

FAX

Date: March 22, 2020

To: Doug McDowell, Principal Planner

Nassau County Department of Planning & Economic Opportunity

FAX# 904-491-3611

From: Paul Madden

Subject: Access Road discussion for application

FD19-005 Amelia National PUD, Phase 1C (1,2)

Transmit 4 pages (including cover)

Paul R. Madden
95401 Bermuda Dr
Fernandina Beach, Florida 32034

Doug McDowell, AICP
Principal Planner
NASSAU COUNTY
Department of Planning and Economic Opportunity
Florida

March 22, 2020

Reference: FD19-005 Amelia National PUD, Phase 1C (1,2)

Doug,

Further to our phone conversation, and later discussions with fellow residents of AMELIA NATIONAL, I would like to have you review and consider additional input.

Current number of owned Residences in Amelia National is now 280.

Additional New Homes under construction is 12+.

Home sites for sale – ‘not known’ but each parcel is committed/owned by a Home Builder or original Founder [investor].

Approval of FD19-005 will add 91 additional Residences to bring **TOTAL Residences to 383+**.

Approval appears to have substantial community support. However, I am concerned that compliance with Florida State Fire Marshal NFPA regulations with regard to ‘FIRE ACCESS ROADS’ may be a major issue without a second fire access road. Further, I cannot find any Nassau County adopted NFPA regulations addressing this subject.

Clearly, in our conversation, I understood that Amelia National Parkway, as a single dead-end road serving potentially 300+ residences, may have to be re-evaluated.

Based on my latest research of NFPA regulations, which I am familiar, and had to comply with during my 30 year ownership of a Specialty Engineering firm, attached is a brief compendium of my NFPA Research findings which relate to this ‘fire access road’ subject.

In summary, NFPA 1141 is the dominate Standard while CFC 503.1.2 is a recommended solution.

Respectfully Submitted,



Paul Madden, Resident

RESEARCH DOCUMENTS

Fire Master Plans for Commercial & Residential Development: B-09January 1, 2020¹

Fire Master Plans for Commercial & Residential Development

More than one road is required if it is determined that access by a single road may be insufficient due to terrain, location, *travel distance*, *potential fire* or life-safety hazards, or other factors that could limit access or if vehicle congestion, railways, or weather conditions could **impair the single entry point**. Supplementary access points shall be located to facilitate evacuation and emergency operations and minimize congestion or obstruction during an emergency incident. Unless required otherwise, the separation between access points shall be at least one-half the longest diagonal as measured between the two corners of the development that are farthest from one another.

CFC 503.1.2(a)A minimum of two vehicle access points is required for any development containing 150 or more residential units.

For electrically operated gates, the type of remote gate opening device that will be installed shall be noted on the plan. The remote opening device is required in addition to the Knox key switch. The remote opening systems currently available for use by OCFA are either optical or radio-controlled. Optical systems work the same as the traffic signal preemption system by using the emergency vehicle's strobe light to open the gate. The radio-controlled system opens the gate when the emergency responder clicks the receiver on an 800 MHz radio. A gate serving an individual single family residence or

duplex is exempt from this requirement. Currently approved gate opening systems include: •3M Opticom •Click2Enter*(system shall be configured in single-pulse mode with 1.5 second transmission window)•Fire Strobe Access Products, Inc

Upon activation of the key switch, the gate shall open and remain open until returned to normal operation by means of the key switch. Where a gate consists of two leaves, the key switch shall open both simultaneously if operation of a single leaf on the ingress side does not provide for the width, turning radii, or setbacks necessary for fire apparatus to navigate the vehicle entry point. 5)The key switch shall be labeled with a permanent red sign with not less than ½" contrasting letters reading "FIRE DEPT" or with a "Knox" decal. Note this requirement on the plan.6) Place the OCFA notes for electric gates on the plan verbatim.

References:

NFPA 1141 - Standard for Fire Protection Infrastructure for Land Development in Wildland, Rural, and Suburban Areas Scope

1.1* Scope. This standard covers the requirements for the fire protection infrastructure in wildland, rural, and suburban areas where there is an intended change of land use or intended land development.

