REGULAR CITY COUNCIL MEETING

6:30 PM – COUNCIL CHAMBERS – CITY HALL

DECEMBER 17, 2019

AGENDA

ALL CITIZENS DESIRING TO ADDRESS THE PORT ORANGE CITY COUNCIL DURING CITIZEN PARTICIPATION SHOULD COMPLETE A SPECIAL APPLICATION FORM WHICH IS LOCATED ON THE STANDS OUTSIDE THE COUNCIL CHAMBERS. AFTER COMPLETING THE FORM, PRESENT IT TO THE CITY CLERK.

A. OPENING

1. Silent Invocation
2. Pledge of Allegiance
3. Roll Call
4. Senator Tom Wright

B. CONSENT AGENDA

5. Public Comments on Consent Agenda Items Only
6. Agenda Approval
7. Approval of Minutes
    a. December 3, 2019 - Regular City Council Meeting
8. Bid Awards and Contract Items
    a. Change Order No. 7 to the construction contract with The New Florida Industrial Electric (FIE) for the Dunlawton Street Lighting Project for a 114-day time extension.
    b. Change Order No. 3 to the TEDS Task Authorization 2 for Construction Engineering Inspection (CEI) services for the Dunlawton Street Lighting Project
9. Resolution No. 19-78 - Supporting the Tomoka Farm Road & Pioneer Trail Improvements
10. Resolution No. 19-79 - Budget Appropriation
11. Acceptance of the 2019 Annual Concurrency Management Report
12. Approval of Major Special Event Request – Port Orange YMCA LiveStrong 5K - January 18, 2020

13. Adoption of the 2020 Public Hearing and Development Review Calendars
14. Approval of CDBG Plan Year 2018 Consolidated Annual Performance and Evaluation Report (CAPER)

C. CITIZEN PARTICIPATION (Non-Agenda – 20 minutes)

D. COUNCIL COMMENTS

15. Comments/Concerns from Council Members

E. BOARD APPOINTMENTS, INTERVIEWS, REPORTS

16. Environmental Advisory Board Report
17. Golf Advisory Board Report

F. PUBLIC HEARING

18. Second Reading - Ordinance No. 2019-35 - Amending Chapter 16 of the Land Development Code for a Dog Friendly Dining Program
19. First Reading – Ordinance No. 2019-41 - Comprehensive Plan Capital Improvements Element - 2019 Annual Update (CASE NO. 19-27500001)
20. Approval of the King's Landing Subdivision Variance Request

G. REGULAR AGENDA

21. Resolution No. 19-80 - Dog Friendly Dining Permit Fee
22. I-95 Gateway Signage Update

H. ADDITIONAL ITEMS

23. City Attorney
24. City Manager

I. COUNCIL COMMITTEE REPORTS

25. City Council Committee Reports
    a. First Step Shelter
    b. Port Orange/South Daytona Chamber of Commerce
    c. Roundtable of Elected Officials
    d. Fire Pension Board
    e. General Employees' Pension Plan

J. ADJOURNMENT

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE BY THE CITY COUNCIL WILL NEED A RECORD OF THE PROCEEDINGS, AND FOR SUCH PURPOSE HE OR SHE MAY NEED TO ENSURE AT HIS OR HER OWN EXPENSE FOR THE TAKING AND PREPARATION OF A VERBATIM RECORD OF ALL TESTIMONY AND EVIDENCE OF THE PROCEEDINGS UPON WHICH THE APPEAL IS TO BE BASED.

NOTE: IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, TO THE PROVISION OF CERTAIN ASSISTANCE. PLEASE CONTACT THE CITY CLERK FOR THE CITY OF PORT ORANGE, 1000 CITY CENTER CIRCLE, PORT ORANGE, FLORIDA 32129, TELEPHONE NUMBER 386-506-5563, CITYCLERK@PORT-ORANGE.ORG, AS FAR IN ADVANCE AS POSSIBLE, BUT PREFERABLY WITHIN 2 WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE OR 5 DAYS PRIOR TO THE MEETING DATE. IF YOU ARE HEARING OR VOICE IMPAIRED, CONTACT THE RELAY OPERATOR AT 1-800-955-8771.

UPON REQUEST BY A QUALIFIED INDIVIDUAL WITH A DISABILITY, THIS DOCUMENT WILL BE MADE AVAILABLE IN AN ALTERNATE FORMAT. IF YOU NEED TO REQUEST THIS DOCUMENT IN AN ALTERNATE FORMAT, PLEASE CONTACT THE CITY CLERK WHOSE CONTACT INFORMATION IS PROVIDED ABOVE.

ANY INVOCATION THAT IS OFFERED BEFORE THE OFFICIAL START OF THE CITY COUNCIL MEETING SHALL BE THE VOLUNTARY OFFERING OF A PRIVATE PERSON, TO AND FOR THE BENEFIT OF THE CITY COUNCIL. THE VIEWS OR BELIEFS EXPRESSED BY THE INVOCATION SPEAKER HAVE NOT BEEN PREVIOUSLY REVIEWED OR APPROVED BY THE CITY COUNCIL OR THE CITY STAFF, AND THE CITY IS NOT ALLOWED BY LAW TO ENDORSE THE RELIGIOUS BELIEFS OR VIEWS OF THIS, OR ANY OTHER SPEAKER. PERSONS IN ATTENDANCE AT THE CITY COUNCIL MEETING ARE INVITED TO STAND DURING THE OPENING INVOCATION AND PLEDGE OF ALLEGIANCE. HOWEVER, SUCH INVITATION SHALL NOT BE CONSTRUED AS A DEMAND, ORDER, OR ANY OTHER TYPE OF COMMAND. NO PERSON IN ATTENDANCE AT THE MEETING SHALL BE REQUIRED TO PARTICIPATE IN ANY OPENING INVOCATION THAT IS OFFERED. A PERSON MAY EXIT THE CITY COUNCIL CHAMBERS AND RETURN UPON COMPLETION OF THE OPENING INVOCATION IF A PERSON DOES NOT WISH TO PARTICIPATE IN OR WITNESS THE OPENING INVOCATION.

REGULAR CITY COUNCIL MEETING MINUTES
COUNCIL CHAMBERS – CITY HALL
1000 CITY CENTER CIRCLE
PORT ORANGE, FLORIDA
DECEMBER 3, 2019

THE REGULAR CITY COUNCIL MEETING of the City of Port Orange was called to order by Mayor Donald O. Burnette at 6:30 p.m.

Invocation by Reverend David Troxler of First Christian Church

Pledge of Allegiance

Roll Call	Present:	Council Member Marilyn Ford Council Member Drew Bastian Council Member Scott Stiltner Mayor Donald Burnette
	Absent:	Vice Mayor Chase Tramont
	Also Present:	City Manager Jake Johansson City Attorney Matthew Jones City Clerk Robin Fenwick

4. Election of Vice Mayor

Nomination to elect Drew Bastian as Vice Mayor for 2020 was made by Council Member Scott Stiltner and Seconded by Council Member Marilyn Ford. Motion carried unanimously by voice.

5. Appointments to Council Committees for 2020

There were no changes.

Motion to appoint Council Members to the same committees for 2020 was made by Council Member Scott Stiltner and Seconded by Vice Mayor Drew Bastian. Motion carried unanimously by voice.

CONSENT AGENDA

6. Public Comments on Consent Agenda Items Only

There were no public comments.

7. Agenda Approval

Motion to approve the Agenda as presented was made by Council Member Marilyn Ford and Seconded by Vice Mayor Drew Bastian. Motion carried unanimously by voice vote.

8. Approval of Minutes
   a. November 19, 2019 - Regular City Council Meeting
9. Approval of the 2020 City Council Meeting Calendar
10. Bid Awards and Contract Items
    a. Approval of Contract award for Lakeside HVAC to General Mechanical Corporation (GMC)
    b. Approval of Task Authorization No. 27 to Mead & Hunt (CA4619), Construction Administration & Engineer of Record Services for Virginia Avenue and Monroe Street Stormwater Improvements
    c. Approval of Amended Contract Language for FIE Change Orders
    d. Approval of One Year Extension of Billboard Lease 13140 on I-4
    e. Approval of One Year Extension of Billboard Lease 70137 on I-4
    f. Approval of One Year Extension of Billboard Lease 70137A on I-4
    g. Approval of One Year Extension of Billboard Lease 70137B on I-4
    h. Approval of One Year Extension of Billboard Lease 13140A on I-4

11. Resolution No. 19-76 - Approving the Local Agency Program (LAP) Supplemental Agreement 1: 435539-1-58-01 (G1989) N. Spruce Creek Road Sidewalk

12. Resolution No. 19-77 - Appropriate funds in the Police Benefit Trust Fund (606) and the Transportation Impact Fee Fund (312)

13. Approval of Hurricane Irma Federally Funded Subaward and Grant Agreement

Motion to remove Items #9 and 10(c) from the Consent Agenda for further discussion was made by Council Member Scott Stiltner and Seconded by Vice Mayor Drew Bastian. Motion carried unanimously by voice vote.

Motion to approve the Consent Agenda as amended was made by Council Member Marilyn Ford and Seconded by Vice Mayor Drew Bastian. Motion carried unanimously by roll call vote.

#9 - Approval of the 2020 City Council Meeting Calendar

Mayor Burnette mentioned the change in the schedule regarding the elections and asked that the May 26 workshop change to June 1, 2020.

Motion to approve the meeting calendar with the May workshop changed to June 1, 2020 was made by Council Member Scott Stiltner and Seconded by Council Member Marilyn Ford. Motion carried unanimously by voice vote.

Regular meeting schedule is as follows:

January 7, 21 July 21*
February 4, 18 August 4, 19*
March 3, 17 September 1, 15
April 7, 21 October 6, 20
May 5, 19 November 4*, 17
June 2, 16 December 1, 15

Approved proposed budget workshop schedule is as follows:

3/24/2020 - 1st Budget Workshop/Visioning Session
4/28/2020 - CIP Workshop
6/1/2020 - General Fund Workshop
6/23/2020 - CIP/General Fund Workshop #2
7/14/2020 - CIP Concept approval/General Fund review
7/28/2020 - Special Meeting to set the max millage rate
8/25/2020 - Budget wrap up (General Fund & CIP)
9/2020 - 1st and 2nd Readings of Budget TBD

Item #10(c) - Approval of Amended Contract Language for FIE Change Orders

Mayor asked how this changes the timeframe. Tim Burman, Community Development, explained the change order coming to Council at the next meeting to extend the timeframe due to delays. Ford discussed the language in the amended contract language with the CA

Motion to approve Item #10(c) as presented was made by Vice Mayor Drew Bastian and Seconded by Council Member Marilyn Ford. Motion carried unanimously by voice vote.

<u>CITIZEN PARTICIPATION (Non-Agenda – 20 minutes)</u>

There were none.

COUNCIL COMMENTS

14. Comments/Concerns from Council Members

Mayor Don Burnette asked Council if they had any requested changes to the agenda set up. There were no changes requested. Council Member Marilyn Ford asked that Council discuss the workshop schedule and be more proactive as to the topics looking ahead for 2020.

SPECIAL AWARDS, REPORTS, RECOGNITION AND PROCLAMATIONS

15. Citizen Commendations (x3)
Matthew Fischer
Benny Radford
Israel Hammon

Police Chief Thomas Grimaldi presented three citizen commendations.

PUBLIC HEARING

16. Second Reading - Ordinance No. 2019-40 - Amending Chapter 54 relating to the General Employees Retirement Plans - Modification to the General Employees Defined Contribution Plan (401A) Vesting Schedule and the participation in the Contract Defined Contribution Plan (401A) to allow City Attorney to continued participation

Mayor Burnette read Ordinance No. 2019-40

ORDINANCE NO. 2019-40

AN ORDINANCE OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA, AMENDING THE CODE OF ORDINANCES, CHAPTER 54, ARTICLE VI, RELATING TO THE 2003 GENERAL EMPLOYEES RETIREMENT SYSTEM; AMENDING THE CODE SECTIONS 54-175 AND 54-47; PROVIDING FOR A MODIFICATION TO THE GENERAL EMPLOYEES 401(A) VESTING SCHEDULE IN ACCORDANCE WITH PLAN DOCUMENTS; PROVIDING FOR AN AMENDMENT TO THE PARTICIPATION OF THE CONTRACT 401(A) TO INCLUDE THE CITY ATTORNEY; PROVIDING FOR CODIFICATION; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

Motion to adopt Ordinance NO. 2019-40 was made by Vice Mayor Drew Bastian and Seconded by Council Member

Marilyn Ford. Motion carried unanimously by roll call vote.

REGULAR AGENDA

17. Perrine's Produce Economic Incentive Agreement – Ch. 20 Targeted Business

Motion to approve the Economic Incentive Agreement for Perrine's Produce, subject to final review and approval of terms by City Attorney and City Manager, authorizing Mayor and City Clerk to sign final documents for completion of this agenda item was made by Vice Mayor Drew Bastian and Seconded by Council Member Marilyn Ford.

Mr. Burman provided details of the agreement. Arnold Perrine, Jr., property owner, thanked the City for their work and discussed the project.

Motion carried unanimously by roll call vote.

ADDITIONAL ITEMS

18. City Attorney - There was nothing further.

19. City Manager - There was nothing further.

COUNCIL COMMITTEE REPORTS

20. City Council Committee Reports

a. River to Sea TPO - Council Member Scott Stiltner was unable to attend but will provide a report once the minutes are provided.

b. General Employees' Pension Plan - There was no meeting held in November.

ADJOURNMENT - 7:13 p.m.

____
Mayor Donald O. Burnette

Attest:

____
Robin Fenwick, MMC, City Clerk

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE 12/17/2019

Consent item: Yes

SUBJECT: (B8a) Change Order No. 7 to the construction contract with The New Florida Industrial Electric (FIE) for the Dunlawton Street Lighting Project for a 114-day time extension.

DEPARTMENT: Community Development

GOAL: 2 - Infrastructure

RECOMMENDED MOTION: Move to approve Change Order No. 7 to the construction contract with The New Florida Industrial Electric (FIE) for the Dunlawton Street Lighting Project for a 114-day time extension, subject to concurrence by FDOT.

SUMMARY: The Street Lighting project is a Local Agency Program (LAP) project in which the City receives federal funding to provide safety improvements (lighting) to the roadway for both vehicles and pedestrians. The project consists of replacing pedestrian walklights with 64 LED streetlights along a +/- 0.70-mile segment of Dunlawton Avenue, between Ridgewood Avenue and Spruce Creek Road, including 10 intersections.

If approved, Change Order No. 7 will add an additional 114 calendar days to the project schedule to complete the project currently under construction. The need for the additional 114 calendar days is due to delays encountered by the contractor, New Florida Industrial Electric (FIE), in procuring the alternative light fixtures approved with Change Order No 1.

Change Order No. 1 was approved by the City Council on July 16, 2019 and received FDOT concurrence for Change Order No 1. on September 29, 2019. Change Order 1 was for an alternate light fixture to be used instead of the original light fixture specified on the construction plans. As part of staff's review for Change Order No. 1, the City's Construction Engineering and Inspection (CEI) Engineer confirmed that the alternate light fixture was "equal" to the initial light fixture. FEI was not able to order the alternative light fixtures until FDOT concurrence was received on Change Order No. 1 and revised construction plans from the Engineer of Record were provided to the City and FEI.

On October 17, 2019, staff and FIE received revised plans from the Engineer of Record that incorporated the alternate light fixture from Change Order No. 1. After receiving the revised plans, FIE placed the order for the alternate light fixtures on October 17 (contract day 339 out of the currently approved 380 days) and was provided an anticipated delivery date of February 7, 2020. Based on the updated FIE project schedule that has been reviewed by the City's Construction Engineering and Inspection (CEI) consultant and City staff, the 114-day extension is warranted and is sufficient time for FIE to complete the project. The 114-day extension moves substantial completion to

March 20, 2020, and final completion of the project to April 19, 2020.

Project No.: Funding Account No.:

Presenter: Margaret Tomlinson

ATTACHMENTS:

1.	FPN 435591-1-58-01 Change Order 7 Contract Time Extension	FPN 435591-1-58-01 Change Order 7 Contract Time Extension.pdf
2.	Contractor Request for Time Extension	Contractor Request for Time Extension.pdf
3.	CEI Recommendation	CEI Recommendation.pdf
4.	Contractors Critical Path Schedule	Contractors Critical Path Schedule.pdf
5.	435591-1-58 68-01 Time Ext 1	435591-1-58 68-01 Time Ext 1.pdf

Valerie Duhl	Created/Initiated - 11/27/2019
Tim Burman	Approved - 11/28/2019
Scott Neils	Approved - 11/29/2019
Matthew Jones	Approved - 12/6/2019
Jake Johansson	Approved - 12/6/2019
Robin Fenwick	Final Approval - 12/6/2019

CHANGE ORDER NO. 7
To Construction Contract dated 9/14/2018
THE NEW FLORIDA INDUSTRIAL ELECTRIC, INC., Contractor

Project: FPN 435591-1-58-01 SR 421 (Dunlawton) Street Lighting from Spruce Creek Road to SR 5 (US 1), ITB #17-32, Project AIO016

The following changes are hereby made to the Contract Documents:

CHANGE IN CONTRACT PRICE: Original Contract Price: $674,971.86	**CHANGE IN CONTRACT TIMES**: Original Contract Times Substantial Completion: 227 days Final Completion +30 days
Net changes from previous Change Order: No. 1-6: $66,612.33	Changes in contract time from previous Change Orders: No. 1-6: 153 days
Contract Price prior to this Change Order: $741,584.19	Contract Completion Date prior to this Change Order: Substantial Completion: November 27, 2019 Final Completion: December 27, 2019
Net Increase (decrease) of this Change Order No. 7: $0	Changes in contract time requested this Change Order No. 7: (Requires Council Approval) Substantial Completion 114 days
Contract Price with all approved Change Orders: $741,584.19	Contract Times with all approved Change Orders: Substantial Completion: March 20, 2020 Final Completion: April 19, 2020

CHANGES ORDERED:

I. GENERAL: This Change Order is necessary to cover changes in the work to be performed under the Construction Contract entered into by and between the parties on September 14, 2018.

II. REQUIRED CHANGES:

Contract time extension due to material procurement timeline. See Contractor's Critical Path Method (CPM) Schedule.

No goods shall be delivered, nor services commenced hereunder until this Change Order has been fully executed by all parties.

III. JUSTIFICATION:

See CEI (AECOM) Recommendation letter dated 11/24/2019.

IV. PAYMENT:

No Cost Adjustment.

Acknowledgments:

The aforementioned change, and work affected thereby, is subject to all provisions of the original contract not specifically changed by this Change Order;

It is expressly understood and agreed that the approval of the Change Order shall have no effect on the original contract other than matters expressly provided herein;

The prices quoted are fair and reasonable and in proper ratio to the cost of the original work contracted for under competitive bidding; and,

The change in price and/or delivery date described is considered to be fair and reasonable and has been mutually agreed upon. This modification shall not extinguish the right of either party to bring a claim under the original contract as modified hereby.

RECOMMENDED BY:
COMMUNITY DEVELOPMENT
Department Project Manager

By:______________________________
Printed Name: Larry A. Roberts, PE
Title: Community Development Engineer

Date Signed:________________________

ACCEPTED BY:
THE NEW FLORIDA INDUSTRIAL ELECTRIC, INC.
Contractor

By:______________________________
Printed Name: Michael J. Scharf
Title: Executive Vice President

Date Signed:________________________

RECOMMENDED BY:
TRAFFIC ENGINEERING DATA SOLUTIONS, INC.
City's CEI Representative

By:______________________________
Printed Name: Mikal Hale, PE
Title: Senior Project Manager

Date Signed:________________________

RECOMMENDED BY:
MEAD AND HUNT, INC.
Engineer of Record

By:______________________________
Printed Name: David King, PE
Title: Vice President

Date Signed:________________________

APPROVED BY:
CITY OF PORT ORANGE
Department Head

By:______________________________
Printed Name: Tim Burman
Title: Community Development Director

Date Signed:______________________

City Manager

By:______________________________
Printed Name: Michael H. Johansson
Title: City Manager

Date Signed:______________________

If Council approval is required:

By:______________________________
Printed Name: Donald O. Burnette
Title: Mayor

Date Signed:______________________

Affirmed:

____
Robin L. Fenwick, CMC, City Clerk

Date Signed:______________________

Rerko, Bryan

From: Jeremiah Christy <jeremiah.christy@fie-inc.com>
Sent: Friday, November 22, 2019 9:51 AM
To: Rerko, Bryan
Cc: Joe Heberling; Margaret Tomlinson; Larry Roberts; Valerie Duhl; Mikal R. Hale
Subject: RE: Change Order Request

1-Reason for request: Insufficient amount of time to complete the installation

2-Describe the delay: FIE did not receive approved plans until 10/9/2019 delaying the process of procuring the light fixtures for the project.

3-Specific task ID affected: material procurement - The ordering and delivery of the lighting fixtures

4-Amount of time requested: 115 calendar days

Jeremiah Christy | Project Manager | Florida Industrial Electric
Lake Mary, FL | Office 407.379.1750 | Cell 386.956.3433
Jeremiah.Christy@Fie-Inc.com | www.Fie-Inc.com

From: Rerko, Bryan <bryan.rerko@aecom.com>
Sent: Friday, November 22, 2019 6:15 AM
To: Jeremiah Christy <jeremiah.christy@fie-inc.com>
Cc: Joe Heberling <joe.heberling@fie-inc.com>; Margaret Tomlinson <mtomlinson@port-orange.org>; Larry Roberts <lroberts@port-orange.org>; Valerie Duhl <vduhl@port-orange.org>; Mikal R. Hale <mhale@teds-fl.com>
Subject: RE: Change Order Request

Jeremiah –

For the time extension request to be reviewed thoroughly, please provide the following additional information.

1. Reason for request
2. Describe delay

3. What specific Task ID(s) and Task Name(s) on the CPM updated schedule was (were) affected that are part of the critical path of the CPM schedule
4. Amount of Added Time Requested (from below you state 115 calendar days)

Please see attached FDOT Time Extension Request Form as a guide for each item listed above. This is only a guide since this FDOT form is not required for this contract but the information is needed regardless to evaluate any time extension request for this project.

I am reviewing this request with the City today and would appreciate your responses this morning so the review can be completed with all substantiating documentation from FIE (i.e. responses to the above listed items).

Thank you

Bryan Rerko, PE
Area CEI Manager, Senior Project Engineer
D 386-740-0665
C 386-882-6054
bryan.rerko@aecom.com

AECOM
232 North Amelia Avenue
DeLand, FL 32724
www.aecom.com

Imagine It. Delivered.

From: Jeremiah Christy <jeremiah.christy@fie-inc.com>
Sent: Thursday, November 21, 2019 1:38 PM
To: Rerko, Bryan <bryan.rerko@aecom.com>; Destoppelaire, Terri <terri.destoppelaire@aecom.com>; Mikal R. Hale <mhale@teds-fl.com>
Cc: Joe Heberling <joe.heberling@fie-inc.com>; Appel, Rob <rob.appel@aecom.com>
Subject: Change Order Request

Bryan,

As per our conversation we have compressed our schedule to accommodate an end date in March. FIE is requesting a change order for additional time of 115 days to take the project to March 21st. This Additional time needed is for the procurement of materials.

Thank You,

Jeremiah Christy | Project Manager | Florida Industrial Electric
Lake Mary, FL | Office 407.379.1750 | Cell 386.956.3433
Jeremiah.Christy@Fie-Inc.com | www.Fie-Inc.com

Since 1983

AECOM Imagine it. Delivered.

AECOM
232 North Amelia Avenue
Deland, FL 32724
aecom.com

Project name:
SR 421 (Dunlawton Ave.) City of Port Orange LAP Lighting Project

Project ref:
FM #435591-1-58-01

From:
Bryan Rerko, PE

Date:
November 24, 2019

To:
Larry Roberts, PE, CFM
Community Development Engineer
City of Port Orange
Community Development
1000 City Center Circle
Port Orange, FL 32129

CC:
Maragaret Tomlinson, City of Port Orange
Mikal Hale, PE, TEDS

Memo

Subject: **FIE Time Extension Request #2 – AECOM Recommendation**

FIE has requested 115 calendar days be added to the referenced project based on delays associated with procuring the necessary material to complete the project. The delayed procurement of the materials was a direct result of revised plans for the light fixture alternates that were concurred by FDOT, further clarified by the Engineer of Record and provided to FIE.

1. The following items are pertinent to the review of this second time extension request.
   - First Chargeable Day: 11/13/2018
   - Original Contract Calendar Days: 227 days to Substantial Completion
   - Adjusted Contract Days with Approved Time Extension #1: 380 days to Substantial Completion
   - Adjusted Contract Substantial Completion Date with Approved Time Extension #1: November 27, 2019
   - Number of Weather Days as of November 22, 2019: 0 Days
   - Number of Recovery Days as of November 22, 2019: 0 Days
   - Holidays Noted: 1 Day
   - Requested Days due to Delays in Procuring Material: 115 Days
   - Percent Time with Time Extension #1 and #2 over Original Contract Days: 118.1%

2. Engineer's Summary:

   FDOT concurrence for light fixture alternates was received on September 27, 2019 with a request to the EOR to provide signed and sealed plans. The EOR submitted signed and sealed plans to FDOT and City Staff on October 3, 2019. City Staff met with the EOR to fully comprehend the revisions to the plans and requested confusing labels to be clarified on the plans with additional green text. Greenlined Marked-Up Plans with light fixture alternates were sent by the EOR to the City Staff on October 17, 2019. The City Staff provided these Greenline Mark-Ups to FIE and AECOM on the same day (October 17, 2019). October 17, 2019 was contract day 339 out of the currently approved 380 days. FIE used these plans to procure the light fixture alternates with anticipated delivery date of February 7, 2020.

3. Conclusion:

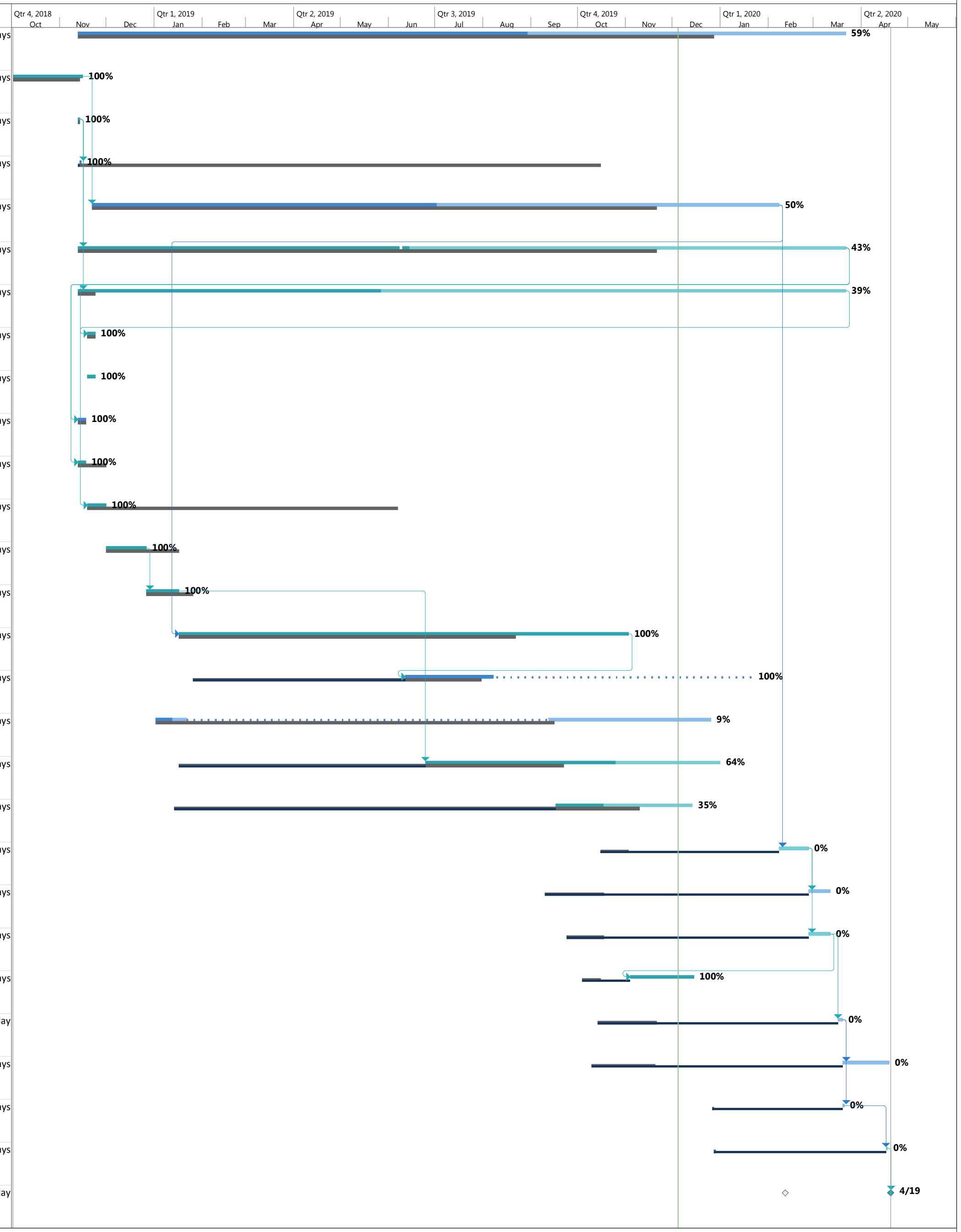
For Time Extension #1, the Updated CPM schedule dated 6/21/19 was accepted as the revised CPM schedule and Time Extension #1 was approved for 153 days. This was due to unforeseen delays for installing the light pole foundations. The 6/21/19 CPM schedule was then used as the new "Baseline" CPM schedule to measure progress and track critical path activities to the new project substantial completion date of November 27, 2019.

For Time Extension #2, FIE submitted their required monthly Updated CPM schedule dated 11/20/19 which clearly shows the critical path of the project to be "Material Procurement" (ID #5). In the Updated CPM schedule for November 2019, "Material Procurement" (ID #5) finish date is **2/7/20**. In the June 2019 Baseline CPM schedule, "Material Procurement" (ID #5) finish date is **10/15/19**. This critical path activity was delayed by **115** days. 115 days beyond the currently approved substantial completion date of November 27, 2019 is March 21, 2020. March 21, 2020 is a Saturday and FIE has noted they would complete their work on Friday March 20, 2020. Therefore, March 20, 2020 is 114 calendar days beyond the currently approved substantial completion date of November 27, 2019.

Since the critical path activity "Material Procurement" (ID #5), was delayed by at least 114 calendar days, AECOM is recommending for the City's consideration to add 114 calendar days to this contract adjusting the new substantial completion date to March 20, 2020 as per FIE's November 2019 Updated CPM schedule.

FIE 83002 - FPID 435591-1-58-01 - BASELINE CPM Schedule - Updated - 11-29-19 Duration Variance Based on MATERIAL PROCUREMENT

ID	Task Name	Baseline Start	Baseline Finish	Baseline Duration	Updated Start	Updated Finish	Updated Duration	Duration Variance
1	Project Duration	Tue 11/13/18	Fri 12/27/19	409 days	Tue 11/13/18	Sat 3/21/20	495 days	86 days
2	Project Submittals	Tue 10/2/18	Tue 11/13/18	45 days	Tue 10/2/18	Thu 11/15/18	45 days	0 days
3	Notice to Proceed (NTP)	Tue 11/13/18	Tue 11/13/18	1 day	Tue 11/13/18	Tue 11/13/18	1 day	0 days
4	First Chargable Contract Day	Tue 11/13/18	Tue 10/15/19	1 day	Wed 11/14/18	Wed 11/14/18	1 day	0 days
5	Material Procurement	Thu 11/22/18	Wed 11/20/19	363 days	Thu 11/22/18	Fri 2/7/20	443 days	80 days
6	Mobilization	Tue 11/13/18	Wed 11/20/19	409 days	Tue 11/13/18	Sat 3/21/20	493 days	84 days
7	Maintenance of Traffic (MOT)	Tue 11/13/18	Fri 11/23/18	409 days	Tue 11/13/18	Sat 3/21/20	495 days	86 days
8	Install Construction Signs	Mon 11/19/18	Fri 11/23/18	5 days	Mon 11/19/18	Fri 11/23/18	5 days	0 days
9	Video of Project	Mon 11/19/18	Sat 11/17/18	5 days	Mon 11/19/18	Fri 11/23/18	5 days	0 days
10	Tree Romoval	Tue 11/13/18	Sat 11/17/18	5 days	Tue 11/13/18	Sat 11/17/18	5 days	0 days
11	Survey Project	Tue 11/13/18	Fri 11/30/18	5 days	Tue 11/13/18	Sat 11/17/18	5 days	0 days
12	Exploratory Pre-Digs - Foundation Locations	Mon 11/19/18	Thu 6/6/19	12 days	Mon 11/19/18	Fri 11/30/18	12 days	0 days
13	Directional Bores	Sat 12/1/18	Wed 1/16/19	26 days	Sat 12/1/18	Wed 12/26/18	26 days	0 days
14	Conduit Install - Open Trench	Thu 12/27/18	Fri 1/25/19	21 days	Thu 12/27/18	Wed 1/16/19	21 days	0 days
15	Receive Pole Foundations	Thu 1/17/19	Wed 8/21/19	216 days	Thu 1/17/19	Sat 11/2/19	290 days	74 days
16	Install Pole Foundations	Sat 1/26/19	Tue 7/30/19	62 days	Wed 6/12/19	Tue 1/21/20	56.7 days	-5.3 days
17	Load Centers & Power Services	Wed 1/2/19	Sun 9/15/19	24 days	Wed 1/2/19	Wed 12/25/19	125 days	101 days
18	Pull Box Installation	Thu 1/17/19	Sat 9/21/19	89 days	Tue 6/25/19	Tue 12/31/19	190 days	101 days
19	Concrete Sidewalk Placement	Mon 1/14/19	Sat 11/9/19	88 days	Tue 9/17/19	Fri 12/13/19	88 days	0 days
20	Install Light Poles & Fixtures	Wed 10/16/19	Sat 11/2/19	19 days	Sat 2/8/20	Wed 2/26/20	19 days	0 days
21	Install Lighting Conductors	Tue 9/10/19	Thu 10/17/19	14 days	Thu 2/27/20	Wed 3/11/20	14 days	0 days
22	Electrical Terminations, Splices & Hook Ups	Tue 9/24/19	Thu 10/17/19	10 days	Thu 2/27/20	Wed 3/11/20	14 days	4 days
23	Existing Pole Removals	Fri 10/4/19	Tue 10/15/19	10 days	Mon 11/4/19	Sat 12/14/19	41 days	31 days
24	Inspections	Mon 10/14/19	Wed 11/20/19	2 days	Tue 3/17/20	Thu 3/19/20	3 days	1 day
25	Punchlist & Corrections (If Required) Includes 7 Consec Day Eval per 715-15	Thu 10/10/19	Tue 11/19/19	30 days	Fri 3/20/20	Sat 4/18/20	30 days	0 days
26	substantial completion	Fri 12/27/19	Fri 12/27/19	1 day	Fri 3/20/20	Fri 3/20/20	1 day	0 days
27	Removal Of MOT Signs	Sat 12/28/19	Sat 12/28/19	5 days	Fri 4/17/20	Fri 4/17/20	1 day	-4 days
28	Final Completion (Incl, 1 Holiday)	Tue 2/11/20	Tue 2/11/20	1 day	Sun 4/19/20	Sun 4/19/20	0 days	-1 day



Critical		Task		Manual Task		Duration-only		Baseline Milestone	◇	Summary	
Critical Split		Split		Start-only		Baseline		Milestone	◆	Manual Summary	
Critical Progress		Task Progress		Finish-only		Baseline Split		Summary Progress		Project Summary	

External Tasks		Inactive Milestone	◇	Slippage	
External Milestone	◇	Inactive Summary			
Inactive Task		Deadline			

Florida Department of Transportation

RON DESANTIS
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

KEVIN J. THIBAULT, P.E.
SECRETARY

August 15, 2019

Margaret Tomlinson, RLA, LEED AP
Construction & Engineering Manager
Community Development
City of Port Orange
1000 City Center Circle
Port Orange, Florida 32129

SUBJECT: Time Extension No. 1
Local Agency Program (LAP) Agreement
FM No. 435591-1-58/68-01
Contract No. G0V69
Street Lighting along SR 421 (Dunlawton) Phase I

Dear Ms. Tomlinson:

The Department has extended the above referenced LAP Agreement with the City of Port Orange, to **July 31, 2020.** The additional time will allow for the City to process a change order allowing the contractor additional contract time, an anticipated procurement issue, and submittal of close-out documentation, including a final invoice.

If you have any questions, please call Myra Picallo at 386-943-5545.

Sincerely,

Katherine C. Alexander

Kathy Alexander
Program Management Administrator
District 5

cc: Patricia "PJ" Ganung, Financial Services Manager
Rick Grooms, Special Projects Construction Manager

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE 12/17/2019

Consent item: Yes

SUBJECT: (B8b) Change Order No. 3 to the TEDS Task Authorization 2 for Construction Engineering Inspection (CEI) services for the Dunlawton Street Lighting Project

DEPARTMENT: Community Development

GOAL: 2 - Infrastructure

RECOMMENDED MOTION: Move to approve Change Order No. 3 to the TEDS Task Authorization 2 for Construction Engineering Inspection (CEI) services for the Dunlawton Street Lighting Project in the amount of $74, 613.90 in combination with a 114-day time extension.

SUMMARY: The City previously contracted with Traffic Engineering Data Solutions, Inc. (TEDS) for Construction Engineering Inspection (CEI) services for the Dunlawton Street Lighting project. The Street Lighting project is a Local Agency Program (LAP) project in which the City receives federal funding to provide safety improvements (lighting) to the roadway for both vehicles and pedestrians. The project consists of replacing pedestrian walk lights with 64 LED street lights along a +/- 0.70-mile segment of Dunlawton Avenue between Ridgewood Avenue and Spruce Creek Road including 10 intersections. The project is in construction and a further need has arisen for TEDS to provide additional assistance.

Previous Change Order 2 extended the time for CEI services from 227 days to 380 days. Change Order No. 3 would extend the time for CEI services 114 days, from a total of 380 days to 494 days as additional time is required to complete the project. The CEI's integral services in resolving field issues, inspecting and measuring the materials installed and labor/equipment used on the project each day, and negotiating with the Contractor for an amenable resolution to unforeseen conditions that have arisen have been valuable services to the project. The CEI is required to provide a daily inspection report for every calendar day throughout the duration of the project in accordance with LAP. Regardless of whether the Contactor is working, the daily inspection reports must be maintained. In an effort to reduce CEI costs, the CEI has communicated nearly daily with the Contractor to only render professional services on the days which the Contractor works. While waiting for the light poles and light fixtures to be delivered, the Contractor will still be doing work such as replacing the concrete sidewalk around each pole foundation and maintaining the temporary millings to keep the walkway ADA compliant.

Change Order 3 CEI services includes resolution of the following issues that arose since Change Order 2 (extended the time for CEI services from 227 days to 380) was approved by City Council:

• Review of alternate conflict light pole and alternate light fixture submitted by contractor including photometric analysis and voltage drop calculations. In accordance with Federal Highway Administration (FHWA) requirements, the City's bid had to allow alternate fixtures to encourage competitive bidding. The contractor submitted an alternate, triggering the need for the City's CEI to review and track pursuant to LAP requirements. Two cycles of alternate light fixture review were required to arrive at a fixture order milestone.

Now that fixtures are ordered, procurement time is the controlling item of work in completing the project. Not only has fixture procurement extended the need for CEI services, but also light pole procurement has extended longer than originally estimated by the pole manufacturer. Fixtures are the longest remaining procurement item, but both poles and fixtures must be erected concurrently to align with the normal and customary install sequence.

Based upon the Contractor's Critical Path Schedule as reviewed by the CEI and Staff, the combination of $74,613.90 and a 114-day time extension will allow successful completion of the CEI's portion of the project.

Project No.: AIO016 Funding Account No.:

Presenter: Margaret Tomlinson

ATTACHMENTS:

1.	Draft Change Order No 3 to TA 2 TEDS	Draft Change Order No 3 to TA 2 TEDS.pdf
2.	TEDS Proposal for Change Order 3	TEDS Proposal for Change Order 3.pdf
3.	CEI Contract with TEDS for Dunlawton Lighting	CEI Contract with TEDS for Dunlawton Lighting.pdf
4.	TEDS Change order No 1	TEDS Change order No 1.pdf
5.	Traffic Engineering Data Solutions CO 2	Traffic Engineering Data Solutions CO 2.pdf

Margaret Tomlinson	Created/Initiated - 11/27/2019
Tim Burman	Approved - 12/1/2019
Scott Neils	Approved - 12/6/2019
Matthew Jones	Approved - 12/6/2019
Jake Johansson	Approved - 12/9/2019
Robin Fenwick	New -

CHANGE ORDER NO. 3
To Task Authorization No. 2 dated October 4, 2018
TRAFFIC ENGINEERING DATA SOLUTIONS, INC., Contractor

Project: SR421 Lighting

The following changes are hereby made to the Contract Documents:

CHANGE IN CONTRACT PRICE: Original Contract Price: $80,329.90	**CHANGE IN CONTRACT TIMES**: Original Contract Times Substantial Completion: N/A Final Completion 227 Days
Net changes from previous Change Order: No. 1: $18,783.50 No. 2: $137,290.79	Changes in contract time from previous Change Orders: No. 1: 0 days No. 2: 153 days
Contract Price prior to this Change Order: $236,404.19	Contract Completion Date prior to this Change Order: Final Completion: 380 days
Net Increase (decrease) of this Change Order No. 3: $74,613.90	Changes in contract time requested this Change Order No. 3: (Requires Council Approval) 114 days
Contract Price with all approved Change Orders: $311,018.09	Contract Times with all approved Change Orders: Final Completion: 494 days

CHANGES ORDERED:

I. GENERAL: This Change Order is necessary to cover changes in the work to be performed under Task Authorization No. 2 of the Master Contract for Engineering Services entered into by and between the parties on February 14, 2017.

II. REQUIRED CHANGES: To provide an increase of $74,613.90 and 114 days for additional Construction Engineering Inspection (CEI) services. No goods shall be delivered, nor services commenced hereunder until this Change Order has been fully executed by all parties.

