plummer Creek, Mills Creek, Boggy Creek, Little St. Marys River, Nassau River and suitable tributaries.
4. Create a motorized watercraft launch point within a facility the scale of Goffinsville Park north of SR200/A1A in the Chester/Blackrock communities.
5. Pursue formal blueway designation through the Florida Department of Environmental Protection for each of the blueway routes/waterways mentioned herein and those identified in Map 6 of the RMP2030 Map Series.
6. Pursue expansion of the 'Blueway Community' designation to include all of Nassau County.



Map 6 of the RMP2030 Map Series accompanying this plan is a composite map depicting existing and potential blueways and the corresponding existing and potential access points. The potential access points shown are conceptual. Utilizing GIS software, Staff analyzed shorelines and tried to identify areas of potential access that had the necessary combination of attributes; public vehicular access, sufficient uplands abutting surface waters, logical position/spacing with other access points along the particular blueway. It is not intended that every potential access point will ultimately be developed. The composite map is simply a tool to assist in siting new access points and develop a functional blueway system.

6

IMPLEMENTING THE NASSAU COUNTY RECREATION PLAN



6-1 COMPREHENSIVE PLAN/LAND DEVELOPMENT CODE AMENDMENTS

6-2 FUNDING SOURCES

6-1 COMPREHENSIVE PLAN/LDC AMENDMENTS

Nassau County is constantly updating its Land Development Code (LDC) to comply with the Comprehensive Plan. These changes have been strategic rather than methodical. In other words, highest priority issues with the code are being addressed first while lower priority changes are moved to the back of the line. The county received an award from the NE Florida Regional Council for its implementation of Comprehensive Plan incentives for affordable housing. The LDC could be amended to offer additional incentives for the creation of parks. For example, an increase in allowable units or height limit or setback relief could be added to the LDC.

6-2 FUNDING SOURCES

Public private partnerships are an important part of the story for building and maintaining quality parks. There are sources of private funds available to develop parks within communities. In some cases, private interests have completely taken control of the operation of parks. Donald Trump renovated and now operates both of Central Park’s ice skating rinks in New York City, for example. Nassau County staff contacted Chris Nelson, Executive Vice President of the Piedmont Park Conservancy in Atlanta to learn more about park funding and public / private partnerships and funding / operating public parks.

Piedmont Park’s lands were acquired by the City of Atlanta in 1904 and it currently has activities such as hiking, walking, ball fields, swimming, tennis courts, botanical gardens and various activities related to fitness and wellness. However, in later years the park fell into disrepair. In 1989, unwilling to accept the decline of their beloved park, a small group of concerned citizens and civic leaders joined together to form Piedmont Park Conservancy, a private, nonprofit 501(c)3 organization dedicated to the restoration and preservation of Piedmont Park. In 1992, The Conservancy established a Memorandum of Understanding with the City of Atlanta, making official the public-private partnership and mutual goals to rehabilitate and maintain Piedmont Park.

Through the generosity of corporate, foundation and individual contributions, Piedmont Park Conservancy has raised more than \$20 million in private funds to complete the first half of the Master Plan restoration, including the renovation of Oak Hill, Lake Clara Meer and the Meadowlands. Through its member support, Piedmont Park Conservancy funds landscaping maintenance workers and off-duty police officers to keep Piedmont Park safe, clean and beautiful and offers a variety of educational programming through its new Community Center.

Currently, the park offers many programs that provide operating revenues for the park including weddings, cooking classes, concessions, business meetings and fees for leagues to reserve ballfields. One such creative fund raising event is the Splish Splash Doggie Bash held every year at the park’s swimming pool. Dogs can swim and play during this event which happens right before the pool is drained out for the end of the season. This fund raising event raises around \$15,000 a year for the park. The operating budget for the park is \$2M a year. Two major capital fundraising campaigns for the park have raised \$20M and \$40M respectively by obtaining grants from foundations and corporations. Lobbyists paid by the conservancy, such as Cox Currie, work as an intermediary between the Piedmont Park Conservancy and the corporate donors.



Other Funding Sources:

Florida Inland Navigation District (FIND)

The Florida Inland Navigation District (FIND) has a grant program to provide water access recreational opportunities throughout Florida. FIND grants require 50% match from the local government requesting the funds and the specified project must facilitate water access by the general public. Annually, the district provides over \$6 million for these projects throughout the state. Cash, in-kind services and other grant funds may be utilized as the local match. www.aicw.org.

Ocean Highway and Port Authority

Many organizations have no direct affiliation with county parks but recognize that parks and public spaces are an economic driver to the communities in which they serve. It is possible that some government and non-government organizations would participate in the creation of parks that will benefit the county economically and ultimately their respective organizations.

Florida Fish and Wildlife (FWC)

FWC sponsors projects that involve conservation. If a conservation element were integrated into a plan for a specific county park, it is possible that the FWC would financially support such a project through a grant.

Low-Cost Development Options

It is possible to lease property to for-profit park developers. This method of park implementation has the benefit of using all private funds to build the park and to maintain the park. Such an agreement could also raise money for the county to support other park initiatives. One such example is the park developer “Going Ape” that uses the existing trees on publicly owned property. They start by equipping participants with harnesses, pulleys and carabineers, give them a 30 minute safety briefing and training and let them loose into the forest canopy, free to fly on zip lines, swing through the trees and observe the surroundings.

Web Based and Crowd funding

Citizeninvestor.Com is based on the idea that many times “shovel ready” or “approved” government projects that are important to citizens are not completed simply due to lack of funding. Websites like Citizeninvestor.Com were created to empower citizens to invest in their community. Any government entity or its official partners can post projects that have support from the County and citizens to websites like Citizeninvestor.Com

Hospitals

Local hospitals are required to do Community Needs Assessments for their respective communities. These Needs Assessments can result in grant monies to develop parks and healthy communities. Hospitals generally welcome grant proposals that offer innovative approaches with measurable results that address the identified community health needs of their respective communities as outlined in their Community Health Needs Assessments.