A.1.1 Land use changes in wildland, rural, and suburban areas often occur in areas where there might be an inadequate water supply, inadequate fire department resources, extended fire department response time, limited access, hazardous vegetation, unusual terrain, or unusual characteristics. Without the involvement of the fire department from the outset, the resulting changes could create a situation where the fire department cannot properly access structures or have the resources necessary to deal with emergencies at the property and where the occupants might not be able to escape the incident.

This standard addresses the design of subdivisions and development in areas where threats of natural disasters or human-caused hazards in suburban/rural areas are not addressed by other planning and development documents. Moreover, in many areas of the United States, building and fire codes might not have been adopted, in which case this standard is meant to apply.

- 818CHAPTER 4A-60 THE FLORIDA FIRE PREVENTION CODE4A-60.001Title.4A-60.002Scope. 4A-60.003Standards of the National Fire Protection Association, NFPA 1, the Fire Prevention Code, Adopted.4A-60.004Standards of the National Fire Protection Association, NFPA 101, the Life Safety Code, Adopted.4A.60.005Publications Added to NFPA 1 and NFPA 101.4A-60.006Manufactured and Prototype

Doug McDowell

From: Jane Sherman <try70x7@gmail.com>
Sent: Thursday, March 5, 2020 5:42 PM
To: Planning Info
Subject: Amelia National 2nd entry

Amelia National continues to grow quickly and traffic on our main street is already heavy with construction, residential, maintenance, yard service, pest control, delivery, and waste management vehicles. Our main street also supports numerous golf carts and school buses. We need a second entry point to accommodate the ever increasing load on our congested streets. This problem can only be solved with an additional entry gate included in the next phase of construction, Phase 1C Segment 1 and 2.

Melissa Jane Sherman
95150 Starling Ct, Fernandina Beach, FL 32034

Doug McDowell

From: Sue Bornhorst <suebornhorst@gmail.com>
Sent: Friday, March 6, 2020 12:17 PM
To: Planning Info
Cc: Rodriguez Ray
Subject: Amelia National Development

Dear Planning Committee,

I'm excited to know our community at Amelia National has grown enough that further development is needed. With that said I'm surprised to learn that current plans do not include opening the second entry point in 1D and that's currently slated for 5+ years from now.

We have concerns about evacuation routes as well as first responders access along with the overall convenience the second entry would give us. Please strongly consider making the 2 entry a priority in upcoming development.

Best,

Sue Bornhorst & Ray Rodriguez
95080 Sweetberry Way
Fernandina Beach, FL 32034

Doug McDowell

From: Lou Tenarvitz <lou.tenarvitz@comcast.net>
Sent: Friday, March 6, 2020 7:53 AM
To: Planning Info
Cc: Lou Tenarvitz
Subject: Amelia National

Regarding plans submitted for Ameila National expansion I am concerned there is only one entrance into this development for safety reasons: access of emergency vehicles, plus all the large construction vehicles coming in and out with one main road where children walk, ride and play near this main route (Amelia National Parkway), moms push their baby strollers, neighbors walk their dogs and the community uses for running and walking. Construction workers, cement trucks, dump trucks and large semis with lumber etc barrel down these streets which are parked with service trucks, contractors, and workers vehicles causing them to weave in and out on narrow, blocked streets. Please reconsider adding a second entrance for this addition. My understanding is the infrastructure is already in place for this. Kindly, Paul & Lou Tenarvitz

Sent from my iPhone
Lou Tenarvitz
309-989-7050

Doug McDowell

From: Gail Tavana <gstavana@gmail.com>
Sent: Saturday, March 7, 2020 11:30 AM
To: Planning Info
Subject: second entry needed

I live on Amelia National Parkway and the traffic with building is increasing and the construction trucks, cement trucks, and every other truck needed to build a home continues to schlep dirt and gravel, and is a detriment to living on the main road into the community. This is unacceptable and something needs to be done about a second entry before any more housing is approved. I am highly concerned about the time it will take emergency vehicles to get to homes situated in the new phase that is planned. I can vent but it will probably fall on deaf ears, as it has in the past.