III. JUSTIFICATION: Additional CEI services are required to complete the SR421 Lighting project.

IV. PAYMENT: Payment for this Change Order No. 3 shall be made in accordance with the terms of Task Authorization No. 2 of the Master Contract for Engineering Services dated February 14, 2017 subject to a limit up to but not to exceed $74,613.90. All payments shall be governed by the Local Government Prompt Payment Act as set forth in Florida Statutes Section 218.70 through 218.79, as amended.

Acknowledgments:

The aforementioned change, and work affected thereby, is subject to all provisions of the original contract not specifically changed by this Change Order;

It is expressly understood and agreed that the approval of the Change Order shall have no effect on the original contract other than matters expressly provided herein;

The prices quoted are fair and reasonable and in proper ratio to the cost of the original work contracted for under competitive bidding; and,

The change in price and/or delivery date described is considered to be fair and reasonable and has been mutually agreed upon in full agreement and final settlement of all claims arising out of this modification including all claims for delays and disruptions resulting from, caused by, or incident to such modifications and change orders.

RECOMMENDED BY:
COMMUNITY DEVELOPMENT
Department Project Manager

By:________________________________
Printed Name: Larry A. Roberts, PE
Title: Community Development Engineer

Date Signed:________________________

ACCEPTED BY:
TRAFFIC ENGINEERING DATA SOLUTION, INC.
Contractor

By:________________________________
Printed Name: Deanna F. Ferrell
Title: President

Date Signed:________________________

RECOMMENDED BY:
N/A
City's Representative

By:________________________________
Printed Name:_______________________
Title:______________________________

Date Signed:________________________

RECOMMENDED BY:
N/A
Engineer of Record

By:________________________________
Printed Name:_______________________
Title:______________________________

Date Signed:________________________

APPROVED BY:
CITY OF PORT ORANGE
Department Head

By:______________________________
Printed Name: Tim Burman
Title: Community Development Director

Date Signed:______________________

City Manager

By:______________________________
Printed Name: Michael H. Johansson
Title: City Manager

Date Signed:______________________

If Council approval is required:

By:______________________________
Printed Name: Donald O. Burnette
Title: Mayor

Date Signed:______________________

Affirmed:

____
Robin L. Fenwick, CMC, City Clerk

Date Signed:______________________

Traffic Engineering Data Solutions, Inc.

CHANGE ORDER No. 03
To Task Authorization No. 002

Contract:	Master Contract for Engineering Services dated February 14, 2017
Task Authorization No.:	002
Project Name:	Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
TEDS Project Number:	10962
Date:	November 22, 2019

Traffic Engineering Data Solutions, Inc. (TEDS) is pleased to offer this scope of services to the City of Port Orange (CITY) for providing professional engineering services for the above referenced project.

PROJECT UNDERSTANDING

As of August 8, 2019, when the previous Change Order No. 02 to Task Authorization No. 2 was executed, there were outstanding design revisions that were not yet approved by the Florida Department of Transportation (FDOT) and outstanding construction change orders which had not yet been executed by the contractor. Accordingly, the contractor had not yet provided an updated Critical Path Method (CPM) Schedule reflecting completion of all work required in the project, and Change Order No. 02 to Task Authorization No. 2 was therefore prepared to address only the additional Construction Engineering and Inspection (CEI) services that were anticipated to be required through the end of November 2019. Below is a summary of events that have transpired since that time, and circumstances that presently exist.

- FDOT has provided concurrence on the following completed construction change orders:
  - CO #1 (Luminaires)
  - CO #2 (Phase Change)
  - CO #3 (Light Pole Complete)
  - CO #4 (Additional Pre-Digs)
  - CO #5 (Special Foundation Work)
  - CO #6 (LP #6 Relocation)
- As of October 17, 2019, the Engineer of Record (EOR) provided greenline drawings reflecting a revised power service to Pole 65 and revisions to the lighting fixture schedule related to arm length for several other poles. To date, these greenlines drawings have not been submitted to FDOT for approval, as necessary for the eventual preparation of as-built drawings to be signed/sealed at the end of construction.
- Below is a list of additional change orders known to date that remain outstanding. It is presently anticipated that these change orders will need to be further negotiated, finally prepared by the contractor, reviewed and accepted by the City / AECOM, and submitted to FDOT for their concurrence:
  - CO #7 (Second Time Extension Request)
  - CO #8 (Additional Pedestrian Pole Removals)
  - CO #9 (Powering luminaire at SW corner of US 1 & Dunlawton)
- The contractor has furnished a revised CPM Schedule, and verbally confirmed that all presently authorized construction will be completed by April 19, 2020.
- As of November 13, 2019, the City Attorney met with the contractor's attorney to discuss outstanding claim(s) for delays on the project. While some constructive communication occurred at this meeting, the contractor has not yet withdrawn their claim(s).

Based on the information above, this Change Order No. 03 to Task Authorization No. 2 is being provided to address additional CEI services that are presently anticipated to be required through completion of the project, based on the following distinct assumptions related to the currently projected completion date:

- Inspection services are based on the contractor completing all sidewalk remediation for non-compliant clear sidewalk widths, remaining sidewalk replacements, installation of all remaining light poles, load center(s), & associated lighting items, and removal of all existing pedestrian poles, with work starting on or before November 25, 2019.
- Delivery of all remaining light poles will occur on or before December 9, 2019.
- A CEI Inspector / Engineer Intern will be provided to complete inspection services according to the following schedule
  - Part time for work to be completed in November 2019
  - Full time for work to be completed in December 2019
  - Part time for work to be completed in January 2020 and February 2020
  - Part time for punch list services in March 2020
- Inspection and close-out services are based on the contractor completing construction on or before March 30, 2020, allowing 10 days for Sr. Project Engineer and Resident Compliance Specialist to close-out project by the end of April 2020

SCOPE OF SERVICES

<u>Task 4 – Additional CEI Services</u>

TEDS will retain AECOM to provide additional CEI services to address the remaining construction efforts required in this project, as generally outlined in the attached Man Hour Estimate.

FEES

TEDS shall conduct the work described in **Task 3** above for a lump sum fee of **$74,613.90.**

Attachments:

1. Man Hour Estimate

CITY OF PORT ORANGE
MAN-HOUR ESTIMATE
November 22, 2019

TEDS PROJECT No.: 10962
TASK AUTHORIZATION No.: 002
CONTRACT DESCRIPTION: Master Contract for Engineering Services (February 14, 2017)
PROJECT DESCRIPTION: Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
PRIME CONSULTANT: Traffic Engineering Data Solutions, Inc.
ESTIMATE PREPARED BY: Mikal R. Hale, P.E.

ACTIVITY	Chief Engineer / Sr. Project Manager		CEI Sr. Project Engineer		CEI Inspector / Engineer Intern		CEI Resident Compliance		CEI Project Administrator		Admin. Assistant		TOTAL		
	Rate/Hr:	$180.00	Rate/Hr:	$190.00	Rate/Hr:	$45.00	Rate/Hr:	$62.00	Rate/Hr:	$124.40	Rate/Hr:	$55.00			
	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man-hours By Activity	Activity Cost	Avg. Hourly Rate
Task 4 - Additional CEI Services	**37.68**	**6,782.40**	**201.30**	**38,247.00**	**396.00**	**17,820.00**	**189.75**	**11,764.50**	**0.00**	**0.00**	**0**	**0.00**	**824.73**	**74,613.90**	**90.47**
Additional routine contract maintenance	37.68												37.68		
Additional CEI Services			201.30		396.00		189.75		0.00				787.05		
TOTALS	**37.7**	**6,782.40**	**201.3**	**38,247.00**	**396.0**	**17,820.00**	**189.8**	**11,764.50**	**0.0**	**0.00**	**0.0**	**0.00**	**824.73**	**74,613.90**	**90.47**

LABOR	**$74,613.90**
EXPENSES ***(Refer to backup provided on the following page)***	
I. REPRODUCTION	**$0.00**
II. MILEAGE / TRAVEL	**$0.00**
III. PERMIT REVIEW FEES	**$0.00**
IV. SHIPPING / POSTAGE	**$0.00**
SUB-TOTAL - EXPENSES	**$0.00**
TOTAL LUMP SUM CONTRACT AMOUNT	**$74,613.90**

TASK AUTHORIZATION NO. 2
Master Contract for Engineering Services dated February 14, 2017
Between the City of Port Orange, Florida and Traffic Engineering Data Solutions, Inc.

THIS Task Authorization is entered into by and between the **CITY OF PORT ORANGE, FLORIDA**, a chartered municipal corporation with its principal place of business at 1000 City Center Circle, Port Orange, Florida 32129 (the "City") and **TRAFFIC ENGINEERING DATA SOLUTIONS, INC.**, a Florida corporation with its principal place of business at 80 Spring Vista Drive, DeBary Florida 32713-1821 ("Contractor"), and hereinafter collectively referred to as the "Parties," and is to that certain Master Contract for Engineering Services dated February 14, 2017, and any amendments thereto, hereinafter collectively referred to as the "Contract." The Parties, in exchange for the mutual covenants contained herein and in the Contract, agree as follows:

1. This Task Authorization expressly modifies the Contract and in the event of a conflict, the terms and conditions of this Task Authorization shall prevail.
2. The Construction and Engineering Manager, Margaret Tomlinson, shall perform contract administration for this Task Authorization No. 2 and can be reached at (386) 506-5661.
3. In addition to all other terms and conditions contained in the Contract, Contractor shall provide services relating to Construction Engineering Inspection (CEI) services, as more particularly described in the Scope of Services attached hereto and incorporated herein as Task Authorization Exhibit "A."
4. Contractor shall complete the services to be provided herein within 227 days of the date of written notice by the City to the Contractor.
5. In return for the services identified above, the City agrees to compensate Contractor at the prices set forth in Exhibit "A" attached hereto and made a part hereof for all purposes, subject to a limit not to exceed $80,329.90. All payments shall be governed by the Local Government Prompt Payment Act as set forth in Sections 218.70 through 218.79, Florida Statutes, as amended.
6. This Task Authorization may be executed in one or more counterparts, each of which shall be deemed to be an original but all of which together shall constitute one and the same instrument. The delivery by facsimile or e-mail of an executed copy of this Task Authorization shall be deemed valid as if an original signature was delivered. No contract shall be formed between the Contractor and the City until the City signs this Task Authorization.

IN WITNESS WHEREOF, the Parties have made and executed this Task Authorization for the purposes herein expressed on the dates set forth below.

Witnesses:

Sandy Council

Printed Name: Sandy Council

Eileen Wright

Printed Name: Eileen Wright

TRAFFIC ENGINEERING DATA SOLUTIONS, INC.

By: Deanna F. Ferrell

Deanna F. Ferrell, President

If this Contract is signed by an individual not identified as the President of the corporation in the records of the Florida Department of State, Division of Corporations, please provide written authorization for that individual to enter into contracts on behalf of the corporation.

Date: 10/01/2018

Witnesses:	CITY OF PORT ORANGE
D. Massey	By:
Printed Name: Deanna Massey	Donald O. Burnette, Mayor
Savannah Sharp	Date: 10/4/18
Printed Name: Savannah Sharp	

Witnesses:	ATTEST:
D. Massey	By: Robin Fenwick
Printed Name: Deanna Massey	Robin L. Fenwick, CMC, City Clerk
Savannah Sharp	Date: 10/4/18
Printed Name: Savannah Sharp	

EXHIBIT "A"

Traffic Engineering Data Solutions, Inc.

Consisting of 31 Pages

Traffic Engineering Data Solutions, Inc.

EXHIBIT A
SCOPE OF SERVICES

Contract:	Master Contract for Engineering Services dated February 14, 2017
Task Authorization No.:	002
Project Name:	Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
TEDS Project Number:	10962
Date:	September 18, 2018

Traffic Engineering Data Solutions, Inc. (TEDS) is pleased to offer this scope of services to the City of Port Orange (CITY) for providing professional engineering services for the above referenced project.

PROJECT UNDERSTANDING

- The CITY previously entered into a Local Agency Program (LAP) Agreement with the Florida Department of Transportation (FDOT) for design of the above referenced project.
- FDOT is the maintenance authority for SR 421 (Dunlawton Ave.), which is located on the State Highway System (SHS). All work is located within the right of way.
- The City requested this scope of services and fee proposal from TEDS to provide Construction Engineering and Inspection (CEI) services for the project. The City requested that TEDS consider retaining AECOM as a sub-consultant to provide the requested CEI services. AECOM is pre-qualified with FDOT in Work Group 10.1 - Roadway Construction Engineering Inspection. TEDS' involvement will be limited to retaining AECOM as a sub-consultant, project accounting, and other miscellaneous administrative tasks. TEDS will be copied on all the project correspondence, but AECOM will be in direct communication with the City and the contractor throughout the project, and will be responsible for the day-to-day management of CEI for the construction project.
- As of 10/25/2017, TEDS received a copy of the City's Invitation to Bid (ITB) #17-32 for the above referenced project dated 10/17/2017, along with preliminary copies of the design plans completed by QLH, A Mead & Hunt Company (M&H).
- As of 07/01/2018, the City notified TEDS that five (5) responsive bids were received 06/14/2018, and following a detailed bid tabulation completed by M&H, the City intended to contract with New Florida Industrial Electric, Inc. The City also furnished a copy of *Exhibit A – Construction Engineering and Inspection Scope of Services (Exhibit A – CEI SOS)*, which they had prepared in collaboration with FDOT, a copy of which is attached for reference.
- As of 07/02/2018, TEDS received a copy of the plans signed & sealed 04/25/2018, as well as the Division II & III Specifications signed/sealed 03/28/2018, both of which were reviewed and approved by FDOT.
- Paragraph 3.0 of *Exhibit A – CEI SOS* indicates there are 227 days allotted for construction within the contract, but as outlined in Paragraph 15.0, the City does not anticipate continuous inspection services will be required throughout this entire term. This proposal is based on the contractor utilizing the first 110 days within the contract for procurement of materials, and the remaining 117 days for installation of materials at the project site. Other than attending the initial pre-construction meeting, most of the services included in this contract will be provided during the 117 days of installation of materials at the project site.
- In accordance with Paragraph 9.4 of *Exhibit A – CEI SOS*, the City will perform inspection and sampling of materials, as well as testing normally done in a laboratory remote from the project site. Those services are

therefore not included in this agreement. Those services may be provided by another consultant retained separately by the City.

- The City will schedule and make all necessary arrangements for the community outreach meeting anticipated in *Exhibit A – CEI SOS*. Involvement by TEDS and AECOM will be limited to attending this public meeting to answer technical questions about the project.
- Services related to shop drawing review, responding to Requests for Information (RFI's), and other post-design engineering decisions are not included in this agreement, other than the standard coordination with the Engineer(s) of Record and dispatching of such information to them.
- This scope & fee proposal has been tailored to address only that portion of CEI services being completed within the budgeted amount originally estimated by the City, as approved by the City Council at their regular meeting of July 17, 2018. Additional amounts to provide the remainder of CEI services required will be addressed in a subsequent change order.

SCOPE OF SERVICES

Task 1 – Construction Engineering and Inspection Services

TEDS will retain AECOM to provide the predominant portion of CEI services referenced within *Exhibit A – CEI SOS* prepared by the City, as generally outlined in the attached Man Hour Estimate. TEDS will provide project management services related to maintenance of this contract. AECOM will furnish one (1) Sr. Inspector on a full-time basis during the 117 days allotted for installation of materials at the project site. In addition, AECOM will furnish one (1) Sr. Project Engineer and one (1) CEI Resident Compliance Specialist to provide services on a part-time basis during that same period of work. Both TEDS and AECOM will prepare for and attend the pre-construction meeting. TEDS and AECOM will also provide representation at one (1) community outreach meeting for the purposes of answering technical questions related to the project.

TEDS will provide a separate scope & fee proposal for any services required, which are over and beyond those described in the attached Man Hour Estimate.

FEES

TEDS shall conduct the work described in **Task1** above for a lump sum fee of **$80,329.90.**

Attachments:

1. *Exhibit A – Construction Engineering and Inspection Scope of Services* (as prepared by the City)
2. Man Hour Estimate
3. Expenses

7/1/2018

Any changes to this document must be submitted to the State Construction Office for review and approval prior to advertisement. Please ensure all revisions are submitted in track change format to minimize review time.

EXHIBIT "A"

CONSTRUCTION ENGINEERING AND INSPECTION

SCOPE OF SERVICES

FOR

SR 421 (Dunlawton) Lighting from Spruce Creek Rd to SR 5

Financial Project ID(s): 435591-1-58-01

Federal Project No.: FAN D517-050-B

<u>**TABLE OF CONTENTS**</u>

Contents

SCOPE OF SERVICES
CONSTRUCTION ENGINEERING AND INSPECTION

1.0 PURPOSE:

This scope of services describes and defines the Construction Engineering and Inspection (CEI) services which are required for contract administration, inspection, and materials sampling and testing for the construction projects listed below.

2.0 SCOPE:

Provide services as defined in this Scope of Services, the referenced Department manuals, and procedures.

The projects for which the services are required are:

Financial Project ID: 435591-1-58-01
Descriptions: SR 421 (Dunlawton)Lighting from Spruce Creek Rd to SR 5
County: Volusia

Exercise independent professional judgment in performing obligations and responsibilities under this Agreement. Pursuant to Section 4.1.4 of the Construction Project Administration Manual (CPAM), the authority of the Consultant's lead person, such as the Senior Project Engineer, and the Consultant's Project Administrator shall be identical to the Local Agency's Responsible Charge and Project Manager respectively and shall be interpreted as such.

Services provided by the Consultant shall comply with Department manuals, procedures, and memorandums in effect as of the date of execution of the Agreement unless otherwise directed in writing by the Local Agency. Such Department manuals, procedures, and memorandums are found at the State Construction Office's website.

On a single Construction Contract, it is a conflict of interest for a professional firm to receive compensation from both the Local Agency and the Contractor either directly or indirectly.

Other projects developing within the geographical area of Volusia county may be added at the Local Agency's discretion. The Consultant must perform to the satisfaction of the Local Agency's representatives for consideration of additional CEI services.

3.0 LENGTH OF SERVICE:

The services for each Construction Contract shall begin upon written notification to proceed by the Local Agency.

Track the execution of the Construction Contract such that the Consultant is given timely authorization to begin work. While no personnel shall be assigned until written notification by the Local Agency has been issued, the Consultant shall be ready to assign personnel within two weeks of notification. For the duration of the project, coordinate closely with the Local Agency and Contractor to minimize rescheduling of Consultant activities due to construction delays or changes in scheduling of Contractor activities.

For estimating purposes, the Consultant will be allowed an accumulation of five (5) calendar days to perform preliminary administrative services prior to the issuance of the Contractor's notice to proceed on the project and zero (0) calendar days to demobilize after final acceptance of the Construction Contract.

The anticipated letting schedules and construction times for the projects are tabulated below:

Construction Contract Estimate

Financial Project ID	Letting Date (Mo/Day/Yr.)	Start Date (Mo/Day/Yr.	Duration (Days)
435591-1	06/14/18	08/06/18	227

4.0 DEFINITIONS:

A. Agreement: The Professional Services Agreement between the Local Agency and the Consultant setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of services, and the basis of payment.

B. Contractor: The individual, firm, or company contracting with the Local Agency for performance of work or furnishing of materials.

C. Construction Contract: The written agreement between the Local Agency and the Contractor setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of labor and materials, and the basis of payment.

D. Construction Project Manager: The Local Agency employee assigned to manage the Construction Engineering and Inspection Contract and represent the Local Agency during the performance of the services covered under this Agreement.

E. Construction Training/Qualification Program (CTQP): The Department program for training and qualifying technicians in Aggregates, Asphalt, Concrete, Earthwork, and Final Estimates Administration. Program information is available at CTQP website. (Not Applicable)

F. Consultant: The Consulting firm under contract to the Local Agency for administration of Construction Engineering and Inspection services.

G. CEI Project Administrator/Project Engineer: The employee assigned by the Consultant to be in charge of providing Construction Contract administration services for one or more Construction Projects.

H. CEI Resident Compliance Specialist: The employee assigned by the Consultant to oversee project specific compliance functions.

I. CEI Senior Project Engineer: The Engineer assigned by the Consultant to be in charge of providing Construction Contract administration for one or more Construction Projects. This person may supervise other Consultant employees and act as the lead Engineer for the Consultant.

J. District Construction Engineer: The administrative head of the District's Construction Offices.

K. District Contract Compliance Manager: The administrative head of the District Contract Compliance Office.

L. District Consultant CEI Manager: The Department employee assigned to administer the Consultant Construction Engineering and Inspection (CCEI) Program in the District.

M. District Director of Transportation Operations: The Director of Construction, Maintenance, Traffic Operations, Materials, and Safety.

N. District Final Estimates Manager: The administrative head of the District Final Estimates Office.

O. District Professional Services Administrator: The Administrative Head of the Professional Services Office.

P. District Secretary: The Chief Executive Officer in each of the Department's eight (8) Districts.

Q. Districtwide Contract Compliance Specialist Consultant: The consultant hired under a separate agreement with the Department to ensure contractors on multiple contracts are in compliance with the requirements of the Federal Highway Administration and USDOL.

R. Engineer of Record: The Engineer noted on the Construction plans as the responsible person for the design and preparation of the plans.

S. Operations Engineer: The Engineer assigned to a particular County or area to administer Construction and Maintenance Contracts for the Department.

T. Public Information Office: The Department's office assigned to manage the Public Information Program.

U. Resident Engineer: The Engineer assigned to a particular County or area to administer Construction Contracts for the Department.

5.0 ITEMS TO BE FURNISHED BY THE LOCAL AGENCY TO THE CONSULTANT:

A. The Local Agency, on an as needed basis, will furnish the following Construction Contract documents for each project. These documents may be provided in either paper or electronic format.

1. Construction Plans,
2. Specification Package,
3. Copy of the Executed Construction Contract, and
4. Utility Agency's Approved Material List (if applicable).
5. Invitation to Bid including the Lighting Analysis and As-Builts furnished by a near conflicting HDD three conduit bundle identified as Tower Cloud.
6. The EJCDC Construction Agreement

B. The Department will allow connection to the FDOT Network by the Consultant through either dialup communications, authorized Virtual Private Network (VPN) or approved leased lines. Appropriate approvals must be received from the Department prior to their use. (Not Applicable)

C. The Department will furnish and support the software packages for SiteManager. (Not Applicable)

D. LAPIT

2.0 ITEMS FURNISHED BY THE CONSULTANT:

6.1 Department Documents:

All applicable Department documents referenced herein shall be a condition of this Agreement. All Department documents, directives, procedures, and standard forms are available through the Department's Internet website. Most items can be purchased through the following address. All others can be acquired through the District Office or on-line at the Department's website.

Florida Department of Transportation
Maps and Publication Sales
605 Suwannee Street, MS 12
Tallahassee, Florida 32399-0450
Telephone No. (850) 414-4050

http://www.fdot.gov/construction/

6.2 Office Automation:

Provide all software and hardware necessary to efficiently and effectively carry out the responsibilities under this Agreement.

Provide each inspection staff with a laptop computer (or tablet) running SiteManager application through Citrix connection using a mobile broadband connection at the jobsite. (Not Applicable)

All computer coding shall be input by Consultant personnel using equipment furnished by them.

All documents requiring a signature must be executed electronically by both parties in accordance with Chapter 668, Florida Statutes, and have the same force and effect as a written signature. The Department will provide a web-based collaboration site to facilitate the electronic document exchange. All persons requiring access to the collaboration site shall be identified during the preconstruction conference. All persons that normally sign paper documents, and will be using the site, must acquire digital signature certificates.

Ownership and possession of computer equipment and related software, which is provided by the Consultant, shall remain at all times with the Consultant. The Consultant shall retain responsibility for risk of loss or damage to said equipment during performance of this Agreement. Field office equipment should be maintained and operational at all times.

Current technical specifications for office automation can be viewed at: http://www.fdot.gov/Construction/DesignBuild/ConsultantCEI/OfficeAutomation.shtm (Not Applicable)

6.3 Field Office:

The Local Agency has temporary work space and meeting facilities with toilet rooms available within three miles of the Project. CEI may use the office space by appointment.

6.4 Vehicles:

Vehicles will be equipped with appropriate safety equipment and must be able to effectively carry out requirements of this Agreement.

Field Equipment:

Supply survey, inspection, and testing equipment essential to perform services under this Agreement; such equipment includes non-consumable and non-expendable items.

Equipment described herein and expendable materials under this Agreement will remain the property of the Consultant and shall be removed at completion of the work.

Handling of nuclear density gauges shall be in compliance with their license.

Retain responsibility for risk of loss or damage to said equipment during performance of this Agreement.

Licensing for Equipment Operations:

Obtain proper licenses for equipment and personnel operating equipment when licenses are required. The license and supporting documents shall be available for verification by the Department, upon request.

Radioactive Materials License for use of Surface Moisture Density Gauges shall be obtained through the State of Florida Department of Health.

3.0 LIAISON RESPONSIBILITY OF THE CONSULTANT:

For the duration of the Agreement, keep the Local Agency's Construction Project Manager and Responsible Charge informed of all significant activities, decisions, correspondence, reports, and other communications related to its responsibilities under this Agreement.

Facilitate communications between all parties (i.e. architectural, mechanical, materials, landscaping, local agencies, etc.) ensuring responses and resolutions are provided in a timely manner. Maintain accurate records to document the communication process.

Inform the designated Local Agency project personnel of any design defects, reported by the contractor or observed by the consultant.

Submit all administrative items relating to Invoice Approval, Personnel Approval, User IDs, Time Extensions, and Supplemental Amendments to the Construction Project Manager for review and approval.

4.0 PERFORMANCE OF THE CONSULTANT:

During the term of this Agreement and all Supplemental Amendments thereof, the Department will review various phases of Consultant operations, such as construction inspection, materials sampling and testing, and administrative activities, to determine compliance with this Agreement. Cooperate and assist Department representatives in conducting the reviews. If deficiencies are indicated, remedial action shall be implemented immediately. Department recommendations and Consultant responses/actions are to be properly documented by the Consultant. No additional compensation shall be allowed for remedial action taken by the Consultant to correct deficiencies. Remedial actions and required response times may include but are not necessarily limited to the following:

A. Further subdivide assigned inspection responsibilities, reassign inspection personnel, or assign additional inspection personnel, within one week of notification.

B. Immediately replace personnel whose performance has been determined by the Consultant and/or the Department to be inadequate.

C. Immediately increase the frequency of monitoring and inspection activities in phases of work that are the Consultant's responsibility.

D. Increase the scope and frequency of training of the Consultant personnel.

5.0 REQUIREMENTS OF THE CONSULTANT:

9.1 General:

It shall be the responsibility of the Consultant to administer, monitor, and inspect the Construction Contract such that the project is constructed in reasonable conformity with the plans, specifications, and special provisions for the Construction Contract.

Observe the Contractor's work to determine the progress and quality of work. Identify discrepancies, report significant discrepancies to the Department, and direct the Contractor to correct such observed discrepancies.

Consult with the Construction Project Manager as necessary and direct all issues, which exceed delegated authority to the Construction Project Manager for Local Agency action or direction.

Inform the designated Local Agency project personnel of any significant omissions, substitutions, defects, and deficiencies noted in the work of the Contractor and the corrective action that has been directed to be performed by the Contractor.

9.2 **Survey Control: (Not Applicable)**

9.3 **On-site Inspection:**

Monitor the Contractor's on-site construction activities and inspect materials entering into the work in accordance with the plans, specifications, and special provisions for the Construction Contract to determine that the projects are constructed in reasonable conformity with such documents. Maintain detailed accurate records of the Contractor's daily operations and of significant events that affect the work. The Local Agency will monitor off-site activities and fabrication unless otherwise stipulated by this Agreement. Exception: Consultant must travel to Contractor's receiving yard to verify amount and conformance of delivered materials to plans and shop drawing submittals.

Monitor and inspect Contractor's Work Zone Traffic Control Plan and review modifications to the Work Zone Traffic Control Plan, including Alternate Work Zone Traffic Control Plan, in accordance with the Department's procedures. Consultant employees performing such services shall be qualified in accordance with the Department's procedures.

9.4 **Sampling and Testing:**

Perform sampling and testing of component materials and completed work in accordance with the Construction Contract documents. The minimum sampling frequencies set out in the Department's Materials Sampling, Testing and Reporting Guide shall be met. In complying with the aforementioned guide, provide daily surveillance of the Contractor's Quality Control activities and perform the sampling and testing of materials and completed work items for verification and acceptance.

The Local Agency will perform inspection and sampling of materials and components at locations remote from the project site and the Local Agency will perform testing of materials normally done in a laboratory remote from the project site.

Determine the acceptability of all materials and completed work items on the basis of either test results or verification of a certification, certified mill analysis, DOT label, DOT stamp, conformance with plans, education, experience, etc.

The Department will monitor the effectiveness of the Consultant's testing procedures through observation and independent assurance testing.

Sampling, testing and laboratory methods shall be as required by the Department's Standard Specifications, Supplemental Specifications or as modified by the Special Provisions of the Construction Contract.

Documentation reports on sampling and testing performed by the Consultant shall be submitted during the same week that the construction work is done.

Transport samples to be tested in an independent laboratory to the appropriate laboratory or appropriate local FDOT facility.

Input verification testing information and data into the Department's database using written instructions provided by the Department.

9.5 **Engineering Services:**

Coordinate the Construction Contract administration activities of all parties other than the Contractor involved in completing the construction project.

Notwithstanding the above, the Consultant is not liable to the Department for failure of such parties to follow written direction issued by the Consultant.

Services shall include maintaining the required level of surveillance of Contractor activities, interpreting plans, specifications, and special provisions for the Construction Contract. Maintain complete, accurate records of all activities and events relating to the project and properly document all project changes. The following services shall be performed:

(1) Attend a pre-service meeting for the Agreement in accordance with CPAM. Provide appropriate staff to attend and participate in the pre-service meeting.

(2) Schedule and attend a Final Estimate informational conference call with the District Construction Final Estimates Office. Provide appropriate staff to attend and participate in this meeting.

(3) Schedule and attend a meeting with the District Contract Compliance Manager prior to the Pre-construction Conference. The Resident Compliance Specialist shall attend this meeting. (Not Applicable since CEI firm is pre-qualified.)

In most cases, the above will take two separate meetings based on experience and knowledge of the particular firm. (Not Applicable since CEI firm is prequalified.)

(4) Schedule and attend SiteManager/EDMS informational meeting with the District Construction Office. Provide appropriate staff to attend and participate in this meeting. (Not Applicable)

Provide personnel proficient in the use of computers and scanner operation to input construction documents into an EDMS. This will require familiarity with the documents and guidelines posted on the Department's website for EDMS. Duties will include scanning, attributing and retrieving documents that are to be archived electronically. (Not Applicable)

(5) Schedule and conduct a meeting with the District Construction Environmental Liaison prior to the Pre-construction conference and another meeting prior to project final acceptance. The purpose of these meetings is to discuss the required documentation, including as-builts, necessary for permit(s) compliance. (Not Applicable since no permits required.)

(6) Verify that the Contractor is conducting inspections, preparing reports and monitoring all storm water pollution prevention measures associated with the project. For each project that requires the use of the NPDES General Permit, provide at least one inspector who has

successfully completed the "Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for Inspectors and Contractors". The Consultant's inspector will be familiar with the requirements set forth in the FEDERAL REGISTER, Vol. 57, No. 187, Friday, September 5, 1992, pages 4412 to 4435 "Final NPDES General Permits for Storm Water Discharges from Construction Sites" and the Department's guidelines. (Not Applicable since all project surface disturbances are smaller than one-acre.)

(7) Analyze the Contractor's schedule(s) (i.e. baseline(s), revised baseline(s), updates, as-built, etc.) for compliance with the contract documents. Elements including, but not limited to, completeness, logic, durations, activity, flow, milestone dates, concurrency, resource allotment, and delays will be reviewed. Verify the schedule conforms with the construction phasing and MOT sequences, including all contract modifications. Provide a written review of the schedule identifying significant omissions, improbable or unreasonable activity durations, errors in logic, and any other concerns as detailed in CPAM.

(8) Analyze problems that arise on a project and proposals submitted by the Contractor; work to resolve such issues, and process the necessary paperwork.

(9) Monitor, inspect and document utility relocation self-performed by the contractor for conformance with Utility Agency's Standards and the Utility Agency's Approved Materials List. Document utility construction progress to be performed by Utility Agencies. Facilitate coordination and communication between Utility Agency's representatives, Department's staff and Contractors executing the work. Identify potential utility conflicts and assist in the resolution of utility issues including Department and Local Government owned facilities. Budget no more than eight hours this relocation service as it is unlikely to be required.

Identify, review, and track progress of Joint Project Agreements, and/or other Department and utility agreements. Address work progress, track reimbursement activities, and address betterment and salvage determination. Prepare all necessary documentation to support reimbursement activities and betterment and salvage determination. (No Joint Project Agreements in this Contract.)

(10) Produce reports, verify quantity calculations and field measure for payment purposes as needed to prevent delays in Contractor operations and to facilitate prompt processing of such information in order for the Local Agency to make timely payment to the Contractor.

(11) Prepare and make presentations for meetings and hearings before the Dispute Review Boards in connection with the project covered by this Agreement. If such services are required, they shall be compensated on an hourly basis.

(12) Monitor each Contractor and Subcontractor's compliance with specifications and special provisions of the Construction Contract in regard to payment of predetermined wage rates in accordance with Department procedures.

(13) Provide a Resident Compliance Specialist for surveillance of the Contractor's compliance with Construction Contract requirements. The Resident Compliance Specialist is responsible for reviewing, monitoring, evaluating and acting upon documentation required for Construction Contract compliance, and maintaining the appropriate files thereof. Typical areas of compliance responsibility include EEO Affirmative Actions for the prime contractor and subcontractor, DBE Affirmative Action, Contractor Formal Training, Payroll, and Subcontracts. The Resident Compliance Specialist must keep all related documents and correspondence accurate and up to date; attend all compliance reviews and furnish the complete project files for review; and assist the District Contract Compliance Manager as requested.

(14) Provide Community Outreach Services and be proactive in keeping the community aware of the status and traffic impacts of the referenced project. With approval from the Department's designee, prepare and disseminate information to the public, elected officials and the media of any upcoming events, which will affect traffic flow. Produce and distribute all publications (letters, flyers, brochures and news releases) necessary for this contract. Prior to release, the Department's designee will approve all responses, letters, news releases and the like. Provide timely, professional responses to project inquiries including emails, telephone calls, etc. Coordinate general public information meetings, open houses, community meetings as directed by the Department's representatives. Notify Florida 511 of lane closures and detours and notify TeleAtlas of permanent roadway changes.

(15) Prepare and submit to the Construction Project Manager monthly, a Construction Status Reporting System (CSRS) report, in a format to be provided by the Local Agency.

(16) .

(17) Provide a digital camera for photographic documentation of pre-construction state and of noteworthy incidents or events during construction.

These photographs will be filed and maintained on the Consultant's computer using a digital photo management system.

Photographs shall be taken the day prior to the start of construction and continue as needed throughout the project. Photographs shall be taken the days of Conditional, Partial and Final Acceptance.

9.6 Geotechnical Engineering:

1) Spread Footings:

- Observe construction of spread footing foundations and verify that they are founded at the required elevation and on the proper soil/rock material.
- Verify the Construction Plan requirements and the applicable specifications are followed throughout the spread footing construction.
- Evaluate problems encountered during construction and coordinate with the DGE and the Contractor to resolve such problems.

6.0 PERSONNEL:

10.1 General Requirements:

Provide prequalified personnel necessary to efficiently and effectively carry out its responsibilities under this Agreement. Method of compensation for personnel assigned to this project is outlined in Exhibit "B."

Unless otherwise agreed to by the Local Agency, the Local Agency will not compensate straight overtime or premium overtime for the positions of Senior Project Engineer, Project Administrator/Project Engineer, Contract Support Specialist and Assistant or Associate to any of these positions.

10.2 Personnel Qualifications:

Provide competent personnel qualified by experience and education. Submit in writing to the Construction Project Manager the names of personnel proposed for assignment to the project, including a detailed resume for each containing at a minimum:, education, and experience. The Consultant Action Request form for personnel approval shall be submitted to the Construction Project Manager at least two weeks prior to the date an individual is to report to work.

Personnel identified in the Consultant technical proposal are to be assigned as proposed and are committed to performing services under this Agreement. Personnel changes will require written approval from the Local Agency. Staff that has been removed shall be replaced by the Consultant within one week of Department notification.

Before the project begins, all project staff shall have a working knowledge of the current CPAM and must possess all the necessary qualifications/certifications for fulfilling the duties of the position they hold. Cross training of the Consultant's project staff is highly recommended to achieve a knowledgeable and versatile project inspection team but shall not be at any additional cost to the Local Agency and should occur as workload permits. Visit the training page on the State Construction Office website for training dates.

Minimum qualifications for the Consultant personnel are set forth as follows. Exceptions to these minimum qualifications will be considered on an individual basis. However, a Project Administrator working under the supervision and direction of a Senior Project Engineer or an Inspector working under the supervision and direction of a Senior Inspector shall have six months from the date of hire to obtain the necessary qualifications/certifications provided all other requirements for such positions are met and the Consultant submits a training plan detailing when such qualifications/certifications and other training relative to the Department's procedures, Specifications and Design Standards will be obtained. The District Construction Engineer or designee will have the final approval authority on such exceptions.

CEI SENIOR INSPECTOR/SENIOR ENGINEER INTERN – High school graduate or equivalent plus four (4) years of experience in construction inspection, two (2) years of which shall have been in bridge and/or roadway construction inspection with the exception of Complex Category 2 (CC2) bridge structures or a Civil Engineering degree and one (1) year of road & bridge CEI experience with the ability to earn additional required qualifications within one year. (Note: Senior Engineer Intern classification requires one (1) year experience as an Engineer Intern.)

For CC2 bridge structures, be a high school graduate or equivalent and have five (5) years of general bridge construction experience of which two (2) years must have been with the type of CC2 bridge construction project for which CEI services are being provided by this scope. As an exception, only one (1) year of PTS bridge experience will be required. Additionally, a minimum of twelve (12) months of experience as the Senior Inspector in primary control of the type CC2 construction project for which CEI services are being provided by this scope. To be in primary control, a Senior Inspector must have supervised two or more inspectors and must have been directly responsible for all inspection requirements related to the construction operations assigned.

CPTS years of experience must have included a minimum of twelve (12) months of inspection experience in one or both of the following depending on which area the inspector is being approved for: (1) casting yard inspection; (2) erection inspection. In addition, two (2) years of

geometry-control surveying experience is required for inspectors that perform or monitor geometry control surveying in a casting yard.
CPTCB years of experience must include monitoring and inspection of the following: girder erection, safe use of girder erection cranes, girder stabilization after erection, false work for temporary girder support, and PT and grouting operations.
PTS years of experience must include monitoring of the following: installation of PT ducts and related hardware and post-tensioning and grouting of strands or be the level of experience that meets the criteria for CPTS or CPTCB bridges.
MB years of experience must have included the inspection of MB mechanical components for machinery inspectors and MB electrical components/systems for electrical inspectors.

Must have the following as required by the scope of work for the project:

QUALIFICATIONS:
CTQP Concrete Field Technician Level I
CTQP Concrete Field Inspector Level II (Bridges)
CTQP Asphalt Roadway Level I
CTQP Asphalt Roadway Level II
CTQP Earthwork Construction Inspection Level I
CTQP Earthwork Construction Inspection Level II
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including
miscellaneous structures such as sign structures, lighting structures, and traffic signal
structures)
CTQP Grouting Technician Level I
CTQP Post-Tensioning Technician Level I
IMSA Traffic Signal Inspector Level I
CTQP Final Estimates Level I

CERTIFICATIONS:
FDOT Intermediate MOT
Nuclear Radiation Safety
IMSA Traffic Signal Inspector Level I

OTHER:
Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects)

Responsible for performing highly complex technical assignments in field surveying and construction layout, making, and checking engineering computations, inspecting construction work, and conducting field tests and is responsible for coordinating and managing the lower level inspectors. Work is performed under the general supervision of the Project Administrator.

CEI INSPECTOR/ENGINEER INTERN - High school graduate or equivalent plus two (2) years-experience in construction inspection, one (1) year of which shall have been in bridge and/or roadway construction inspection, or an Engineer Intern with a Civil Engineering degree (requires certificate) having the ability to earn the required qualifications and certifications within one year, plus demonstrated knowledge in the following:

Must have the following as required by the scope of work of the project:

QUALIFICATIONS:
CTQP Concrete Field Inspector Level I
CTQP Asphalt Roadway Level I
CTQP Earthwork Construction Inspection Level I
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including miscellaneous structures such as sign structures, lighting structures, and traffic signal structures)
IMSA Traffic Signal Inspector Level I
CTQP Final Estimates Level I

CERTIFICATIONS:
FDOT Intermediate MOT
Nuclear Radiation Safety
IMSA Traffic Signal Inspector Level I
Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for Inspectors and Contractors

OTHER:
Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects)

Responsible for performing assignments in assisting Senior Inspector in the performance of their duties. Receive general supervision from the Senior Inspector who reviews work while in progress.

CEI INSPECTORS AIDE - High School graduate or equivalent and able to perform basic mathematical calculation and follow simple technical instructions. Duties are to assist higher-level inspectors. Must obtain FDOT Intermediate MOT within the first six months of the assignment.

CEI SURVEY PARTY CHIEF - High School graduate plus four years of experience in construction surveying (including two (2) years as Party Chief). Experienced in field engineering and construction layout, making and checking survey computations and supervising a survey party. Work is performed under general supervision of Project Administrator.

CEI INSTRUMENT PERSON - High school graduate plus three (3) years of experience in construction surveying one (1) year of which shall have been as instrument-man. Responsible for performing assignments in assisting Party Chief in the performance of their duties. Receives general supervision from Party Chief who reviews work while in progress.

CEI ROD-PERSON/CHAIN PERSON - High school graduate with some survey experience or training preferred. Receives supervision from and assists Party Chief who reviews work while in progress.

CEI SECRETARY/CLERK TYPIST- High school graduate or equivalent plus two (2) years of secretarial and/or clerical experience. Ability to type at a rate of 35 correct words per minute. Experienced in the use of standard word processing software. Should exercise independent initiative to help relieve the supervisor of clerical detail. Work under general supervision of the Senior Project Engineer and staff.

CEI RESIDENT COMPLIANCE SPECIALIST- High School Graduate or equivalent with one (1) year of experience as a Resident Compliance Specialist on a construction project or two (2) years of assisting the Resident Compliance Specialist in monitoring the project. Should have prior experience in both State and Federal Aid funded construction projects with FDOT and knowledge of EEO/AA laws and FDOT's DBE and OJT programs. Ability to analyze, collect, evaluate data, and take appropriate action when necessary. Must attend all training workshops or meetings for Resident Compliance Specialists as well as spend time at the District Compliance office as determined necessary.