Florida Department of Environmental protection

The Land and Recreation Grants staff (FDEP) administers grants to local governments through the Florida Recreation Development Assistance Program (FRDAP) and the Land and Water Conservation Fund (LWCF). These are competitive, reimbursement grant programs which provide financial assistance for acquisition or development of land for public outdoor recreation. Eligible participants include all county governments, municipalities in Florida and other legally constituted local governmental entities with the responsibility for providing outdoor recreational sites and facilities for the general public.

Florida Recreation Trails Program

RTP is a competitive program which provides grants for projects that provide, renovate or maintain recreational trails, trailhead and trailside facilities. The program has been shifted from OGT to the FDEP Office of Operations, Land and Recreation Grants

Florida Office of Greenways and Trails.

The Florida Greenways and Trails Acquisition Program is funded through the sale of bonds authorized under the Florida Forever Act to pursue projects that will close gaps in the Florida Greenway and Trails System.

Florida Communities Trust/Florida Forever

Florida Communities Trust assists communities in protecting important natural resources, providing recreational opportunities and preserving Florida’s traditional working waterfronts through the competitive criteria in the Parks and Open Space Florida Forever Grant Program and the Stan Mayfield Working Waterfronts Florida Forever Grant Program.

North Florida Transportation Planning Organization.

The NFTPO administers Federal/State transportation to local governments. Separated multi-use trails, on-street bicycle facilities, pedestrian facilities and Bicycle and Pedestrian planning studies are projects eligible for funding through the NFTPO.

Partnership with School District

In collaboration with the School District create shared recreation facilities.

Parkland Bank

A Parkland Bank concept is similar to a wetland mitigation bank where a private/public partnership is created to designate a large parcel of land that developers can purchase acreage within to satisfy the demand placed on the public park system as a result of the developer's project.

Developer Exactions

A common means of acquiring recreation land and facility development is via developer exactions. Specific development requirements tied to residential development is based on an adopted level of service.

Local Land Acquisition and Facility Development Fund

A common tool throughout Florida is to create a fund specifically designated to land acquisition and recreation facility development. These programs are by referendum and typically involve a bond program and milage rate increase.

Conservation Easements

Preserving land by purchasing a conservation easement (less-than-fee acquisition) is a tool utilized to preserve land in perpetuity at a fraction of the cost of acquisition. This tool is often utilized as a means to remove development rights from the land but allow the owners to maintain occupancy and management responsibilities.