CEI BUILDING INSPECTOR/ ELECTRICAL- High School Graduate plus five (5) years' experience as a qualified building inspector or general contractor. Experience shall be actual field experience as a qualified building inspector or job superintendent. Inspector must be fully knowledgeable of all local and State building codes and ordinances.

10.3 Staffing:

Once authorized, the Consultant shall establish and maintain appropriate staffing throughout the duration of construction and completion of the final estimate. Responsible personnel, thoroughly familiar with all aspects of construction and final measurements of the various pay items, shall be available to resolve disputed final pay quantities until the Department has received a regular acceptance letter.

Construction engineering and inspection forces will be required of the Consultant while the Contractor is working. If Contractor operations are substantially reduced or suspended, the Consultant will reduce its staff appropriately.

In the event that the suspension of Contractor operations requires the removal of Consultant forces from the project, the Consultant will be allowed five (5) days maximum to demobilize, relocate, or terminate such forces.

7.0 QUALITY ASSURANCE (QA) PROGRAM:

11.1 Quality Assurance Plan:

Within fifteen (15) days after receiving award of an Agreement, furnish a QA Plan to the Construction Project Manager. The QA Plan shall detail the procedures, evaluation criteria, and instructions of the Consultant's organization for providing services pursuant to this Agreement. Unless specifically waived, no payment shall be made until the Department approves the Consultant QA Plan.

Significant changes to the work requirements may require the Consultant to revise the QA Plan. It shall be the responsibility of the Consultant to keep the plan current with the work requirements. The Plan shall include, but not be limited to, the following areas:

A. Organization:

A description is required of the Consultant QA Organization and its functional relationship to the part of the organization performing the work under the Agreement. The authority, responsibilities and autonomy of the QA organization shall be detailed as well as the names and qualifications of personnel in the quality control organization.

B. Quality Assurance Reviews:

Detail the methods used to monitor and achieve organization compliance with Agreement requirements for services and products.

C. **Quality Assurance Records:**

Outline the types of records which will be generated and maintained during the execution of the QA program.

D. **Control of Subconsultants and Vendors:**

Detail the methods used to control subconsultant and vendor quality.

E. **Quality Assurance Certification:**

An officer of the Consultant firm shall certify that the inspection and documentation was done in accordance with FDOT specifications, plans, standard indexes, and Department procedures.

11.2 **Quality Assurance Reviews:**

Conduct semi-annual Quality Assurance Reviews to ensure compliance with the requirements of the Agreement. Quality Assurance Reviews shall be conducted to evaluate the adequacy of materials, processes, documentation, procedures, training, guidance, and staffing included in the execution of this Agreement. Quality Assurance Reviews shall also be developed and performed to achieve compliance with specific QA provisions contained in this Agreement. The semi-annual reviews shall be submitted to the Construction Project Manager in written form no later than one (1) month after the review.

On short duration CCEI projects (nine (9) months or less), the CCEI shall perform an initial QA review within the first two (2) months of the start of construction.

On asphalt projects, the CCEI shall perform an initial QA review on its asphalt inspection staff after the Contractor has completed ten (10) full work days of mainline asphalt paving operations, or 25% of the asphalt pay item amount (whichever is less) to validate that all sampling, testing, inspection, and documentation are occurring as required of the CCEI staff.

11.3 **Quality Records:**

Maintain adequate records of the quality assurance actions performed by the organization (including subcontractors and vendors) in providing services and products under this Agreement. All records shall indicate the nature and number of observations made, the number and type of deficiencies found, and the corrective actions taken. All records shall be available to the Department, upon request, during the Agreement term. All records shall be kept at the primary job site and shall be subject to audit review.

8.0 CERTIFICATION OF FINAL ESTIMATES:

12.1 Final Estimate and As-Built Plans Submittal:

Prepare documentation and records in compliance with the Agreement, Statewide Quality Control (QC) Plan, or Consultant's approved QC Plan and the Department's Procedures as required by CPAM.

Submit the Final Estimate(s) and one (1) set of Contractor's final "as-built plans" documenting the Contractor's work in accordance with CPAM.

Revisions to the Certified Final Estimate will be made at no additional cost to the Local Agency.

12.2 Certification:

Consultant personnel preparing the Certified Final Estimate Package shall be CTQP Final Estimates Level II or higher.

Duly authorized representative of the Consultant firm will provide a signed and sealed certification on a form pursuant to Local Agency's procedures.

12.3 Offer of Final Payment:

Prepare the Offer of Final Payment package as outlined in CPAM. The package shall accompany the Certified Final Estimates Package submitted to the District Final Estimates Office for review. The Consultant shall be responsible for forwarding the Offer of Final Payment Package to the Contractor.

9.0 AGREEMENT MANAGEMENT:

13.1 General:

(1) With each monthly invoice submittal, the Consultant will provide a Status Report for the Agreement. This report will provide an accounting of the additional Agreement calendar days allowed to date, an estimate of the additional calendar days anticipated to be added to the original schedule time, an estimate of the Agreement completion date, and an estimate of the Consultant funds expiration date per the Agreement schedule for the prime Consultant and for each subconsultant. The Consultant will provide a printout from the Equal Opportunity Reporting System showing the previous month's payments made to subconsultants. Invoices not including this required information may be rejected.

(2) When the Consultant identifies a condition that will require an amendment to the Agreement, the Consultant will communicate this need to the Construction Project Manager for acceptance. Upon acceptance, prepare and submit an Amendment Request (AR), and all accompanying documentation to the Construction Project Manager for approval and further processing. The AR is to be submitted at such time to allow the Local Agency five (5) weeks to process, approve, and execute the AR. The content and format of the AR and accompanying documentation shall be in accordance with the instructions and format to be provided by the Department.

(3) The Consultant is responsible for performing follow-up activities to determine the status of each Amendment Request submitted to the Department.

10.0 OTHER SERVICES:

Upon written authorization by the District Construction Engineer or designee, the Consultant will perform additional services in connection with the project not otherwise identified in this Agreement. The following items are not included as part of this Agreement, but may be required by the Department to supplement the Consultant services under this Agreement.

A. Assist in preparing for arbitration hearings or litigation that occurs during the Agreement time in connection with the construction project covered by this Agreement.

B. Provide qualified engineering witnesses and exhibits for arbitration hearings or litigation in connection with the Agreement.

C. Provide inspection services in addition to those provided for in this Agreement.

D. Provide services determined necessary for the successful completion and closure of the Construction Contract.

11.0 POST CONSTRUCTION CLAIMS REVIEW:

In the event the Contractor submits a claim for additional compensation and/or time after the Consultant has completed this Agreement, analyze the claim, engage in negotiations leading to settlement of the claim, and prepare and process the required documentation to close out the claim. Compensation for such services will be negotiated and effected through a Supplemental Amendment to this Agreement.

12.0 CONTRADICTIONS:

In the event of a contradiction between the provisions of this Scope of Services and the Consultant's proposal as made a part of their Agreement, the provisions of the Scope of Services shall apply.

13.0 THIRD PARTY BENEFICIARY

It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third-party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a claim, cause of action, lien or any other damages or any relief of any kind pursuant to the terms or provisions of this Agreement.

14.0 LOCAL AGENCY AUTHORITY

The Local Agency shall be the final authority in considering modifications to the Construction Contract for time, money or any other consideration except matters agreed to by the Contractor through contract changes negotiated by the Consultant, as authorized in Section 9.1 herein.

15.0 SERVICES NOT INCLUDED: a) Services to continuously inspect those items identified in the Standard Specifications as incidental construction: Longitudinal Horizontal Directional Drilling, Non-Structural Concrete driveway and sidewalk repair, and Performance Turf. b) Services to inspect Grounding Resistance Testing since it is not required for Conventional Lighting Projects. c) Services to provide a CEI inspector for 91 out of the 227-day project schedule which is the estimated lead time for delivery of specified poles. d) Services to provide a CEI inspector for 21 days of Event time when the Contractor will not be able to close lanes on Dunlawton. e) Services to provide a Worksite Traffic Supervisor since the Contractor must provide those services under Standard Specifications Section 105. f) Services to provide a CEI inspector for 10 days of the 227-day schedule allocated for franchise utility marking.

16.0 CLARIFICATION: While the CEI Inspector does not need to observe all horizonal directional drilling, he does need to be present for the first three days of horizontal directional drilling to determine if the Contractor is taking due care to honor locates and satisfy himself that the Contractor has the skill to direct the bore head effectively, and pull back and ream successfully. In the event the Contractor changes the methodology of horizontal directional drilling, the CEI Inspector must spend an additional three days to determine that the Contractor has appropriate skill to successfully drill, ream, and pull back using the different methodology.

17.0 TRAVEL: The local agency shall not pay for travel expenses.

18.0 AUDIT: The Consultant and any Sub-consultants shall provide audited rates for the types of personnel anticipated for service on this project. If Consultant has a firmwide audit available, Consultant may provide that document as fulfilling the Audit requirements of this paragraph.

19.0 ATTACHMENTS (VIA SEPARATE TRANSMITTAL:

- Lane Closure Analysis Eastbound
- Lane Closure Analysis Westbound
- Project Plans
- As-Built Plans provided by Y-Comm for its Tower Cloud project.

End

CITY OF PORT ORANGE
MAN-HOUR ESTIMATE
September 18, 2018

TEDS PROJECT No.: 10962
Master
CONTRACT DESCRIPTION: Contract
PRIME CONSULTANT: Traffic Engineering Data Solutions, Inc.

TASK AUTHORIZATION No.: 002
PROJECT DESCRIPTION: Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
ESTIMATE PREPARED BY: Mikal R. Hale, P.E.

ACTIVITY	Chief Engineer / Sr. Project Manager		CEI Sr. Project Engineer		CEI Sr. Inspector / Sr. Engineer Intern		CEI Resident Compliance		Senior Technician		Admin. Assistant		TOTAL		
	Rate/Hr:	$180.00	Rate/Hr:	$190.00	Rate/Hr:	$83.00	Rate/Hr:	$62.00	Rate/Hr:	$55.00	Rate/Hr:	$55.00			
	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man-hours By Activity	Activity Cost	Avg. Hourly Rate
Task 1 - Construction Engineering and Inspection Services	83	14,940.00	68	12,920.00	530.5	44,031.50	135	8,370.00	0	0.00	0	0.00	816.5	80,261.50	98.30
Initial contracting (sub-consultant agreement)	4												4		
General project coordination	47												47		
Routine contract maintenance	24												24		
Prepare for and attend pre-construction meeting	4		4				8						16		
Attend community outreach meeting to answer questions	4		4										8		
CEI Services (during 117 days for installation of materials)			60		530.5		127						717.5		
TOTALS	83.0	14,940.00	68.0	12,920.00	530.5	44,031.50	135.0	8,370.00	0.0	0.00	0.0	0.00	816.5	80,261.50	98.30

LABOR	**$80,261.50**
EXPENSES ***(Refer to backup provided on the following page)***	
I. REPRODUCTION	$0.00
II. MILEAGE / TRAVEL	$68.40
III. PERMIT REVIEW FEES	$0.00
IV. SHIPPING / POSTAGE	$0.00
SUB-TOTAL - EXPENSES	**$68.40**
TOTAL LUMP SUM CONTRACT AMOUNT	**$80,329.90**

CITY OF PORT ORANGE
EXPENSES
September 18, 2018

TEDS PROJECT No.: 10962

TASK AUTHORIZATION No.: 002

CONTRACT DESCRIPTION: Master Contract for Engineering Services (2/14/2017)
PRIME CONSULTANT: Traffic Engineering Data Solutions, Inc.

PROJECT DESCRIPTION: Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
ESTIMATE PREPARED BY: Mikal R. Hale, P.E.

I. REPRODUCTION

Contract Rate

Black / White:	8.5" x 11"	$0.10 / sheet	Color: 8.5" x 11"	$1.20 / sheet
	11" x 17"	$0.20 / sheet	11" x 17"	$2.00 / sheet
	24" x 36"	$3.00 / sheet	24" x 36"	$20.00 / sheet

Job Estimate

Document Description	Number of Sheets: Black / White 8.5" x 11"	11" x 17"	24" x 36"	Color 8.5" x 11"	11" x 17"	24" x 36"	Number of Sets	Cost
a)								$0.00
b)								$0.00
c)								$0.00
d)								$0.00
						Total Reproduction Costs		$0.00

II. MILEAGE / TRAVEL

Contract Rate $0.57 / mile (Current Federal Rate)

Reason for Trip / Destination	Distance / Mileage (round trip)	Number of Trips	Cost
a) Pre-construction meeting	60	1	$34.20
b) Community outreach meeting	60	1	$34.20
c)			$0.00
d)			$0.00
e)			$0.00
f)			$0.00
g)			$0.00
		Total Mileage / Travel Costs	$68.40

III. PERMIT REVIEW FEES

Contract Rate Cost

Description	Estimated Cost
a)	
b)	
Total Permit Review Fees	$0.00

IV. SHIPPING / POSTAGE

Contract Rate Cost

Description	Estimated Cost
a)	
b)	
c)	
Total Shipping / Postage Costs	$0.00

CHANGE ORDER NO. 1
to Task Authorization No. 2 dated October 4, 2018
TRAFFIC ENGINEERING DATA SOLUTIONS, INC., Contractor

Project: SR421 Lighting

The following changes are hereby made to the Contract Documents:

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: $80,329.90	Original Contract Times Substantial Completion: N/A Final Completion 227 days
Net changes from previous Change Order: N/A $0	Changes in contract time from previous Change Orders: N/A 0 days
Contract Price prior to this Change Order: $80,329.90	Contract Completion Date prior to this Change Order: Final Completion: 227 days
Net Increase (decrease) of this Change Order No. 1: $18,783.50	Changes in contract time requested this Change Order No. 1: (Requires Council Approval) 0 days
Contract Price with all approved Change Orders: $99,113.40	Contract Times with all approved Change Orders: Final Completion: 227 days

CHANGES ORDERED:

I. GENERAL: This Change Order No. 1 is necessary to cover changes in the work to be performed under Task Authorization No. 2 of the Master Contract for Engineering Services entered into by and between the parties on February 14, 2017.

II. REQUIRED CHANGES: To provide an increase of $18,783.50 for additional Construction Engineering Inspection (CEI) services. No additional contract time will be required. No goods shall be delivered nor services commenced hereunder until this Change Order has been fully executed by all parties.

III. JUSTIFICATION: Additional CEI services are required to complete the SR421 Lighting project.

IV. PAYMENT: Payment for this Change Order No. 1 shall be made in accordance with the terms of Task Authorization No. 2 of the Master Contract for Engineering Services dated February 14, 2017 subject to a limit up to but not to exceed $18,783.50. All payments shall be governed by the Local Government Prompt Payment Act as set forth in Florida Statutes Section 218.70 through 218.79, as amended.

Acknowledgments:

The aforementioned change, and work affected thereby, is subject to all provisions of the original contract not specifically changed by this Change Order;

It is expressly understood and agreed that the approval of the Change Order shall have no effect on the original contract other than matters expressly provided herein;

The prices quoted are fair and reasonable and in proper ratio to the cost of the original work contracted for under competitive bidding; and,

The change in price and/or delivery date described is considered to be fair and reasonable and has been mutually agreed upon in full agreement and final settlement of all claims arising out of this modification including all claims for delays and disruptions resulting from, caused by, or incident to such modifications and change orders.

RECOMMENDED BY:
COMMUNITY DEVELOPMENT
Department Project Manager

By: Larry A. Roberts
Printed Name: Larry A. Roberts
Title: Community Development Engineer

Date Signed: 10/5/2018

ACCEPTED BY:
TRAFFIC ENGINEERING DATA SOLUTION, INC.
Contractor

By: Deanna F. Ferrell
Printed Name: Deanna F. Ferrell
Title: President

Date Signed: 10/01/2018

RECOMMENDED BY:
N/A
City's Representative

By:________________________
Printed Name:__________________
Title:________________________

Date Signed:__________________

RECOMMENDED BY:
N/A
Engineer of Record

By:________________________
Printed Name:__________________
Title:________________________

Date Signed:__________________

APPROVED BY:
CITY OF PORT ORANGE
Department Head

By: Tim Burman
Printed Name: Tim Burman
Title: Community Development Director

Date Signed: 10/25/18

City Manager

By: MHJ
Printed Name: Michael H. Johansson
Title: City Manager

Date Signed: 12/10/18

<u>If Council approval is required:</u>

By: N/A
Printed Name: <u>Donald O. Burnette</u>
Title: <u>Mayor</u>

Date Signed:

Affirmed:

Robin Fenwick
Robin L. Fenwick, CMC, City Clerk

Date Signed: 12/10/18

Traffic Engineering Data Solutions, Inc.

CHANGE ORDER No. 01
To Task Authorization No. 002

Contract:	Master Contract for Engineering Services dated <u>February 14, 2017</u>
Task Authorization No.:	002
Project Name:	Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
TEDS Project Number:	10962
Date:	September 18, 2018

Traffic Engineering Data Solutions, Inc. (TEDS) is pleased to offer this scope of services to the City of Port Orange (CITY) for providing professional engineering services for the above referenced project.

PROJECT UNDERSTANDING

- This scope & fee proposal is provided to address that portion of the minimum CEI services required for the project over and beyond the budgeted amount originally estimated by the City staff, as approved by the City Council at their regular meeting of July 17, 2018.

SCOPE OF SERVICES

Task 2 – Supplemental Construction Engineering and Inspection Services

TEDS will retain AECOM to provide the supplemental portions of CEI services referenced within *Exhibit A – CEI SOS,* as generally outlined in the attached Man Hour Estimate.

FEES

TEDS shall conduct the work described in **Task2** above for a lump sum fee of **$18,783.50.**

Attachments:

1. *Exhibit A – Construction Engineering and Inspection Scope of Services* (as prepared by the City)
2. Man Hour Estimate

Any changes to this document must be submitted to the State Construction Office for review and approval prior to advertisement. Please ensure all revisions are submitted in track change format to minimize review time.

EXHIBIT "A"

CONSTRUCTION ENGINEERING AND INSPECTION

SCOPE OF SERVICES

FOR

SR 421 (Dunlawton) Lighting from Spruce Creek Rd to SR 5

Financial Project ID(s): 435591-1-58-01

Federal Project No.: FAN D517-050-B

TABLE OF CONTENTS

Contents

Financial Project ID (s): 435591-1-58-01

SCOPE OF SERVICES
CONSTRUCTION ENGINEERING AND INSPECTION

1.0 PURPOSE:

This scope of services describes and defines the Construction Engineering and Inspection (CEI) services which are required for contract administration, inspection, and materials sampling and testing for the construction projects listed below.

2.0 SCOPE:

Provide services as defined in this Scope of Services, the referenced Department manuals, and procedures.

The projects for which the services are required are:

Financial Project ID: 435591-1-58-01
Descriptions: SR 421 (Dunlawton)Lighting from Spruce Creek Rd to SR 5
County: Volusia

Exercise independent professional judgment in performing obligations and responsibilities under this Agreement. Pursuant to Section 4.1.4 of the Construction Project Administration Manual (CPAM), the authority of the Consultant's lead person, such as the Senior Project Engineer, and the Consultant's Project Administrator shall be identical to the Local Agency's Responsible Charge and Project Manager respectively and shall be interpreted as such.

Services provided by the Consultant shall comply with Department manuals, procedures, and memorandums in effect as of the date of execution of the Agreement unless otherwise directed in writing by the Local Agency. Such Department manuals, procedures, and memorandums are found at the State Construction Office's website.

On a single Construction Contract, it is a conflict of interest for a professional firm to receive compensation from both the Local Agency and the Contractor either directly or indirectly.

Other projects developing within the geographical area of Volusia county may be added at the Local Agency's discretion. The Consultant must perform to the satisfaction of the Local Agency's representatives for consideration of additional CEI services.

3.0 LENGTH OF SERVICE:

The services for each Construction Contract shall begin upon written notification to proceed by the Local Agency.

Track the execution of the Construction Contract such that the Consultant is given timely authorization to begin work. While no personnel shall be assigned until written notification by the Local Agency has been issued, the Consultant shall be ready to assign personnel within two weeks of notification. For the duration of the project, coordinate closely with the Local Agency and Contractor to minimize rescheduling of Consultant activities due to construction delays or changes in scheduling of Contractor activities.

For estimating purposes, the Consultant will be allowed an accumulation of five (5) calendar days to perform preliminary administrative services prior to the issuance of the Contractor's notice to proceed on the project and zero (0) calendar days to demobilize after final acceptance of the Construction Contract.

The anticipated letting schedules and construction times for the projects are tabulated below:

Construction Contract Estimate

Financial Project ID	Letting Date (Mo/Day/Yr.)	Start Date (Mo/Day/Yr.)	Duration (Days)
435591-1	06/14/18	08/06/18	227

4.0 DEFINITIONS:

A. Agreement: The Professional Services Agreement between the Local Agency and the Consultant setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of services, and the basis of payment.

B. Contractor: The individual, firm, or company contracting with the Local Agency for performance of work or furnishing of materials.

C. Construction Contract: The written agreement between the Local Agency and the Contractor setting forth the obligations of the parties thereto, including but not limited to the performance of the work, furnishing of labor and materials, and the basis of payment.

D. Construction Project Manager: The Local Agency employee assigned to manage the Construction Engineering and Inspection Contract and represent the Local Agency during the performance of the services covered under this Agreement.

E. Construction Training/Qualification Program (CTQP): The Department program for training and qualifying technicians in Aggregates, Asphalt, Concrete, Earthwork, and Final Estimates Administration. Program information is available at CTQP website. (Not Applicable)

F. Consultant: The Consulting firm under contract to the Local Agency for administration of Construction Engineering and Inspection services.

G. CEI Project Administrator/Project Engineer: The employee assigned by the Consultant to be in charge of providing Construction Contract administration services for one or more Construction Projects.

H. CEI Resident Compliance Specialist: The employee assigned by the Consultant to oversee project specific compliance functions.

I. CEI Senior Project Engineer: The Engineer assigned by the Consultant to be in charge of providing Construction Contract administration for one or more Construction Projects. This person may supervise other Consultant employees and act as the lead Engineer for the Consultant.

J. District Construction Engineer: The administrative head of the District's Construction Offices.

K. District Contract Compliance Manager: The administrative head of the District Contract Compliance Office.

L. District Consultant CEI Manager: The Department employee assigned to administer the Consultant Construction Engineering and Inspection (CCEI) Program in the District.

M. District Director of Transportation Operations: The Director of Construction, Maintenance, Traffic Operations, Materials, and Safety.

N. District Final Estimates Manager: The administrative head of the District Final Estimates Office.

O. District Professional Services Administrator: The Administrative Head of the Professional Services Office.

P. District Secretary: The Chief Executive Officer in each of the Department's eight (8) Districts.

Q. Districtwide Contract Compliance Specialist Consultant: The consultant hired under a separate agreement with the Department to ensure contractors on multiple contracts are in compliance with the requirements of the Federal Highway Administration and USDOL.

R. Engineer of Record: The Engineer noted on the Construction plans as the responsible person for the design and preparation of the plans.

S. Operations Engineer: The Engineer assigned to a particular County or area to administer Construction and Maintenance Contracts for the Department.

T. Public Information Office: The Department's office assigned to manage the Public Information Program.

U. Resident Engineer: The Engineer assigned to a particular County or area to administer Construction Contracts for the Department.

5.0 ITEMS TO BE FURNISHED BY THE LOCAL AGENCY TO THE CONSULTANT:

A. The Local Agency, on an as needed basis, will furnish the following Construction Contract documents for each project. These documents may be provided in either paper or electronic format.

1. Construction Plans,
2. Specification Package,
3. Copy of the Executed Construction Contract, and
4. Utility Agency's Approved Material List (if applicable).
5. Invitation to Bid including the Lighting Analysis and As-Builts furnished by a near conflicting HDD three conduit bundle identified as Tower Cloud.
6. The EJCDC Construction Agreement

B. The Department will allow connection to the FDOT Network by the Consultant through either dialup communications, authorized Virtual Private Network (VPN) or approved leased lines. Appropriate approvals must be received from the Department prior to their use. (Not Applicable)

C. The Department will furnish and support the software packages for SiteManager. (Not Applicable)

D. LAPIT

2.0 ITEMS FURNISHED BY THE CONSULTANT:

6.1 Department Documents:

All applicable Department documents referenced herein shall be a condition of this Agreement. All Department documents, directives, procedures, and standard forms are available through the Department's Internet website. Most items can be purchased through the following address. All others can be acquired through the District Office or on-line at the Department's website.

Florida Department of Transportation
Maps and Publication Sales
605 Suwannee Street, MS 12
Tallahassee, Florida 32399-0450
Telephone No. (850) 414-4050

http://www.fdot.gov/construction/

6.2 Office Automation:

Provide all software and hardware necessary to efficiently and effectively carry out the responsibilities under this Agreement.

Provide each inspection staff with a laptop computer (or tablet) running SiteManager application through Citrix connection using a mobile broadband connection at the jobsite. (Not Applicable)

All computer coding shall be input by Consultant personnel using equipment furnished by them.

All documents requiring a signature must be executed electronically by both parties in accordance with Chapter 668, Florida Statutes, and have the same force and effect as a written signature. The Department will provide a web-based collaboration site to facilitate the electronic document exchange. All persons requiring access to the collaboration site shall be identified during the preconstruction conference. All persons that normally sign paper documents, and will be using the site, must acquire digital signature certificates.

Ownership and possession of computer equipment and related software, which is provided by the Consultant, shall remain at all times with the Consultant. The Consultant shall retain responsibility for risk of loss or damage to said equipment during performance of this Agreement. Field office equipment should be maintained and operational at all times.

Current technical specifications for office automation can be viewed at: http://www.fdot.gov/Construction/DesignBuild/ConsultantCEI/OfficeAutomation.shtm (Not Applicable)

6.3 **Field Office:**

The Local Agency has temporary work space and meeting facilities with toilet rooms available within three miles of the Project. CEI may use the office space by appointment.

6.4 **Vehicles:**

Vehicles will be equipped with appropriate safety equipment and must be able to effectively carry out requirements of this Agreement.

Field Equipment:

Supply survey, inspection, and testing equipment essential to perform services under this Agreement; such equipment includes non-consumable and non-expendable items.

Equipment described herein and expendable materials under this Agreement will remain the property of the Consultant and shall be removed at completion of the work.

Handling of nuclear density gauges shall be in compliance with their license.

Retain responsibility for risk of loss or damage to said equipment during performance of this Agreement.

Licensing for Equipment Operations:

Obtain proper licenses for equipment and personnel operating equipment when licenses are required. The license and supporting documents shall be available for verification by the Department, upon request.

Radioactive Materials License for use of Surface Moisture Density Gauges shall be obtained through the State of Florida Department of Health.

3.0 **LIAISON RESPONSIBILITY OF THE CONSULTANT:**

For the duration of the Agreement, keep the Local Agency's Construction Project Manager and Responsible Charge informed of all significant activities, decisions, correspondence, reports, and other communications related to its responsibilities under this Agreement.

Facilitate communications between all parties (i.e. architectural, mechanical, materials, landscaping, local agencies, etc.) ensuring responses and resolutions are provided in a timely manner. Maintain accurate records to document the communication process.

Inform the designated Local Agency project personnel of any design defects, reported by the contractor or observed by the consultant.

Submit all administrative items relating to Invoice Approval, Personnel Approval, User IDs, Time Extensions, and Supplemental Amendments to the Construction Project Manager for review and approval.

4.0 PERFORMANCE OF THE CONSULTANT:

During the term of this Agreement and all Supplemental Amendments thereof, the Department will review various phases of Consultant operations, such as construction inspection, materials sampling and testing, and administrative activities, to determine compliance with this Agreement. Cooperate and assist Department representatives in conducting the reviews. If deficiencies are indicated, remedial action shall be implemented immediately. Department recommendations and Consultant responses/actions are to be properly documented by the Consultant. No additional compensation shall be allowed for remedial action taken by the Consultant to correct deficiencies. Remedial actions and required response times may include but are not necessarily limited to the following:

A. Further subdivide assigned inspection responsibilities, reassign inspection personnel, or assign additional inspection personnel, within one week of notification.

B. Immediately replace personnel whose performance has been determined by the Consultant and/or the Department to be inadequate.

C. Immediately increase the frequency of monitoring and inspection activities in phases of work that are the Consultant's responsibility.

D. Increase the scope and frequency of training of the Consultant personnel.

5.0 REQUIREMENTS OF THE CONSULTANT:

9.1 General:

It shall be the responsibility of the Consultant to administer, monitor, and inspect the Construction Contract such that the project is constructed in reasonable conformity with the plans, specifications, and special provisions for the Construction Contract.

Observe the Contractor's work to determine the progress and quality of work. Identify discrepancies, report significant discrepancies to the Department, and direct the Contractor to correct such observed discrepancies.

Consult with the Construction Project Manager as necessary and direct all issues, which exceed delegated authority to the Construction Project Manager for Local Agency action or direction.

Inform the designated Local Agency project personnel of any significant omissions, substitutions, defects, and deficiencies noted in the work of the Contractor and the corrective action that has been directed to be performed by the Contractor.

9.2 **Survey Control: (Not Applicable)**

9.3 **On-site Inspection:**

Monitor the Contractor's on-site construction activities and inspect materials entering into the work in accordance with the plans, specifications, and special provisions for the Construction Contract to determine that the projects are constructed in reasonable conformity with such documents. Maintain detailed accurate records of the Contractor's daily operations and of significant events that affect the work. The Local Agency will monitor off-site activities and fabrication unless otherwise stipulated by this Agreement. Exception: Consultant must travel to Contractor's receiving yard to verify amount and conformance of delivered materials to plans and shop drawing submittals.

Monitor and inspect Contractor's Work Zone Traffic Control Plan and review modifications to the Work Zone Traffic Control Plan, including Alternate Work Zone Traffic Control Plan, in accordance with the Department's procedures. Consultant employees performing such services shall be qualified in accordance with the Department's procedures.

9.4 **Sampling and Testing:**

Perform sampling and testing of component materials and completed work in accordance with the Construction Contract documents. The minimum sampling frequencies set out in the Department's Materials Sampling, Testing and Reporting Guide shall be met. In complying with the aforementioned guide, provide daily surveillance of the Contractor's Quality Control activities and perform the sampling and testing of materials and completed work items for verification and acceptance.

The Local Agency will perform inspection and sampling of materials and components at locations remote from the project site and the Local Agency will perform testing of materials normally done in a laboratory remote from the project site.

Determine the acceptability of all materials and completed work items on the basis of either test results or verification of a certification, certified mill analysis, DOT label, DOT stamp, conformance with plans, education, experience, etc.

The Department will monitor the effectiveness of the Consultant's testing procedures through observation and independent assurance testing.

Sampling, testing and laboratory methods shall be as required by the Department's Standard Specifications, Supplemental Specifications or as modified by the Special Provisions of the Construction Contract.

Documentation reports on sampling and testing performed by the Consultant shall be submitted during the same week that the construction work is done.

Transport samples to be tested in an independent laboratory to the appropriate laboratory or appropriate local FDOT facility.

Input verification testing information and data into the Department's database using written instructions provided by the Department.

9.5 **Engineering Services:**

Coordinate the Construction Contract administration activities of all parties other than the Contractor involved in completing the construction project.

Notwithstanding the above, the Consultant is not liable to the Department for failure of such parties to follow written direction issued by the Consultant.

Services shall include maintaining the required level of surveillance of Contractor activities, interpreting plans, specifications, and special provisions for the Construction Contract. Maintain complete, accurate records of all activities and events relating to the project and properly document all project changes. The following services shall be performed:

(1) Attend a pre-service meeting for the Agreement in accordance with CPAM. Provide appropriate staff to attend and participate in the pre-service meeting.

(2) Schedule and attend a Final Estimate informational conference call with the District Construction Final Estimates Office. Provide appropriate staff to attend and participate in this meeting.

(3) Schedule and attend a meeting with the District Contract Compliance Manager prior to the Pre-construction Conference. The Resident Compliance Specialist shall attend this meeting. (Not Applicable since CEI firm is pre-qualified.)

In most cases, the above will take two separate meetings based on experience and knowledge of the particular firm. (Not Applicable since CEI firm is prequalified.)

(4) Schedule and attend SiteManager/EDMS informational meeting with the District Construction Office. Provide appropriate staff to attend and participate in this meeting. (Not Applicable)

Provide personnel proficient in the use of computers and scanner operation to input construction documents into an EDMS. This will require familiarity with the documents and guidelines posted on the Department's website for EDMS. Duties will include scanning, attributing and retrieving documents that are to be archived electronically. (Not Applicable)

(5) Schedule and conduct a meeting with the District Construction Environmental Liaison prior to the Pre-construction conference and another meeting prior to project final acceptance. The purpose of these meetings is to discuss the required documentation, including as-builts, necessary for permit(s) compliance. (Not Applicable since no permits required.)

(6) Verify that the Contractor is conducting inspections, preparing reports and monitoring all storm water pollution prevention measures associated with the project. For each project that requires the use of the NPDES General Permit, provide at least one inspector who has

successfully completed the "Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for Inspectors and Contractors". The Consultant's inspector will be familiar with the requirements set forth in the FEDERAL REGISTER, Vol. 57, No. 187, Friday, September 5, 1992, pages 4412 to 4435 "Final NPDES General Permits for Storm Water Discharges from Construction Sites" and the Department's guidelines. (Not Applicable since all project surface disturbances are smaller than one-acre.)

(7) Analyze the Contractor's schedule(s) (i.e. baseline(s), revised baseline(s), updates, as-built, etc.) for compliance with the contract documents. Elements including, but not limited to, completeness, logic, durations, activity, flow, milestone dates, concurrency, resource allotment, and delays will be reviewed. Verify the schedule conforms with the construction phasing and MOT sequences, including all contract modifications. Provide a written review of the schedule identifying significant omissions, improbable or unreasonable activity durations, errors in logic, and any other concerns as detailed in CPAM.

(8) Analyze problems that arise on a project and proposals submitted by the Contractor; work to resolve such issues, and process the necessary paperwork.

(9) Monitor, inspect and document utility relocation self-performed by the contractor for conformance with Utility Agency's Standards and the Utility Agency's Approved Materials List. Document utility construction progress to be performed by Utility Agencies. Facilitate coordination and communication between Utility Agency's representatives, Department's staff and Contractors executing the work. Identify potential utility conflicts and assist in the resolution of utility issues including Department and Local Government owned facilities. Budget no more than eight hours this relocation service as it is unlikely to be required.

Identify, review, and track progress of Joint Project Agreements, and/or other Department and utility agreements. Address work progress, track reimbursement activities, and address betterment and salvage determination. Prepare all necessary documentation to support reimbursement activities and betterment and salvage determination. (No Joint Project Agreements in this Contract.)

(10) Produce reports, verify quantity calculations and field measure for payment purposes as needed to prevent delays in Contractor operations and to facilitate prompt processing of such information in order for the Local Agency to make timely payment to the Contractor.

(11) Prepare and make presentations for meetings and hearings before the Dispute Review Boards in connection with the project covered by this Agreement. If such services are required, they shall be compensated on an hourly basis.

(12) Monitor each Contractor and Subcontractor's compliance with specifications and special provisions of the Construction Contract in regard to payment of predetermined wage rates in accordance with Department procedures.

(13) Provide a Resident Compliance Specialist for surveillance of the Contractor's compliance with Construction Contract requirements. The Resident Compliance Specialist is responsible for reviewing, monitoring, evaluating and acting upon documentation required for Construction Contract compliance, and maintaining the appropriate files thereof. Typical areas of compliance responsibility include EEO Affirmative Actions for the prime contractor and subcontractor, DBE Affirmative Action, Contractor Formal Training, Payroll, and Subcontracts. The Resident Compliance Specialist must keep all related documents and correspondence accurate and up to date; attend all compliance reviews and furnish the complete project files for review; and assist the District Contract Compliance Manager as requested.

(14) Provide Community Outreach Services and be proactive in keeping the community aware of the status and traffic impacts of the referenced project. With approval from the Department's designee, prepare and disseminate information to the public, elected officials and the media of any upcoming events, which will affect traffic flow. Produce and distribute all publications (letters, flyers, brochures and news releases) necessary for this contract. Prior to release, the Department's designee will approve all responses, letters, news releases and the like. Provide timely, professional responses to project inquiries including emails, telephone calls, etc. Coordinate general public information meetings, open houses, community meetings as directed by the Department's representatives. Notify Florida 511 of lane closures and detours and notify TeleAtlas of permanent roadway changes.

(15) Prepare and submit to the Construction Project Manager monthly, a Construction Status Reporting System (CSRS) report, in a format to be provided by the Local Agency.

(16) .

(17) Provide a digital camera for photographic documentation of pre-construction state and of noteworthy incidents or events during construction.

These photographs will be filed and maintained on the Consultant's computer using a digital photo management system.

Photographs shall be taken the day prior to the start of construction and continue as needed throughout the project. Photographs shall be taken the days of Conditional, Partial and Final Acceptance.

9.6 Geotechnical Engineering:

1) Spread Footings:

- Observe construction of spread footing foundations and verify that they are founded at the required elevation and on the proper soil/rock material.
- Verify the Construction Plan requirements and the applicable specifications are followed throughout the spread footing construction.
- Evaluate problems encountered during construction and coordinate with the DGE and the Contractor to resolve such problems.

6.0 PERSONNEL:

10.1 General Requirements:

Provide prequalified personnel necessary to efficiently and effectively carry out its responsibilities under this Agreement. Method of compensation for personnel assigned to this project is outlined in Exhibit "B."

Unless otherwise agreed to by the Local Agency, the Local Agency will not compensate straight overtime or premium overtime for the positions of Senior Project Engineer, Project Administrator/Project Engineer, Contract Support Specialist and Assistant or Associate to any of these positions.

10.2 Personnel Qualifications:

Provide competent personnel qualified by experience and education. Submit in writing to the Construction Project Manager the names of personnel proposed for assignment to the project, including a detailed resume for each containing at a minimum:, education, and experience. The Consultant Action Request form for personnel approval shall be submitted to the Construction Project Manager at least two weeks prior to the date an individual is to report to work.

Personnel identified in the Consultant technical proposal are to be assigned as proposed and are committed to performing services under this Agreement. Personnel changes will require written approval from the Local Agency. Staff that has been removed shall be replaced by the Consultant within one week of Department notification.

Before the project begins, all project staff shall have a working knowledge of the current CPAM and must possess all the necessary qualifications/certifications for fulfilling the duties of the position they hold. Cross training of the Consultant's project staff is highly recommended to achieve a knowledgeable and versatile project inspection team but shall not be at any additional cost to the Local Agency and should occur as workload permits. Visit the training page on the State Construction Office website for training dates.

Minimum qualifications for the Consultant personnel are set forth as follows. Exceptions to these minimum qualifications will be considered on an individual basis. However, a Project Administrator working under the supervision and direction of a Senior Project Engineer or an Inspector working under the supervision and direction of a Senior Inspector shall have six months from the date of hire to obtain the necessary qualifications/certifications provided all other requirements for such positions are met and the Consultant submits a training plan detailing when such qualifications/certifications and other training relative to the Department's procedures, Specifications and Design Standards will be obtained. The District Construction Engineer or designee will have the final approval authority on such exceptions.

<u>CEI SENIOR INSPECTOR/SENIOR ENGINEER INTERN</u> – High school graduate or equivalent plus four (4) years of experience in construction inspection, two (2) years of which shall have been in bridge and/or roadway construction inspection with the exception of Complex Category 2 (CC2) bridge structures or a Civil Engineering degree and one (1) year of road & bridge CEI experience with the ability to earn additional required qualifications within one year. (Note: Senior Engineer Intern classification requires one (1) year experience as an Engineer Intern.)

For CC2 bridge structures, be a high school graduate or equivalent and have five (5) years of general bridge construction experience of which two (2) years must have been with the type of CC2 bridge construction project for which CEI services are being provided by this scope. As an exception, only one (1) year of PTS bridge experience will be required. Additionally, a minimum of twelve (12) months of experience as the Senior Inspector in primary control of the type CC2 construction project for which CEI services are being provided by this scope. To be in primary control, a Senior Inspector must have supervised two or more inspectors and must have been directly responsible for all inspection requirements related to the construction operations assigned.

<u>CPTS</u> years of experience must have included a minimum of twelve (12) months of inspection experience in one or both of the following depending on which area the inspector is being approved for: (1) casting yard inspection; (2) erection inspection. In addition, two (2) years of

geometry-control surveying experience is required for inspectors that perform or monitor geometry control surveying in a casting yard.
CPTCB years of experience must include monitoring and inspection of the following: girder erection, safe use of girder erection cranes, girder stabilization after erection, false work for temporary girder support, and PT and grouting operations.
PTS years of experience must include monitoring of the following: installation of PT ducts and related hardware and post-tensioning and grouting of strands or be the level of experience that meets the criteria for CPTS or CPTCB bridges.
MB years of experience must have included the inspection of MB mechanical components for machinery inspectors and MB electrical components/systems for electrical inspectors.

Must have the following as required by the scope of work for the project:

QUALIFICATIONS:
CTQP Concrete Field Technician Level I
CTQP Concrete Field Inspector Level II (Bridges)
CTQP Asphalt Roadway Level I
CTQP Asphalt Roadway Level II
CTQP Earthwork Construction Inspection Level I
CTQP Earthwork Construction Inspection Level II
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including
miscellaneous structures such as sign structures, lighting structures, and traffic signal
structures)
CTQP Grouting Technician Level I
CTQP Post-Tensioning Technician Level I
IMSA Traffic Signal Inspector Level I
CTQP Final Estimates Level I

CERTIFICATIONS:
FDOT Intermediate MOT
Nuclear Radiation Safety
IMSA Traffic Signal Inspector Level I

OTHER:
Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects)

Responsible for performing highly complex technical assignments in field surveying and construction layout, making, and checking engineering computations, inspecting construction work, and conducting field tests and is responsible for coordinating and managing the lower level inspectors. Work is performed under the general supervision of the Project Administrator.

CEI INSPECTOR/ENGINEER INTERN - High school graduate or equivalent plus two (2) years-experience in construction inspection, one (1) year of which shall have been in bridge and/or roadway construction inspection, or an Engineer Intern with a Civil Engineering degree (requires certificate) having the ability to earn the required qualifications and certifications within one year, plus demonstrated knowledge in the following:

Must have the following as required by the scope of work of the project:

QUALIFICATIONS:
CTQP Concrete Field Inspector Level I
CTQP Asphalt Roadway Level I
CTQP Earthwork Construction Inspection Level I
CTQP Pile Driving Inspection
CTQP Drilled Shaft Inspection (required for inspection of all drilled shafts including miscellaneous structures such as sign structures, lighting structures, and traffic signal structures)
IMSA Traffic Signal Inspector Level I
CTQP Final Estimates Level I

CERTIFICATIONS:
FDOT Intermediate MOT
Nuclear Radiation Safety
IMSA Traffic Signal Inspector Level I
Florida Stormwater, Erosion, and Sedimentation Control Training and Certification Program for Inspectors and Contractors

OTHER:
Complete the Critical Structures Construction Issues, Self-Study Course, and submit the mandatory Certification of Course Completion form (for structures projects)

Responsible for performing assignments in assisting Senior Inspector in the performance of their duties. Receive general supervision from the Senior Inspector who reviews work while in progress.

CEI INSPECTORS AIDE - High School graduate or equivalent and able to perform basic mathematical calculation and follow simple technical instructions. Duties are to assist higher-level inspectors. Must obtain FDOT Intermediate MOT within the first six months of the assignment.

CEI SURVEY PARTY CHIEF - High School graduate plus four years of experience in construction surveying (including two (2) years as Party Chief). Experienced in field engineering and construction layout, making and checking survey computations and supervising a survey party. Work is performed under general supervision of Project Administrator.

CEI INSTRUMENT PERSON - High school graduate plus three (3) years of experience in construction surveying one (1) year of which shall have been as instrument-man. Responsible for performing assignments in assisting Party Chief in the performance of their duties. Receives general supervision from Party Chief who reviews work while in progress.

CEI ROD-PERSON/CHAIN PERSON - High school graduate with some survey experience or training preferred. Receives supervision from and assists Party Chief who reviews work while in progress.

CEI SECRETARY/CLERK TYPIST- High school graduate or equivalent plus two (2) years of secretarial and/or clerical experience. Ability to type at a rate of 35 correct words per minute. Experienced in the use of standard word processing software. Should exercise independent initiative to help relieve the supervisor of clerical detail. Work under general supervision of the Senior Project Engineer and staff.

CEI RESIDENT COMPLIANCE SPECIALIST- High School Graduate or equivalent with one (1) year of experience as a Resident Compliance Specialist on a construction project or two (2) years of assisting the Resident Compliance Specialist in monitoring the project. Should have prior experience in both State and Federal Aid funded construction projects with FDOT and knowledge of EEO/AA laws and FDOT's DBE and OJT programs. Ability to analyze, collect, evaluate data, and take appropriate action when necessary. Must attend all training workshops or meetings for Resident Compliance Specialists as well as spend time at the District Compliance office as determined necessary.

CEI BUILDING INSPECTOR/ ELECTRICAL- High School Graduate plus five (5) years' experience as a qualified building inspector or general contractor. Experience shall be actual field experience as a qualified building inspector or job superintendent. Inspector must be fully knowledgeable of all local and State building codes and ordinances.

10.3 Staffing:

Once authorized, the Consultant shall establish and maintain appropriate staffing throughout the duration of construction and completion of the final estimate. Responsible personnel, thoroughly familiar with all aspects of construction and final measurements of the various pay items, shall be available to resolve disputed final pay quantities until the Department has received a regular acceptance letter.

Construction engineering and inspection forces will be required of the Consultant while the Contractor is working. If Contractor operations are substantially reduced or suspended, the Consultant will reduce its staff appropriately.

In the event that the suspension of Contractor operations requires the removal of Consultant forces from the project, the Consultant will be allowed five (5) days maximum to demobilize, relocate, or terminate such forces.

7.0 QUALITY ASSURANCE (QA) PROGRAM:

11.1 Quality Assurance Plan:

Within fifteen (15) days after receiving award of an Agreement, furnish a QA Plan to the Construction Project Manager. The QA Plan shall detail the procedures, evaluation criteria, and instructions of the Consultant's organization for providing services pursuant to this Agreement. Unless specifically waived, no payment shall be made until the Department approves the Consultant QA Plan.

Significant changes to the work requirements may require the Consultant to revise the QA Plan. It shall be the responsibility of the Consultant to keep the plan current with the work requirements. The Plan shall include, but not be limited to, the following areas:

A. Organization:

A description is required of the Consultant QA Organization and its functional relationship to the part of the organization performing the work under the Agreement. The authority, responsibilities and autonomy of the QA organization shall be detailed as well as the names and qualifications of personnel in the quality control organization.

B. Quality Assurance Reviews:

Detail the methods used to monitor and achieve organization compliance with Agreement requirements for services and products.

C. **Quality Assurance Records:**

Outline the types of records which will be generated and maintained during the execution of the QA program.

D. **Control of Subconsultants and Vendors:**

Detail the methods used to control subconsultant and vendor quality.

E. **Quality Assurance Certification:**

An officer of the Consultant firm shall certify that the inspection and documentation was done in accordance with FDOT specifications, plans, standard indexes, and Department procedures.

11.2 **Quality Assurance Reviews:**

Conduct semi-annual Quality Assurance Reviews to ensure compliance with the requirements of the Agreement. Quality Assurance Reviews shall be conducted to evaluate the adequacy of materials, processes, documentation, procedures, training, guidance, and staffing included in the execution of this Agreement. Quality Assurance Reviews shall also be developed and performed to achieve compliance with specific QA provisions contained in this Agreement. The semi-annual reviews shall be submitted to the Construction Project Manager in written form no later than one (1) month after the review.

On short duration CCEI projects (nine (9) months or less), the CCEI shall perform an initial QA review within the first two (2) months of the start of construction.

On asphalt projects, the CCEI shall perform an initial QA review on its asphalt inspection staff after the Contractor has completed ten (10) full work days of mainline asphalt paving operations, or 25% of the asphalt pay item amount (whichever is less) to validate that all sampling, testing, inspection, and documentation are occurring as required of the CCEI staff.

11.3 **Quality Records:**

Maintain adequate records of the quality assurance actions performed by the organization (including subcontractors and vendors) in providing services and products under this Agreement. All records shall indicate the nature and number of observations made, the number and type of deficiencies found, and the corrective actions taken. All records shall be available to the Department, upon request, during the Agreement term. All records shall be kept at the primary job site and shall be subject to audit review.

8.0 CERTIFICATION OF FINAL ESTIMATES:

12.1 Final Estimate and As-Built Plans Submittal:

Prepare documentation and records in compliance with the Agreement, Statewide Quality Control (QC) Plan, or Consultant's approved QC Plan and the Department's Procedures as required by CPAM.

Submit the Final Estimate(s) and one (1) set of Contractor's final "as-built plans" documenting the Contractor's work in accordance with CPAM.

Revisions to the Certified Final Estimate will be made at no additional cost to the Local Agency.

12.2 Certification:

Consultant personnel preparing the Certified Final Estimate Package shall be CTQP Final Estimates Level II or higher.

Duly authorized representative of the Consultant firm will provide a signed and sealed certification on a form pursuant to Local Agency's procedures.

12.3 Offer of Final Payment:

Prepare the Offer of Final Payment package as outlined in CPAM. The package shall accompany the Certified Final Estimates Package submitted to the District Final Estimates Office for review. The Consultant shall be responsible for forwarding the Offer of Final Payment Package to the Contractor.

9.0 AGREEMENT MANAGEMENT:

13.1 General:

(1) With each monthly invoice submittal, the Consultant will provide a Status Report for the Agreement. This report will provide an accounting of the additional Agreement calendar days allowed to date, an estimate of the additional calendar days anticipated to be added to the original schedule time, an estimate of the Agreement completion date, and an estimate of the Consultant funds expiration date per the Agreement schedule for the prime Consultant and for each subconsultant. The Consultant will provide a printout from the Equal Opportunity Reporting System showing the previous month's payments made to subconsultants. Invoices not including this required information may be rejected.

(2) When the Consultant identifies a condition that will require an amendment to the Agreement, the Consultant will communicate this need to the Construction Project Manager for acceptance. Upon acceptance, prepare and submit an Amendment Request (AR), and all accompanying documentation to the Construction Project Manager for approval and further processing. The AR is to be submitted at such time to allow the Local Agency five (5) weeks to process, approve, and execute the AR. The content and format of the AR and accompanying documentation shall be in accordance with the instructions and format to be provided by the Department.

(3) The Consultant is responsible for performing follow-up activities to determine the status of each Amendment Request submitted to the Department.

10.0 OTHER SERVICES:

Upon written authorization by the District Construction Engineer or designee, the Consultant will perform additional services in connection with the project not otherwise identified in this Agreement. The following items are not included as part of this Agreement, but may be required by the Department to supplement the Consultant services under this Agreement.

A. Assist in preparing for arbitration hearings or litigation that occurs during the Agreement time in connection with the construction project covered by this Agreement.

B. Provide qualified engineering witnesses and exhibits for arbitration hearings or litigation in connection with the Agreement.

C. Provide inspection services in addition to those provided for in this Agreement.

D. Provide services determined necessary for the successful completion and closure of the Construction Contract.

11.0 POST CONSTRUCTION CLAIMS REVIEW:

In the event the Contractor submits a claim for additional compensation and/or time after the Consultant has completed this Agreement, analyze the claim, engage in negotiations leading to settlement of the claim, and prepare and process the required documentation to close out the claim. Compensation for such services will be negotiated and effected through a Supplemental Amendment to this Agreement.

12.0 CONTRADICTIONS:

In the event of a contradiction between the provisions of this Scope of Services and the Consultant's proposal as made a part of their Agreement, the provisions of the Scope of Services shall apply.

13.0 THIRD PARTY BENEFICIARY

It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof, a third-party beneficiary hereunder, or to authorize anyone not a party to this Agreement to maintain a claim, cause of action, lien or any other damages or any relief of any kind pursuant to the terms or provisions of this Agreement.

14.0 LOCAL AGENCY AUTHORITY

The Local Agency shall be the final authority in considering modifications to the Construction Contract for time, money or any other consideration except matters agreed to by the Contractor through contract changes negotiated by the Consultant, as authorized in Section 9.1 herein.

15.0 SERVICES NOT INCLUDED: a) Services to continuously inspect those items identified in the Standard Specifications as incidental construction: Longitudinal Horizontal Directional Drilling, Non-Structural Concrete driveway and sidewalk repair, and Performance Turf. b) Services to inspect Grounding Resistance Testing since it is not required for Conventional Lighting Projects. c) Services to provide a CEI inspector for 91 out of the 227-day project schedule which is the estimated lead time for delivery of specified poles. d) Services to provide a CEI inspector for 21 days of Event time when the Contractor will not be able to close lanes on Dunlawton. e) Services to provide a Worksite Traffic Supervisor since the Contractor must provide those services under Standard Specifications Section 105. f) Services to provide a CEI inspector for 10 days of the 227-day schedule allocated for franchise utility marking.

16.0 CLARIFICATION: While the CEI Inspector does not need to observe all horizonal directional drilling, he does need to be present for the first three days of horizontal directional drilling to determine if the Contractor is taking due care to honor locates and satisfy himself that the Contractor has the skill to direct the bore head effectively, and pull back and ream successfully. In the event the Contractor changes the methodology of horizontal directional drilling, the CEI Inspector must spend an additional three days to determine that the Contractor has appropriate skill to successfully drill, ream, and pull back using the different methodology.

17.0 TRAVEL: The local agency shall not pay for travel expenses.

18.0 AUDIT: The Consultant and any Sub-consultants shall provide audited rates for the types of personnel anticipated for service on this project. If Consultant has a firmwide audit available, Consultant may provide that document as fulfilling the Audit requirements of this paragraph.

19.0 ATTACHMENTS (VIA SEPARATE TRANSMITTAL:

- Lane Closure Analysis Eastbound
- Lane Closure Analysis Westbound
- Project Plans
- As-Built Plans provided by Y-Comm for its Tower Cloud project.

End

FEDS

CITY OF PORT ORANGE
MAN-HOUR ESTIMATE
September 18, 2018

TEDS PROJECT No.: 10962
TASK AUTHORIZATION No.: 002
CONTRACT DESCRIPTION: Master Contract for Engineering Services (February 14, 2017)
PROJECT DESCRIPTION: Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
PRIME CONSULTANT: Traffic Engineering Data Solutions, Inc.
ESTIMATE PREPARED BY: Mikel R. Hale, P.E.

ACTIVITY	Chief Engineer / Sr. Project Manager		CEI Sr. Project Engineer		CEI Sr. Inspector / Sr. Engineer Intern		CEI Resident Compliance		Senior Technician		Admin. Assistant		TOTAL		
	Rate/Hr:	$180.00	Rate/Hr:	$190.00	Rate/Hr:	$83.00	Rate/Hr:	$62.00	Rate/Hr:	$55.00	Rate/Hr:	$55.00			
	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man-hours By Activity	Activity Cost	Avg. Hourly Rate
Task 2 - Supplemental Construction Engineering and Inspection Services	19	3,420.00	14.5	2,755.00	129.5	10,748.50	30	1,860.00	0	0.00	0	0.00	193	18,783.50	97.32
Initial contracting (sub-consultant agreement)	0												0		
General project coordination	13												13		
Routine contract maintenance	6												6		
Prepare for and attend pre-construction meeting	0		0				0						0		
Attend community outreach meeting to answer questions	0		0										0		
CEI Services (during 117 days for installation of materials)			14.5		129.5		30						174		
TOTALS	19.0	3,420.00	14.5	2,755.00	129.5	10,748.50	30.0	1,860.00	0.0	0.00	0.0	0.00	193	18,783.50	97.32

LABOR	$18,783.50
EXPENSES ***(Refer to backup provided on the following page)***	
I. REPRODUCTION	$0.00
II. MILEAGE / TRAVEL	$0.00
III. PERMIT REVIEW FEES	$0.00
IV. SHIPPING / POSTAGE	$0.00
SUB-TOTAL - EXPENSES	$0.00
TOTAL LUMP SUM CONTRACT AMOUNT	$18,783.50

CHANGE ORDER NO. 2
To Task Authorization No. 2 dated October 4, 2018
TRAFFIC ENGINEERING DATA SOLUTIONS, INC., Contractor

Project: SR421 Lighting

The following changes are hereby made to the Contract Documents:

CHANGE IN CONTRACT PRICE: Original Contract Price: $80,329.90	**CHANGE IN CONTRACT TIMES:** Original Contract Times Substantial Completion: N/A Final Completion 227 Days
Net changes from previous Change Order: No. 1: $18,783.50	Changes in contract time from previous Change Orders: No. 1: 0 days
Contract Price prior to this Change Order: $99,113.40	Contract Completion Date prior to this Change Order: Final Completion: 227 days
Net Increase (decrease) of this Change Order No. 2: $137,290.79	Changes in contract time requested this Change Order No. 2: (Requires Council Approval) 153 days
Contract Price with all approved Change Orders: $236,404.19	Contract Times with all approved Change Orders: Final Completion: 380 days

CHANGES ORDERED:

I. GENERAL: This Change Order is necessary to cover changes in the work to be performed under Task Authorization No. 2 of the Master Contract for Engineering Services entered into by and between the parties on February 14, 2017.

II. REQUIRED CHANGES: To provide an increase of $137,290.79 and 153 days for additional Construction Engineering Inspection (CEI) services. No goods shall be delivered, nor services commenced hereunder until this Change Order has been fully executed by all parties.

III. JUSTIFICATION: Additional CEI services are required to complete the SR421 Lighting project.

IV. PAYMENT: Payment for this Change Order No. 2 shall be made in accordance with the terms of Task Authorization No. 2 of the Master Contract for Engineering Services dated February 14, 2017 subject to a limit up to but not to exceed $137,290.79. All payments shall be governed by the Local Government Prompt Payment Act as set forth in Florida Statutes Section 218.70 through 218.79, as amended.

Acknowledgments:

The aforementioned change, and work affected thereby, is subject to all provisions of the original contract not specifically changed by this Change Order;

It is expressly understood and agreed that the approval of the Change Order shall have no effect on the original contract other than matters expressly provided herein;

The prices quoted are fair and reasonable and in proper ratio to the cost of the original work contracted for under competitive bidding; and,

The change in price and/or delivery date described is considered to be fair and reasonable and has been mutually agreed upon in full agreement and final settlement of all claims arising out of this modification including all claims for delays and disruptions resulting from, caused by, or incident to such modifications and change orders.

RECOMMENDED BY:
COMMUNITY DEVELOPMENT
Department Project Manager

By: Larry A. Roberts
Printed Name: Larry A. Roberts, PE
Title: Community Development Engineer

Date Signed: 07/30/2019

ACCEPTED BY:
TRAFFIC ENGINEERING DATA SOLUTION, INC.
Contractor

By: Deanna F. Ferrell
Printed Name: Deanna F. Ferrell
Title: President

Date Signed: 07/22/2019

RECOMMENDED BY:
N/A
City's Representative

By:______
Printed Name:______
Title:______

Date Signed:______

RECOMMENDED BY:
N/A
Engineer of Record

By:______
Printed Name:______
Title:______

Date Signed:______

APPROVED BY:
CITY OF PORT ORANGE
Department Head

By: ______________________
Printed Name: Tim Burman
Title: Community Development Director

Date Signed: 7-30-19

City Manager

By: N/A
Printed Name: Michael H. Johansson
Title: City Manager

Date Signed: ______________________

If Council approval is required:

By: ______________________
Printed Name: Donald O. Burnette
Title: Mayor

Date Signed: 8/6/19

Affirmed:

____
Robin L. Fenwick, CMC, City Clerk

Date Signed: 8/6/19

CITY OF PORT ORANGE
1867
FLORIDA

Traffic Engineering Data Solutions, Inc.

CHANGE ORDER No. 02

To Task Authorization No. 002

Contract:	Master Contract for Engineering Services dated February 14, 2017
Task Authorization No.:	002
Project Name:	Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
TEDS Project Number:	10962
Date:	April 1, 2019 *Revised April 10, 2019* *Revised June 15, 2019* *Revised July 5, 2019* *Revised July 25, 2019*

Traffic Engineering Data Solutions, Inc. (TEDS) is pleased to offer this scope of services to the City of Port Orange (CITY) for providing professional engineering services for the above referenced project.

PROJECT UNDERSTANDING

Several unexpected circumstances related to the project corridor have arisen during construction of this project, which have resulted in the need for additional Construction Engineering and Inspection (CEI) services to maintain the contractor's momentum in constructing the lighting improvements. These circumstances include, but are not limited to, the following:

- Several existing utilities were discovered to be in locations that conflicted with the proposed lighting system components.
- Upon examining the ground surface in further detail, there were numerous physical features that precluded several of the proposed light poles from being constructed in the locations within the approved plans, or within the tolerances permitted to be designated by the City's CEI consultant, thereby requiring further direction from and coordination with the Engineer of Record (EOR).
- Existing tree limbs were found to be in aerial conflict with a few of the proposed lighting system elements.
- Varying soil conditions (such as loose soil, high water tables, or cemented coquina rock) have been encountered at select pole locations, warranting consideration for changes in the light pole foundations previously anticipated for these poles.

Based on the number of unexpected circumstances related to the project corridor as noted above, the contractor had previously adopted a practice of documenting every aspect of this project in excessive detail, through the use of their Procore ® project management software. This included original dispatches for numerous Requests for Information (RFI's) and Observations, as well as status update notifications, each time there was new progress made on a particular item, which was over and beyond the submittal items originally anticipated. This practice was requiring extensive additional efforts on behalf of City staff and TEDS, so as of April 24, 2019, the process was terminated, such that the contractor is now required to transmit all project correspondence via e-mail.

In addition to the unexpected circumstances related to the project corridor noted above, several other out of scope activities, such as coordination of power phase changes from the power company and luminaire changes (from Navion to Autobahn), have been required by this contract and requested by the City since the start of the project,

80 Spring Vista Drive • DeBary, FL 32713 • Phone 386.753.0558 • Fax 386.753.0778
www.teds-fl.com

as reiterated at the recent meeting of June 6, 2019 with the City. The out of scope work resulted in additional inspection and administration efforts which went beyond the original budgeted amount based on the assumptions that were provided by the City, as listed in the original Exhibit A – Scope of Services for this Task Authorization. Moreover, the original Task Authorization for this project was based on the contractor utilizing the first 110 days within the contract (October 2018 - January 2019) for procurement of materials, and the remaining 117 days (February 2019 - May 2019) for installation of materials at the project site. Other than attending the initial pre-construction meeting, most of the CEI services included were to be rendered during the 117 days of installation of materials at the project site. However, as of November 2018, the contractor commenced pay item work in the field, including horizontal directional drilling of conduit, that required the on-site presence of an inspector furnished by the CEI consultant (AECOM).

Due to extensive conflicts encountered in the field, additional CEI services not anticipated in the original Task Authorization were required. A previous version of this Change Order No. 2 was provided to the City on July 5, 2019, capturing an expectation that the project duration would be extended by six (6) months (through November 2019), based on the City's interpretation of the Critical Path Method (CPM) Schedule last updated June 21, 2019, as provided by the contractor on June 28, 2019. The previous version of Change Order No. 2 had also included the following distinct assumptions:

- Delivery of thirteen remaining foundations and anchor bolts for the two (2) integral footers was to occur on or before September 2, 2019, with a Sr. Inspector to be provided from September 2, 2019 through September 11, 2019
- Delivery of poles was to occur on or before September 11, 2019, with a Sr. Inspector to be provided from September 12, 2019 through October 31, 2019
- Inspection and close-out services were based on the contractor completing construction on or before November 1, 2019, allowing 30 days for Sr. Project Engineer and Resident Compliance Specialist to close-out project by the end of November 2019

However, since then FDOT has requested additional information regarding design revisions submitted with proposed construction change orders for their on-going consideration, which has delayed critical steps in the construction process, rendering the assumptions no longer valid. At this time, a more accurate completion date for the project is not able to be determined, but per the City's request, this revised version of Change Order No. 2 is being provided for authorization of additional CEI services necessary to maintain momentum on the project, in the amount that was authorized by the City Council at their regular meeting of July 16, 2019. The City is aware that additional CEI services will be required, and will need to be authorized in a future Change Order No. 3 to be provided by TEDS, once a more accurate completion date can be determined.

SCOPE OF SERVICES

Task 3 – Unanticipated CEI Services

TEDS will retain AECOM to provide additional CEI services to address the circumstances that were not originally anticipated for this project, as generally outlined in the attached Man Hour Estimate.

FEES

TEDS shall conduct the work described in **Task 3** above for a lump sum fee of **$137,290.79.**

Attachments:

1. Man Hour Estimate

TEDS

CITY OF PORT ORANGE
MAN-HOUR ESTIMATE
July 25, 2019

TEDS PROJECT No.: 10962
TASK AUTHORIZATION No.: 002
CONTRACT DESCRIPTION: Master Contract for Engineering Services (February 14, 2017)
PROJECT DESCRIPTION: Construction, Engineering Inspection Services for SR 421 (Dunlawton Ave.) Lighting from Spruce Creek Road to SR 5 (US 1) (FPN 435591-1-58-01)
PRIME CONSULTANT: Traffic Engineering Data Solutions, Inc.
ESTIMATE PREPARED BY: Mikal R. Hale, P.E.

ACTIVITY	Chief Engineer / Sr. Project Manager		CEI Sr. Project Engineer		CEI Sr. Inspector / Sr. Engineer Intern		CEI Resident Compliance		CEI Project Administrator		Admin. Assistant		TOTAL		
	Rate/Hr:	$180.00	Rate/Hr:	$190.00	Rate/Hr:	$83.00	Rate/Hr:	$62.00	Rate/Hr:	$124.40	Rate/Hr:	$55.00			
	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man Hours	Cost by Pos & Act	Man-hours By Activity	Activity Cost	Avg. Hourly Rate
Task 3 - Unanticipated CEI Services	69.53	12,514.79	317.91	60,403.63	559.35	46,425.92	187.45	11,621.85	50.84	6,324.59	0	0.00	1185.08	137,290.79	115.85
Additional routine contract maintenance	69.53												69.53		
Additional CEI Services			317.91		559.35		187.45		50.84				1115.55		
TOTALS	69.5	12,514.79	317.9	60,403.63	559.3	46,425.92	187.4	11,621.85	50.8	6,324.59	0.0	0.00	1185.07889	137,290.79	115.85

LABOR	$137,290.79
EXPENSES ***(Refer to backup provided on the following page)***	
I. REPRODUCTION	$0.00
II. MILEAGE / TRAVEL	$0.00
III. PERMIT REVIEW FEES	$0.00
IV. SHIPPING / POSTAGE	$0.00
SUB-TOTAL - EXPENSES	$0.00
TOTAL LUMP SUM CONTRACT AMOUNT	$137,290.79

TEDS
AECOM

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: No

SUBJECT: (B9) Resolution No. 19-78 - Supporting the Tomoka Farm Road & Pioneer Trail Improvements

DEPARTMENT: City Manager

GOAL:

RECOMMENDED MOTION: Move to approve Resolution No. 19-78.

SUMMARY: In the last 6 months, there have been multiple major accidents at the intersection of Tomoka Farms Road (CR415) and Pioneer Trail (CR4118). Recently (September 2019), Volusia County conducted a crash analysis and performed a signal warrant analysis that identified the need to address traffic operations and safety at this intersection. The City of Port Orange has consistently considered safety when prioritizing transportation projects and improvements in transportation safety, therefore, the City supports transportation safety improvements at Tomoka Farms Road (CR415) and Pioneer Trail (CR4118) intersection. While this intersection is not in the City of Port Orange, Port Orange residents do travel though this intersection.

Project No.: Funding Account No.:

Presenter:

ATTACHMENTS:

1.	Resolution No. 19-78	Resolution No. 19-78.pdf

Robin Fenwick	Created/Initiated - 12/4/2019
Matthew Jones	Approved - 12/6/2019
Jake Johansson	Approved - 12/9/2019
Robin Fenwick	New -

RESOLUTION NO. 19-78

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA, SUPPORTING TRANSPORTATION SAFETY IMPROVEMENTS AT TOMOKA FARMS ROAD (CR 415) AND PIONEER TRAIL (CR 4118).

WHEREAS, the City of Port Orange has consistently considered safety as a criteria in prioritizing transportation projects and planning efforts to improve safety for all travelers; and

WHEREAS, currently the intersection of CR 415/Tomoka Farms Road and CR 4118/Pioneer Trail is a multi-way stop with an overhead flashing beacon; and

WHEREAS, Tomoka Farms Road (CR 415) is a two lane Minor Arterial road with a 2018 Average Annual Daily Traffic of 11,030 vehicles and with posted speed limit of 50 MPH; and

WHEREAS, Pioneer Trail (CR 4118) is a two lane Major Collector road and hurricane evacuation route with a 2018 Average Annual Daily Traffic of 5,180 vehicles and with posted speed limit of 45 MPH; and

WHEREAS, crash analysis over the past 5½ years indicates that 42 collisions have occurred at the intersection, with a marked increase in the past ten months. Forty percent of these crashes were angle or left-turn crashes and nearly ⅓ of the angle or left-turn crashes involved drivers “running the Stop Sign.” This past summer on June 2, 2019 an off-duty Volusia County Sheriff’s Deputy died on his bicycle due to a driver “running the Stop Sign”; and

WHEREAS, the County of Volusia has conducted a crash analysis and performed a Signal Warrant Analysis (September 2019) that identified the need to address traffic operations and safety at the intersection of Tomoka Farms Road (CR 415) and Pioneer Trail Road (CR 4118); and

WHEREAS, the County of Volusia has recommended, and is pursuing both short-term and long-term safety improvements at this intersection.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA:

Section 1. The City of Port Orange supports the efforts by the County of Volusia that are consistent with those of the River to Sea TPO in linking transportation decision-making and project prioritization to improvements in transportation safety.

Section 2. The City of Port Orange supports efforts by the County of Volusia in utilizing TPO programs established to fund transportation project and in seeking other options to supplement potential shortfalls in funding needed to complete safety improvements at the intersection of Tomoka Farms Road (CR 415) and Pioneer Trail (CR 4118).

Section 3. The City Clerk, through the City Manager, is hereby authorized and directed to submit this resolution to the:

a. County of Volusia, Florida;
b. Florida Department of Transportation;
c. River to Sea Transportation Planning Organization; and
d. Volusia Legislative Delegation

Section 4. This resolution shall become effective immediately upon adoption.

____
MAYOR DONALD O. BURNETTE

ATTEST:

____
Robin L. Fenwick, MMC, City Clerk

Passed and adopted on the _____ day of December 2019

Reviewed and Approved: ______________________________
Matthew J. Jones, City Attorney

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: No

SUBJECT: (B10) Resolution No. 19-79 - Budget Appropriation

DEPARTMENT: Finance

GOAL:

RECOMMENDED MOTION: Move to approve Resolution No. 19-79.

SUMMARY: Budget Resolution to appropriate funds for various police service expenditures, to appropriate funds for phase II of ERP project, and to transfer and capitalize appropriation related to Workday FY2020 Annual Subscription Fee

Project No.: Funding Account No.:

Presenter: Scott Neils

ATTACHMENTS:

1.	Resolution No. 19-79 with exhibit	Reso 19-79 - Police and ERP.pdf

---

Kevin Fall	Created/Initiated - 11/21/2019
Scott Neils	Approved - 12/4/2019
Matthew Jones	Approved - 12/6/2019
Jake Johansson	Approved - 12/9/2019
Robin Fenwick	New -

<u>RESOLUTION NO. 19-79</u>

A RESOLUTION OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA, APPROPRIATING OPERATING AND CAPITAL FUNDS FOR THE FISCAL YEAR 2020 BUDGET; TO BUDGET FOR EXPENDITURES IN THE GENERAL FUND RELATED TO POLICE DEPARTMENT AND; TO BUDGET FOR APPROPRIATED EQUITY OF $87,920 IN THE LEASE AND REPLACEMENT FUND (505) FOR PHASE II OF WORKDAY IMPLEMENTATION PROJECT (PROJECT ZMI054) AND; TO TRANSFER AND CAPITALIZE THE BUDGET FOR $278,922 RELATED TO THE COST OF THE 2020 WORKDAY ANNUAL SUBSCRIPTION FEE TO THE LEASE AND REPLACEMENT FUND (505) AND; SETTING FORTH REVENUES AND EXPENDITURES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, The City Council desires to budget for a transfer of $ 68,907 in the General Fund (001) from Contingency to fund Police Department operating expenditures inadvertently omitted from the FY20 budget; and

WHEREAS, The City Council desires to budget for funding in the amount of $87,920 from available Fund Equity in the Lease and Replacement Fund (505) for the FY20 costs of Phase II of the Workday/Enterprise Resource Planning Project (CIP#201501); and

WHEREAS, the City Council desires to transfer and capitalize the budget for the FY2020 Workday Annual Subscription Fee in the amount of $278,922 from the Information Technology Fund (501) to the Lease and Replacement Fund (505);

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA:

Section 1. The funds for the City operating and capital items are hereby appropriated as set forth in Composite Exhibit A, attached hereto, which reflects revenues and corresponding expenditures for the designated projects.

Section 2. The Budget item adopted in the preceding section shall govern the expenditures relating to such operations for the City during the current fiscal year effective October 1, 2019 through September 30, 2020.

Section 3. Supplemental appropriations, reductions of appropriations, emergency appropriations, and interdepartmental transfers of appropriations may be effected by the City Council and the City Manager as deemed necessary in strict compliance with the procedures specified in Chapter 2, Article VI, Division 3, Code of Ordinances, City of Port Orange, Florida.

Section 4. This resolution shall become effective immediately upon adoption.

____
MAYOR DONALD O. BURNETTE

ATTEST:

____
Robin L. Fenwick, MMC City Clerk

Adopted on the _______ day of

Reviewed and Approved: ______________________________________
Matthew J. Jones, City Attorney

Composite Exhibit A **Resolution No. 19-79**

FY2020 General Fund (001)
Prepared: November 25, 2019
Finance: Finance Staff

		Budget Increase / (Decrease)
Expenditures:		
GF Non Departmental - Contingency	$	(68,907)
Total Revenues:	**$**	**(68,907)**
Expenditures:		
GF - Public Safety		68,907
Total Expenditures:	**$**	**68,907**

To budget for Police Department operating expenditures inadvertently omitted from FY20 budget.

Composite Exhibit A **Resolution No. 19-79**

FY2020	**Lease and Replacement Fund (505)**
Prepared:	**November 25, 2019**
Finance:	**Finance Staff**

		Budget Increase / (Decrease)
Revenues:		
Appropriated Equity		87,920
Total Revenues:	**$**	**87,920**
Expenditures:		
Consultant Project Management		22,920
Implementation Services		65,000
Total Expenditures:	**$**	**87,920**

To budget for additional integrations between Workday and ancillary systems for more efficient operations, additional training needs not identified due to turnover of key staff, and the retention of the ERP project manager to assist with Phase II (migration of community development, utility billing and cash management systems) as part of Project ZMI054 .

Composite Exhibit A **Resolution No. 19-79**

FY2020 **Information Technology Fund (501)**
Prepared: **November 25, 2019**
Finance: **Finance Staff**

	Budget Increase / (Decrease)
Revenues:	
Total Revenues:	**$ -**
Expenditures:	
IT Software Maintenance	(278,922)
Transfer to Lease and Replacement Fund (505)	278,922
Total Expenditures:	**$ -**

To transfer the budget for the FY2020 Workday Annual Subscription Fee from the Information Technology Fund to the Lease and Replacement Fund for capitalization as part of Project ZMI054.

Composite Exhibit A **Resolution No. 19-79**

FY2020 Lease and Replacement Fund (505)
Prepared: November 25, 2019
Finance: Finance Staff

		Budget Increase / (Decrease)
Revenues:		
Transfer from Information Technology Fund (501)		278,922
Total Revenues:	**$**	**278,922**
Expenditures:		
FY20 Subscription Fee - Workday		278,922
Total Expenditures:	**$**	**278,922**

To transfer the budget for the FY2020 Workday Annual Subscription Fee from the Information Technology Fund to the Lease and Replacement Fund for capitalization as part of Project ZMI054.

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: Yes

SUBJECT: (B11) Acceptance of the 2019 Annual Concurrency Management Report

DEPARTMENT: Community Development

GOAL: N/A

RECOMMENDED MOTION: Move to accept the 2019 Concurrency Management Report.

SUMMARY: Each year, the City is required toprepare the Concurrency Management Report.Concurrency is the finding that public facilities and services necessary to support a proposed development are available or will be made available concurrently with the impacts of a development. All Florida municipalities are required to adopt and implement concurrency management systems in accordance with State law. In addition to the individual concurrency reviews for current development proposals, this report, prepared annually, is intended to monitor the cumulative effect of all approved Development Orders and Development Permits on the capacity of public facilities. Concurrency reviews evaluate a project's impact on the following seven public facilities and services (Transportation, Sanitary Sewer, Potable Water, Stormwater Drainage, Solid Waste, Recreation, and Public Schools).

As indicated in the report, most of the public facilities and services subject to concurrency review are at sufficient levels for FY 2019/2020. Where deficiencies are identified in the report there are plans in place or in development to address said deficiencies.

Project No.: Funding Account No.:

Presenter: Tim Burman

ATTACHMENTS:

1.	FINAL 2019 CMR	FINAL 2019 CMR.pdf

Gwen Perney	Created/Initiated - 11/22/2019
Tim Burman	Approved - 11/25/2019
Jake Johansson	Approved - 11/26/2019
Robin Fenwick	Final Approval - 11/26/2019

2019

CONCURRENCY MANAGEMENT REPORT

Prepared by the
Department of Community Development
November 2019

CONTENTS

This 2019 Concurrency Management Report was prepared by the Community Development Department, with assistance from the Finance, Parks & Recreation, Public Utilities, and Public Works Departments and Volusia County Schools.

I. EXECUTIVE SUMMARY

Concurrency is the finding that public facilities and services necessary to support new development are available, or will be made available, by the time the impacts of development are expected to occur. As mandated by State law, all municipalities must conduct concurrency reviews on development proposals and make a finding of concurrency before any development orders or permits can be issued. Concurrency reviews evaluate a project's impact on the following seven public facilities and services:

Transportation
Sanitary Sewer
Potable Water
Stormwater Drainage
Solid Waste
Recreation
Public Schools

The concurrency management system for the City of Port Orange is established by policy in the City's Comprehensive Plan, and administered through regulations contained within the City's Land Development Code. The Community Development Department is responsible for regularly monitoring the cumulative effect of all approved Development Orders and Development Permits on the capacity of public facilities. In addition to the individual concurrency reviews for current development proposals, this report, prepared annually, is intended to meet this obligation.

From October 1, 2018 through September 30, 2019 the Community Development Department issued Development Orders that secured capacity reservations for 42,987 square feet of new non-residential space and 316 residential units.

In review of the City's position with respect to concurrency, the public facilities and services subject to concurrency review are at sufficient levels for FY 19/20.

- Traffic: Traffic volumes within the City have increased on some segments and decreased on other segments over the past year. Roads on the west side of I-95 will likely experience the most traffic growth in the future. The capacity on Williamson Boulevard north of the Pavilion, and Taylor Road between Dunlawton Avenue and Clyde Morris Boulevard, will need to be monitored as these segments are slightly above the Level of Service (LOS) standard established by Volusia County. Roadway improvements are planned or being planned for the next several years to keep pace with anticipated development.
- Sanitary Sewer and Potable Water: These systems continue to have capacity to support additional growth within the City. The LOS for potable water will be monitored to ensure that permitted ground water withdrawal capacity per the Consumptive Use Permit, issued to the City by St. Johns River Water Management District, is not exceeded.
- Stormwater Drainage: The stormwater LOS requirement is being met for all drainage facilities constructed after the 1970's (when the City's stormwater regulations were

adopted) with respect to being able to treat the runoff from the 25-year, 24-hour storm without causing flooding or polluting the receiving water bodies. The City continues to identify long-term solutions and implement drainage improvement and maintenance programs to enhance the function of the full stormwater system including those areas developed prior to the adoption of the stormwater regulations.

- Solid Waste: Solid waste generation rates are slightly above the adopted LOS standard. There is no concurrency review for trash collection; however, the City's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and room is available at the landfill, the City will have fulfilled its obligation to ensure that its waste is collected and disposed, regardless of the LOS standard. The amount of solid waste generated by individuals is not something that the City can directly control; however, the City can promote recycling programs to inform residents and businesses about the benefits of reducing the amount of waste generated.
- Recreation and Open Space: The LOS is being met for all recreational facilities.
- Public Schools: The LOS is being met for all but one of the public schools located in the Port Orange area. Port Orange Elementary is slightly above the LOS standard; however, this is due to the gifted program offered at this school that draws students from outside the attendance boundary and not unplanned development. The school district will continue to monitor the capacity at Port Orange Elementary; however, the capacity level is not considered a concurrency issue because there is little residential growth planned within the Port Orange Elementary attendance boundary and the adjacent elementary schools have remaining capacity.

II. OVERVIEW OF CONCURRENCY MANAGEMENT

Concurrency is the finding that public facilities and services necessary to support a proposed development are available or will be made available concurrently with the impacts of a development. All Florida municipalities are required to adopt and implement concurrency management systems in accordance with State law.

The concurrency management system for the City of Port Orange is established by policy in the City's Comprehensive Plan and administered through regulations contained within the City's Land Development Code (LDC). Local level-of-service standards (LOS) for seven types of public facilities and services have been adopted as part of the Comprehensive Plan. During the subdivision or site plan review process, the City evaluates each proposed development for its anticipated impact on these facilities and services and makes a finding of whether approval of the project would cause these facilities or services to drop below their adopted LOS.

In general, no final Development Orders or permits may be issued for development until there is a finding that all public facilities and services included in the City's Concurrency Management System have sufficient capacity to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place at the same time the impacts occur. Development Orders and permits include subdivision approval, site development plan approval, and the issuance of building permits.

Public Facilities and Services Subject to Concurrency Review

Concurrency review evaluates impacts on seven types of public facilities and services:

Transportation
Sanitary Sewer
Potable Water
Stormwater Drainage
Solid Waste
Recreation
Public Schools

If the City's concurrency review reveals a proposed development will generate impacts that exceed available capacity, the City must secure a financial, or other legally binding commitment, to ensure that improvements necessary to correct the anticipated deficiency will be in place concurrent with the impacts of the proposed development. Should the City and/or the developer be unable to provide such assurances, the project must be denied. Projects denied due to a failure to meet concurrency requirements, but for which all other LDC requirements have been met, can be placed on a prioritized list for approval of Development Orders once facility improvements have been made.

Concurrency Administration

The Community Development (CD) Department is responsible for coordinating all concurrency reviews by City departments. Concurrency reviews are conducted as part of the development review process for site plans and residential subdivisions. The CD Department may also conduct non-binding concurrency reviews for developments in the pre-application or conceptual plan stage.

The CD Department is also responsible for monitoring the cumulative effect of all approved Development Orders and development permits on the capacity of public facilities. The annual Concurrency Management Report is intended to meet this obligation.

From October 1, 2018 through September 30, 2019, the CD Department conducted concurrency reviews for 4 non-residential projects and 2 residential projects. During this period, Development Orders were issued (or extended) and capacity reservations were secured for a total of 42,987 square feet of new non-residential space and 316 residential units. As of September 30, 2019, there are 350,629 square feet of non-residential space and 1,053 residential units that remain vested but un-built from previous years (see Exhibit 1).

Exemptions from Concurrency

Three types of development are exempt from concurrency review.

1. Vested projects with valid development orders or permits issued prior to November 1, 1990;
2. Public facilities; and
3. De minimus projects.

Development Orders for projects which meet these criteria may be issued without a finding of concurrency. However, if the proposed development will impact a public facility for which a deferral or moratorium on development has been placed, then no Development Orders may be issued until the deficiency is corrected.

Public facilities necessary to ensure the protection of the health, safety and general welfare of the citizens of Port Orange are exempt from concurrency review. This includes all public facility construction projects in the City's Capital Improvements Program required to maintain adopted LOS standards. This means that new public facilities, such as fire stations, are not reviewed to determine whether they will generate impacts that may negatively affect the City's level of service standards.

A de minimus development has very minimal impact, if any, on the City's adopted level of service standards set forth in the Comprehensive Plan. The following criteria are used to determine if a development is de minimus:

- ➢ Development of a single-family or two-family (duplexes) dwellings on a lot of record or un-platted parcel created before April 10, 1990 is deemed to be de minimus from all Concurrency reviews.
- ➢ Development with a daily trip generation rate of less than one percent of the maximum trip volume at the adopted level-of-service on an adjacent roadway and, on non-hurricane evacuation routes, would not cause the maximum volume to be

exceeded by 110 percent is deemed de minimus for purposes of assessing transportation LOS.