MAP SERIES RMP2030

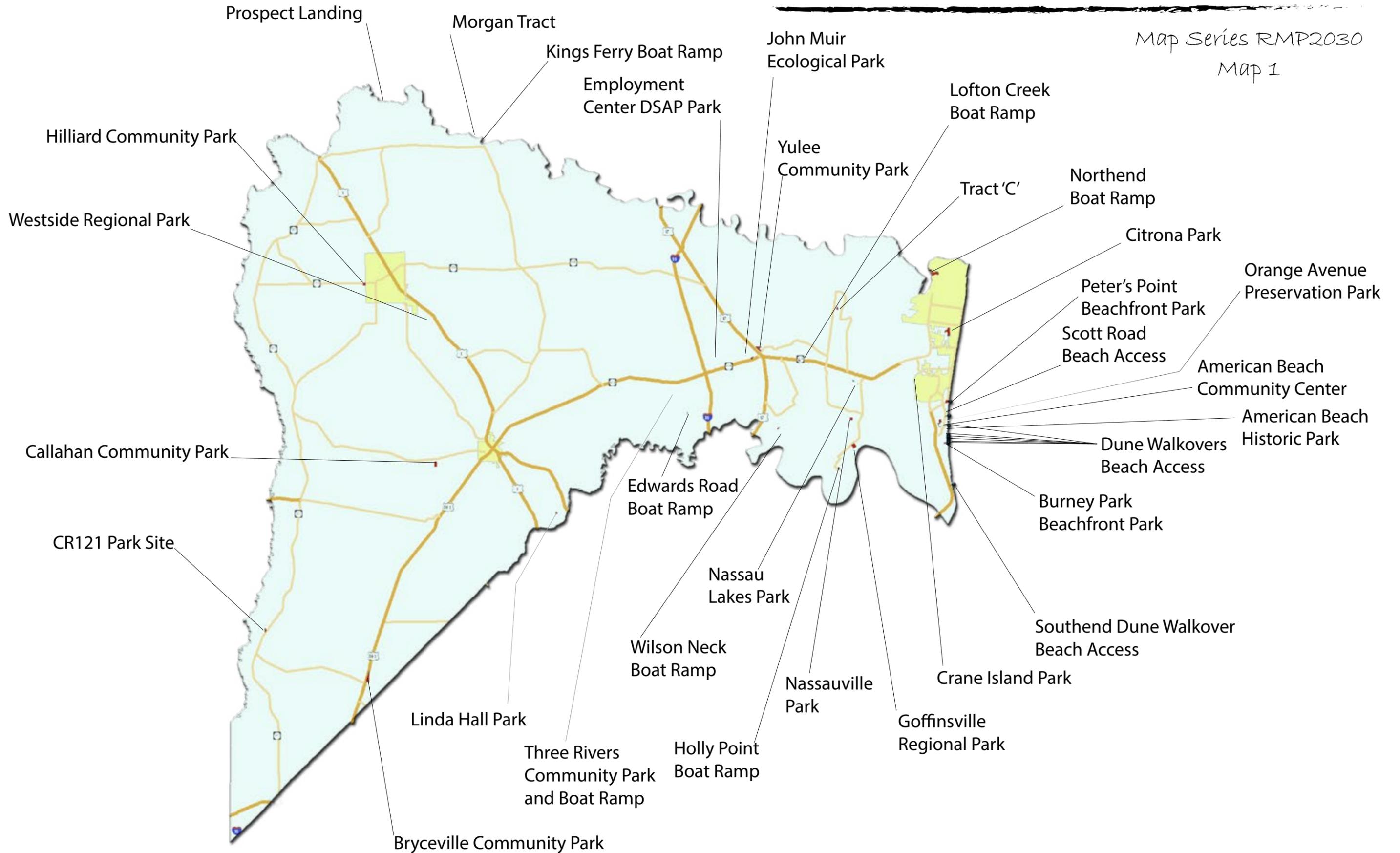


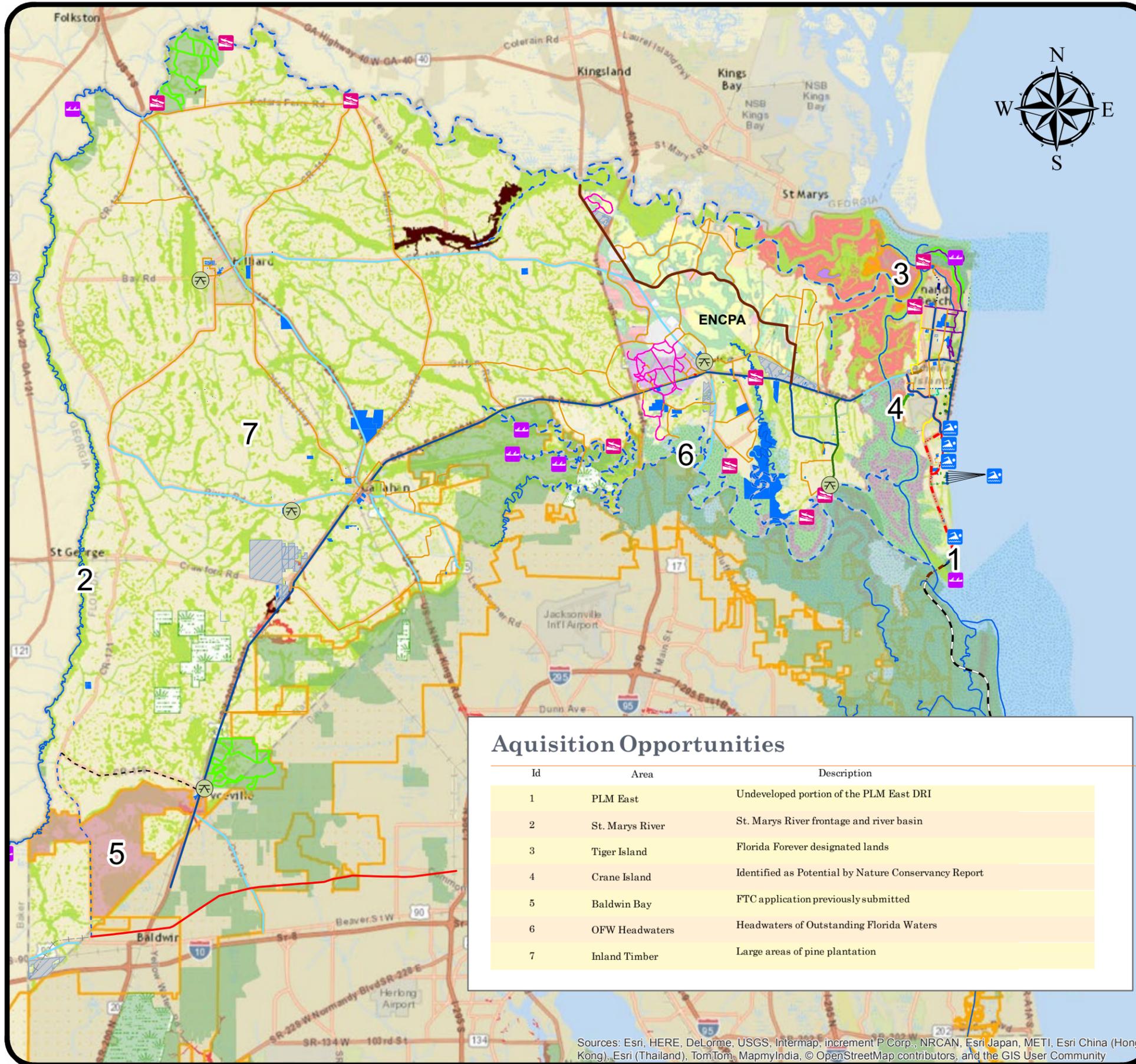
Map Series RMP2030

- MAP 1 - Improved Recreational Facilities
- MAP 2 - Composite Constraints and Opportunities
- MAP 3 - Population Disbursement PA's Use Code (roof top)
- MAP 4 - Benefit Districts and Population Disbursement by 2010
Census Block Data
- MAP 5 - Population Disbursement with Inventory
- MAP 6 - Blueways and Water Access
- MAP 7 - Trails, Paths, and Bicycle Facilities Existing and
Proposed Maps
- MAP 8 - Trails, Paths, and Bicycle Facilities Existing and
Proposed Maps - Amelia Island