- Development that does not increase the number of school-age residents beyond the district-wide LOS standards established by the Volusia County School Board is deemed de minimus for purposes of assessing school levels of service.

In addition, developments in the Port Orange Town Center Transportation Concurrency Exception Area (TCEA) are exempt from the standard vehicular transportation concurrency review requirements of the LDC. The TCEA is intended to support the redevelopment objectives of the City by providing a multi-faceted strategy for maintaining acceptable overall mobility, while minimizing the need for major road improvements that would potentially alter the desired character of the Town Center. Development within the TCEA is required to comply with the mobility strategies identified by the City to ensure continued safety and efficiency of the transportation system and to mitigate the impacts of the proposed development. Little development has occurred in the area since the TCEA was adopted, and although the exemption exists, there are no transportation concurrency issues in the area.

Vested Development

Development projects which had valid Development Orders or permits prior to the commencement of the City's concurrency regulations on November 1, 1990 are considered vested. This also includes all vacant single-family and two-family residential lots in subdivisions platted before that time. Lots and parcels which are vested for concurrency but have not yet been constructed or built out are considered reserved, meaning that the capacity has been reserved in the concurrency system to support their eventual construction.

When completed and occupied, the vested and reserved residential development will add approximately 2,369 new citizens to Port Orange[1]. The current list of remaining vested development, as of September 30, 2019, is listed in Exhibit 1, along with the developments that have current Development Orders and capacity reservations.

[1] Average household size is 2.25, per the 2010 Census. Previous census provided average household size by housing unit type (i.e. single-family, multi-family, mobile home). As of the 2010 Census, this data is no longer provided.

EXHIBIT 1: VESTED & RESERVED DEVELOPMENT (September 30, 2019)

SINGLE FAMILY SUBDIVISION LOTS

SUBDIVISION	NUMBER LOTS
Angler's Cove	5
Cambridge Acres	2
Carter Woods	2
Countryside I-XII	2
Cross Creek I-II	1
Devonwood	1
Golden Pond Estates	1
Hidden Oaks at Spruce Creek	2
Ken Bern	1
Kings Landing	24
Kingswood I-III	1
Northern Lites	3
Oakland Park I-III	1
Palms Del Mar	1
Pheasant Run West	1
Pinnacle II	31
Reedy Creek Acres	1
Reedy Creek North	3
Riverbank Properties	2
The Sanctuary on Spruce Creek I-III	2
Sawgrass Point I-III	1
Skylake II-III	2
Sleepy Hollow II	1
Spruce Creek Woods	1
Spruce Estates	1
Sugar Forest III	1
Summertrees South I-III	2
Sweetwater Estates	8
Syford Acres	2
Viking I-II	1
Westport Reserve 3	75
Westport Reserve 4	71
Woodhaven I	166
Woodlake	3
TOTAL	**422**

MOBILE HOME LOTS / SPACES

Bayview	4
Crane Lakes	8
Halifax Estates	8
Laurelwood I-V	1
Pickwick Village	1
Spruce Creek Village	5
Twin Gates	3
TOTAL	**30**

MULTI-FAMILY/TOWNHOUSE/DUPLEX UNITS

Bella Oaks	138
Canalview Place	20
Cornerstone Grove	2
Golf Homes at Cypress Head	52
Hidden Village	1
Potato Patch	1
Southern Oaks	6
The Springs at Port Orange	292
Trailwood I	8
Woodhaven I	81
TOTAL	**601**

GRAND TOTAL	**1,053**

NON-RESIDENTIAL DEVELOPMENT

DEVELOPMENT	SQUARE FEET
Acorn Mini Storage	90,000
Dunlawton Village	2,763
Elite Plaza	9,900
Madeline Williamson Property	29,600
Newport Lot 3 (2 buildings)	7,982
* Pavilion at Port Orange (Lot 5)	124,903
* Raydon, Phase II	66,557
Takara Japanese Restaurant	9,534
* Unatin Office Building	8,300
Woodhaven Phase I Amenity Center	1,090
GRAND TOTAL	**350,629**

* Square footage approved as part of previously approved site plans There are no current plans in FY 19/20 to construct these projects.

Adopted Level-of-Service Standards (LOS)

The adopted level-of-service standards (LOS) for public facilities subject to concurrency are established in the City of Port Orange's Comprehensive Plan and the Land Development Code. The standards for each facility and service are indicated in Part II of this report.

Capacity Reservations

If a concurrency review for a proposed development reveals that there is sufficient capacity to support it, a Development Order will be issued and capacity is reserved. Capacity reservations are made based on the date of project approval by the Community Development Department or the City Council. Capacity reservations are made in conjunction with the issuance of a final Development Order. They are valid only for the specific land use(s), densities, intensities and construction and improvement schedules as contained on the Development Order and any applicable development agreements for the property.

The issuance of a Development Order generally reserves public facility capacity for the project for one year. For Planned Unit Developments (PUD) and Planned Commercial Developments (PCD), capacity may be reserved for the first phase of the project for up to one year from the issuance of the approval. Capacity reservations for concurrency expire when the underlying Development Order or development agreement expires or is revoked.

The City Council may also reserve public facility capacity for a particular land area or specific land use, provided it is done in accordance with a specific development or redevelopment strategy identified in the Comprehensive Plan. This would include such community development objectives as providing affordable housing or diversification of the tax base.

Development Deferrals/Moratoria

If, at any time, the City's inventory of public facilities capacities indicates that a facility has dropped below its adopted LOS, then the City will cease to issue any Development Orders which would impact that facility. Such a deferral will continue until the adopted LOS is reestablished through facility improvements or other methods, or the adopted LOS as established in the Port Orange Comprehensive Plan is amended to reflect a lower, acceptable community standard. If improvements to a facility are not anticipated to keep pace with the demand brought about by new development, then the City may declare a development deferral or moratorium of specified duration and/or location.

III. CURRENT CAPACITIES AND LEVEL-OF-SERVICE

This section of the report will look at each facility subject to concurrency. First, the facility's adopted level-of-service (LOS) will be identified. Next, the current status of the facility relative to its adopted LOS will be evaluated. Lastly, the City's ability to meet the demands of new development at adopted levels-of-service during the upcoming year will be considered and a description of projected long-term improvements is provided.

TRANSPORTATION FACILITIES

Level of Service Measures

The City evaluates LOS for concurrency review purposes based on peak-hour trips for city roads and on peak-hour and daily trips for County and State roads. This allows the City to evaluate the existing and projected LOS on roadway segments so the City can target specific improvements to maintain the adopted LOS or to make improvements for specific movements, if necessary.

Adopted Level-of-Service Standards

Exhibit 2 lists the currently adopted level-of-service standards for roads in the City.

Exhibit 2: Adopted Roadway Level-of-Service Standards

Administrative Facility Type	Adopted LOS Standard
Florida Strategic Intermodal System (SIS)	C
State Arterials (FDOT) and non-SIS roads	D
County (Volusia County)	E
City (Port Orange)	E

Florida Strategic Intermodal System (SIS) Roadways - LOS “C”

In Port Orange, the sole Florida Strategic Intermodal System (SIS) roadway facility is I-95. The state mandates these roads be maintained at LOS “C” or better. According to the Highway Capacity Manual, LOS “C” is defined as stable flow but the operation of individual users is significantly affected by interactions with other vehicles in the traffic stream. Ability to select and maintain a desired speed is affected by the presence of other vehicles, and changing lanes becomes more difficult. The general level of comfort and convenience is good, although considerably less than at LOS “A.”.

State Arterials (Non-SIS Facility) & Designated Hurricane Evacuation Routes - LOS “D”

State-maintained principal arterials and hurricane evacuation routes are designated at LOS “D”. US 1 (Ridgewood Avenue), SR 421 (Dunlawton Avenue), SR A1A (Dunlawton bridge) and SR 5A (Nova Road) are designated with LOS “D”. According to the Highway Capacity Manual, LOS “D” is defined as high-density yet stable flow. The ability to select a desired speed and to change lanes is severely restricted, although the driver or passenger still experiences a fair level of comfort and convenience. Small increases in traffic flow can cause operational delays at this LOS.

All City Roads and County Arterial and Collector Facilities - LOS "E"
The City's LOS standard for city roads and the Volusia County LOS standard for county roads is "E". According to the Highway Capacity Manual, LOS "E" is defined as high-density and often unstable traffic flow. Speeds are generally reduced to a low, but relatively uniform value during peak periods. The ability to change lanes is extremely difficult and is generally accomplished by forcing another vehicle to slow down to accommodate such maneuvers. Comfort and convenience is poor and driver frustration is high. Small increases in traffic volume or other minor problems such as a stalled vehicle can cause traffic delays.

Design Capacity LOS and Existing Level-of-Service
Exhibit 3, "Roadway Counts, Functional Classification and LOS" indicates the design capacity and adopted levels of service of various arterial and collector roadways in the City of Port Orange, existing traffic volumes, existing level-of-service, and the percentage change in traffic volumes between 2017 and 2018 for County and State roadways and between 2018 and 2019 for City roadways. The capacity of a roadway is based on roadway characteristics for urbanized areas described in Table 1 of the latest edition of the Quality Level of Service Handbook (2013) published by FDOT.

Traffic Counts and Trends

According to the latest traffic count volumes available for the roads within the City, there were moderate increases on some road segments and decreases on road segments (see Exhibit 3). The volumes indicated in Exhibit 3 are presented as average daily trips. The most recent daily traffic counts available were taken in 2019 for City roads and in 2018 for State and County roads. No traffic count data for City roads is available for 2017. There are three roadway segments along Williamson Boulevard operating above the adopted Volusia County LOS standard (North City Limits to Madeline Ave., Madeline Ave. to Willow Run Blvd., and Willow Run Blvd. to Town West Blvd.). There are two segments of Taylor Rd. (Dunlawton Ave. to Clyde Morris Blvd. and Crane Lakes Blvd. to Summer Trees Rd.) operating above the adopted Volusia County LOS standard.

State Roads (2018 Data)
Of the 14 state count stations, 6 showed traffic volume increases, 6 showed a traffic volume decrease, and 2 had no change in traffic volume. The I-95 widening project increased capacity of the interstate from 61,500 average daily trips to 111,800 average daily trips. The segment from Beville Road to Dunlawton Avenue is now operating at 59.48% capacity and from Dunlawton to SR44 is operating at 21.46% capacity. There was an approximate 7.14% increase in trips on the segment of Dunlawton Avenue from Clyde Morris Boulevard to I-95, and the most recent traffic counts show the volume to capacity ratio at 87.64%. Capacity remains on this roadway segment and staff will continue to monitor traffic volume counts in this area. Overall, there was a 3.26% increase in total trips on the state's roads within the city from 2017-2018.

County Roads (2018 Data)
Of the 24 county count stations, 14 showed traffic volume increases and 10 showed traffic volume decreases. There are three roadway segments along Williamson Boulevard between the North City Limits to Town West that exceed the adopted Volusia County LOS standard, and two roadway segments of Taylor Road (Dunlawton Ave. to Clyde Morris Blvd. and Crane Lakes Blvd. to Summer Trees Rd.) that exceed the adopted Volusia County LOS standard. Long-term improvements will need to be programmed for the northerly segments of Williamson Boulevard. By widening this segment, the capacity at the adopted Volusia County LOS standard is anticipated to increase from 17,050 to approximately 37,970 daily trips. The Williamson Boulevard widening project is included in the TPO's 2040 Long Range Transportation Plan, but it is not currently funded. Also included in the TPO's 2040 Long Range Transportation Plan is the widening of Taylor Road between Spruce Creek Boulevard (Spruce Creek Fly-in entrance) and Summer Trees Road as funding becomes available. Overall, there was an 3.05% increase in total trips on the Volusia County roads within the City from 2017-2018.

City Roads (2019 Data)
Of the 29 city count stations, 13 showed traffic volume increases and 16 showed traffic volume decreases. There was a 4.41% increase in trips on the segment of Madeline Avenue from Williamson Boulevard to Clyde Morris Boulevard, and the most recent traffic counts show the volume to capacity ratio at 87.63%. Overall, there was an 6.67% decrease in total trips on the city road within the City from 2018-2019.

Exhibit 3: Roadway Counts, Functional Classification and LOS

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS[A]	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2016 VOLUME	2017 VOLUME	2018 VOLUME	2019 VOLUME	EXISTING LOS	% Change [B]	VC Ratio[C]
Airport Road	Pioneer Trail-Williamson	64	2	CO	E	33,300	8,430	7,590	7,170		B	-5.53%	21.53%
Canal View Blvd.	Nova Rd. to Spruce Creek Rd.	201	2	CO	E	12,744	2,173		2,606	2,146	B	-17.65%	19.19%
Central Park Blvd.	Hensel Rd. to Spruce Creek Rd.	2201	2	local	E	12,744	2,619		2,657	2,863	B	7.75%	22.56%
Charles St.	Ridgewood Ave. to FEC Railroad	301	2	local	E	12,744	2,287		1,802	2,031	B	12.70%	15.93%
Charles St.	FEC Railroad to McDonald Rd.	302	2	local	E	12,744	2,597		3,875	2,776	B	-28.36%	12.78%
City Center Pkwy.	Dunlawton Ave. to City Center Cir.	2401	2	local	E	12,744	6,022		5,461	5,626	B	3.02%	44.14%
City Center Blvd.	Clyde Morris to City Center Cir.	2402	2	local	E	12,744	7,208		5,479	5,062	B	-7.61%	39.72%
City Center Dr.	Herbert St. to City Center Cir.	2403	2	local	E	12,744	3,010		2,731	2,591	B	-5.12%	20.33%
Clyde Morris Blvd.	N. City Limits to Madeline Ave.	335	4	UPA	E	37,970	20,770	24,230	21,490		C	-11.30%	56.59%
Clyde Morris Blvd.	Madeline Ave. to Willow Run	333	4	UPA	E	37,970	22,480	23,240	24,390		C	4.94%	64.23%
Clyde Morris Blvd.	Willow Run Blvd. to Dunlawton Ave.	332	4	UPA	E	37,970	21,990	20,230	21,070		C	4.15%	55.49%
Clyde Morris Blvd.	Dunlawton Ave. to Taylor Rd.	330	2	UMA	E	17,050	11,220	10,440	10,520		C	0.76%	61.70%
Commonwealth	Spruce Creek Rd. to FEC Railroad	360	2	MA	E	13,640	5,450	5,530	5,430		D	-1.80%	39.80%
Commonwealth	FEC Railroad to Ridgewood Ave.	361	2	MA	E	13,640	3,920	3,840	3,680		C	-4.16%	26.97%
Country Ln.	Village Trail to Smokerise Blvd.	601	2	local	E	12,744	5,786		5,345	5,697	B	6.58%	44.70%
Country Ln.	Smokerise Blvd. to Taylor Rd.	602	2	local	E	12,744	4,172		4,317	4,491	B	4.03%	35.24%
Dunlawton Ave.	Peninsula Dr. to Ridgewood Ave.	427	4	PA	D	39,800	30,500	22,500	23,500		D	4.44%	59.04%
Dunlawton Ave.	Ridgewood to Spruce Creek Rd.	5181	4	PA	D	39,800	27,500	28,500	28,500		C	0.00%	71.60%
Dunlawton Ave.	Spruce Creek Rd. to Nova Rd.	1015	4	PA	D	39,800	31,500	33,000	32,000		C	-3.03%	80.40%
Dunlawton Ave.	Nova Rd. to Clyde Morris Blvd.	1014	6	PA	D	59,900	41,500	42,500	41,000		C	-3.52%	68.44%
Dunlawton Ave.	Clyde Morris Blvd. to I-95	517	6	PA	D	59,900	47,500	49,000	52,500		C	7.14%	87.64%
Hensel Rd.	Taylor Rd. to Central Park Blvd.	1001	2	local	E	12,744	6,860		7,244	6,630	B	-8.47%	52.02%
Herbert St.	Ridgewood Ave. to Nova Rd.	903	2	CO	E	12,744	7,668		5,885	6,942	B	17.96%	54.47%
Herbert St.	Nova Rd. to City Center Dr.	904	2	CO	E	12,744	8,456		9,298	8,805	B	-5.30%	69.09%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS[A]	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2016 VOLUME	2017 VOLUME	2018 VOLUME	2019 VOLUME	EXISTING LOS	% Change [B]	VC Ratio[C]
Herbert St.	City Center Dr. to Clyde Morris	905	2	CO	E	12,744	11,037		7,554	7,585	B	0.43%	59.51%
McDonald Rd.	Charles St. to Madeline Ave.	1201	2	local	E	12,744	2,965		2,997	2,990	B	-0.23%	23.46%
Madeline Ave.	Sauls Rd. to Nova Rd.	1164/1301	2	MA	E	14,040	5,180		5,696	5,264	C	-7.58%	37.49%
Madeline Ave.	Nova Rd. to Clyde Morris Blvd.	1163/1303	2	MA	E	14,040	9,205		9,044	8,881	C	-1.80%	63.25%
Madeline Ave.	Clyde Morris Blvd. to Williamson	1161/1304	2	MA	E	14,040	12,404		11,784	12,304	C	4.41%	87.63%
Nova Rd.	Madeline Ave. to Dunlawton Ave.	1017	4	UPA	D	39,800	26,500	27,500	27,000		C	-1.81%	67.83%
Nova Rd.	Dunlawton to Spruce Creek Rd.	1016	4	UPA	D	39,800	26,000	29,500	25,000		C	-15.25%	62.81%
Nova Rd.	Spruce Creek Rd.to Ridgewood Av.	458	4	UPA	D	39,800	17,800	19,100	18,800		C	-1.57%	47.23%
Pioneer Trail	Airport-Turnbull Bay Rd.	1465	2	UC	E	13,640	3,960	5,020	4,960		C	-1.19%	36.36%
Reed Canal Rd.	Nova Rd-Clyde Morris Rd.	1561	2	UC	E	13,640	6,570	7,050	6,450		D	-8.51%	47.28%
Ridgewood Ave.	N. City Limits to Dunlawton Ave.	213	4	UPA	D	39,800	28,500	25,500	26,500		C	3.92%	66.58%
Ridgewood Ave.	Dunlawton Ave. to Oak St.	5057	4	UPA	D	39,800	20,500	20,400	21,000		C	2.94%	52.76%
Ridgewood Ave.	Oak St. to Nova Rd.	152	4	UPA	D	39,800	15,400	15,700	15,700		C	0.00%	39.44%
Ridgewood Ave.	Nova Rd. to S. City Limits	13	4	UPA	D	65,600	25,500	26,000	25,500		B	-1.92%	38.87%
Spruce Creek Rd.	Central Park Blvd. to Merrimac Dr.	1701	2	CO	E	12,744	6,880		6,453	6,291	B	-2.51%	49.36%
Spruce Creek Rd.	Merrimac Dr. to Taylor Rd.	1702	2	CO	E	12,744	11,899		10,774	9,303	C	-13.65%	72.99%
Spruce Creek Rd.	Taylor Rd. to Nova Rd.	1751	4	UMA	E	37,970	16,000	15,910	15,310		C	-3.77%	40.32%
Spruce Creek Rd.	Commonwealth to Dunlawton Ave.	1755	2	MA	E	13,640	9,280	9,180	9,420		D	2.61%	69.06%
Spruce Creek Rd.	Dunlawton to Canal View Blvd.	1708	2	CO	E	13,640	4,774		3,507	2,662	B	-24.09%	19.51%
Taylor Rd.	Hensel Rd. to Spruce Creek Road	1826	4	MA	E	37,970	15,810	15,930	15,520		C	-2.57%	40.87%
Taylor Rd.	Clyde Morris Blvd. to Hensel Rd.	1824	4	MA	E	37,970	19,650	20,250	19,440		C	-4.00%	51.19%
Taylor Rd.	Dunlawton Av. to Clyde Morris Blvd.	1823	2	MA	E	13,640	13,110	14,100	14,710		F	4.32%	107.84%
Taylor Rd.	Williamson Blvd. to I-95	1814	5	UPA	E	47,560	41,100	41,380	40,770		C	-1.47%	85.72%
Taylor Rd.	Summer Trees Rd. to Williamson Blvd.	1813	4	UPA	E	37,970	16,360	15,530	16,030		C	3.21%	42.21%
Taylor Rd.	Crane Lakes Blvd. to Summer Trees Rd.	1812	2	UPA	E	17,050	15,910	16,120	17,350		F	7.63%	101.75%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS[A]	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2016 VOLUME	2017 VOLUME	2018 VOLUME	2019 VOLUME	EXISTING LOS	% Change [B]	VC Ratio[C]
Town West Blvd.	Williamson Blvd. to Coraci Blvd.	100	2	CO	E	17,900	5,985		7,025	7,675	B	9.25%	42.87%
Town West Blvd.	Coraci Blvd. to Tomoka Farms Rd.	110	2	CO	E	17,900	2,842		3,654	3,884	B	6.29%	21.69%
Victoria Gardens	S. of Dunlawton Ave.	2501	2	local	E	15,930	4,908		3,449	3,826	B	10.93%	24.01%
Victoria Gardens	E. of Clyde Morris Blvd.	2502	2	local	E	15,930	2,528		2,602	2,887	B	10.95%	18.12%
Village Trail	Dunlawton Ave. to Country Ln.	1901	2	local	E	15,930	11,247		8,062	7,260	B	-9.94%	45.57%
Village Trail	Country Ln. to Nova Rd.	1902	2	local	E	15,930	9,132		8,486	8,102	B	-4.52%	50.87%
Willow Run	Clyde Morris Blvd. to Hidden Lakes	2013	3	CO	E	30,420	10,103		10,659	10,515	B	-1.35%	35.04%
Willow Run	Hidden Lakes Dr. to Williamson Blvd.	2010	2	CO	E	14,040	7,671		7,760	7,653	C	-1.37%	54.50%
Williamson Blvd.	N. City Limits to Madeline Ave.	1993	2	UPA	E	17,050	17,440	16,850	20,660		F	22.61%	121.17%
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	2	UPA	E	17,050	17,520	17,200	17,400		F	1.16%	102.05%
Williamson Blvd.	Willow Run Blvd. to Town West	1991	2	UPA	E	17,050	18,260	16,950	18,690		F	10.26%	109.61%
Williamson Blvd.	Town West Blvd. to Taylor Rd.	1990	2	UPA	E	37,970	20,650	18,620	21,610		C	16.05%	56.91%
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66	4	UPA	E	37,970	23,310	22,830	24,910		D	9.11%	65.60%
Williamson Blvd.	Spruce Creek Bridge to Airport Rd.	65	4	UPA	D	35,820	19,250	19,650	21,300		D	8.39%	59.46%
Williamson Blvd.	Airport Rd. to Pioneer Trail	1989	4	UPA	D	35,820	2,080	4,110	4,870		C	18.49%	13.59%
Yorktowne Blvd.	North of Dunlawton Ave.	2080	2	CO	E	17,050	9,258		3,351	3,514	C	4.86%	20.60%
I-95	Beville Rd. to Dunlawton Ave.	492	4	SIS	D	111,800	49,500	51,500	66,500		C	29.12%	59.48%
I-95	Dunlawton Ave. to SR 44	133	4	SIS	D	111,800	40,700	23,265	24,000		B	3.15%	21.46%
	Total City Counts *						**186,876**	**-**	**169,557**	**158,256**		-6.67%	
	Total County Counts**						**370,520**	**371,780**	**383,150**			3.05%	
	Total State Counts**						**428,900**	**413,965**	**427,500**			3.26%	
	Total of All Roadways						**986,296**	**785,745**	**980,207**				

Notes to Exhibit 3:
A UPA = Urban Principal Arterial, MA = Minor Arterial, CO/UCO = Collector/Urban Collector (TPO and/or City Sources)
B Percent volume change is from 2018 to 2017 for State and County and from 2019 to 2018 for City.
C Volume to Capacity Ratio compares roadway demand (vehicular volume) with roadway supply (carrying capacity)
Blue = State Facility or Counts; Data derived from Volusia County Traffic Engineering, 2018
Yellow = County Facility or Counts; Data derived from Volusia County Traffic Engineering, 2018
White = City Facility & Counts; Data derived from Traffic Engineering Data Solutions, Inc., 2019
* No City data available for 2017. **County and State data for 2019 will be available in 2020.
Where no data is available the previous year count was used for the purpose of calculating total counts and percent volume change for total counts.
Sources: FDOT 2013 Quality/Level of Service Handbook; Traffic Engineering Data Solutions, Inc., 2019; and Volusia County Traffic Engineering, 2019.

Roadways Currently Not Operating Within Adopted Level-of-Service:

Based on the latest traffic count data, there are three roadway segments on Williamson Boulevard (county thoroughfare road) and two roadway segments on Taylor Road (county thoroughfare road) that exceed the adopted level-of-service. The City will continue to monitor the traffic volume on Taylor Road, and Williamson Boulevard along with several roadways, such as Dunlawton Avenue, Clyde Morris Boulevard, Nova Road, and Madeline Avenue, and will continue to work with FDOT, Volusia County, and the River to Sea Transportation Planning Organization (R2CTPO) to identify and construct improvements to improve roadway capacity and LOS.

Public or Private Improvements to the System during the Past Fiscal Year (FY 18/19) and Its Impact on Capacity and LOS:

No new roadway improvements were completed this past fiscal year.

Proportionate Fair-Share Ordinance

In 2006, the City Council adopted a Proportionate Fair-Share Ordinance. The City has entered into Concurrency and Fair-Share Agreements with several developers. Projects funded through the fair-share process and the status of each of these projects is listed below. A new fair-share project was approved in 2017 for the Yorktowne Boulevard Extension. As of September 30, 2019, the City has collected $6,005,887 in proportionate fair-share funds.

1. Interstate 95/SR 421 interchange area (phase 1) – ***Project Completed***
2. Clyde Morris Blvd/Dunlawton Avenue intersection - ***Project Completed***
3. Summer Trees Road extension- ***Project Completed***
4. Devon Street/Taylor Road Intersection –***Project Completed***
5. Town West Boulevard/Williamson Boulevard signal – ***Project Completed***
6. Yorktowne Boulevard Extension – ***Partial Design Complete***

Public or Private Improvements to the System during the Current Fiscal Year (FY 19/20) and its Impact on Capacity and LOS:

Roadway improvements programmed in the current fiscal year are listed below and are indicated on the map in Exhibit 4 on page 18.

I-95 Widening

In FY 15 FDOT began widening I-95 from the present four lanes to six lanes from SR 44 to just south of SR 400/I-4. This will complete the widening of I-95 to six lanes throughout the County. The project will include lengthening the entrance and exit ramps at the SR 421(Dunlawton Avenue) interchange and installing lighting at the interchange to improve safety. The project will not include widening SR 421 (Dunlawton Avenue) in the interchange area. Construction is anticipated to be complete by the end of 2019.

Capacities Reserved for Approved but Un-built Development:

According to Exhibit 1, there are 1,053 vested but un-built residential units, which are estimated to generate 7,904 average cumulative daily trips.[2] Residential trips such as these are reserved on the City's roadway system upon being approved or obtaining vesting. A net total of 350,629 square feet of non-residential construction is also vested but un-built.

The City will continue to monitor the traffic volume on Taylor Road and Williamson Boulevard along with several roadways such as Dunlawton Avenue, Clyde Morris Boulevard, Nova Road, and Madeline Avenue, and will continue to work with FDOT, Volusia County, and the River to Sea Transportation Planning Organization (R2CTPO) to identify and construct improvements to improve roadway capacity and LOS.

Future Public or Private Improvements to the System and the Impact on Capacity and LOS:

The following improvements are planned for the road network in the future to improve capacity and LOS. Roadway improvements proposed for future years are listed below and are indicated on the map in Exhibit 4 on page 18.

Dunlawton Avenue Westbound Right Turn Lane at City Center

This project includes the construction of a westbound right turn lane on Dunlawton Avenue at the intersection with City Center Parkway to improve traffic flow and reduce delays for turning vehicles and through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for westbound vehicles turning right.

Dunlawton Avenue Westbound Right Turn Lane at Nova Road

This project includes the construction of a westbound right turn lane on Dunlawton Avenue at the intersection with Nova Road to improve traffic flow and reduce delays for turning vehicles and through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for westbound vehicles turning right.

Dunlawton Avenue Eastbound Right Turn Lane at Clyde Morris Boulevard

This project includes the construction of an eastbound right turn lane on Dunlawton Avenue at the intersection with Clyde Morris Boulevard to improve traffic flow and reduce delays for turning vehicles and through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for eastbound vehicles turning right.

[2] 9.52 trips per day for each single family residential unit, 4.99 per mobile home, 5.81 per duplex or townhouse and 6.65 per multi-family unit. Source: ITE Trip Generation Manual, 10th Edition.

Dunlawton Avenue Left-Turn Lane Extensions (various locations)
Construction of extension of the left-turn lanes along Dunlawton Avenue at the intersection with I-95 (westbound), Yorktowne Boulevard (westbound), Clyde Morris Boulevard (westbound), Nova Road (eastbound), and Victoria Gardens Boulevard (westbound) to improve traffic flow and roadway capacity, reduce delays for turning and through vehicles, improve intersection safety, and reduce damage and maintenance cost for medians.

Taylor Road West of Summer Trees Road
The County completed an alignment study of this segment that recommended widening from Summer Trees Road to Spruce Creek Boulevard (Spruce Creek Fly-in entrance). The County completed the final design plans in March 2012 for the widening from Summer Trees Road to Forest Preserve Boulevard; however, construction has not been scheduled due to lack of funding. The City will be coordinating with the County to secure right-of-way along this segment as development occurs. This project is included in the TPO's 2040 Long Range Transportation Plan.

Williamson Boulevard (Town West Boulevard to North City Limits)
Long-term improvements will need to be programmed for the northerly segments of Williamson Boulevard north of the Pavilion at Port Orange Shopping Center upon further development of the Planned Community Westside. By widening this segment, the capacity at the adopted LOS will increase from between 17,050 to approximately 37,970 daily trips. This project is included in the TPO's 2040 Long Range Transportation Plan.

Yorktowne Boulevard Extension
There are two segments of Yorktowne Boulevard that remain to be constructed; the central segment and the north segment:

- The central segment is +/- 1,600 feet from Hidden Lake Drive, located at the south end of the former Nautica Lakes site at the B-19 tributary crossing. The right-of-way for this segment has been dedicated to the City. The project is proposed as a 4-lane divided road designed to City standards. The project includes 800 feet of improvements to the existing 2-3 lane section to the south of Hidden Lake Drive, including turn lanes and transition tapers in the existing Yorktowne Blvd. and Hidden Lake Dr.
- The north segment is +/-2,000 feet from the B-19 tributary crossing to Willow Run Boulevard. The project is proposed as a 4-lane divided road designed to City standards. In August 2018, the City entered into an agreement with the land owner that this road segment runs through that guarantees the City the land necessary to construct this segment will be dedicated to the City prior to any development on the property, or within 30 days after written notice to the property owner that the City intends to construct the road. The City also obtained the rights to all of the roadway designs, surveys, legal description for the current road alignment and proposed road alignment, and all documents for the active Environmental Resource Permit, for the north segment of the Yorktowne Boulevard. The project also includes improvements to the intersection of Willow Run Boulevard and Yorktowne Boulevard.

Collector Road Connections
Additional traffic volume is anticipated to be placed on Taylor Road and Williamson Boulevard (north of Taylor Road) by future developments. The City has planned a network of collector roads west of I-95 that will be constructed in phases as development occurs within the Planned Community Westside.

Bikeway/Pedestrian Improvements during the Past Fiscal Year:
No new bikeway or pedestrian improvement projects were completed in FY18/19.

Future Bikeway/Pedestrian Improvements
The City is proceeding with several improvements to the bikeway/pedestrian network. Many of these improvements were identified in recent Safe-Routes-to-Schools studies developed in conjunction with the Volusia River 2 Sea Transportation Planning Organization. These projects will improve the bicycle and pedestrian levels of service in areas in close proximity to schools, parks, and mobile home parks. Projects being constructed, designed or considered for immediate funding include:

- Street light improvements along Dunlawton Avenue from US1 to Spruce Creek Road – ***Under construction***
- Spruce Creek Road sidewalk (east and west sides) from Nova Road to Angelina Court – ***Bid was awarded on 10/01/19; Construction pending***
- Multi-purpose trail from Herbert Street to Dunlawton Avenue - ***Awaiting funding***
- Willow Run Boulevard sidewalk (south side) from Clyde Morris Boulevard to Tracy Drive - ***Awaiting funding***
- Madeline Avenue Trail from Williamson Boulevard to Nova Road and Bruner Road Sidewalk - ***Awaiting funding***
- Williamson Boulevard and Willow Run Boulevard sidewalks. Sidewalk on east side of Williamson Boulevard between Town Park subdivision and Willow Run Boulevard and north side of Willow Run Boulevard between Williamson Boulevard and Chardonnay Drive - ***Awaiting funding***
- Willow Run Boulevard sidewalk (both sides) from Williamson Boulevard to Chardonnay Lane – ***Awaiting funding***
- Sidewalk Gap Project - Filling sidewalk gaps along major roadways **- *Awaiting funding***
  1. Herbert Street (south side) from City Center Drive to Gulfstream Village
  2. Taylor Road (west side) from Dunlawton Avenue to Journey’s End Way.
  3. Ravenwood Drive (north and south side) 300’ west of Clyde Morris Boulevard
  4. Woodlake Drive (north and south side) 300’ west of Clyde Morris Boulevard

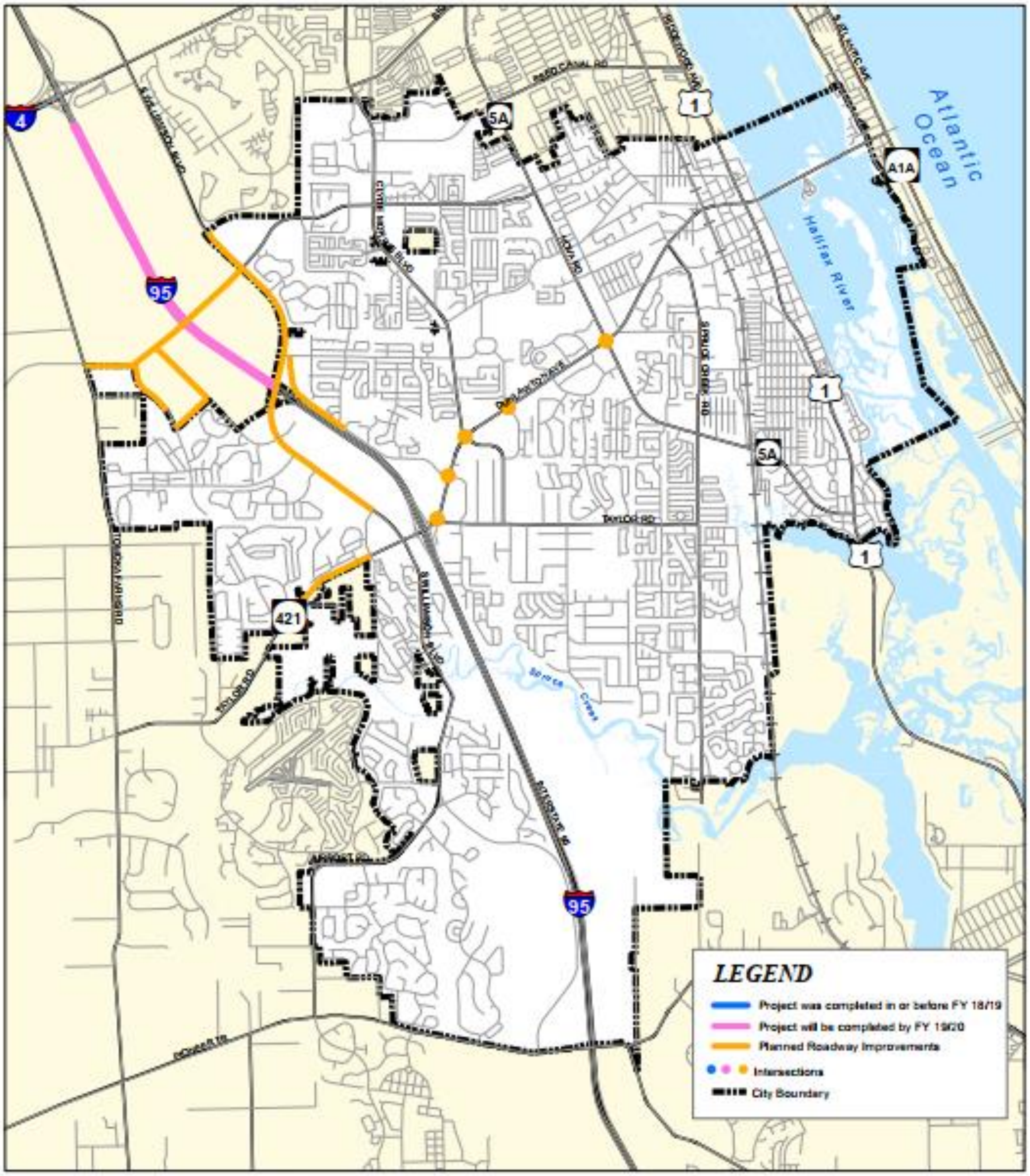


EXHIBIT 4

ROADWAY IMPROVEMENTS TO SYSTEM DURING PAST FY (18/19) OR CURRENT FY (19/20)

CITY OF PORT ORANGE

2019 CONCURRENCY MANAGEMENT REPORT

Department of Community Development

November 2019

0 6,000 12,000

1 inch equals 6,000 feet

SANITARY SEWER

The Port Orange Sanitary Sewer System serves the City of Port Orange, Daytona Beach Shores, Ponce Inlet (wholesale), and other unincorporated areas of East Volusia County. The Port Orange collection system contains 107 standard public pump stations and 24 “grinder” stations and an estimated 322 miles of pipeline. The collectors range in size from 8” to 30” and transmit flow back to the City’s treatment plant through a series of force mains and relatively deep interceptors.

Adopted Level-of-Service Standard:
Residential consumption is 160 gallons per day per Equivalent Living Unit (ELU) and Commercial consumption is 1/10 gallon per sq. ft. per day of commercial, industrial, or institutional development.

Design Capacity of the Wastewater Treatment Plant and Existing LOS:
The Florida Department of Environmental Protection (FDEP) has permitted the Wastewater Treatment Plant with a maximum capacity of 12.0 million gallons per day (MGD). According to the Public Utilities Department, the present total number of sewer connections is 25,756, and the number of permitted ELU’s connected to the system is 47,456. The Wastewater Treatment Plant currently has a committed capacity of 7.59 MGD, based on FDEP permits for development. Using the City’s LOS figure of 160 gallons per ELU, the Wastewater Treatment Plant is capable of providing service to 75,000 ELU’s. Therefore, the sanitary sewer system capacity is sufficient to serve the current committed ELU’s (see Exhibit 5).

Exhibit 5: Capacity of the Wastewater Treatment Plant

	MGD*	ELU**
Maximum Capacity	12.0	75,000
Committed Capacity	7.59	47,456
Remaining Capacity	**+4.41**	**+27,544**

*MGD - Million Gallons per Day
**ELU - The water usage equivalent to one single-family dwelling.
Source: Port Orange Public Utilities Department, October 2019 and FDEP Waste Treatment Plant Permit Application.

As indicated in Exhibit 6 and 7 (see next page), wastewater generation rates have generally been increasing since FY 15/16. The increase is consistent with the increase in population. There was a slight decrease in FY18/19. Public Utilities attributes the decrease to the continued rehabilitation of the sewer system. By lining the old sewer mains, infiltration and inflow are greatly reduced. As this project continues, wastewater generation could potentially continue to decrease.

Exhibit 6 presents a summary of the actual wastewater generation throughout the entire service area since FY 08/09 and the projections through 2025. The 2020 and 2025 projections were based on population projections in the Comprehensive Plan that was developed in 2006, prior to the recession that began in 2008. Based on the current economic conditions, the City is not anticipating to actually achieve the projected growth at this rate.

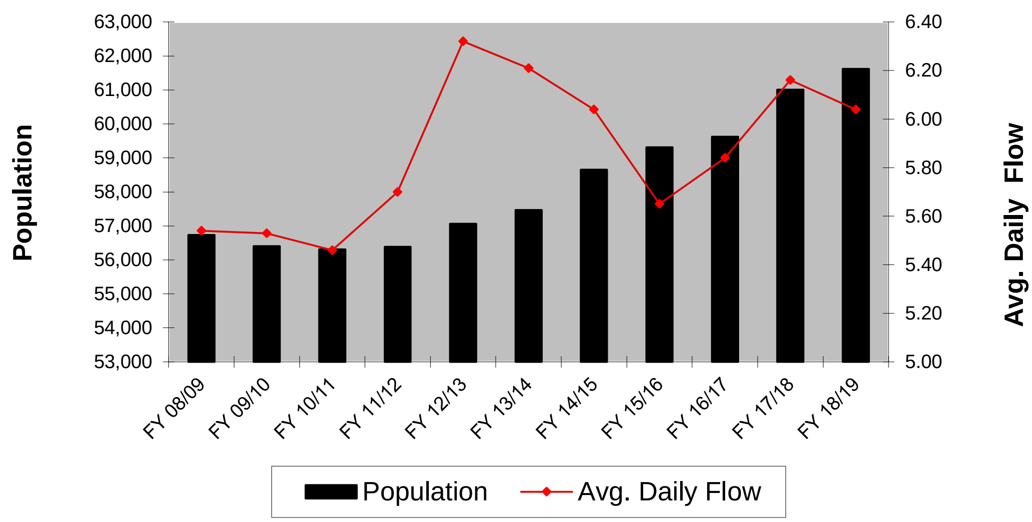
Exhibit 6: Wastewater Generation

YEAR	AVERAGE DAILY FLOW
FY 08/09 (actual)	5.54 MGD
FY 09/10 (actual)	5.53 MGD
FY 10/11 (actual)	5.46 MGD
FY 11/12 (actual)	5.70 MGD
FY 12/13 (actual)	6.32 MGD
FY 13/14 (actual)	6.21 MGD
FY 14/15 (actual)	6.04 MGD
FY 15/16 (actual)	5.65 MGD
FY 16/17 (actual)	5.84 MGD
FY 17/18 (actual)	6.16 MGD
FY 18/19 (actual)	6.04 MGD
2020 (projected)	7.50 MGD
2025 (projected)	8.00 MGD

Source: Port Orange Public Utilities Department, October 2019 and DEP Waste Treatment Plant Permit Application.

Exhibit 7 presents a comparison between the average daily flow and the City's population since 2008.

Exhibit 7: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2019. DEP Waste Treatment Plant Permit Application.

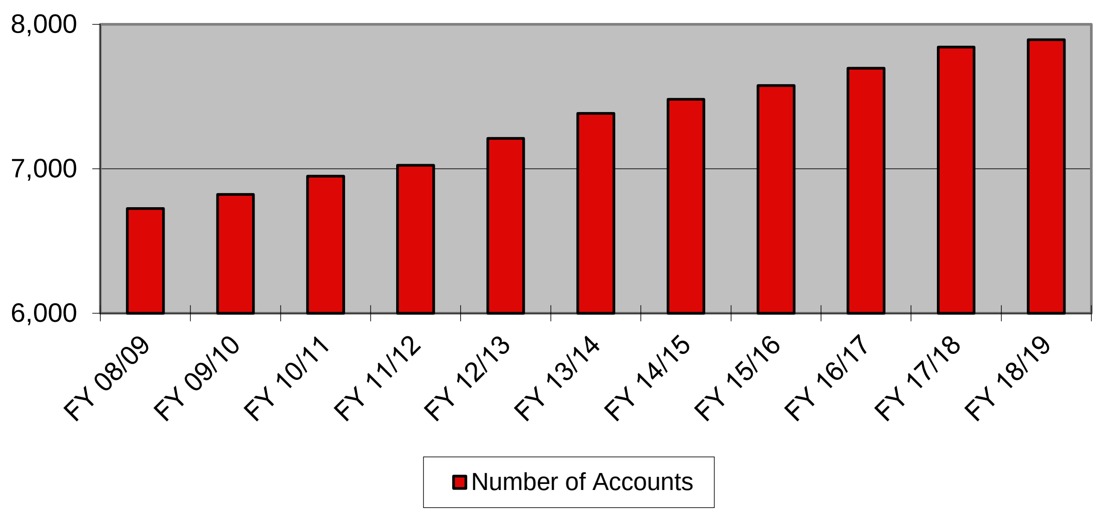
Capacities Reserved for Approved but Unbuilt Development and its Impact on Capacity and LOS:

It is possible to determine the per capita demand for sanitary sewer generated by reserved and vested development, given the generation rate, the future population, and the non-residential building square footage involved. According to Exhibit 1, the vested and reserved capacity includes the volume needed for 1,053 residential units and 350,629 SF of gross leasable non-residential space. Given a per capita generation rate of 160 gallons per day per ELU for residential and 1/10 gallon per square foot of gross building area for non-residential development, the vested and reserved development could increase the total demand by 203,542 gallons per day (0.20 MGD). According to Exhibit 5, sufficient capacity exists for the development with vested and reserved capacity (Exhibit 1, page 6). Further demand may also be generated by growth within the service area outside of the City limits and will be analyzed with each concurrency review and annually through this report.

Reclaimed Water:
Reclaimed water is derived from wastewater that has been collected and treated and is safe to be placed back into the environment. Previously, reclaimed water was discharged into the Halifax River; however, in the early 1990's the City began to distribute reclaimed water to residents and businesses for irrigation. Therefore, the use of reclaimed water for irrigation reduces the amount of treated wastewater discharged into the Halifax River and reduces the amount of potable water used for irrigation.

The number of metered reclaimed water accounts within the City has continued to increase over the years with the present total number of reclaimed water accounts at 7,894 (see Exhibit 8).

Exhibit 8: Number of Reclaimed Accounts



Source: City of Port Orange Finance Department, October 2019

The continued increase in reclaimed demand is due to the following factors:

- The City requirement that developers install service connections and connect to reclaimed water lines, where available.
- Potable water irrigation meters are no longer issued, except where no other source, such as a private well or stormwater pond, is available.

Proposed Public or Private Improvements to the System in the Current Fiscal Year and its Impact on Capacity and LOS:

On-going maintenance projects that allow for LOS to be maintained:

- Replace mechanical equipment at lift stations to convert the surface mounted pump systems to submersible pumps. This is an ongoing maintenance project to replace 2 to 3 lift stations per year.
- Sewer System Rehabilitation to reduce inflow and infiltration (I&I). Project includes cleaning, video, and cured in place lining of various gravity sewer lines identified in previous I&I study. This program is on-going through FY21/22.

Treatment Plant: Improvements proposed for FY19/20 at the sewer treatment plant include a Facility Plan, Return Activated Sludge (RAS) Pump replacement, Influent Pumps & Valves replacement, Bar Screen replacement, Chlorine Feed System upgrade, installation of fiber around the Treatment Facility, and replacement of supplemental Carbon Feed Pumps.

Lift Stations/Transmission System: Improvements proposed for FY19/20 for the lift stations and transmission system include replacement of the Christiancy Lift Station (Convert to Submersible Station), replacement of Oceans Lift Station (Convert to Submersible), replacement of Herbert & Nova Master Lift Station (increasing capacity), and upgrade of the electrical and roof system at the Ponce Master Lift Station.

Septic to Sewer: This project includes installing new sewer service into various areas of the sewer service area currently served by septic tanks. This is a long-term project that is currently in the design phase. Staff is seeking to identify an area in Ponce Inlet, which is in the City's service area, that meets the requirements for conversion. A minimum of 50% of property owners within an identified area must participate in the conversion.

Potable Water

The Port Orange water utility currently serves the following areas:

- City of Port Orange
- City of Daytona Beach Shores (south of Thames Avenue)
- Town of Ponce Inlet (wholesale account)
- Wilbur-By-The-Sea (unincorporated area)
- Other non-designated unincorporated areas

Adopted Level-of-Service Standard:

(1) Consumption :
- Residential is 180 gallons per day per ELU
- Commercial, industrial, or institutional development is 1/10 gallon per sq. ft. per day

(2) System Minimum Pressure : 20 pounds per square inch during fire flow
(3) Storage Provided: 50% of peak daily flow
(4) Well Capacity: Peak day flow with two wells out of service
(5) Norm. Operating Pressure: 60-70 pounds per square inch (psi)
(6) Water Plant Capacity: Adequate for peak daily; three-year lead-time for planned expansion
(7) High Service Pumping: Peak hour with largest pump out of service
(8) Water Quality: Meet State/Federal drinking water standards

Design Capacity of Potable Water Treatment Facilities, Consumptive Use Permit, and Existing LOS:

The Garnsey Water Treatment Plant provides the City with a water quality supply that meets all applicable State and Federal standards. The plant was constructed in 1981 and has undergone two upgrades since that time. The plant currently has a capacity of 15.0 MGD and consists of four high-service fixed-speed pumps and two variable-speed pumps that provide adequate water supply to all portions of the service area.

There are two concurrency measures related to potable water: plant capacity and water supply capacity. Regarding plant capacity, there are presently 28,925 potable water connections, equivalent to 41,427 ELUs (Equivalent Living Unit). Based on an LOS standard of 180 gallons per ELU, the capacity currently committed is 7.45 MGD. Therefore, the Water Treatment Plant capacity is sufficient (15.0 MGD) to serve the current number of ELUs at current peak flow rates (see Exhibit 9).

Exhibit 9: Remaining Capacity at the Garnsey Water Treatment Plant

	MGD*	ELU**
Maximum Plant Capacity	15.00	83,333
Committed Capacity	7.45	41,427
Remaining Capacity	**7.55**	**41,906**

*MGD- Million Gallons Per Day
**ELU - The water usage equivalent to one single-family dwelling.

Source: Port Orange Public Utilities Department, October 2019

The second measure is water supply capacity. While the City has the technical capability to pump up to 15 million gallons per day from its wells, the Consumptive Use Permit (CUP) issued by the St. John's River Water Management District limits how much water the City can actually pump out of the ground. The CUP is a 20-year permit that was issued in 2002 and will expire in 2022. The 2019 permitted average daily groundwater withdrawal is 8.85 MGD and the maximum permitted peak day withdrawal is 13.28 MGD. The 2020 permitted average daily flow is 8.97 MGD and the maximum permitted peak day withdrawal is 13.46 MGD. The maximum groundwater withdrawal permitted by the CUP in year 2021 is 13.46 MGD.

Exhibit 10 shows the actual average and peak daily flow in 2019 and the permitted average and peak daily flow allowed by the CUP in 2020. Based upon this measure, the City is below the maximum water withdrawal allowed by the CUP.

Exhibit 10: Permitted and Actual Average Daily Flow and Peak Flow

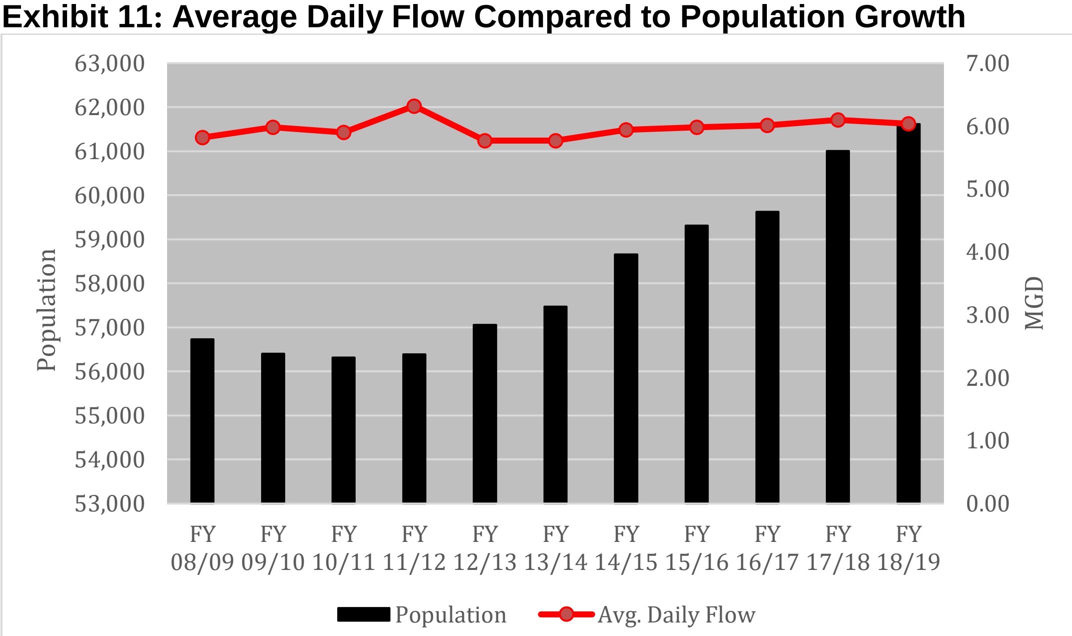
	2019	2020
Permitted Average Daily Flow	8.85 MGD	8.97 MGD
Actual Average Daily Flow	6.05 MGD	N/A
Permitted Peak Daily Flow	13.28 MGD	13.46 MGD
Actual Peak Daily Flow	7.59 MGD	N/A

MGD- Million Gallons per Day

Source: Port Orange Public Utilities Department, October 2019

As indicated in the graph in Exhibit 11, the average daily flow has remained generally constant relative to the increase in the City's population.

Exhibit 11: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2019

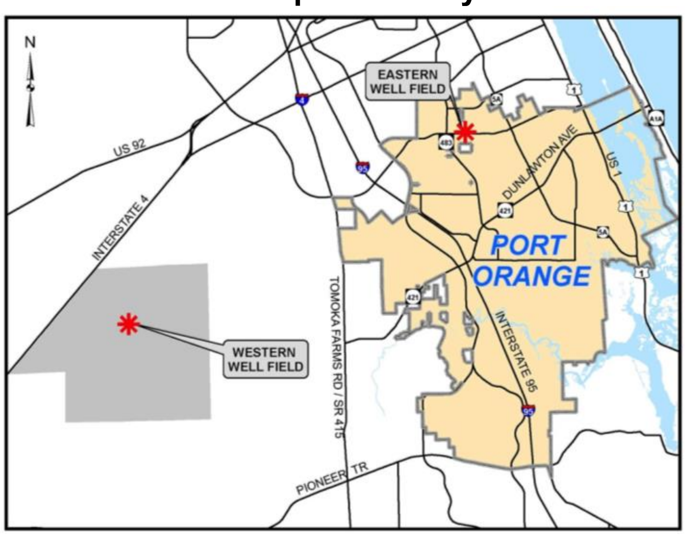
Existing Potable Water Storage Capabilities:
During times of peak flow, portions of the service area, primarily on the barrier island, are subject to greatly increased water demands. Demand requirements are met by ground storage tanks located at the north and south ends of Peninsula Avenue. When demand subsides, water is no longer pumped from the storage tanks and they are refilled to normal operating levels. This allows the peak flow requirements to be met efficiently, so that demand at the treatment plant remains fairly constant. The adopted LOS standard for water storage is 50% of average daily flow. With an average daily flow of 6.05 MGD in 2019, the LOS standard water storage volume would be 3.03 MGD. Present potable water storage facilities for the Port Orange system can accommodate 5.5 million gallons. Therefore, the City has sufficient surplus storage capacity to support new development.

Existing Minimum Water Pressure:
The existing water pressure fluctuates from an absolute low of 40 psi (non-fire flow) to a high of 70 psi with the normal operating pressure being between 60 and 70 psi. The system's minimum pressure during fire flow[3] is presently 20 psi, which also meets the City's adopted LOS standards. Therefore, the water pressure meets the adopted LOS.

Existing Well Capacities:
The City has two well fields; The Central Recharge Well Field and the Eastern Well Field, with a cumulative water production capacity of approximately 11.5 MGD (see Exhibit 12):

- The Central Recharge Well Field (Western Well Field) is located west of the City, south of I-4 and is the primary source of the City's potable water supply (approximately 87%). This well field contains 27 wells.
- The Eastern City Well Field is located off Clyde Morris Boulevard and contains 9 fully functioning secondary wells. These wells supply approximately 13% of the total flow.

Exhibit 12: Location Map of the City's Well Field Sites



[3] Fire flow is the quantity of water measured in gallons per minute (gpm) that is needed to extinguish a fire involving a particular building, block, area or material.

Exhibit 13 shows the number of wells needed to supply the raw water peak daily flow demand in 2020. The number of wells required includes an allowance for two wells out of service, which is within the adopted LOS standard.

Exhibit 13: **Raw Water Supply Wells Required for the Port Orange Service Area**

Year	Permitted Peak Day Demand	Number of Wells Required*	Wells Available	Excess (+) or Deficiency
2020	13.46 MGD	25	36	11

* Average output for each well is 0.527 MGD

Source: Port Orange Public Utilities Department, October 2019

Capacities Reserved for Approved but Unbuilt Development and its Impact on Capacity and LOS:

According to Exhibit 1, the vested and reserved capacity includes the volume needed for 1,053 residential units and 350,629 square feet of gross leasable non-residential space. Given a consumption rate of 180 gallons per day per ELU and 1/10 gallon per square foot of gross building area for non-residential development, the vested and reserved development could increase the total demand by 224,602 gallons per day (0.22 MGD). Therefore, sufficient capacity exists for the vested development indicated in Exhibit 1. In addition, further demand may also be generated by growth within the water service area outside of the City limits.

Proposed Public Improvements to the System in the Current Fiscal Year and its Impact on Capacity and LOS:

- South Commonwealth Water Mains Improvement Project: This project includes replacing approximately 13,700 linear feet of water mains and services to improve reliability and meet the latest fire protection standards. This project is generally located in the area south of Commonwealth Boulevard, between the FEC railroad and Ridgewood Avenue. Construction is scheduled to begin in January 2020.
- Design bidding and installation of a new backup generator for the Garnsey Water Treatment Plant to replace the existing generator which has reached the end of its service life. The backup generator at the Water Treatment Plant is a critical piece of equipment which allows the uninterrupted production of drinking water during power outages.
- Repair of the South Train Filter at the Garnsey Water Treatment Plant including the removal and installation of filter nozzles and the removal and replacement of the granular filter media.

STORMWATER DRAINAGE

For the purpose of stormwater management, the City is divided into 13 drainage basins, with each basin divided into a number of sub-basins. The City has utilized both structural and non-structural elements to accomplish the objective of controlling the volume, rate of flow, and pollutant load of post-development runoff. Retention and detention basins are structural elements designed to remove pollutants, attenuate post-development discharge in well-drained areas, and encourage percolation and retention of discharge volume. The City is also implementing non-structural methods of flood-damage mitigation, such as increased regulation of development in flood-prone areas through participation in the National Flood Insurance Program (NFIP) Community Rating System (CRS).

Adopted Level-of-Service Standard (Quantity):
The City's adopted level-of-service (LOS) standard for stormwater management is the 25-year, 24-hour storm event. The City adopted this LOS standard in the late 1970's. Since the late 1970's, all drainage facilities must be able to detain the runoff from the 25-year, 24-hour storm without causing flooding or increasing the 25-year, 24-hour discharge rate to the receiving water bodies. Additionally, the City requires that the post-development 100-yr, 24-hour storm event peak discharge from a given piece of property does not exceed the 100-yr, 24-hour pre-development peak flow.

Adopted Level-of-Service Standard (Quality):
The City's adopted level-of-service (LOS) standard for stormwater management also includes the reduction of pollutants to a level compatible with State standards. On October 1, 2013, a Statewide Stormwater Rule went into effect which requires the removal of 80% of the dissolved contaminant Nitrogen and 95% of the dissolved contaminant Phosphorous from the first 1.25 to 1.75 inches of runoff.

Existing Level-of-Service:
The City's Land Development Code provides minimum standards for stormwater management to control runoff, preserve critical water resources, facilitate recharge of the aquifer, and prevent erosion, sedimentation and flooding. This is accomplished through the development review process for new developments to ensure they meet or exceed the minimum LOS standard, responding to citizen complaints, and coordinating with other jurisdictions to identify areas in need of improvements within the Port Orange system.

After a development is approved and built, the on-going maintenance of private stormwater drainage systems is the responsibility of the homeowners or property owners association. The on-going maintenance of these private stormwater drainage systems is regulated by St. Johns Water Management District (SJRWMD).

An assessment of the City's stormwater drainage system is needed to provide the necessary data to examine and create prioritized improvement and maintenance programs to enhance the function of the full stormwater system, including those areas developed prior to the adoption of the stormwater regulations.

There have been ongoing proactive maintenance activities, such as ditch clearing and pipe replacement. However, replacement of deteriorated stormwater drainage pipes has been reactive to failures.

Public or Private Improvements to the System during the Past Fiscal Year and Impacts on Capacity and LOS:

On-going Maintenance: Staff continued to perform ongoing maintenance of the drainage system including street sweeping, removal of sediment from inlets and pipes, ditch maintenance (including mowing, large plant removal, cleaning, dredging sediment, restoration and seeding), emergency pipe replacement of aging and failed pipes, and erosion repairs.

Barhydt Avenue and Turton Street Drainage Improvement: The existing ditch located at the corner of Barhydt Avenue and Turton Street was replaced with a culvert structure, drain inlet, and headwall to improve the stormwater conveyance and eliminate the open ditch.

Proposed Public Improvements to the System in the Current Fiscal Year and Impacts on Capacity and LOS:

On-going Maintenance: Staff will continue to monitor the drainage system which will include street sweeping, removal of sediment from inlets and pipes, ditch restoration and maintenance, emergency pipe replacement, and erosion repairs. The following areas are scheduled to be improved in FY19/20:

- Powers/Canal View Crossing: Replace existing Corrugated Metal Pipe (CMP) pipe under Powers Avenue with Reinforced Concrete Pipe (RCP), install concrete wing walls upstream and downstream of new pipe, install flume from edge of roadway to top of new headwall, pave crossing.
- Alexander Avenue: Replace existing CMP pipe under Alexander Avenue with RCP, replace rip rap headwalls with concrete, install flumes from edge of roadway to tops of new headwalls, pave crossing.
- Devon Street and London Place: Replace existing pipes under Devon Street and London Place with RCP, rehab 3 inlets to FDOT type “C” inlets, install new type “E” inlet and connect to replaced terminus manhole, pave intersection.
- Hidden Lake Drive and Dexter Drive: Rehab 2 inlets to FDOT type “C” inlets, rehab 1 inlet to FDOT type “E” inlets, rehab pipe connections at inlets, bring area around the inlets to grade and pave intersection.
- Melissa Drive and Pagano Court: Rehab 1 inlet to FDOT type “C” inlets, replace 2 inlets with FDOT type “E” inlets, replace CMP with CPP pipe, connect to existing RCP with CPP adaptors and pave intersection.
- Willow Run Boulevard and Tracy Drive: Replace existing CMP pipe under Tracy Drive with RCP, replace CMU headwalls with concrete, install flumes from edge of roadway to tops of new headwalls and pave crossing.

Virginia Avenue and Monroe Street Drainage Improvement: Virginia Avenue and Monroe Street is a corridor with a mix of residential properties ranging from 0.2 – 1-acre, located between the Halifax River and the FEC Railroad, from Dunlawton to White Place. The area is served by an older stormwater system in need of improvement since there has been flooding and standing water. There has been an analysis of options, recommended improvements, and design plans have been completed. The St. Johns River Water Management District Permit was issued in 2017. Construction will be partially funded by a Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) grant. The project is on schedule to begin construction in 2020.

City's Stormwater Master Plan Update: The City's Stormwater Master Plan was created in 1990 but has not been updated on a city-wide basis since. Objective 1, Policy 1.1 of the Comprehensive Plan Drainage Sub-Element indicates the City shall update the drainage plan every five years. While updates have been prepared for specific basins, the system as a whole has not been re-examined since 1990 when the plan was first created. The update began in early 2017 and principally consists of data collection and review of record information to later identify corrective measures to alleviate existing deficiencies in the system and proactively plan new improvements needed to accommodate future development. It will help prioritize spending for future capital drainage projects. This is necessary to ensure that level-of-service standards for stormwater drainage are maintained. Phase 1 has been completed and this initiative is on-going.

Tumblebrook Drive Drainage Improvement: Tumblebrook Drive is located in Sweetwater Hills Subdivision in central Port Orange. The vicinity tends to flood during storm events. Engineering design was completed in 2019 and includes installation of a new drainage pipe along with two inlets and a junction manhole to facilitate gravity flow from the low-lying area of Tumblebrook Drive to a tributary on the west side of Sweetwater Hills which then empties into Spruce Creek. The project is on schedule to begin construction in 2020.

Proposed Public Improvements to the System in the Design Phase:

Howes Street Drainage Improvement: Howes Street is located north of Commonwealth Boulevard and west of Ridgewood Avenue in the Allendale area of Port Orange. Howes Street periodically experiences ponding and some flooding. There are no workable stormwater drainage facilities in the area. Engineering design is nearing completion. In 2018 some improvement of this area was provided through a private developer who constructed stormwater drainage swales with the development of some infill homesites.

Identified Public Improvements to the System Pending Design and Funding:

Canal View Bank Hardening: The southerly bank of the Halifax Canal along Canal View Boulevard from Jackson Street to Spruce Creek Road will be stabilized to stop erosion. Over the years, the bank slope has changed significantly due to natural erosion and mowing. The slope has eroded as evidenced by the lack of shoulder next to Canal View Boulevard and the length of exposed guard rain posts. The bank stabilization approach is to use slope protection consisting of placing a membrane and honeycomb stabilization mat over the slope.

Sleepy Hollow Drainage Improvement: The Sleepy Hollow Subdivision is a platted 60-acre subdivision located south of Jackson Street, west of Woodlake Subdivision and north and east of Nova Road. The area has historically flooded during past storm events. Structural flooding tends to concentrate along Horseman Drive, west of Tarry Town Terrace; along Tarry Town Terrace, south of Horseman Drive; and Kristina Court, west of Sleepy Hollow Drive. Mitigation of the flooding will include installation of new storm water drainage facilities. An engineering study provided preliminary design, modeling, and cost estimates for various project options in 2018. The design will provide alternative solutions with cost estimates to address the flooding. Construction is unfunded. Maintenance activities have increased in this area.

Other Stormwater Programs:
National Pollutant Discharge Elimination System (NPDES): The City is currently in the second year of the fourth five-year permit cycle of the municipal separate storm sewer system (MS4) NPDES stormwater permit. A municipal separate storm sewer system (MS4) is a publicly-owned conveyance or system of conveyances (i.e., ditches, curbs, catch basins, underground pipes, etc.) designed or used for collecting or conveying stormwater and that discharges to surface waters of the state.

Total Maximum Daily Loads (TMDL) program: This program is part of the statewide Watershed Management Program (WMP) administered by the Florida Department of Environmental Protection (FDEP). The program is based on a five-phase cycle that rotates through Florida's basins. The five phases are: Initial Basin Assessment, Coordinated Monitoring, Data Analysis and TMDL Development, Basin Management Plan Development, and Implementation of Basin Management Plan.

National Flood Insurance Program (NFIP) Community Rating System (CRS): The City is one of six percent of local governments nationwide that participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS). This program provides incentives for communities to go beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding. The incentives are in the form of premium discounts of up to 45%. FEMA recognizes Port Orange as a Class 5 CRS Community. With this designation, all property owners who are located within a special flood hazard area qualify to receive a 25% discount on their annual FEMA flood insurance policy premium.

In addition, the City participates in the Volusia County Local Mitigation Strategy (LMS) for flood control. The LMS provides a mitigation action plan that identifies areas within the City that have drainage issues that would benefit from engineered improvements.

SOLID WASTE DISPOSAL

Adopted Level-of-Service (LOS) Standard:
The City's collection standard is 1,553 residential units per curbside collection crew, per day, and a solid waste weight standard of 3.21 lbs. per capita, per day for residential, and 10 lbs. per 1,000 square feet per day for non-residential development.

The amount of solid waste generated by individuals is not something that the City can directly control; however, the City can promote recycling programs to inform residents about the benefits of reducing the amount of waste generated. There is no concurrency review for trash collection; however, the City's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and room is available at the landfill, the City will have fulfilled its obligation to ensure that its waste is collected and disposed, regardless of the LOS standard.

Design Capacity of Solid Waste Disposal Facilities and Existing LOS:
The City of Port Orange is currently in a five-year extension (2016 to 2021) to an existing five-year contract (2011 to 2016) with Waste Pro to provide household solid waste, recycling, and yard waste collection services. The contract provides residents with four weekly pick-ups: two for garbage, one for recyclables, and one for yard waste. The residential and commercial solid waste collected is transported to the Volusia County Tomoka Farms Road Landfill. The capacity at the landfill is projected to be sufficient to accommodate waste from Volusia County until the year 2050. The waste collection numbers for residential and commercial customers are shown in Exhibit 14.

Exhibit 14: Residential and Commercial Waste Generation Figures (FY18/19)

	Residential	Commercial[4]	Residential and Commercial
Solid Waste	2.23 lb. per capita, per day	1.19 lb. per capita, per day	3.42 lb. per capita, per day
Recycled Items	0.21 lb. per capita, per day	0.11 lb. per capita, per day	0.32 lb. per capita, per day
Yard Waste	0.77 lb. per capita, per day	0.41 lb. per capita, per day	1.18 lb. per capita, per day
Total	3.21 lb. per capita, per day	1.71 lb. per capita, per day	4.92 lb. per capita, per day

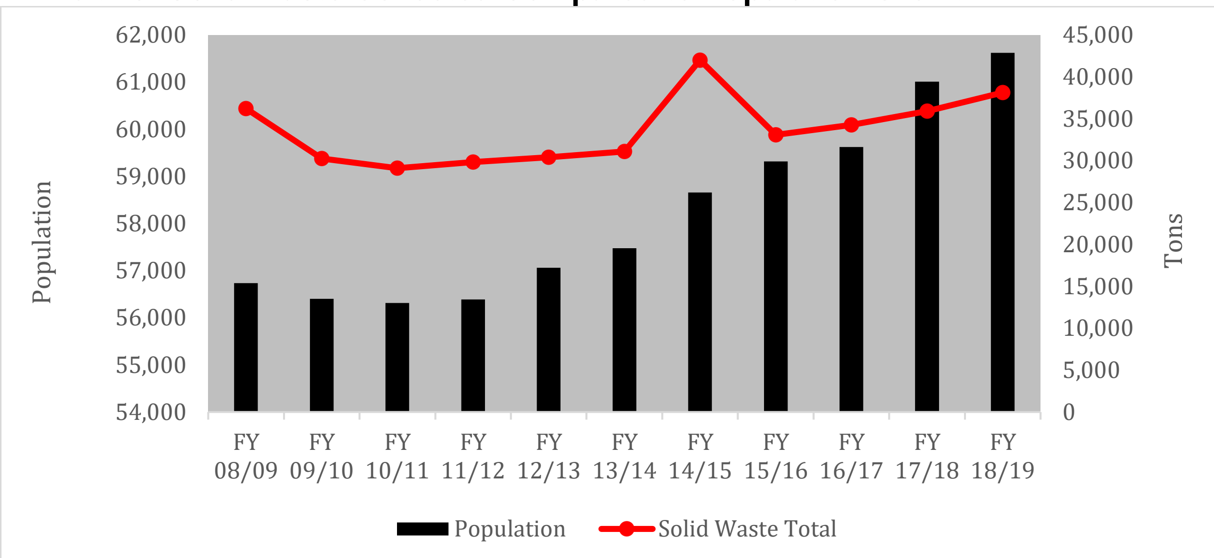
Source: Public Works Department, City of Port Orange, October 2019

Based on the waste collection numbers for residential and commercial customers (estimated population 61,617) from October 1, 2018 through September 30, 2019, each person in Port Orange generated on average 3.42 pounds of solid waste, 0.32 pounds of recycled items, and 1.18 pounds of yard waste every day. The 3.42 pounds per capita, of solid waste generated daily during FY 18/19 is above the solid waste LOS standard of 3.21 pounds, but represents a 1% decrease from the prior year.

[4] The amount of commercial recyclable items and yard waste was determined by interpolating the proportion of residential recyclable items and yard waste to the total amount of residential waste disposed.

As indicated in Exhibit 15, the amount of solid waste generated has been increasing since FY 10/11. The City will need to monitor the amount of solid waste generated and explore options to encourage waste reduction and expand recycling programs. The slight increase in yard and solid waste may be attributed to debris from the storm season during FY 18/19. Additionally, the City ended glass recycling in October 2019 which may lead to an increase in solid waste in the upcoming years.

Exhibit 15: Solid Waste Collected Compared to Population Growth



Source: Public Works Department, City of Port Orange, October 2019

Capacities Reserved for Approved but Unbuilt Development and its Impact on Capacity and LOS:

The capacity reservations for vested and approved development identified in Exhibit 1 represent approximately 2,369 additional people and 350,629 square-feet of non-residential development. When all residential and commercial projects noted in Exhibit 1 are built, the amount of waste is estimated to increase by approximately 2,028 tons per year. The capacity at the landfill is projected to be sufficient to accommodate waste from Volusia County until the year 2050.

Changes to Solid Waste Collectionin the Current Fiscal Year and its Impact on Capacity and LOS:

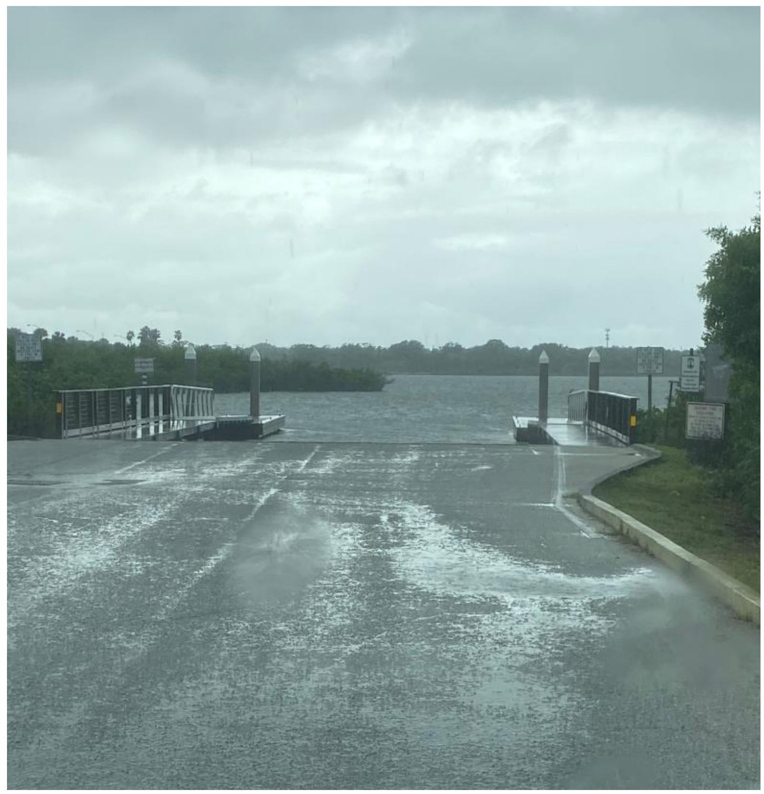
As of October 1, 2019 the City will no longer be accepting glass for recycling. Therefore, an increase in solid waste tonnage and a decrease in recycling tonnage is anticipated in FY 19/20 due to more glass being included with the solid waste tonnage. The City will be working with its recycling provider to educate Port Orange residents through funded programs in FY19/20 on the benefits of recycling in an effort to decrease the amount of solid waste tonnage and increase participation in recycling. The City will also be looking for other alternatives to expand the ability of residents to recycle.

RECREATION AND OPEN SPACE

During FY 18/19, the following improvement was completed to existing parks or facilities:

- Causeway Park: The north boat ramp was replaced. The ramp was damaged during Hurricane Irma. The design was changed from two fixed docks to two floating docks along the ramp which will have more resiliency to withstand future storms.

Exhibit 16: Pictures of Causeway Park Boat Docks and Ramp



Adopted Level-of-Service Standards:

FACILITY	UNIT OF MEASURE
Parkland	7 acres per 1,000 persons
Ball Fields	1 field per 5,000 persons
Basketball Courts	1 court per 4,000 persons
Multipurpose Fields	1 field per 3,500 persons
Tennis Courts	1 court per 4,000 persons
Neighborhood Centers	1 facility per 15,000 persons

Existing Recreational Facilities and Levels of Service:
The existing acreage of parkland and the number of recreational facilities within the City are identified in the inventory in Exhibit 17 and the status of the recreational facility levels-of-service capacities are outlined in Exhibit 18.

Exhibit 17: Recreational Facility Table

Facility Name	Location	Acreage	Ten.	Bask.	Bb./Soft.	Multi.*	Neigh C.
Regional Facilities							
Causeway Park	93 Dunlawton Avenue	30					
Cypress Head Golf Course	6231 Palm Vista	160					1
Riverwalk Park	3431 Ridgewood Ave.	5					
Sugar Mill Ruins	Herbert St. / Sugar Mill Rd.	10.3					
Community Facilities							
Adult Center Annex	3783 Halifax Dr.	0.3					1
Airport Road Park	6731 Airport Road	25	6	2		1	
Allen Green Civic Center	Clyde Morris Blvd.	10					1
*City Center Complex/YMCA	Dunlawton/Clyde Morris Blvd.	49		4	5	6	3
*Coraci Park	5200 Coraci Blvd.	36			4	6	
Lakeside Comm. Center	1999 City Center Circle	2					1
Riverside Pavilion Park	4331 Ridgewood Ave.	3.5					1
Russell Property	6060 Deer Feed Trail	17					
*Spruce Creek Rec. Area	5959 S Spruce Creek Road	40	6	1	2	2	
White Pl. Park /Senior Center	210 White Pl. (Ridgewood)	5.1			1		1
Neighborhood Facilities							
Buschman Park	4575 Spruce Creek Road	20					
Creekside Middle School	Airport Road	15	2	4		5	
Fredricks St. Park	Fredricks Street	5					
Harbor Oaks	Riverside Drive	10		1			
Ken Bern Park	Canal View Blvd.	5					
Memorial Park	3801 Jackson Street	12.6					
Silver Sands Middle School	1300 Herbert Street	22.9	4	4	3	2	
Southwinds Park	1200 Richel Road	10				2	
Willow Run Park	1351 Schoolhouse Dr.	10	2	6	2	2	
TOTALS		**503.7**	**20**	**22**	**17**	**26**	**9**

Ten. – Tennis Court
Bask. – Basketball Court
Bb./Soft. – Baseball/Softball Field
Multi. – Multipurpose Field (soccer, play, etc.)
Neigh C. – Neighborhood Center

* Baseball/softball fields also function as multipurpose fields and are counted under both categories.

Source: Park & Recreation Department, City of Port Orange, October 2019

Exhibit 18: Public Recreational Facilities Capacities and Level of Service (LOS)

FACILITY	AMOUNT REQUIRED FOR ADOPTED LOS*	CURRENT SUPPLY**	EXCESS (+) OR DEFICIENT (-) CAPACITY
Parkland (acres)	448 acres	503.7 acres	+55.7 acres
Baseball/Softball Fields	13 fields	17 fields	+4 fields
Basketball Courts	16 courts	22 courts	+6 courts
Multipurpose Fields	18 fields	26 fields	+8 fields
Tennis Courts	16 courts	20 courts	+4 courts
Neighborhood Centers	4 centers	9 centers	+5 centers

Notes:

* Estimated City Population = 61,617 based on University of Florida Bureau of Economic and Business Research, and anticipated population increases (2,369) from vested and reserved development. Total population to be served = 63,986

** Refer to Exhibit 18, Recreation Facilities Inventory, for individual facility listings.

Sources: Parks and Recreation Department and Community Development Department, October 2019

Capacities Reserved for Approved but Unbuilt Development and Its Impact on Capacity and LOS:

According to the University of Florida Bureau of Economic and Business Research (BEBR), the 2019 estimated City population is 61,617. Anticipated population increases from vested and reserved residential development is approximately 2,369, which equals a total population to be served of 63,986. As indicated in Exhibit 19, the City is not deficient in any of the recreational facilities categories for the current population or additional population from vested and reserved development.

Proposed Public and Private Improvements to Recreation Facilities in the Current Fiscal Year and its Impact on Capacity and LOS:

- *Phase 2 Riverwalk Park* – Phase 2 (along Halifax Dr. from Ocean Ave. to the Adult Activities Center) improvements include a multi-use trail, benches, and landscaping. This project is to be completed by November 20, 2019.
- *Spruce Creek Road Park:* Replace the fencing and backstop at one baseball field.
- *Airport Road Park:* Replace playground equipment.

Future Public and Private Improvements to Recreation Facilities and its Impact on Capacity and LOS:

- *Port Orange Gymnasium* – Renovation and expansion of the gymnasium into a Recreational Educational Cultural (REC) Center. The renovation will include classrooms, exercise rooms, and art rooms. The City is seeking grant funding through Volusia ECHO.

SCHOOLS

Adopted Level-of-Service Standard:
The uniform, district-wide LOS standards are as follows:

- Elementary: 115% of permanent FISH[5] capacity for the concurrency service area
- K-8: 115% of permanent FISH capacity for the concurrency service area
- Middle: 115% of permanent FISH capacity for the concurrency service area
- High: 120% of permanent FISH capacity for the concurrency service area
- Special Purpose Schools: 100% of permanent FISH capacity for each school

Public or Private Improvements to the System during the Past Fiscal Year and Its Impact on Capacity and LOS:
The school district did not have any capital (capacity-related) projects scheduled in last year's five-year work plan for schools located in Port Orange. However, last year's five-year work plan included dollars programmed for several renovations at various schools throughout the district as well as one replacement school, master plans for various schools, and two capacity additions.

Existing Facilities:
Exhibit 19 details existing public school facilities operated by the Volusia County School Board within the City's municipal boundaries. For elementary and middle schools, the Concurrency Service Areas (CSAs) are the respective school attendance boundaries. High schools are grouped into five larger CSAs that reflect student movement between schools at this level.

The high schools located in Port Orange are part of the Halifax Planning Area CSA. All of the high schools in this CSA are shown since the LOS standard is applied to the entire CSA. This year Spruce Creek High School meets the 120% LOS and the Halifax Planning Area CSA for high schools is below the adopted LOS of 120% with an average utilization 97% for the overall Halifax Planning Area CSA. The School District anticipates the utilization to continue to balance out some across the Halifax Planning Area High Schools with the addition of new academy programs that have opened at some of the other High Schools.

As shown in Exhibit 19, one elementary school within Port Orange currently exceeds the LOS standards, Port Orange Elementary. Volusia County School District analysis shows this to be the result of the gifted program that draws students from outside the attendance boundary, and not a result of unplanned residential growth. At the start of the 2013-14 school year, the school district opened a third gifted center in Port Orange at Horizon Elementary in order to address the increase in enrollment at Port Orange Elementary, as well as the anticipated increases at Cypress Creek Elementary due to residential growth. The three gifted centers in Port Orange include: Port Orange Elementary, Cypress Creek Elementary and Horizon Elementary. The capacity of Port Orange Elementary is 344 students, but the enrollment remains between 350 to 425 students, even with the program

[5] **FISH – Florida Inventory of School Houses**. An official inventory report of all district-owned facilities.

changes implemented by the School District. The School District will continue to monitor the capacity at Port Orange Elementary; however, the capacity level is not considered a concurrency issue because there is minimal new residential growth planned within the school attendance boundary for Port Orange Elementary and the adjacent schools have remaining capacity.

The other elementary schools and middle schools within Port Orange currently meet the LOS standards (115% of permanent FISH capacity). However, it should be noted that all of the elementary and middle schools in Port Orange are considered to be at capacity or have limited capacity and are on the School District's watch list for closely monitoring capacity.

Student Enrollment Trends

Between school years 2007-08 and 2012-13 the Volusia County School District, along with many other school districts in Florida, experienced an unprecedented decline in student enrollment. According to the Volusia County School District, the decline was attributed to the economic recession and the result of families with school aged children moving out of the area in search of employment and an overall decline of in-migration (new people moving here). Starting with the 2013-14 school year, the Volusia County School District has experienced an increase in its student enrollment. Current trends indicate student enrollment growth is slow, largely due to an aging population and lower birth rates. However, student enrollment is trending upward, so school district staff is looking closely at its enrollments and other economic indicators prior to releasing student projections.

Proposed Public and Private Improvements to School Facilities in the Current Fiscal Year and its Impact on Capacity and LOS:

There is one capital (capacity-related) project in the current School District five-year work plan for a school located in Port Orange. The current five-year work plan includes dollars programmed for a 3-story classroom addition and renovations at Spruce Creek High School in FY22/23 and FY23/24 to be funded by impact fees. Additional non-capacity improvements at Spruce Creek High School include a gymnasium renovation with roof and air-conditioning replacement in FY19/20.