COUNTY RECREATION LANDS

Map Series RMP2030
Map 1





Nassau County Recreation Plan

Map Series RMP2030
Map 2
Composite Constraints and Opportunities

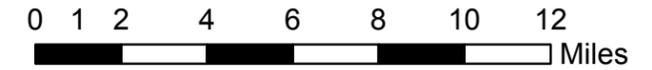
- Bike Nassau Master**
- 14th Street Trail (Proposed)
 - 8th Street Trail (Proposed)
 - AIT Route
 - Alt Route to GC Fishing Bridge
 - Amelia Island Parkway Multi-Use Trail (Partially Funded)
 - American Beach Loop Multi-Use Path (Proposed)
 - Baldwin Rail Trail Northern Ext. Segment 1
 - Baldwin Rail Trail Northern Ext. Segment 2
 - Crandall Pasture Trail
 - Old Nassauville Trail
 - Bicycle Facility Expansion
 - Bike Lane
 - Crane Island Trail (Designed and Funded)
 - ENCPA DSAP 1 Planned Multi-use Path
 - George Crady Fishing Bridge (Pedestrian Bridge)
 - Maxine Street Path (Conceptual)
 - Multi Use Path
 - Multi Use Path and Bike Lanes
 - Non-Standard
 - Ocklawaha Multi-use Path (Proposed)
 - Orange Avenue Path (Proposed)
 - Paved Shoulder
 - Power Line Trail
 - Rails to Trails Candidate
 - Recreation Trail
 - Simmons Road Multi-Use Path (Programmed)
 - Simmons/AIP Connector (Conceptual)
 - Timucuan Trail
- Public Beach Access (BOCC only)**
- Developed County Active Park Sites
 - Public Motorized Boat Ramps
 - Public Non-motorized launches
- Blueways**
- Existing Blueway
 - Proposed Blueway Expansion
- FLU**
- Industrial FLU
 - Local Gov Owned Land (no City FB)
 - Industrial FLU
 - Martin Island (State)
 - Florida Managed Areas
 - Outstanding Florida Waters
 - Mitigation Banks
 - Florida Forever Projects
 - Aquisition Opportunities
- FNAI Habitat Rare Species**
- Priority 1- HIGHEST
 - Priority 2
 - Priority 3
 - Priority 4
 - Nat Wetlands Inventory

Aquisition Opportunities

Id	Area	Description
1	PLM East	Undeveloped portion of the PLM East DRI
2	St. Marys River	St. Marys River frontage and river basin
3	Tiger Island	Florida Forever designated lands
4	Crane Island	Identified as Potential by Nature Conservancy Report
5	Baldwin Bay	FTC application previously submitted
6	OFW Headwaters	Headwaters of Outstanding Florida Waters
7	Inland Timber	Large areas of pine plantation

*For Additional Details Relating to Bicycle, PED, and Recreation Facilities within the ENCPA see 2030 Comprehensive Plan Future Land Use Element

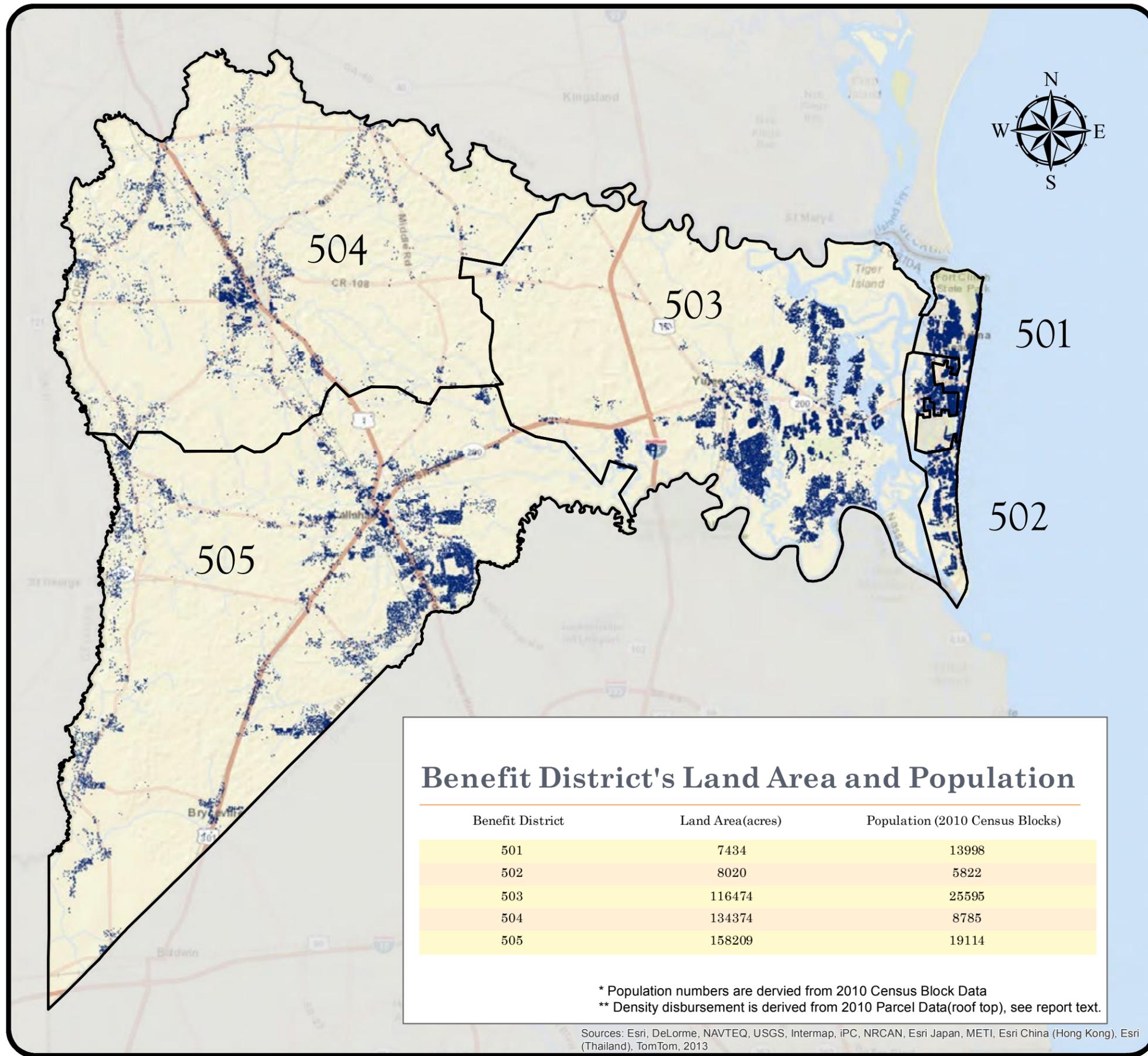
* Map Based on Land Aquisition Feasibility Study, July 2008 Maps B16 & 17 (Nature Conservancy)



1 in = 4 miles

Date: 7/31/2015

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Nassau County Recreation Plan

Map Series RMP2030
MAP 3
Population Disbursement

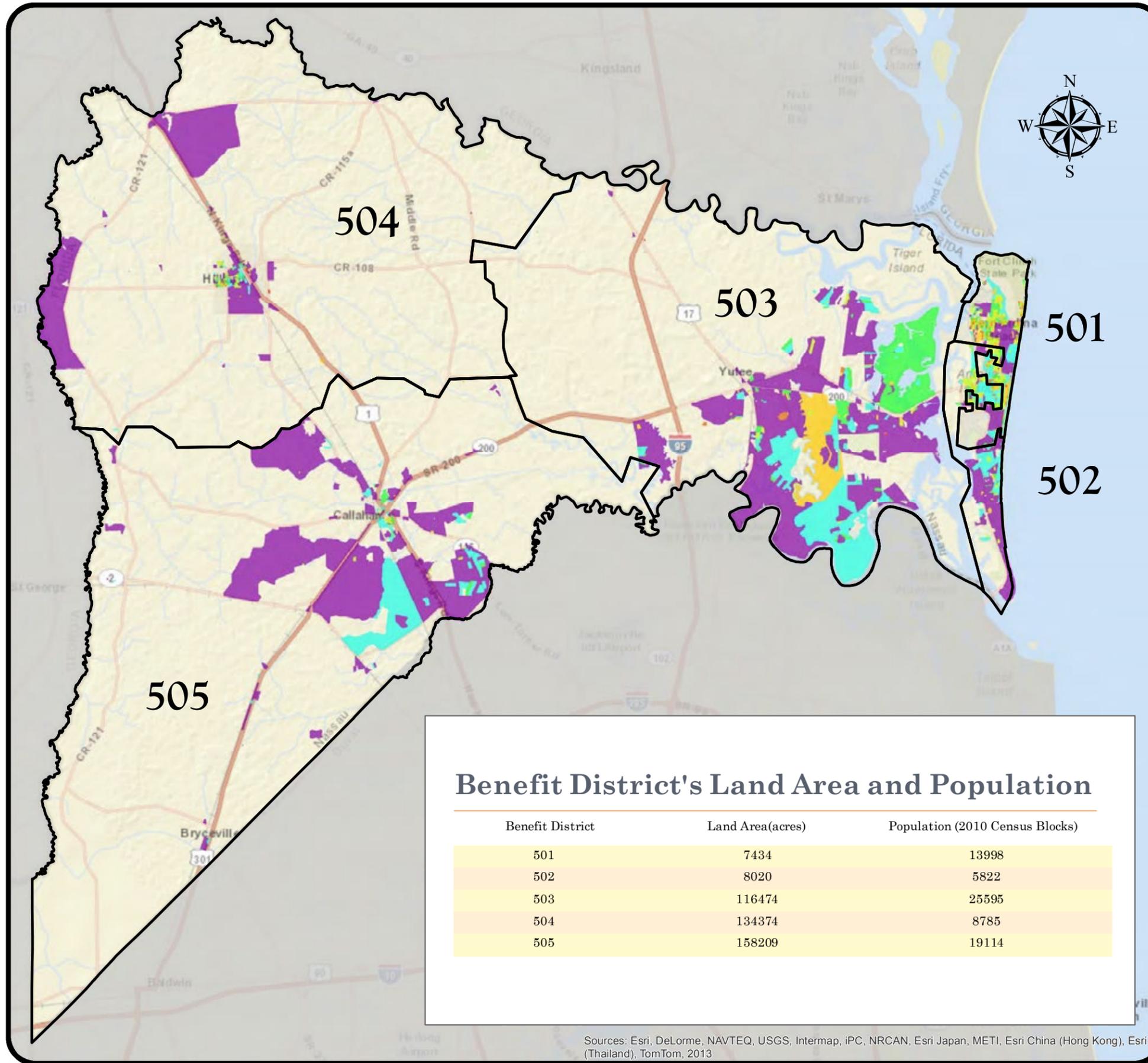
Benefit Districts
 *Population Density
 1 dot = 1 person, approximate

*Density disbursement is based upon 2010 parcel data. The dot density utilizes property use codes to locate existing dwelling units illustrating the disbursement of County citizens.

0 1 2 4 6 8 10 12
Miles
1 in = 4 miles

Date: 8/23/2013

Path: H:\GIS\Growth Management GIS\Recreation Plan Maps\mxds\Map Series RMP2030\Map 3 Benefit Districts with Pop Disb.mxd



Nassau County Recreation Plan

Map Series RMP2030
Map 4
Benefit Districts
and
Population Disbursement
(2010 Census Block Data)

Benefit Districts

Persons Per Acre (Density)