Exhibit 19: PORT ORANGE PUBLIC SCHOOL ENROLLEMENT & CAPACITY SUMMARY REPORT

	Prior Year			**Current Year**			Projected			Projected			Projected		
	2018/2019			2019/2020			2020/2021			2021/2022			2022/2023		
School	Enroll*	Cap**	Util***	Enroll	Cap	Util	Enroll	Cap	Util	Enroll	Cap	Util	Enroll	Cap	Util
Elementary (LOS = 115%)															
Cypress Creek	808	754	107%	813	754	108%									
Horizon	790	725	109%	804	725	111%									
Port Orange	398	344	116%	398	344	116%									
Spruce Creek	838	805	104%	835	805	104%									
Sugar Mill	670	623	108%	633	623	102%									
Sweetwater	680	725	94%	652	725	90%									
Total	**4184**	**3976**	**106%**	**4135**	**3976**	**105%**									
Middle (LOS = 115%)															
Creekside	1170	1132	103%	1198	1132	106%									
Silver Sands	1221	1161	105%	1324	1161	114%									
Total	**2391**	**2293**	**104%**	**2522**	**2293**	**110%**									
High (LOS = 120% for the overall Halifax Planning Area CSA)															
Atlantic	1351	1380	98%	1412	1380	102%									
Mainland	1896	2375	80%	1854	2375	78%									
Seabreeze	1656	1747	95%	1559	1747	89%									
Spruce Creek	2596	2079	125%	2501	2079	120%									
Total	**7499**	**7581**	**99%**	**7326**	**7581**	**97%**									

Enrollment Projections will not be available from the School District until around January 2020.

Notes: Red – over LOS standard
* Student enrollment
** Permanent FISH capacity (does not include portables)
*** Utilization - Percentage of student enrollment to permanent student capacity
Source: Volusia County School District School Capacity Report, October 2019

IV. SUMMARY AND CONCLUSIONS

The data indicates all public facilities and services subject to concurrency review are at sufficient levels for FY 19/20. As new development and redevelopment occurs, the level of service will need to be addressed, along with the monitoring of all City facilities and services to ensure capacity is available.

Traffic volumes within the City have increased on some segments and decreased on other segments over the past year. Roads on the west side of I-95 will likely experience the most traffic growth in the future. The capacity on Williamson Boulevard (North City Limit to Town West Boulevard) and Taylor Road (Dunlawton Avenue to Clyde Morris Boulevard and Crane Lakes Boulevard to Summer Trees Road) will need to be monitored as these segments are above their LOS standards. Roadway improvements are planned for the next several years to keep pace with anticipated development.

Sanitary sewer and potable water system capacity exists to support additional growth within the City. The City's Consumptive Use Permit (CUP) limits how much water can actually be withdrawn from the aquifer. As new development and redevelopment occurs, the level of service for potable water will be monitored to ensure that permitted capacity as provided for in the City's CUP is not surpassed.

The stormwater LOS requirement is being met for all drainage facilities constructed after the 1970's (when the City's stormwater regulations were adopted) with respect to being able to treat the runoff from the 25-year, 24-hour storm without causing flooding or polluting the receiving water bodies. The City continues to identify long-term solutions and implement drainage improvement and maintenance programs to enhance the function of the full stormwater system including those areas developed prior to the adoption of the stormwater regulations.

Solid waste generation rates are slightly above the adopted LOS standard. There is no concurrency review for trash collection; however, the City's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and room is available at the landfill, the City will have fulfilled its obligation to ensure that its waste is collected and disposed, regardless of the LOS standard. The amount of solid waste generated by individuals is not something that the City can directly control; however, the City can promote recycling programs to inform residents and businesses about the benefits of reducing the amount of waste generated.

The adopted LOS is being met for all recreational facilities. There are surpluses for each recreation facility that will meet the adopted LOS through the planning horizon (2025).

LOS is being met for all but one of the public schools located in the Port Orange area. Port Orange Elementary continues to exceed the LOS standard; however, this is due to the gifted program offered at this school that draws students from outside the attendance boundary and not unplanned development. Even with the addition of a third gifted program in the Port Orange area, the enrollment at Port Orange Elementary remains above the capacity of the school. The school district will continue to monitor the capacity at Port Orange Elementary; however, the capacity level is not considered a concurrency issue because there is minimal new residential growth planned within the school attendance boundary and the adjacent schools have remaining capacity.

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: Yes

SUBJECT: (B12) Approval of Major Special Event Request – Port Orange YMCA LiveStrong 5K - January 18, 2020

DEPARTMENT: Community Development

GOAL: N/A

RECOMMENDED MOTION: Move to approve the Special Event request for the Port Orange YMCA LiveStrong 5K January 18, 2020), subject to the attached conditions.

SUMMARY: The applicant, Mica Lill, Community Health Outreach Director, on behalf of the Volusia/Flagler Family YMCA, is requesting a repeat special event, for the Port Orange YMCA LiveStrong 5K. The proposed hours of the event are from 6:00 a.m. until 10:00 a.m. on Saturday, January 18, 2020. The applicant states, that all proceeds raised from this event will directly benefit the Port Orange Family YMCA as a part of the Y Community Campaign to provide scholarships to Port Orange residents. The proposed 5K race route is entirely within the Port Orange City limits and participants will be running within the streets listed below.

The 5K race route will begin at Aunt Catfish Restaurant, 4009 Halifax Drive. Runners will head south on Halifax Drive and turn around just past White Place. The runners will then head north on Halifax Drive towards Aunt Catfish Restaurant. At the end of Halifax Drive the runners will turn right and head east on Dunlawton Avenue over the bridge and turn around at Peninsula Drive and head west back over the bridge, runners will finish the race at the parking lot located at 4085 Ridgewood Avenue.

After the completion of the 5K race, there will be an awards ceremony, held at La Cantina Cocina Mexicana, 4085 Ridgewood Avenue. The ceremony will have designated areas for refreshments, a live DJ, and sponsor exhibit tents. Parking for the event will be in the City's lot across from Aunt Catfish's, and the lots utilized by Aunt Catfish's and La Cantina Cocina Mexicana. Restrooms will be available inside Aunt Catfish's and provided by the applicant. Clean up for the race and ceremony will occur immediately after.

The proposed event has been reviewed by the Police, Fire, Parks and Recreation, Public Works, and Community Development departments. The event director has received cost estimates from the Police and Public Works departments for staff overtime and equipment (barricades, lights, etc.) to assist the event with traffic control and safety issues.

Project No.: Funding Account No.:

Presenter: Tim Burman

ATTACHMENTS:

1.	Staff Recommendations	Staff Recommendations.pdf

Briana Conlan-King	Created/Initiated - 11/26/2019
Tim Burman	Approved - 11/27/2019
Thomas Grimaldi	Approved - 12/2/2019
Ronny Buttrum	Approved - 12/2/2019
Jake Johansson	Approved - 12/5/2019
Robin Fenwick	Final Approval - 12/5/2019

RECOMMENDATION:
Staff recommends approval of the Port Orange YMCA LiveStrong 5K at subject to the following conditions:

1. **Applicant shall be responsible for any charges for City of Port Orange Police services related to this event and coordinate with the Police Department for all vehicular traffic patterns and pedestrian concerns.**

2. **Applicant shall be responsible for coordination with the City of Port Orange Public Works Department for Public Works services and all charges for equipment (barricades, lights, etc.) used for this event for traffic control.**

3. **Rates for this event for staff time and equipment are per Resolution 19-2.**

4. Hours of the event shall be from 6:00 a.m. until 10:00 a.m.

5. A $250 surety bond is required as outlined in Chapter 58, Article III, of the City of Port Orange Code of Ordinances.

6. Access shall be maintained for all emergency vehicles.

7. Event organizers are required to delineate the event area from the vehicular driving and parking area with cones, ropes and/or barricades where necessary.

8. All areas used for this function shall be handicapped-accessible. Handicapped parking is to remain open and accessible for the event.

9. A temporary sign permit shall be required for the one banner permitted for this event. An application shall be submitted at least two weeks prior to the event for permit approval.

10. All trash generated along the route must be picked up and disposed of at the end of the event along with any debris at the event sites.

11. Amplified speaker systems must comply with the City noise ordinance (Code of Ordinances, Chapter 42, Article IV, Section 42 Noise regulations).

12. All public restroom facilities must remain open to the public.

13. A post-race inspection will be completed the first scheduled workday after the race to ensure all trash and debris generated along the route, along with any trash and debris at any of the event sites was removed.

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: Yes

SUBJECT: (B13) Adoption of the 2020 Public Hearing and Development Review Calendars

DEPARTMENT: Community Development

GOAL: 6 - Organizational Excellence

RECOMMENDED MOTION: Move to approve the 2020 Development Review and Public Hearing Calendars.

SUMMARY: Planning Commission Action (11/21/19): Recommended Approval

The 2020 Public Hearing calendar is structured in the same format as the calendar adopted in previous years, with the only changes occurring during the month of August, and the holiday months of November and December as follows:

- August 2020 – City Council meeting moved from August 18 (Tuesday) to August 19 (Wednesday) due to elections;
- November 2020 – Planning Commission meeting moved from November 26 to November 19 (change due to shift of Planning Commission meeting from the fourth Thursday to the third Thursday for the Thanksgiving holiday); and
- December 2020 – Planning Commission meeting moved from December 24 to December 17 (change due to shift of Planning Commission meeting from the fourth Thursday to the third Thursday for the Christmas holiday).

The Staff Development Review Committee (SDRC) meeting dates have been added to the 2020 SDRC calendar (Exhibit B). The project submittal dates provide applicants a SDRC meeting date every week to have their development projects reviewed. Similar to past years, staff will have approximately two weeks to complete their review before a SDRC meeting.

The 2020 SDRC calendar is structured in the same format as the calendar adopted in previous years, with the only change occurring during the holiday month of January 2020. The SDRC meeting date has moved from January 1 (Wednesday) to January 2 (Thursday) due to the New Year's Day holiday.

See Exhibit A of the staff report for 2020 Public Hearing and SDRC calendars.

Project No.: Funding Account No.:

Presenter: Penelope Cruz

ATTACHMENTS:

1.	Staff Report	2020 Public Hearing and Development Review Calendars.pdf

Melanie Schmotzer	Created/Initiated - 11/27/2019
Penelope Cruz	Approved - 11/27/2019
Tim Burman	Approved - 11/28/2019
Jake Johansson	Approved - 12/2/2019
Robin Fenwick	Final Approval - 12/2/2019

STAFF REPORT

2020 PROPOSED PUBLIC HEARING AND DEVELOPMENT REVIEW CALENDAR

PUBLIC HEARING CALENDAR:

The 2020 Public Hearing calendar is structured in the same format as the calendar adopted in previous years, with the only changes occurring during the month of August, and the holiday months of November and December (Exhibit A). The Planning Commission meeting dates have been changed to accommodate the holidays as follows:

- August 2020 – City Council meeting moved from August 18 (Tuesday) to August 19 (Wednesday) due to elections;
- November 2020 – Planning Commission meeting moved from November 26 to November 19 (change due to shift of Planning Commission meeting from the fourth Thursday to the third Thursday for the Thanksgiving holiday); and
- December 2020 – Planning Commission meeting moved from December 24 to December 17 (change due to shift of Planning Commission meeting from the fourth Thursday to the third Thursday for the Christmas holiday).

DEVELOPMENT REVIEW CALENDAR:

The Staff Development Review Committee (SDRC) meeting dates have been added to the 2020 SDRC calendar (Exhibit B). The project submittal dates provide applicants a SDRC meeting date every week to have their development projects reviewed. Similar to past years, staff will have approximately two weeks to complete their review before a SDRC meeting.

The 2020 SDRC calendar is structured in the same format as the calendar adopted in previous years, with the only change occurring during the holiday month of January 2020. The SDRC meeting date has moved from January 1 (Wednesday) to January 2 (Thursday) due to the New Year's Day holiday.

EXHIBIT A

CITY OF PORT ORANGE
DEPARTMENT OF COMMUNITY DEVELOPMENT
2020 PUBLIC HEARING CALENDAR

APPLICATION DEADLINES (BY 4:00 P.M.)	PLANNING COMMISSION MEETING DATES	CITY COUNCIL MEETING DATES *
DECEMBER 18, 2019	JANUARY 23, 2020	FEBRUARY 18, 2020
JANUARY 22, 2020	FEBRUARY 27, 2020	MARCH 17, 2020
FEBRUARY 19, 2020	MARCH 26, 2020	APRIL 21, 2020
MARCH 18, 2020	APRIL 23, 2020	MAY 19, 2020
APRIL 22, 2020	MAY 28, 2020	JUNE 16, 2020
MAY 20, 2020	JUNE 25, 2020	JULY 21, 2020
JUNE 17, 2020	JULY 23, 2020	** AUGUST 19, 2020
JULY 22, 2020	AUGUST 27, 2020	SEPTEMBER 15, 2020
AUGUST 19, 2020	SEPTEMBER 24, 2020	OCTOBER 20, 2020
SEPTEMBER 16, 2020	OCTOBER 22, 2020	NOVEMBER 17, 2020
OCTOBER 14, 2020	** NOVEMBER 19, 2020	DECEMBER 15, 2020
NOVEMBER 11, 2020	** DECEMBER 17, 2020	JANUARY 19, 2021
DECEMBER 23, 2020	JANUARY 28, 2021	FEBRUARY 16, 2021

* First reading of ordinances. Second reading of ordinances is generally scheduled for the next Council meeting listed. Council dates are subject to change and may be verified through the City Clerk’s office (386) 506-5563.

** These dates may be rescheduled from regular dates due to holidays or other events.

PLANNING COMMISSION – Meets at 5:30 p.m. at 1000 City Center Circle in the Council Chambers, first floor, City Hall.

CITY COUNCIL – Meets at 6:30 p.m. at 1000 City Center Circle in the Council Chambers, first floor, City Hall.

EXHIBIT B

2020 STAFF DEVELOPMENT REVIEW COMMITTEE (SDRC) CALENDAR

APPLICATION DEADLINES (NO LATER THAN 12:00 NOON)	SDRC MEETING DATES
DECEMBER 4 & DECEMBER 11, 2019	* JANUARY 2, 2020
DECEMBER 18, 2019	JANUARY 8, 2020
* DECEMBER 24, 2019	JANUARY 15, 2020
* DECEMBER 31, 2020	JANUARY 22, 2020
JANUARY 8, 2020	JANUARY 29, 2020
JANUARY 15, 2020	FEBRUARY 5, 2020
JANUARY 22, 2020	FEBRUARY 12, 2020
JANUARY 29, 2020	FEBRUARY 19, 2020
FEBRUARY 5, 2020	FEBRUARY 26, 2020
FEBRUARY 12, 2020	MARCH 4, 2020
FEBRUARY 19, 2020	MARCH 11, 2020
FEBRUARY 26, 2020	MARCH 18, 2020
MARCH 4, 2020	MARCH 25, 2020
MARCH 11, 2020	APRIL 1, 2020
MARCH 18, 2020	APRIL 8, 2020
MARCH 25, 2020	APRIL 15, 2020
APRIL 1, 2020	APRIL 22, 2020
APRIL 8, 2020	APRIL 29, 2020
APRIL 15, 2020	MAY 6, 2020
APRIL 22, 2020	MAY 13, 2020
APRIL 29, 2020	MAY 20, 2020
MAY 6, 2020	MAY 27, 2020
MAY 13, 2020	JUNE 3, 2020
MAY 20, 2020	JUNE 10, 2020
MAY 27, 2020	JUNE 17, 2020
JUNE 3, 2020	JUNE 24, 2020
JUNE 10, 2020	JULY 1, 2020
JUNE 17, 2020	JULY 8, 2020
JUNE 24, 2020	JULY 15, 2020
JULY 1, 2020	JULY 22, 2020
JULY 8, 2020	JULY 29, 2020
JULY 15, 2020	AUGUST 5, 2020
JULY 22, 2020	AUGUST 12, 2020
JULY 29, 2020	AUGUST 19, 2020
AUGUST 5, 2020	AUGUST 26, 2020
AUGUST 12, 2020	SEPTEMBER 2, 2020
AUGUST 19, 2020	SEPTEMBER 9, 2020
AUGUST 26, 2020	SEPTEMBER 16, 2020
SEPTEMBER 2, 2020	SEPTEMBER 23, 2020
SEPTEMBER 9, 2020	SEPTEMBER 30, 2020
SEPTEMBER 16, 2020	OCTOBER 7, 2020
SEPTEMBER 23, 2020	OCTOBER 14, 2020
SEPTEMBER 30, 2020	OCTOBER 21, 2020
OCTOBER 7, 2020	OCTOBER 28, 2020
OCTOBER 14, 2020	NOVEMBER 4, 2020
OCTOBER 21, 2020	NOVEMBER 11, 2020
OCTOBER 28, 2020	NOVEMBER 18, 2020
NOVEMBER 4, 2020	NOVEMBER 25, 2020
NOVEMBER 11, 2020	DECEMBER 2, 2020
NOVEMBER 18, 2020	DECEMBER 9, 2020
NOVEMBER 25, 2020	DECEMBER 16, 2020
DECEMBER 2, 2020	DECEMBER 23, 2020
DECEMBER 9, 2020	DECEMBER 30, 2020
DECEMBER 16, 2020	JANUARY 6, 2021
DECEMBER 23, 2020	JANUARY 13, 2021

To schedule a pre-application conference, please contact the Planning Division in Community Development at (386) 506-5674. If applicable, Planning Commission and City Council meeting dates will be established for each project upon resolution of outstanding technical comments.

*** These dates may be rescheduled from regular dates due to holidays.**

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE 12/17/2019

Consent item: Yes

SUBJECT: (B14) Approval of CDBG Plan Year 2018 Consolidated Annual Performance and Evaluation Report (CAPER)

DEPARTMENT: Finance

GOAL: 2 - Infrastructure

RECOMMENDED MOTION: Move to approve the Consolidated Annual Performance and Evaluation Report for Plan Year 2018, subject to the inclusion of any public comments received during the comment period.

SUMMARY: Staff is presenting the required HUD CDBG Consolidated Annual Performance and Evaluation Report (CAPER). The Plan Year 2018 CAPER provides the public with full disclosure of the City's CDBG program. Plan Year 2018 began October 1, 2018 and completed on September 30, 2019 and the CAPER includes the status of projects funded with CDBG monies and the amount of funds expended. You will see that not all the money was spent in the year. This was due to environmental concerns found at a property that was going to be used for retention on the VIrginia/Monroe project forcing the city to purchase a different property and redesign the retention. The project is now designed, property purchased, permits obtained and bid awarded.

Project No.: Funding Account No.:

Presenter: Amanda Lasecki

ATTACHMENTS:

1.	2018 HUD CDBG CAPER DRAFT PORT ORANGE	2018 HUD CDBG CAPER DRAFT PORT ORANGE.pdf

---

Amanda Lasecki	Created/Initiated - 11/26/2019
Scott Neils	Approved - 12/4/2019
Jake Johansson	Approved - 12/6/2019
Robin Fenwick	Final Approval - 12/6/2019

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)

Year three of the Consolidated Plan saw progress improving infrastructure in the approved CDBG census tracts. The number one identified goal in the 2016-2020 Consolidated Plan was to make infrastructure improvements. The two infrastructure activities in this plan year were the Virginia Avenue and Monroe Street Drainage Improvements and the Canal View and Spruce Creek Curb and Guardrail Replacement. The progress made towards the drainage activity included a property acquisition necessary to create a stormwater pond to alleviate flooding in an LMI neighborhood. Funds not utilized in this plan year will be utilized in Plan Year 2019. The Canal View and Spruce Creek Curb and Guardrail Replacement completed Phase I in this Plan Year. Phase II is currently under design and will be completed in Plan Year 2019. This essential infrastructure activity serves the needs of a LMI Census Group. Increasing the quality of infrastructure in these areas increases the values of homes as well as allows for economic development by encouraging businesses to locate in these areas.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Goal	Category	Source / Amount	Indicator	Unit of Measure	Expected – Strategic Plan	Actual – Strategic Plan	Percent Complete	Expected – Program Year	Actual – Program Year	Percent Complete
Improve and expand economic development activities	Non-Housing Community Development	CDBG: $0	Businesses assisted	Businesses Assisted	2	0	0.00%	0	0	0.00%

Improve Public Infrastructure	Non-Housing Community Development	CDBG: $48,866.20	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	6000	9435	100%	1,200	1,395	100%
Planning and Administration	Administration	CDBG: $4,364.00	Other	Other	1	0	0.00%	0	0	0.00%
Provide housing and services for homeless persons	Homeless	CDBG: $0	Overnight/Emergency Shelter/Transitional Housing Beds added	Beds	90	0	0.00%	0	0	0.00%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

Table 1 emphasizes the continued prioritization of utilizing CDBG funds to improve public infrastructure. This focus aligns with the number one priority identified in the five-year Consolidated Plan, public infrastructure improvements. Progress made on the Virginia Avenue and Monroe Street Drainage Improvements activity met this priority by alleviating flooding in an LMI neighborhood. Funds not utilized in this plan year will be utilized in Plan Year 2019 to continue work on this activity. The utilization of funds on the Canal View and Spruce Creek Curb & Guardrail Replacement also met this priority and assisted residents in a LMI Census Group. For this plan year the expected impact of infrastructure projects was to assist 1,200 residents. The actual number of residents served in Plan Year 2018 was 1,395 residents which exceeded the objective.

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted). 91.520(a)

	CDBG
White	0
Black or African American	0
Asian	0
American Indian or American Native	0
Native Hawaiian or Other Pacific Islander	0
Total	**0**
Hispanic	0
Not Hispanic	0

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

The Community Development Block Grant Program asks that direct benefit activities report on racial and ethnic composition of beneficiaries. During the 2018 Plan Year the City proposed only to benefit low to moderate income areas for CDBG funded projects and did not provide any direct benefit activities or programs.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	CDBG	327,971.00	53,230.20
HOME	HOME	0	0
HOPWA	HOPWA	0	0
ESG	ESG	0	0
Other	Other	0	0

Table 3 - Resources Made Available

Narrative

The City expended $53,230.20 in CDBG funds during the 2018 Plan Year. The Virginia Avenue and Monroe Street Drainage Improvement Project utilized $48,866.20. The remaining $53,230.20 was utilized on Planning and Administration. The use of this funding on public infrastructure projects provided a 100 percent benefit of CDBG funds on persons of low to moderate income exclusive of funds utilized for Planning and Administration. This exceeds the CDBG requirement of serving 70 percent of residents that are low to moderate income. As indicated in the 2018 Action Plan the City did not anticipate nor receive program income during the year.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
Citywide	0	0	Citywide
LMI Area	100	100	Other

Table 4 – Identify the geographic distribution and location of investments

Narrative

The two infrastructure projects that utilized CDBG funding in Plan Year 2018 were both located in LMI Census Tracts/Block Groups that were identified in the Consolidated Plan:

Virginia Avenue and Monroe Street Drainage improvements- Census Tract: 825.11 Block Group 1
Canal View and Spruce Creek Curb & Guardrail Replacement- Census Tract: 825.03 Block Groups 2

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

The infrastructure needs of the City far outweigh the CDBG allocation and projects where CDBG funding is invested. Projects are often partially funded from other sources to make the project financially feasible. The source of these additional funds will depend on the nature of the project and in some cases the location.

The City received several external funding sources to assist with the Virginia Avenue and Monroe Street Drainage Improvement Project. The Florida Department of Environmental Protection awarded $1,500,000 to the project. The City also received a $644,250 grant for this project from the Federal Emergency Management Agency's Hazard Mitigation Program. The City also committed funds totaling $670,348 for the project. As part of the project two properties were purchased by the City to create stormwater ponds.

The Canal View and Spruce Creek Curb and Guardrail Project received $44,488.80 in private funds from Florida Power and Light Company for Phase I. Entering into a cost participation agreement assisted in ensuring the success of the project.

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	0	0
Number of Special-Needs households to be provided affordable housing units	0	0
Total	**0**	**0**

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	0	0
Number of households supported through Acquisition of Existing Units	0	0
Total	**0**	**0**

Table 6 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The City of Port Orange has no plans for funding any affordable housing activities using CDBG funds. Due to the limited CDBG resources, the funds will be used for public infrastructure projects that will have a greater impact on the residents of the City. Affordable housing goals will continue to be addressed by the Volusia County Community Assistance Division through their allocation of SHIP funds and any other funding sources that become available that can be used countywide including municipalities within the County.

Discuss how these outcomes will impact future annual action plans.

See comment above.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	0	0
Low-income	0	0
Moderate-income	0	0
Total	**0**	**0**

Table 7 – Number of Households Served

Narrative Information

The City does not utilize CDBG funds for Affordable Housing. Volusia County continues to annually monitor households that receive no-interest loans for housing down payment assistance or housing rehabilitation under the State Housing Initiatives Partnership (SHIP) program. All reporting is handled by Volusia County Community Assistance Division.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

No actions were planned for the current program year.

Addressing the emergency shelter and transitional housing needs of homeless persons

The City's position is that it may utilize general funds to continue to address the housing and supportive needs of the homeless population in Port Orange. The City previously contributed funding to the creation of the First Step Shelter in nearby Daytona Beach, FL. This homeless shelter will serve homeless residents throughout Volusia County. The County considers the creation of this shelter a long-term solution to support a regional homelessness need.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

No actions were planning for the current program year.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

No actions were planning for the current program year.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

There are currently no public housing units managed in the City of Port Orange. The public housing needs in Port Orange are served by the County of Volusia Department of Community Services (VDCS).

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

There are currently no public housing units managed in the City of Port Orange. The VDCS provides opportunities using public meetings to inform citizens of engagement opportunities and review issues presented by the County's Human Services Advisory Board.

Actions taken to provide assistance to troubled PHAs

The PHA is not listed as "troubled" by HUD. VDCS will continue to provide services that improve the lives of its public housing residents.

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City has established affordable housing policies found in the City of Port Orange Comprehensive Plan and associated land development regulations. Steps taken in the 2018 Plan Year from those policies to continue addressing this issue included the following:

- Staff continues to maintain a working relationship with area developers and homebuilders and review local codes and ordinances about restrictive requirements that add to the cost of housing.
- Mobile home development is still allowed in the Land Development Code and Official Zoning Map.
- Staff continues to maintain a variety of residential densities on the Future Land Use Map to ensure a sufficient number of affordable housing sites and allow modular housing that meets applicable building code regulations in residentially zoned areas.
- The City will continue to work with private and non-profit groups for the development of adult care and handicapped housing facilities.
- The City will utilize public works and public utility projects as opportunities to improve the condition and appearance of older, declining neighborhoods through sensitive and appropriate design and retrofit.
- The City shall adhere to state and federal accessibility standards for barrier-free multi-family living environments needed by physically handicapped persons. This is completed during site plan and building permit review.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

The City continues to work with current partnerships (social services, health services, elderly/disabled services) and pursue new partnerships to meet needs of the underserved (low income & minorities). As previously mentioned the City provided funding to assist in the building of a regional, long-term solution for the homeless yet to be completed.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

Lead-based paint hazards are addressed by Volusia County where regulations require. The Florida Department of Health also reduces lead-based paint hazards through its Lead Poisoning Prevention program.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

According to the 2012 American Community Survey, the poverty-rate in Port Orange is 10.5% as compared to a 16% poverty-rate in Volusia County. The City's anti-poverty strategy is that the best approach to reducing poverty is to attract and encourage commercial investment in affected neighborhoods. CDBG funds provide an important resource magnet by strengthening low/moderate income areas. This promotes improved resident involvement that can deter crime and become more attractive to commercial activity.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

The Grants Manager, located within the Finance Department, currently coordinates with City departments and Volusia County to meet the goals and objectives of the Consolidated Plan. During Plan Year 2018 the City continues to work with other municipalities and the County on the creation of a regional homeless shelter, transitional housing, and programs aimed at reducing the impact of homelessness.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

As mentioned previously, affordable housing programs are handled by Volusia County. The City provided funding to assist with the creation of a regional homeless shelter to help pay for Port Orange homeless residents. The City was not able to utilize CDBG funds for that project as the current records kept by the non-profit are not sufficient enough for Port Orange to submit to HUD CDBG funds for those services.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

The City’s most recently concluded Analysis of Impediments (AI) included seven (7) recommended actions. The City will continue to pursue these actions via partnerships with Volusia County and other entitlements to offset costs and maximize resources.

CR-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

Port Orange continually monitored the grant program during Plan Year 2018 in accordance with the local program policies and procedures and federal regulations. The City has a full time Grants Manager, located within the Finance Department. This Grants Manager handles the monitoring and administration of the CDBG program. The City's Finance Department also has a Grants Accountant to coordinate and assist with all financial reporting. The City's external auditors also reviewed all grant expenditures for compliance with federal regulations. The Purchasing Department monitors and tracks minority business suppliers.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The City adopted a Citizen Participation Plan and Anti-Displacement Plan that meets HUD requirements. The City maintains a CDBG page on its website. This page allows interested parties to review current CDBG documents. All public hearing announcements and opportunities for public input are advertised on the CDBG page of the City's website.

The City provides a minimum fifteen (15) day comment period on the CAPER. A Public Notice for the Public Hearing is advertised in the local newspaper (Daytona-Beach News Journal) before the meeting occurs. The Public Notice for the Public Hearing was published in the Daytona Beach-News Journal. The Public Notice was also provided on the CDBG website and included contact information for public comments on the draft CAPER. The Public Hearing was held on Friday, December 13th at 5:30pm in City Hall Council Chambers. The public was also allowed participation at the publicly advertised City Council Meeting held on Tuesday, December 17th at 6:30pm in City Hall Council Chambers. The City had no public response to the CAPER via email, phone, or the Public Hearings.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

Not applicable

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

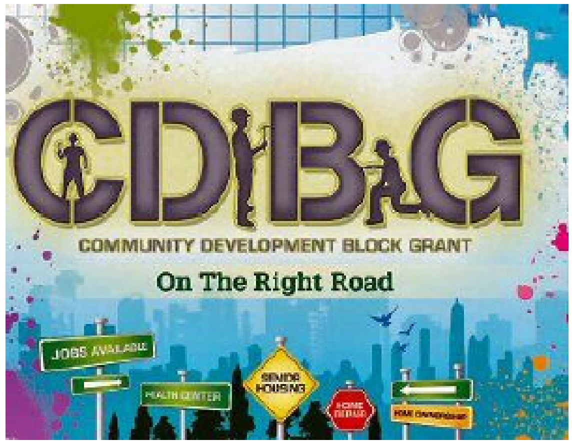
Not applicable

Attachment

Council Meeting Agenda

Web Notice Public Hearing

Community Development Block Grant (CDBG)



Public Notice

NOTICE OF PUBLIC HEARING

City of Port Orange, Florida
Community Development Block Grant (CDBG) Program
Notice of Consolidated Annual Performance and Evaluation Report (CAPER)

The City of Port Orange will hold a Public Hearing on Friday, December 13, 2019, at 5:30 p.m. in Council Chambers, City Hall, 1000 City Center Circle, Port Orange, FL, 32129. This notice is provided in compliance with the City's adopted Citizen Participation Plan (Resolution No. 06-49), as required by 24 CFR (Code of Federal Regulations) 91. The City of Port Orange's Community Development Block Grant (CDBG) program is funded through the U.S. Department of Housing and Urban Development (HUD).

The City seeks input on the 2018 Program Year CAPER ending September 30, 2019. The purpose of this public hearing is to provide the public with full disclosure of the City's CDBG program, including the status of projects funded with CDBG monies and the amount of funds expended. Comments will be accepted for 15 days from this publication and all comments received during that period will be provided to HUD. Comments received after the comment period will not be considered.

A detailed account of the activities and costs associated with the CDBG program may be obtained by visiting the City's website at www.port-orange.org, or by contacting Amanda Lasecki, Grants Manager, at telephone 386-506-5737, or written comments may be submitted by email to alasecki@port-orange.org or by regular U.S. Mail attention to: Amanda Lasecki, Grants Manager, 1000 City Center Circle, Port Orange FL 32129.

If you are a person with a disability who needs any accommodation in order to participate in these proceedings, you are entitled to certain assistance at no cost to you. Upon request, materials will be supplied in a form accessible for persons with disabilities. If you need assistance, please contact the City Clerk for the City of Port Orange, 1000 City Center Circle, Port Orange, FL 32129, telephone number 386-506-5566, prior to the public hearing date. If you are hearing or voice impaired, please contact the relay operator at 1(800) 955-8771.

What is CDBG?

The Community Development Block Grant program is administered nationally by the U. S Department of Housing and Urban Development (HUD). Federal monies are awarded annually to cities and counties based upon a formula for activities designed to improve the quality of life within communities by providing decent, safe and sanitary housing, a suitable living environment, and expanding economic opportunities. Primary beneficiaries of CDBG funds must be low - and moderate-income households. These are defined as a family whose annual income does not exceed 80% of the median income for the area. The CDBG program is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93 to 383, as amended; 42 U.S.C.-5301 et seq. The City of Port Orange became a CDBG entitlement community in 2006.

Contact Us

Economic Development / CRA

Physical Address
1000 City Center Circle
Port Orange, FL 32129

Amanda Lasecki

Grants Manager

Email Amanda Lasecki

More Information

Enable Google Translate

https://www.port-orange.org/338/Community-Development-Block-Grant-CDBG 12/2/2019

News Journal Public Hearing

CDBG Financial Summary PR26

	Office of Community Planning and Development U.S. Department of Housing and Urban Development Integrated Disbursement and Information System PR26 - CDBG Financial Summary Report Program Year 2018 PORT ORANGE , FL	DATE: TIME: PAGE:	12-04-19 14:27 1

PART I: SUMMARY OF CDBG RESOURCES	
01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	287,553.88
02 ENTITLEMENT GRANT	327,971.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	0.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
06a FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	615,524.88
PART II: SUMMARY OF CDBG EXPENDITURES	
09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	48,866.20
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	48,866.20
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	4,364.00
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	53,230.20
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	562,294.68
PART III: LOWMOD BENEFIT THIS REPORTING PERIOD	
17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	48,866.20
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	48,866.20
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	100.00%
LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS	
23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: PY: PY:
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	0.00
25 CUMULATIVE EXPENDITURES BENEFITING LOW/MOD PERSONS	0.00
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	0.00%
PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS	
27 DISBURSED IN IDIS FOR PUBLIC SERVICES	0.00
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	0.00
32 ENTITLEMENT GRANT	327,971.00
33 PRIOR YEAR PROGRAM INCOME	0.00
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	327,971.00
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	0.00%
PART V: PLANNING AND ADMINISTRATION (PA) CAP	
37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	4,364.00
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	0.00
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 +LINE 40)	4,364.00
42 ENTITLEMENT GRANT	327,971.00
43 CURRENT YEAR PROGRAM INCOME	0.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	327,971.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	1.33%

LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17

Report returned no data.

LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18

Report returned no data.

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2018	3	56	6287405	Virginia Avenue/Monroe Street Drainage Improvement	03I	LMA	$48,866.20
					03I	**Matrix Code**	**$48,866.20**
Total							**$48,866.20**

LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Report returned no data.

LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2018	2	57	6287405	Planning and Administration	21A		$4,364.00
					21A	**Matrix Code**	**$4,364.00**
Total							**$4,364.00**

PR03 CDBG Activity Summary Report

U.S. Department of Housing and Urban Development
Office of Community Planning and Development
Integrated Disbursement and Information System
CDBG Activity Summary Report (GPR) for Program Year 2018
PORT ORANGE

Date: 05-Dec-2019
Time: 10:31
Page: 1

PGM Year: 2016
Project: 0001 - Drainage Improvements (2016)
IDIS Activity: 49 - Virginia Avenue and Monroe St. Drainage Improvements

Status: Open
Location: Virginia Ave and Monroe St Port Orange, FL 32127

Objective: Create suitable living environments
Outcome: Sustainability
Matrix Code: Flood Drainage Improvements (03I)
National Objective: LMA

Initial Funding Date: 10/03/2017

Description:

Drainage improvements at Virginia Avenue and Monroe Street.
This will mitigate flooding in a low and moderate income neighborhood.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2016	B16MC120053	$12,300.51	$0.00	$12,300.51
Total	**Total**			**$12,300.51**	**$0.00**	**$12,300.51**

Proposed Accomplishments

Public Facilities : 1
Total Population in Service Area: 1,395
Census Tract Percent Low / Mod: 81.36

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2016	Project is phase 1 of multi-year project.	
2017	Project is multi-year project. See 2017 activity for current project status.	

PGM Year: 2017
Project: 0001 - Drainage Improvements (2017)
IDIS Activity: 52 - Virginia Avenue and Monroe St. Drainage Improvements

Status: Open
Location: Virginia Avenue and Monroe Street Port Orange, FL 32127-4446

Objective: Create suitable living environments
Outcome: Sustainability
Matrix Code: Flood Drainage Improvements (03I)
National Objective: LMA

Initial Funding Date: 05/29/2018

Description:

Drainage improvements at Virginia Avenue and Monroe Street.
This will mitigate flooding in a low and moderate income neighborhood.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2017	B17MC120053	$110,736.88	$0.00	$110,736.88
Total	**Total**			**$110,736.88**	**$0.00**	**$110,736.88**

Proposed Accomplishments

Public Facilities : 1
Total Population in Service Area: 1,395
Census Tract Percent Low / Mod: 81.36

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2017	Activity on-going. The progress made towards the drainage activity included a property acquisition necessary to create a storm water pond to alleviate flooding in an LMI neighborhood. Funds not utilized in this plan year will be amended to the 2018 plan year to purchase an additional property and continue work on this activity.	

PGM Year: 2018
Project: 0001 - Canal View/Spruce Creek Curb & Guardrail Replacement Project
IDIS Activity: 55 - Canal View/Spruce Creek Curb & Guardrail Replacement

Status: Open
Location: Tract: 825.03 Blockgroup 2 Port Orange, FL 32129

Objective: Create suitable living environments
Outcome: Sustainability
Matrix Code: Street Improvements (03K)
National Objective: LMA

Initial Funding Date: 01/10/2019

Description:

This activity fulfills the top priority identified in the Five (5) Year CDBG Consolidated Plan of improving public infrastructure and meets residents expressed interest in improving roads and storm water improvement runoff.
The activity is listed as an imperative priority in the City of Port Orange's Capital Improvement Program.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2018	B18MC120053	$262,676.80	$0.00	$0.00
Total	**Total**			**$262,676.80**	**$0.00**	**$0.00**

Proposed Accomplishments

People (General) : 1,455
Total Population in Service Area: 1,455
Census Tract Percent Low / Mod: 51.55

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.

PGM Year: 2018
Project: 0003 - Virginia Avenue/Monroe Street Drainage Improvement
IDIS Activity: 56 - Virginia Avenue/Monroe Street Drainage Improvement

Status: Open
Location: Tract: 825.11 Blockgroup 1 Port Orange, FL 32129

Objective: Create suitable living environments
Outcome: Sustainability
Matrix Code: Flood Drainage Improvements (03I)
National Objective: LMA

Initial Funding Date: 01/10/2019

Description:

The city intends to make public infrastructure improvements in this LMI neighborhood.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2016	B16MC120053	$135,421.24	$48,866.20	$48,866.20
		2017	B17MC120053	$152,132.64	$0.00	$0.00
Total	**Total**			**$287,553.88**	**$48,866.20**	**$48,866.20**

Proposed Accomplishments

Public Facilities : 1
Total Population in Service Area: 1,395
Census Tract Percent Low / Mod: 81.36

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.

PGM Year: 2018
Project: 0002 - Planning and Administration (2018)
IDIS Activity: 57 - Planning and Administration

Status: Open
Location: ,

Objective:
Outcome:
Matrix Code: General Program Administration (21A)
National Objective:

Initial Funding Date: 01/10/2019

Description:

Planning and Administrative Activities associated with the CDBG.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2018	B18MC120053	$65,294.20	$4,364.00	$4,364.00
Total	**Total**			**$65,294.20**	**$4,364.00**	**$4,364.00**

Proposed Accomplishments

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Female-headed Households:					0			

Income Category:	Owner	Renter	Total	Person

Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.

Total Funded Amount:	**$738,562.27**
Total Drawn Thru Program Year:	**$176,267.59**
Total Drawn In Program Year:	**$53,230.20**

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: No

SUBJECT: (F18) Second Reading - Ordinance No. 2019-35 - Amending Chapter 16 of the Land Development Code for a Dog Friendly Dining Program

DEPARTMENT: Community Development

GOAL: 3 - Quality of Life

RECOMMENDED MOTION: Move to approve Ordinance 2019-35, amending Chapter 16 of the Land Development Code to create Section 11 regarding a Dog Friendly Dining Program.

SUMMARY: Planning Commission Action (10/24/19): Recommended denial

Recently, staff has received inquiries regarding the requirements to allow dogs within outdoor seating areas of Port Orange restaurants and if the City has adopted a Dog Friendly Dining program. According to 509.233, Florida Statutes, a local government can establish a local exemption procedure to the Food and Drug Administration's Food Code to allow restaurant patrons' dogs within outdoor seating areas of restaurants. However, if a local government does not want to permit restaurant patrons' dogs within outdoor seating areas of restaurants, then no action is required.

If City Council chooses to approve the proposed ordinance, the ordinance will create a new section of the Land Development Code to allow restaurant owners that desire to do so, to designate outdoor dog-friendly dining areas at their restaurant. Pursuant to State Law, the ordinance requires a restaurant to apply for a permit that must be renewed annually to only allow patrons' dogs within outdoor dining areas of restaurants. Patrons' dogs will be prohibited inside food service establishments, including traveling through the establishment.

The application requirements include contact information, a diagram of the designated area, and the hours of operation that patrons' dogs will be permitted in the designated area. Signage must be posted notifying the public that the designated area is available for patrons with dogs. Dogs must be kept on a leash and under reasonable control, and restaurant employees must adhere to specific sanitary regulations. The permit will expire upon sale or closure of the restaurant. Subsequent owners may apply for a permit should they desire to continue to allow patrons' dogs in a designated outdoor area of the restaurant. A permit may be revoked for failure to adhere to the specified regulations.

The proposed amendment has been reviewed and approved by Animal Control and the City Attorney's Office. If approved, a minimal amount of staff time and resources would be required for application review and permitting/enforcement process. Annual renewal notices would be processed concurrent with annual Business Tax renewal notices in July. Other local governments that have adopted similar regulations have established an application/permit fee ranging from $50 - $100.