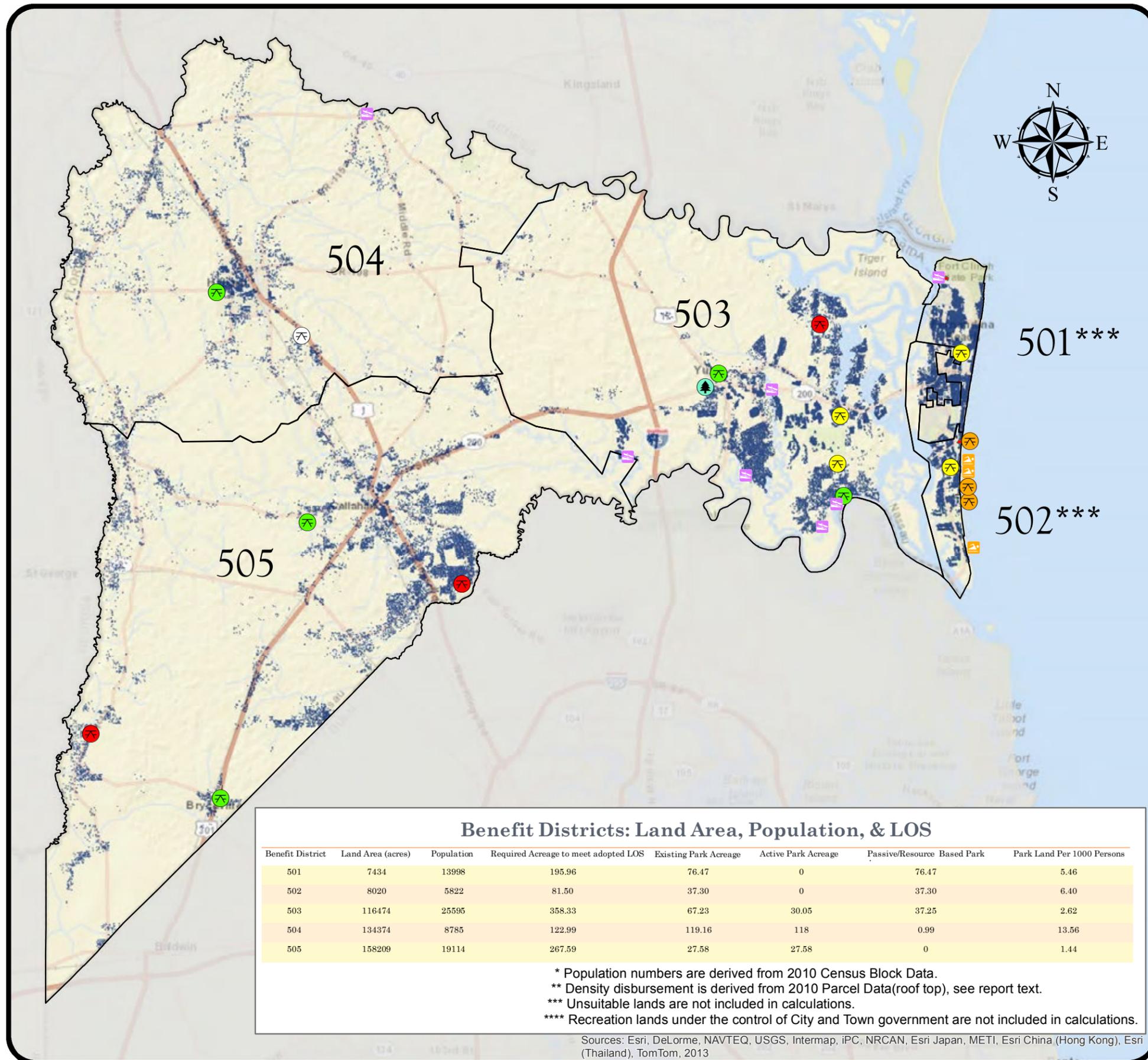
-  0.0 - 0.20 Persons per one acre of land (0 - 1 person per 5 acres of land)
-  0.21 - 0.50 Persons per one acre of land (1 - 2.5 person per 5 acres of land)
-  0.51 - 1.00 Persons per one acre of land
-  1.01 - 1.50
-  1.51 - 2.00
-  2.01 - 3.00
-  3.01 - 5.00
-  5.01 - 10.0
-  10.1 - 20.0
-  20.1 - 70.0

* Population data is based upon the 2010 Census Block Data

0 1 2 4 6 8 10 12
Miles

1 in = 4 miles

Date: 9/23/2013
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Nassau County Recreation Plan

Map Series RMP2030
MAP 5
Population Disbursement & Existing Park Inventory

- County Parks Points****
- Ecological Park
 - Beach Access
 - Beachfront Park
 - Boat Ramp
 - Developed
 - Neighborhood (undeveloped)
 - Undeveloped
 - Unsuitable
 - Benefit Districts
 - Population Density*
1 dot = 1 person approximate

*Density disbursement is based upon 2010 parcel data. The dot-density utilizes property-use codes to locate existing dwelling units illustrating the disbursement of County citizens.

**Additional Dune Walkovers in American Beach not depicted

***The two Neighborhood Parks located in Benefit Districts 501 and 502 are both Passive Recreation sites with significant encumbrances limiting intensification.

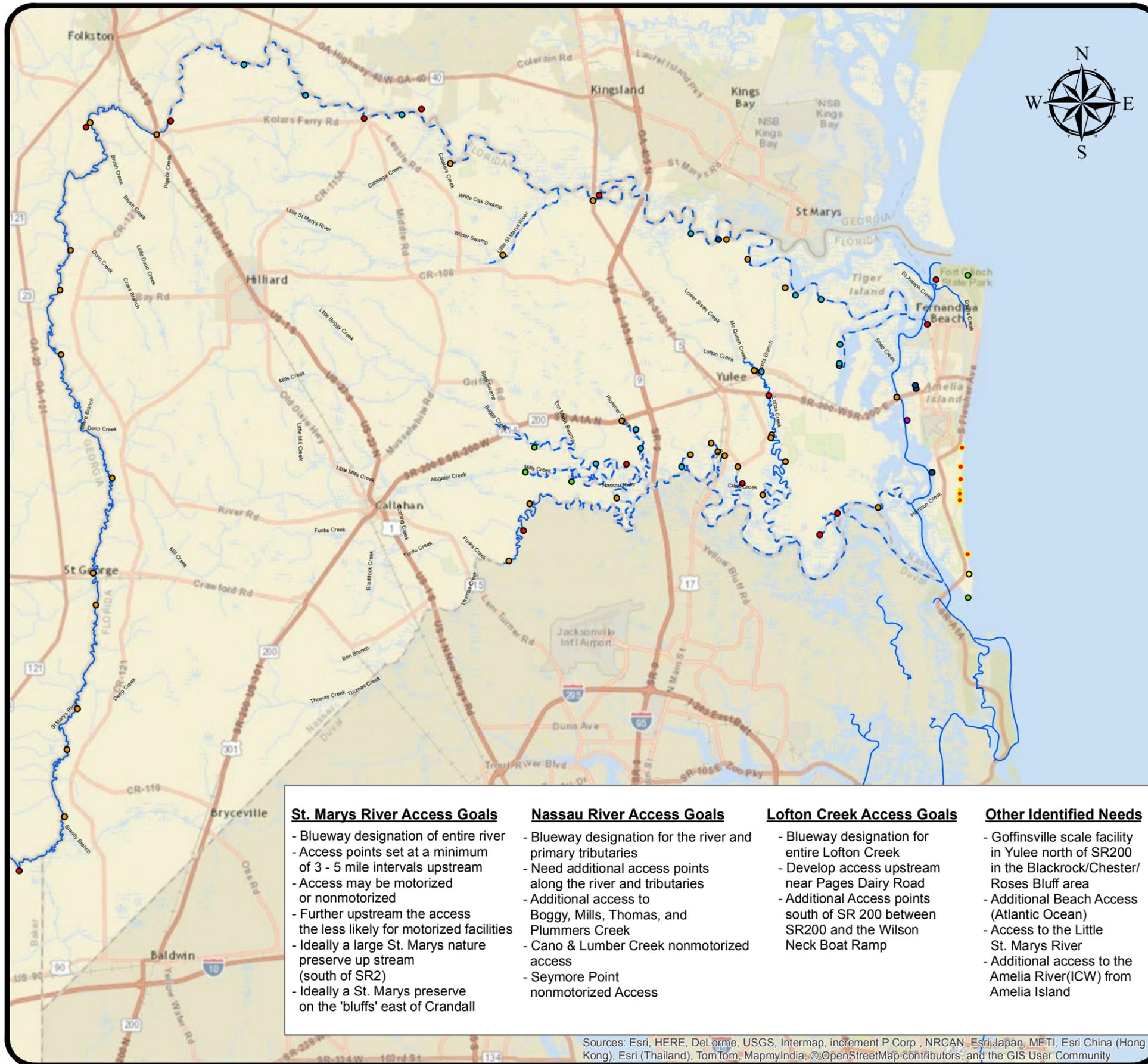


0 1 2 4 6 8 10 12 Miles

1 in = 4 miles

Date: 8/23/2013

Path: H:\GIS\Growth Management GIS\Recreation Plan Maps\mxd\Map Series RMP2030\Map 5 Dot Density with Existing Inventory.mxd



Nassau County Recreation Plan

Map Series RMP2030
Map 6
Blueways & Public Water Access

- | | |
|-------------------------------|-------------------------------------|
| Public Water Access | Blueways |
| ● Existing, Motorized | — Designated Blueway/Paddling Trail |
| ● Existing, Non-motorized | - - - Proposed Blueway Expansion |
| ● Planned, Non-motorized | |
| ● Potential, Beach Access | |
| ● Potential, Motorized | |
| ● Potential, Non-motorized | |
| ● Potential, Viewing Platform | |
| ● Beach Access FB | |
| ● Beach Access BOCC | |

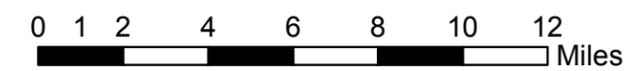
90.48 miles of existing designated Blueway and Paddling Trails
 150.52 miles of proposed Blueway
 241 miles of designated Blueway at plan maturity

Existing Designated Blueways and Paddling Trails

- St. Marys River State Canoe Trail (Upper St. Marys; Scotts Landing south/west)
- Egan's Creek Paddling Trail
- Lofton Creek (Upper Lofton Creek)
- Florida Circumnavigational Paddling Trail (Amelia River)
- Tiger Island Paddling Trail
- Upper Thomas Creek

Proposed and Expanded Blueways

- Little St. Marys River
- Lower St. Marys River
- Boggy Creek
- Lower Plummers Creek
- Lower Mills Creek
- Lower Lofton Creek
- Lower Thomas Creek
- Nassau River
- Lanceford Creek

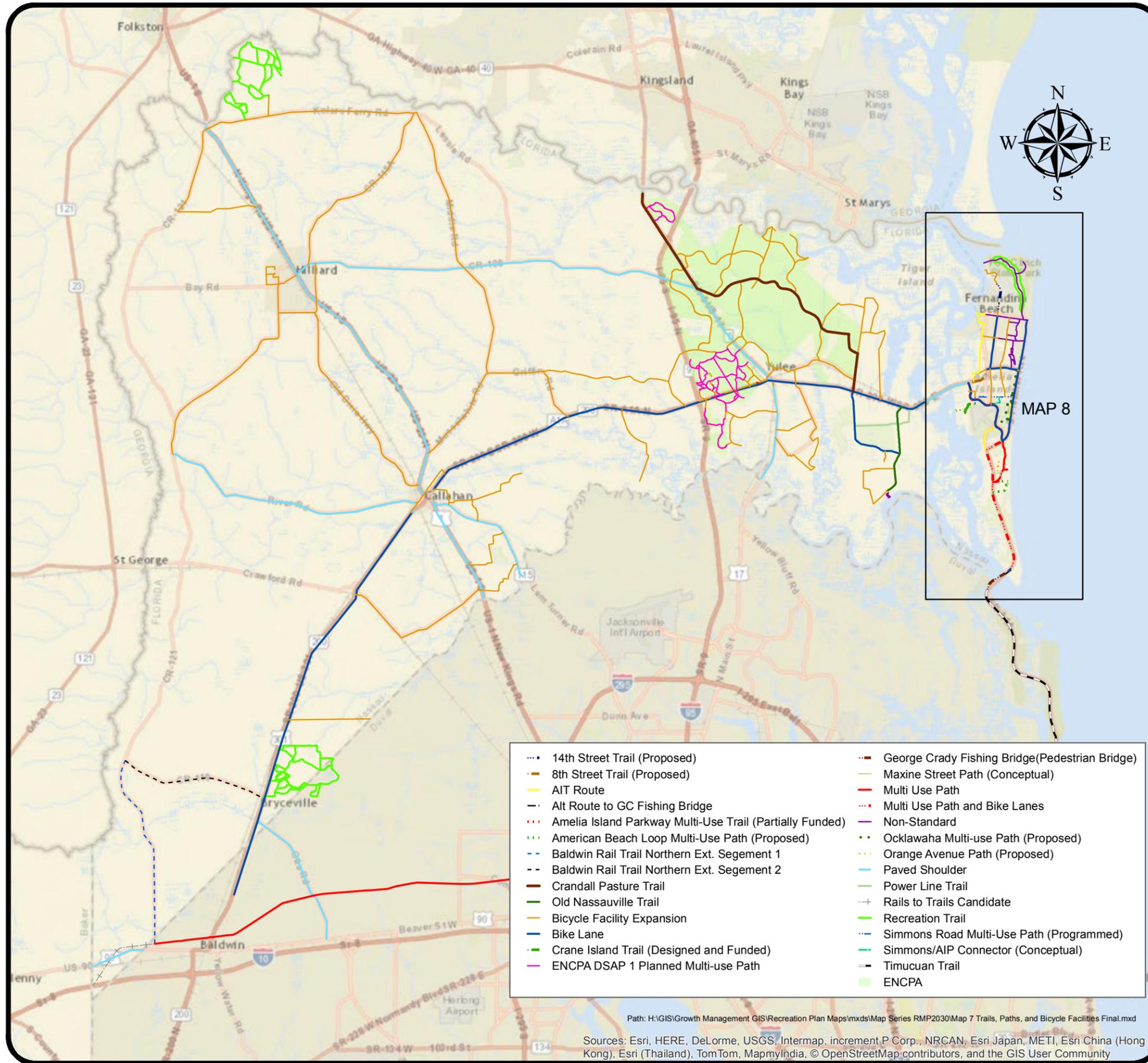


1 in = 4 miles

Date: 6/1/2015

- | | | | |
|---|---|--|---|
| <p>St. Marys River Access Goals</p> <ul style="list-style-type: none"> - Blueway designation of entire river - Access points set at a minimum of 3 - 5 mile intervals upstream - Access may be motorized or nonmotorized - Further upstream the access the less likely for motorized facilities - Ideally a large St. Marys nature preserve up stream (south of SR2) - Ideally a St. Marys preserve on the 'bluffs' east of Crandall | <p>Nassau River Access Goals</p> <ul style="list-style-type: none"> - Blueway designation for the river and primary tributaries - Need additional access points along the river and tributaries - Additional access to Boggy, Mills, Thomas, and Plummers Creek - Cano & Lumber Creek nonmotorized access - Seymore Point nonmotorized Access | <p>Lofton Creek Access Goals</p> <ul style="list-style-type: none"> - Blueway designation for entire Lofton Creek - Develop access upstream near Pages Dairy Road - Additional Access points south of SR 200 between SR200 and the Wilson Neck Boat Ramp | <p>Other Identified Needs</p> <ul style="list-style-type: none"> - Goffinsville scale facility in Yulee north of SR200 in the Blackrock/Chester/Roses Bluff area - Additional Beach Access (Atlantic Ocean) - Access to the Little St. Marys River - Additional access to the Amelia River(ICW) from Amelia Island |
|---|---|--|---|

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, ©OpenStreetMap contributors, and the GIS User Community



Nassau County Recreation Plan

Map Series RMP2030
MAP 7
Paths, Trails, &
Bicycle Facilities

For information related to facilities located within the ENCPA reference Objective FL.13 and the corresponding Policies of the 2030 Comprehensive Plan, the ENCPA East Nassau Employment Center DSAP, and all corresponding ENCPA PDPs.

For information related to facilities located on Amelia Island Reference RMP2030 Map 8



Date: 7/30/2015

 14th Street Trail (Proposed)	 Multi Use Path
 8th Street Trail (Proposed)	 Multi Use Path and Bike Lanes
 AIT Route	 Non-Standard
 Alt Route to GC Fishing Bridge	 Ocklawaha Multi-use Path (Proposed)
 Amelia Island Parkway Multi-Use Trail (Partially Funded)	 Orange Avenue Path (Proposed)
 American Beach Loop Multi-Use Path (Proposed)	 Paved Shoulder
 Bicycle Facility Expansion	 Highland Broom Street Multi-use Trail (Proposed)
 Bike Lane	 Recreation Trail
 Crane Island Trail (Designed and Funded)	 Simmons Road Multi-Use Path (Programmed)
 George Crady Fishing Bridge (Pedestrian Bridge)	 Simmons/AIP Connector (Conceptual)
 Maxine Street Path (Conceptual)	 Identified Conflict Areas Requiring Additional Study

0 0.5 1 2 3 4 Miles

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Date: 7/30/2015

Nassau County Recreation Plan

Map Series RMP2030
MAP 8
Paths, Trails, &
Bicycle Facilities
Amelia Island



The identified 'Paved Shoulder' over the Shave Bridge is the existing emergency lane.

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