Project No.: Funding Account No.:

Presenter: Penelope Cruz

ATTACHMENTS:

1.	Staff Report	Staff Report_LDC Amendment_Dog Friendly Dining Program.pdf
2.	Ordinance 2019-35	Ordinance 2019-35.pdf

Penelope Cruz Created/Initiated - 11/20/2019

STAFF REPORT
CASE NO. 19-25000003
LDC Amendment/Chapter 16 – Dog Friendly Dining Program

REQUEST:	Amend the Land Development Code (LDC) Chapter 16 to create a dog friendly dining program.
APPLICANT:	City of Port Orange
STAFF RECOMMENDATION:	Approval
STAFF CONTACT:	Penelope Cruz, Planning Manager (386) 506-5671
PLANNING COMMISSION:	Recommended Denial (October 24, 2019)
CITY COUNCIL:	November 19, 2019

INTRODUCTION

Recently, staff has received inquiries from local public food service establishment's[1] (i.e. restaurant) if the City has adopted a Dog Friendly Dining Program to allow dogs to be in an outdoor seating/dining area. Some restaurant owners believe allowing an outdoor dog friendly seating/dining area creates a fun environment and brings in more customers. According to 509.233, Florida Statutes, a local government can establish a local exemption procedure to the Food and Drug Administration's Food Code to allow dogs to be in a restaurant's outdoor seating/dining area. To establish the local exemption, the City must approve regulations within its Land Development Code for restaurants that choose to offer dog friendly dining areas to follow. However, if a local government does not want to permit any restaurant in the City with having dogs in their outdoor seating/dining areas, then no action is required as it would be prohibited according to 509.233, Florida Statutes. Several Florida communities have adopted similar programs, such as Orlando, Mount Dora, Winter Garden, Edgewood, Pasco County, Volusia County, Seminole County, Orange County, etc.

PROPOSED AMENDMENT

The proposed amendment would create a new section of the Land Development Code to provide restaurant owners the option to designate their outdoor seating/dining area as dog-friendly dining areas. The proposed amendment applies to outdoor seating/dining areas only for "public food service establishments" as defined by509.013(5)(a), Florida Statutes[1]. The proposed

---

[1] *"Public food service establishment" means any building, vehicle, place, or structure, or any room or division in a building, vehicle, place, or structure where food is prepared, served, or sold for immediate consumption on or in the vicinity of the premises; called for or taken out by customers; or prepared prior to being delivered to another location for consumption. [exceptions listed in F.S]*

amendment only pertains to dogs (defined as an animal of the subspecies Canis lupus familiaris) an no other animals. Pursuant to State Law, the amendment requires only restaurants that choose to allow dogs within their outside seating/dining area to apply for a permit to allow patrons' dogs within their outdoor seating/dining area. Patrons' dogs would be prohibited inside food service establishments, including traveling through the establishment, with the exception of service animals, as defined in Section 50-1, City of Port Orange Code of Ordinances, and police K-9 units used for law enforcement. The following application and code requirements would only apply to a restaurant that wants to allow dogs in their outdoor seating/dining area:

- Submittal of an application which will include contact information, a diagram of the designated area, and the hours of operation that patrons' dogs will be permitted in the designated area of the restaurant's outdoor seating/dining area.
- Signage must be posted to notify the public that the designated area is available for patrons with dogs.
- Dogs must be kept on a leash and under reasonable control.
- Dogs must be wearing current rabies tags.
- Dogs shall not be allowed on chairs, tables, or other furnishings.
- Restaurant employees must adhere to specific sanitary regulations.
- Accidents involving dog waste must be cleaned immediately and the area sanitized with an approved product. A kit with the appropriate materials for this purpose shall be kept near the designated outdoor area.
- The permit will expire upon sale or closure of the restaurant. Subsequent restaurant owners may apply for a permit should they desire to continue to allow patrons' dogs in a designated outdoor seating/dining area of the restaurant.
- Permit shall be renewed annually.
- Any restaurant that fails to comply with the dog requirements of the Dog Friendly Dining Program shall be citied for of violating this part of the LDC and will be subject to any and all enforcement proceedings consistent with the applicable provisions of the City Code and general law.
- A permit may be revoked for failure to adhere to the specified regulations.

The proposed amendment has been reviewed and approved by Animal Control and the City Attorney's Office. If approved, a minimal amount of staff time and resources would be required for application review and permitting/enforcement process. Annual renewal notices would be processed concurrent with annual Business Tax renewal notices in July. Other local governments that have adopted similar regulations have established an application/permit fee ranging from $50 - $100.

RECOMMENDATION
Approval of the amendments to Chapter 16 of the Land Development Code, to create a dog friendly dining program.

ATTACHMENTS
Exhibit 1 – Proposed LDC Amendment to Chapters 16 (see Ordinance Exhibit)

<u>ORDINANCE NO. 2019-35</u>

AN ORDINANCE OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA AMENDING THE LAND DEVELOPMENT CODE CHAPTER 16 MISCELLANEOUS REGULATIONS BY CREATING SECTION 16-11 DOG FRIENDLY DINING PROGRAM; ESTABLISHING PURSUANT TO SECTION 509.233, FLORIDA STATUTES, A LOCAL EXEMPTION TO CERTAIN PROVISIONS OF GENERAL LAW AND AGENCY RULES RELATING TO PUBLIC FOOD SERVICE ESTABLISHMENTS FOR THE PURPOSE OF PERMITTING PATRONS DOGS IN DESIGNATED OUTDOOR AREAS OF SUCH ESTABLISHMENTS; PROVIDING FOR IMPLEMENTATION AND ENFORCEMENT PROCEDURES; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 509.233, Florida Statutes, grants the governing body of a local government the ability to establish, by ordinance, a local exemption procedure to certain provisions of the Food and Drug Administration Food Code, as currently adopted and incorporated by the State of Florida Division of Hotels and Restaurants of the Department of Business and Professional Regulation, in order to allow patrons' dogs within certain designated outdoor areas of public food service establishments; and

WHEREAS, the Planning Commission has recommended denial of the amendment to the Land Development Code; and

WHEREAS, city council desires to establish a local exemption, consistent with state law, to allow public food service establishments the ability to obtain a permit to allow patrons' dogs in designated outdoor areas of the public food service establishment and thereby creating the Dog Friendly Dining Program; and

WHEREAS, for purposes of this Ordinance text with underlined (underlined) type shall constitute additions to the original text and text with strike-through (~~strike-through~~) type shall constitute deletions to the original text; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA:

SECTION 1. The City Council of the City of Port Orange, Florida, hereby amends Chapter 16 of the Land Development Code to establish a new Section 16-11 creating and implementing the Dog Friendly Dining Program which shall read as follows:

Chapter 16 - MISCELLANEOUS REGULATIONS

Section 11 - Dog Friendly Dining Program

(a) Purpose and intent; program created; exception.

(1) With the exception of service animals, as defined in Section 50-1, City of Port Orange Code of Ordinances, and police K-9 units used for law enforcement, dogs are not permitted in "public food service establishments", which term for use in this section shall have the same meaning as provided in Section 509.013, Florida Statutes, except as provided herein.

(2) The purpose and intent of this part is to establish a local exemption procedure pursuant to Section 509.233, Florida Statutes, thereby permitting public food service establishments, within the City of Port Orange, Florida, subject to the terms and conditions contained herein, to become exempt from certain portions of the United States Food and Drug Administration Food Code, as amended from time to time, and as adopted by the State of Florida Division of Hotels and Restaurants of the Department of Business and Professional Regulation ("Division"), in order to allow patrons', which term for use in this section shall have the same meaning as "guest" as defined in Section 509.013, Florida Statutes, "dogs" (for purposes of this section defined as an animal of the subspecies Canis lupus familiaris,) within certain designated outdoor portions of such establishments.

(3) Pursuant to F.S. § 509.233(2), there is hereby created in the City of Port Orange, Florida, a local exemption procedure to certain provisions of the United States Food and Drug Administration Food Code, as amended from time to time, and as adopted by the State of Florida Division of Hotels and Restaurants of the Department of Business and Professional Regulation, in order to allow patrons' dogs within certain designated outdoor portions of public food service establishments, which exemption procedure may be known as the City of Port Orange Dog Friendly Dining Program.

(b) Permit required; submittals.

(1) In order to protect the health, safety, and general welfare of the public, a public food service establishment is prohibited from having any dog on its premises unless it possesses a valid permit issued in accordance with this part.

(2) Applications for a permit under this part shall be made to the administrative official, on a form provided for such purpose by the zoning official, and shall include, along with any other such information deemed reasonably necessary by the administrative official in order to implement and enforce the provisions of this part, the following:

(a) The name, location, and mailing address of the subject public food service establishment.

(b) The name, mailing location, and telephone contact information of the permit applicant.

(c) A diagram and description of the outdoor area to be designated as available to patrons'/guests' dogs, including dimensions of the designated area; a depiction of the number and placement of tables, chairs, and restaurant equipment, if any; the entryways and exits to the designated outdoor area; the boundaries of the designated area and of any other areas of outdoor dining not available for patrons'/guests' dogs; any fences or other barriers; surrounding property lines and public rights-of-way, including sidewalks and common pathways; and such other information reasonably required by the administrative official. The diagram or plan shall be accurate and to scale but need not be prepared by a licensed design professional.

(d) A description of the days of the week and hours of operation that patrons'/guests' dogs will be permitted in the designated outdoor area.

(e) All application materials shall contain the appropriate issued license number for the subject public food service establishment.

(f) A fee for the permit shall be submitted along with the application. Said fee shall be set by resolution.

(g) An annual fee to renew the permit shall be required. Said fee shall be set by resolution.

(c) General regulations; cooperation; enforcement.

(1) In order to protect the health, safety, and general welfare of the public, and pursuant to F.S. § 509.233, all permits issued pursuant to this part are subject to the following requirements:

(a) All public food service establishment employees shall wash their hands promptly after touching, petting, or otherwise handling any dog. Employees shall be prohibited from touching, petting, or otherwise handling any dog while serving food or beverages or handling tableware or before entering other parts of the public food service establishment.

(b) Patrons in a designated outdoor area shall be advised that they should wash their hands before eating. Waterless hand sanitizer shall be provided at all tables in the designated outdoor area.

(c) Employees and patrons shall be instructed that they shall not allow dogs to come into contact with serving dishes, utensils, tableware, linens, paper products, or any other items involved in food service operations.

(d) Patrons shall keep their dogs on a leash at all times and shall keep their dogs under reasonable control. All dogs showing signs of aggression shall be removed immediately.

(e) Patrons' dogs must be wearing current rabies tags.

(f) Dogs shall not be allowed on chairs, tables, or other furnishings.

(g) All table and chair surfaces shall be cleaned and sanitized with an approved product between seating of patrons/guests. Spilled food and drink shall be removed from the floor or ground between seating of patrons.

(h) Accidents involving dog waste shall be cleaned immediately and the area sanitized with an approved product. A kit with the appropriate materials for this purpose shall be kept near the designated outdoor area.

(i) At least one sign reminding employees of the applicable rules, including those contained in this part, and those additional rules and regulations, if any, included as further conditions of the permit by the administrative official, shall be posted in a conspicuous location frequented by employees within the public food service establishment. The mandatory sign shall be not less than eight and one-half inches in width and 11 inches in height and printed in easily legible typeface of not less than 20-point font size.

(j) At least one sign reminding patrons of the applicable rules, including those contained in this part, and those additional rules and regulations, if any, included as further conditions of the permit by the administrative official, shall be posted in a conspicuous location within the designated outdoor portion of the public food service establishment. The mandatory sign shall be not less than eight and one-half inches in width and 11 inches in height and printed in easily legible typeface of not less than 20-point font size.

(k) At all times while the designated outdoor portion of the public food service establishment is available to patrons/guests and their dogs, at least one sign shall be posted in a conspicuous and public location near the entrance to the designated outdoor portion of the public food service establishment, the purpose of which shall be to place patrons/guests on notice that the designated outdoor portion of the public food service establishment is currently available to patrons/guests accompanied by their dog or dogs. The mandatory sign shall be not less than eight and one-half inches in width and 11 inches in height and printed in easily legible typeface of not less than 20-point font size.

(l) Dogs shall not be permitted to travel through indoor or undesignated outdoor portions of the public food service establishment, and ingress and egress to the designated outdoor portions of the public food service establishment shall not require entrance into or passage through any indoor or undesignated outdoor portion of the public food service establishment.

(d) A permit issued pursuant to this part shall not be transferred to a subsequent owner upon the sale or transfer of a public food service establishment, but shall expire automatically upon such sale or transfer. The subsequent owner shall be required to reapply for a permit pursuant to this part if such owner wishes to continue to accommodate patrons'/guests' dogs.

(e) In accordance with F.S. § 509.233(6), the administrative official shall accept and document complaints related to the dog friendly dining program within the City of Port Orange, Florida, and shall timely report to the State of Florida Division of Hotels and Restaurants all such complaints and the city's enforcement response to such complaint. The administrative official shall also timely provide the State of Florida Division of Hotels and Restaurants with a copy of all approved applications and permits issued pursuant to this part.

(f) Any public food service establishment that fails to comply with the requirements of this part shall be guilty of violating this part of the City of Port Orange Code and shall be subject to any and all enforcement proceedings consistent with the applicable provisions of the Port Orange City Code and general law. Each day a violation exists shall constitute a distinct and separate offense.

SECTION 2. Specific authority is hereby granted to codify and incorporate this ordinance in the existing Code of Ordinances of the City of Port Orange.

SECTION 3. All ordinances or parts of ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

SECTION 4. The provisions of this Ordinance shall become and be made a part of the Land Development Code of the City of Port Orange and the Sections of this Ordinance may be renumbered or re-lettered to accomplish such intention. The Code codifier is granted liberal authority to codify the provisions of this Ordinance.

SECTION 5. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provision or applications of this ordinance which can be given effect without the invalid provision or application, and to this and the provisions of this ordinance are declared severable.

SECTION 6. This Ordinance shall take effect immediately upon adoption.

____
MAYOR DONALD O. BURNETTE

ATTEST:

____
Robin L. Fenwick, MMC, City Clerk

Passed on first reading on the _____ day of _____________, 2019

Passed and adopted on second and final reading on the ______ day of
________________, 2019

Reviewed and Approved: ________________________________
Shannon K. Balmer, Assistant City Attorney

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: No

SUBJECT: (F19) First Reading – Ordinance No. 2019-41 - Comprehensive Plan Capital Improvements Element - 2019 Annual Update (CASE NO. 19-27500001)

DEPARTMENT: Community Development

GOAL:

RECOMMENDED MOTION: Move to approve Ordinance No. 2019-41 , amending the Capital Improvements Element of the City's Comprehensive Plan, in accordance with Florida Statutes.

SUMMARY: Planning Commission Action (11/21/19): Recommended approval

Each year, the City is required to amend their Comprehensive Plan Capital Improvements Element (CIE) to include projects from the City's current Capital Improvements Program (CIP). The projects copied from the FY 19/20 – 24/25 CIP are primarily improvements needed to maintain the City's adopted level-of-service (LOS) standards for public facilities. These facilities include water, sewer, stormwater, solid waste, roads, parks, and schools. On November 5, 2019, the City Council approved the Capital and Operating Budgets which included the CIP for FY 19/20 – 24/25 dated August 6, 2019 containing various projects to support the LOS for City public facilities (Resolution No. 19-65 and 19-66). The proposed amendments take these projects previously approved by Council with the FY 19/20 – 24/25 CIP and adds them into the CIE. All of the required public facilities are at sufficient levels based on adopted Level-of-Service (LOS).

State law requires that local governments update their Comprehensive Plan Capital Improvements Element (CIE) every year to show that they have funded or planned to fund the public facility improvements needed to support their population. The proposed amendments in Exhibit A are required to be in the underline/strikethrough format. For each table or text that is to be updated from the prior year (FY18/19 – 23/24) to the current year CIP (FY19/20 – 24/25) the deleted prior year text is struck through and the added current year text is underlined. Text neither struck through nor underlined remains as existing text.

Project No.: Funding Account No.:

Presenter: Penelope Cruz

ATTACHMENTS:

1.	Ordinance No. 2019-41	Ord 19-41.pdf
2.	Exhibit 1 to Ord. No. 2019-41	Exhibit 1 - 2019 CIE Update.pdf
3.	Staff Report	2019 CIE Update_cc staff report.pdf

Penelope Cruz	Created/Initiated - 11/19/2019
Tim Burman	Approved - 11/22/2019
Shannon Balmer	Approved - 12/6/2019
Jake Johansson	Approved - 12/6/2019
Robin Fenwick	Final Approval - 12/6/2019

ORDINANCE NO. 2019-41

AN ORDINANCE OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA, AMENDING THE COMPREHENSIVE PLAN CAPITAL IMPROVEMENT ELEMENT; PROVIDING FOR THE FY2020-2025 FIVE YEAR SCHEDULE OF CAPITAL IMPROVEMENTS AND SUPPORTING DATA; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND RESOLUTIONS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, after careful review, the Planning Commission, sitting as the Local Planning Agency, has forwarded a recommendation to the City Council regarding the adoption of the Five Year Schedule of Capital Improvements as set forth in the Capital Improvement Element of the Comprehensive Plan for the City of Port Orange including supporting data; and

WHEREAS, Section 163.3177(3), Florida Statutes (2019) requires the City to review the Capital Improvement Element annually, together with other elements or sub-elements that are directly related to the Five Year Schedule of Capital Improvements; and

WHEREAS, the attached documents incorporate data from the Transportation Planning Organization (TPO) Transportation Improvements Program (TIP) and the Volusia County School District Five-Year Work Program; and

WHEREAS, the City Council has provided an opportunity to receive comments and proposals from the general public with regard to the adoption of the Five Year Schedule of Capital Improvements; and

WHEREAS, the City has determined that this ordinance may be published in accordance with Section 166.041(3)(a), Florida Statutes (2019); and

WHEREAS, the City Council has received comments on the proposed amendment to the Comprehensive Plan; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA:

Section 1. For purposes herein, the term "Comprehensive Plan", shall mean the Comprehensive Plan for the City of Port Orange, consisting of the two (2) volumes entitled "Comprehensive Plan City of Port Orange 2010-2025", including Binder No. 1, consisting of ten (10) elements, including Future Land Use and Future Land Use Map; Transportation; Housing; Public Facilities; Public Schools Facilities; Coastal Zone Management; Conservation; Recreation and Open Space; Intergovernmental Coordination; and Capital Improvements, all as adopted by Ordinance No. 1999-43, as subsequently amended by Ordinances No. 1999-46, 1999-56, 1999-57, 2000-1, 2000-8, 2000-13, 2000-25, 2000-29, 2000-41, 2001-2, 2001-21, 2001-26, 2001-28, 2001-75, 2001-76, 2001-89, 2002-7, 2002-20, 2003-3, 2003-1, 2003-22, 2003-39, 2004-34, 2004-39, 2005-1, 2005-3, 2005-13, 2005-15, 2005-25, 2005-27, 2005-30, 2005-31, 2005-49, 2006-9, 2006-16, 2006-24, 2006-41, 2006-51, 2006-53, 2007-4, 2007-14, 2007-30, 2007-48, 2007-55, 2007-57, 2007-60, 2007-61, 2008-2, 2008-8, 2008-9, 2008-12, 2008-16, 2008-19, 2008-36, 2009-3, 2009-19, 2009-20, 2010-14, 2010-20, 2010-30, 2011-24, 2011-34, 2012-8, 2012-24, 2012-30, 2013-20, 2013-25, 2014-31, 2014-32, 2015-42, 2015-44, 2016-6, 2016-20, 2016-24, 2016-26, 2017-4, 2017-33, 2018-10, 2018-15, 2018-18, 2018-20, 2018-29, 2018-30, 2019-1, 2019-20, 2019-23, 2019-33 and this ordinance; and including Binder No. 2, Supporting Data.

Section 2. The City Council hereby adopts an amendment setting forth the Five Year Schedule of Improvements for the Capital Improvements Element for the Comprehensive Plan City of Port Orange 2010-2025, as attached hereto as **Exhibit "1"**, and incorporated herein by this reference.

Section 3. The Community Development Director or designee is hereby authorized to transmit copies of the proposed amendment to the Capital Improvement Element of the Comprehensive Plan City of Port Orange 2010-2025 to the appropriate agencies and to any other unit of local government.

Section 4. All ordinances or resolutions or parts of ordinances or resolutions in conflict with the provisions of this ordinance are hereby repealed to the extent of such conflict.

Section 5. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

Section 6. This ordinance shall become effective immediately upon adoption.

____
MAYOR DONALD O. BURNETTE

ATTEST:

____
Robin L. Fenwick, MMC, City Clerk

Passed on first reading on the day of

Passed and adopted on second and final reading on the day of

Reviewed and Approved: ______________________________
Shannon K. Balmer, Assistant City Attorney

Exhibit 1

Annual Update to the Capital Improvements Element

~~Strikethrough~~ indicates text is to be deleted; Underline indicates text is to be added

Please Note: No changes after page 10-23

COMPREHENSIVE PLAN

CAPITAL IMPROVEMENTS ELEMENT

Policy Document

CHAPTER 10: CAPITAL IMPROVEMENTS ELEMENT

TABLE OF CONTENTS

INTRODUCTION

Under the 1985 Growth Management Act, local governments are mandated to plan for the availability of public facilities and services to support development and the impacts of such development. The purpose of the Capital Improvements Element (CIE) and the Capital Improvements Schedule (Schedule) is to identify the capital improvements that are needed to implement the Comprehensive Plan and ensure that the adopted Level of Service (LOS) Standards are achieved and maintained for concurrency related facilities.

The 2005 Growth Management Act requires the Schedule to be financially feasible. As defined by Chapter 163.3164(32) F.S., in order for a Schedule to be financially feasible it must demonstrate that sufficient revenues are currently available or will be available from committed funding sources for the first 3 years, or will be available from committed or planned funding sources for years 4 and 5. These revenues must be adequate to fund the projected costs of the capital improvements identified in the comprehensive plan necessary to ensure that adopted LOS standards are achieved and maintained within the period covered by the 5-year Schedule. The requirement that LOS standards be achieved and maintained does not apply if the proportionate-share process set forth in Chapter 163.3180(12) and (16), F.S., is used.

This Element, intended to demonstrate the financial feasibility of the City of Port Orange's Comprehensive Plan, commences in the fiscal year ~~2018/19~~2019/20 and identifies potential projects for the initial five-year planning period. Individual Capital Improvement needs identified in this Element are, for the most part, those improvements which cost $25,000 or more and are generally non-recurring purchase items. The capital improvements identified in the other Elements of this Comprehensive Plan are listed with a brief description in Table 1 along with their estimated cost, funding source, and projected year of expenditure. The improvements are listed by type of service, related to the various Elements of the Comprehensive Plan. The Capital Improvements Element addresses existing and future capital improvements needed for at least the first five fiscal years after the adoption of the comprehensive plan. Therefore, Table 1 lists improvements identified for the years ~~2019-2024~~2020-2025.

The capital improvements projects listed in Table 1 are not inclusive of all anticipated capital expenditures by the City during the designated time period. For the most part, the list of improvements has been limited to the capital projects required to meet or maintain adopted LOS standards or implement the Goals, Objectives, and Policies of the Comprehensive Plan. Improvements on a smaller scale (generally under $25,000 in cost) are outlined in the City's five-year Capital Improvement Program and annual budget as they are needed over time.

TABLE 1
CAPITAL IMPROVEMENTS SCHEDULE

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
WATER								
029408	**Water System Replacement/ Upsizing**	**1,000,000**	**1,000,000**	**600,000**	**400,000**	**400,000**	**500,000**	**3,900,000**
Water/Sewer Operating 401		200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Water/Sewer R&R (403)		300,000	300,000	400,000	200,000	200,000	300,000	1,700,000
Water Impact Fee (405)		500,000	500,000	-	-	-	-	1,000,000
	Total	**1,000,000**	**1,000,000**	**600,000**	**400,000**	**400,000**	**500,000**	**3,900,000**
Planned replacement of undersized galvanized steel piping in older sections of the city and peninsula area. Target areas to be accomplished based on current priorities. (Consistent w/ Comp Plan: Pot. Water, Policy 1.1, 2.6 and 2.7)								
029409	**Water System Extensions/ Upsizing**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**300,000**
Water Impact Fee (405)		50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Total	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**300,000**
Provide water service to existing residential areas not presently served by the City and provide for greater system redundancy and looping. Additional water main installations that serve to reinforce the distribution system to eliminate or avoid areas of substandard water pressure. (Consistent w/ Comp Plan: Pot. Water, Policy 2.2, 2.4 and 2.5)								
039493	**Water Treatment Plant R&R - Equipment**	**225,000**	**225,000**	**250,000**	**275,000**	**300,000**	**325,000**	**1,600,000**
Water/Sewer Operating 401		25,000	25,000	25,000	25,000	25,000	25,000	150,000
Water/Sewer R&R (403)		200,000	200,000	225,000	250,000	275,000	300,000	1,450,000
	Total	**225,000**	**225,000**	**250,000**	**275,000**	**300,000**	**325,000**	**1,600,000**
Planned improvements for City's water treatment plant and various wells per Table 2A Water Treatment Plant Improvements. (Consistent w/ Comp Plan: Pot. Water, Policy 1.7 and San. Swr., Policy 1.6)								
039494	**Water Treatment Plant-1 Million Gal Water Storage Tank**	**-**	**1,500,000**	**-**	**-**	**-**	**-**	**1,500,000**
Sewer Impact Fee (405)		-	1,500,000	-	-	-	-	1,500,000
Future Grant/Bonds		-	-	-	-	-	-	-
	Total	**-**	**1,500,000**	**-**	**-**	**-**	**-**	**1,500,000**
The water plant produces and distributes an average of 6 million gallons per day of drinking water. The plant has one water storage tank that holds 1 million gallons. The tank was constructed in 1983. There are three storage tanks located throughout the City to store a total of 4.5 million gallons of water. In order to ensure water can be produced and distributed continuously from the treatment plant, an additional storage tank needs to be constructed. It is recommended that a one-million-gallon tank be constructed on the property adjacent to the water plant. The City owns the property. The existing pumping equipment would be sufficient to distribute the water from the new tank. Since this is an expansion of service to our customers, water impact fee funds could be used. (Consistent w/ Comp Plan: Pot. Water, Objectives 1 & 2, Policy 2.1)								
039495	**Water Treatment Plant-Raw Water Main Replacement**	**-**	**-**	**-**	**3,000,000**	**-**	**-**	**3,000,000**
Water/Sewer R&R (403)		-	-	-	3,000,000	-	-	3,000,000
	Total	**-**	**-**	**-**	**3,000,000**	**-**	**-**	**3,000,000**
There is currently only one pipeline from the wellfield on Shuntz Road to the Garnsey Water Treatment Plant. This pipeline provides 80% of the well water into the treatment plant. The 30" diameter, 5 mile long prestressed concrete pipeline has been in service over 30 years. It is a specialty pipe that staff cannot repair in house. In fact, there are very few speciality firms that can repair this type of pipeline. Should the pipe fail, damages would be significant to the surrounding area and significantly impair the treatment plants ability to supply drinking water to the customers. This project would provide a secondary pipeline to the treatment plant to provide reliability on the system. (Consistent w/ Comp Plan: Pot. Water, Objectives 1 & 2)								
028812	**Water Treatment Plant-Supply Wells**	**-**	**-**	**10,000**	**20,000**	**20,000**	**20,000**	**70,000**
Water/Sewer R&R (403)		-	-	10,000	20,000	20,000	20,000	70,000
	Total	**-**	**-**	**10,000**	**20,000**	**20,000**	**20,000**	**70,000**

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
This program is the ongoing purchase of equipment and materials to repair and/or replace the equipment upon failure. The program maintains compliance with SJRWMD and FDEP requirements for operation of a Water Treatment Plant.								
028813	**Production Well Replacement**	**25,000**	**250,000**	**250,000**	**250,000**	**225,000**	**-**	**1,000,000**
Water/Sewer R&R (403)		25,000	250,000	250,000	250,000	225,000	-	1,000,000
-	**Total**	**25,000**	**250,000**	**250,000**	**250,000**	**225,000**	**-**	**1,000,000**
This project is to replace four wells that are impacting water quality due to increase salinity levels. The wells, constructed in 1973, can not be rehabilitated. This project is to replace the four wells, one per year.								
	TOTAL - WATER	**1,300,000**	**3,025,000**	**1,160,000**	**3,995,000**	**995,000**	**895,000**	**11,370,000**
SANITARY SEWER								
049467	**Sewer System Rehabilitation**	**750,000**	**500,000**	**500,000**	**750,000**	**750,000**	**750,000**	**4,000,000**
Water/Sewer Operating 401		750,000	500,000	500,000	750,000	750,000	750,000	4,000,000
-	**Total**	**750,000**	**500,000**	**500,000**	**750,000**	**750,000**	**750,000**	**4,000,000**
There are currently 110 lift stations in the collection system. This is an on-going repair and rehabilitation project for the sewer collection system at each lift station. The scope of work will depend upon the condition, age and capacity of the pipeline. (Consistent w/ Comp Plan: San. Swr., Policy 1.5 and 4.3)								
038964	**Water Reclamation Facility R&R**	**300,000**	**800,000**	**850,000**	**900,000**	**950,000**	**500,000**	**4,300,000**
Water/Sewer Operating 401		50,000	50,000	50,000	50,000	50,000	50,000	300,000
Water/Sewer R&R (403)		250,000	750,000	800,000	850,000	900,000	450,000	4,000,000
-	**Total**	**300,000**	**800,000**	**850,000**	**900,000**	**950,000**	**500,000**	**4,300,000**
Scheduled facility repair and equipment replacement of electrical and mechanical system components for the City's wastewater treatment plant per Table 2D Wastewater Treatment Plant Improvements. (Consistent w/ Comp Plan: Pot. Water, Policy 1.1 and 2.6 along with San. Swr, Policy 1.6)								
049468	**Sewer System Rehab - Force Main River Crossing**	**-**	**2,000,000**	**-**	**-**	**-**	**-**	**2,000,000**
Water/Sewer R&R (403)		-	2,000,000	-	-	-	-	2,000,000
-	**Total**	**-**	**2,000,000**	**-**	**-**	**-**	**-**	**2,000,000**
Scheduled facility repair and equipment replacement of electrical and mechanical system components for the City's wastewater treatment plant per Table 2D Wastewater Treatment Plant Improvements. (Consistent w/ Comp Plan: Pot. Water, Policy 1.1 and 2.6 along with San. Swr, Policy 1.6)								
038972	**Water Reuse Program**	**-**	**3,000,000**	**-**	**-**	**-**	**-**	**3,000,000**
Sewer Impact Fee (405)		-	2,000,000	-	-	-	-	2,000,000
Future Grant/Bonds		-	1,000,000	-	-	-	-	1,000,000
-	**Total**	**-**	**3,000,000**	**-**	**-**	**-**	**-**	**3,000,000**
A three-million-gallon ground storage tank with pump station to provide additional reuse supply for irrigation and minimize discharge to the Halifax River. Location to be identified in utility master plan. Staff will apply for grant funding. Current grant funding from SFRWMD is 33% for shovel ready projects. (Consistent w/ Comp Plan: San. Swr, Objective 3)								
089409	**Sewer System Expansion**	**-**	**300,000**	**3,000,000**	**3,000,000**	**300,000**	**3,000,000**	**9,600,000**
Water/Sewer Operating 401		-	**300,000**	-	-	**300,000**	-	**600,000**
Sewer Impact Fee (405)		-	-	2,000,000	2,000,000	-	2,000,000	**6,000,000**
Future Grant/Bonds		-	-	1,000,000	1,000,000	-	1,000,000	**3,000,000**
-	**Total**	**-**	**300,000**	**3,000,000**	**3,000,000**	**300,000**	**3,000,000**	**9,600,000**
Sewer system construction at locations that are currently on septic. The locations and the priorities have been determined and design has been initiated. (Consistent w/ Comp Plan: San. Swr., Policy 2.2 and 2.3)								
	TOTAL - SANITARY SEWER	**1,050,000**	**6,600,000**	**4,350,000**	**4,650,000**	**2,000,000**	**4,250,000**	**22,900,000**
WATER & SANITARY SEWER								
038710	**City Cost Participation**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**300,000**
Water Impact Fee (405)		25,000	25,000	25,000	25,000	25,000	25,000	150,000
Sewer Impact Fee (405)		25,000	25,000	25,000	25,000	25,000	25,000	150,000
-	**Total**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**300,000**
Citywide annual cost participation program with new development to upsize various water and sewer lines, extension of various mains, upsizing of lift stations, and other miscellaneous items. (Consistent w/ Comp Plan: San. Swr., Policy 4.2 and Pot. Water, Policy 2.5 & 2.7)								
	TOTAL - WATER & SANITARY SEWER	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**	**300,000**

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
TRANSPORTATION								
430201	**Road Program**	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**4,800,000**
Capital Projects (301)		800,000	800,000	800,000	800,000	800,000	800,000	4,800,000
_	**Total**	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**4,800,000**
Annual citywide resurface program for existing streets and collector roads per the CIP Street Resurfacing Projects. (Consistent w/ Comp Plan: Transp. Objective 2.14 and 2.7)								
200905	**Williamson Blvd. N. of Pavilion**	**-**	**-**	**-**	**220,000**	**261,000**	**2,200,000**	**2,681,000**
Developer Fairshare Contr. (Planned)		-	-	-	220,000	261,000	2,200,000	2,681,000
_	**Total**	**-**	**-**	**-**	**220,000**	**261,000**	**2,200,000**	**2,681,000**
This project involves adding 2 lanes to the existing 2 lane Williamson Blvd. roadway from the north boundary of the Pavilion project north to Townwest Blvd., a 0.53-mile section. Project cost estimates are based on construction of an additional 2 travel lanes within the existing right-of-way with minimal impact to the existing roadway. The new construction will require stormwater treatment and it will be necessary to acquire an estimated 1 acre of off-site property for this purpose. (Consistent w/ Comp Plan: Transp. Objective 2.6, 2.7, 2.13, and 2.14)								
200907	**Coraci Blvd. Extension**	**-**	**-**	**-**	**-**	**257,000**	**2,150,000**	**2,407,000**
Developer Fairshare Contr. (Planned)		-	-	-	-	257,000	2,150,000	2,407,000
_	**Total**	**-**	**-**	**-**	**-**	**257,000**	**2,150,000**	**2,407,000**
This project involves construction of a 1/2 mile 2-lane divided roadway extending Coraci Blvd. 2600' from the south limits of Coquina Cove III to Carmody Lake Drive within the existing undeveloped right-of way. Drainage improvements are projected to be constructed in the right-of-way. This will serve as an alternate route and reliever route for traffic generated by the Forest Lakes subdivision and to a lesser extent to Coquina Cove and reduce impacts on Taylor Road. This roadway is indicated as a future collector road in the Comprehensive Plan. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.10, and 2.14)								
201008	**Yorktowne Blvd North Section (Nautica Lakes)**	**46,000**	**1,200,000**	**-**	**-**	**-**	**-**	**1,246,000**
Developer Fairshare Contr. (Planned)		-	1,200,000	-	-	-	-	1,200,000
Trans Impact Fee (312)		46,000	-	-	-	-	-	46,000
_	**Total**	**46,000**	**1,200,000**	**-**	**-**	**-**	**-**	**1,246,000**
This project is proposed as either a 2-lane or 4-lane divided curb and gutter road designed to major collector street standards. The roadway design is complete and was done in conjunction with the Nautica Lakes development. This improvement is required to complete the Yorktowne Blvd. connection between Hidden Lakes Dr. and Willow Run Blvd. Completion of these sections would redirect traffic and relieve congestion at the I-95/Dunlawton Ave. intersection and Williamson Boulevard, south of Willow Run Boulevard. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.9, 2.13 and 2.14)								
201015	**Willow Run Boulevard Widening**	**-**	**200,000**	**1,125,000**	**-**	**-**	**-**	**1,325,000**
Capital Projects (301)		-	200,000	-	-	-	-	200,000
TPO Funds		-	-	1,125,000	-	-	-	1,125,000
_	**Total**	**-**	**200,000**	**1,125,000**	**-**	**-**	**-**	**1,325,000**
A 1/4-mile segment of Willow Run east of Williamson Boulevard to the proposed intersection of the Yorktowne Boulevard extension will need to be improved to accommodate future traffic flows diverted from Williamson Boulevard and future traffic on the new Yorktowne north extension. A traffic circle or other improvements at the Willow Run/Yorktowne intersection will be considered as part of the design. (Consistent w/ Comp Plan: 2.7, 2.9, 2.13, and 2.14)								
201647	**WB Dnlwtn Ave Right Turn Lane and City Cir**	**61,800**	**259,700**	**-**	**-**	**-**	**-**	**321,500**
Capital Projects (301)		1,500	57,200	-	-	-	-	58,700
TPO Funds		60,300	202,500	-	-	-	-	262,800
_	**Total**	**61,800**	**259,700**	**-**	**-**	**-**	**-**	**321,500**
This project consists of a proposal to construct a westbound right turn lane on Dunlawton Avenue at the intersection with City Center Parkway to improve traffic flow and reduce delays for turning vehicles and Dunlawton Avenue through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for westbound Dunlawton Avenue vehicles turning right. (Consistent w/ Comp Plan: Transp. Objective, 2.7, Policy 2.7.3)								

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
201750	**Eastbound Dunlawton Ave Right Turn Lane at Clyde Morris Blvd.**	**67,950**	**428,550**	**-**	**-**	**-**	**-**	**496,500**
Capital Projects (301)		-	87,450	-	-	-	-	87,450
TPO Funds		67,950	341,100	-	-	-	-	409,050
-	**Total**	**67,950**	**428,550**	**-**	**-**	**-**	**-**	**496,500**
This project consists of a proposal to construct a right turn lane on eastbound Dunlawton Avenue at the intersection with Clyde Morris Boulevard to improve traffic flow and reduce delays for turning vehicles and through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for eastbound vehicles turning right. (Consistent w/ Comp Plan: 2.7, 2.9, 2.13, and 2.14)								
201751	**WB Dunlawton Ave Right Turn Lane at Nova Rd.**	**-**	**260,000**	**110,000**	**421,000**	**-**	**-**	**791,000**
Capital Projects (301)		-	-	11,000	87,100	-	-	98,100
General Capital Replacement (317)		-	260,000	-	-	-	-	260,000
TPO Funds		-	-	99,000	333,900	-	-	432,900
-	**Total**	**-**	**260,000**	**110,000**	**421,000**	**-**	**-**	**791,000**
This project consists of a proposal to construct a right turn lane on westbound Dunlawton Avenue at the intersection with Nova Road to improve traffic flow and reduce delays for turning vehicles and through vehicles. Additional right-of-way is needed for this project prior to design being funded. The project will add roadway capacity at the intersection and reduce delays for westbound vehicles turning right. (Consistent w/ Comp Plan: 2.7, 2.9, 2.13, and 2.14)								
201856	**EB & WB Herbert St. Turn Lanes at Nova Rd.**	**-**	**18,000**	**100,000**	**660,000**	**-**	**-**	**778,000**
Capital Projects (301)		-	-	10,000	120,000	-	-	130,000
TPO Funds		-	18,000	90,000	540,000	-	-	648,000
-	**Total**	**-**	**18,000**	**100,000**	**660,000**	**-**	**-**	**778,000**
The project consists of looking at options to modify the intersection of Nova Road and Herbert Street to improve movement through the intersection. The intersection experiences congestion throughout the day, most notably in the morning and late afternoon. Additional right-of-way is anticipated to be needed for any intersection improvements. • Option 1: Extend the stacking area for the existing left-turn lane on eastbound Herbert Street at Nova Road, realigning the westbound Herbert Street travel lane, along with necessary improvements to the intersection. • Option 2: Modify eastbound Herbert Street at Nova Road to create a left-turn lane, right-turn lane, and a thru lane. Also, realigning the westbound Herbert Street travel lane and realigning the westbound Herbert Street travel lane, along with necessary improvements to the intersection. • Option 3: Other modifications or design alternatives that the consultant, selected by the TPO to prepare the Feasibility Study, can recommend to improve movement through the intersection, specifically for vehicles turning onto Nova Road and Herbert Street. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
201964	**Taylor Rd./Clyde Morris Blvd. Intersection Improvements**	**-**	**18,000**	**50,000**	**350,000**	**-**	**-**	**418,000**
Transportation Impact Fee (312)		-	-	5,000	80,000	-	-	85,000
TPO Funds		-	18,000	45,000	270,000	-	-	333,000
-	**Total**	**-**	**18,000**	**50,000**	**350,000**	**-**	**-**	**418,000**
The project consists of looking at options to modify the intersection at Taylor Rd./Clyde Morris Blvd. to improve movement through the intersection, specifically the eastbound Taylor Rd. through movement and left turn on to Clyde Morris Blvd. Additional right of way is anticipated for any intersection improvements. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
202065	**Dunlawton Ave. Existing Left Turn Lanes Extension**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
Capital Projects (301)		2,000	7,500	98,000	-	-	-	107,500
TPO Funds		18,000	67,500	342,000	-	-	-	427,500
-	**Total**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
The project consists of extending the existing left turn lanes along Dunlawton Ave. at the intersection of I-95 (westbound), Yorktowne Blvd. (westbound), Clyde Morris Blvd. (westbound), and Victoria Gardens Blvd. (westbound) to improve traffic flow and roadway capacity, reduce delays for turning and through movements, improve intersection safety and reduce damage and maintenance costs for the medians. Additional right of way is not anticipated to be needed for this project. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
202067	**NB Clyde Morris Blvd. Right Turn Lane at Reed Canal Rd.**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
Capital Projects (301)		2,000	7,500	98,000	-	-	-	107,500
TPO Funds		18,000	67,500	342,000	-	-	-	427,500
-	**Total**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
The project consists of a right turn lane on northbound Clyde Morris Blvd. at the intersection with Reed Canal Rd. to improve traffic flow, reduce delays for turning and through movements and improve intersection safety. Additional right of way is not anticipated to be needed for this project. The project will add roadway capacity at the intersection and reduce delays for northbound vehicles turning right or through northbound traffic. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
202068	**NB Clyde Morris Blvd. Right Turn Lane at Madeline Ave.**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
Capital Projects (301)		2,000	7,500	98,000	-	-	-	107,500
TPO Funds		18,000	67,500	342,000	-	-	-	427,500
-	**Total**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
The project consists of a right turn lane on northbound Clyde Morris Blvd. at the intersection with Madeline Ave. to improve traffic flow, reduce delays for turning and through movements and improve intersection safety. Additional right of way is not anticipated to be needed for this project. The project will add roadway capacity at the intersection and reduce delays for northbound vehicles turning right or through northbound traffic. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
202069	**SB Clyde Morris Blvd. Right Turn Lane at Willow Run Blvd.**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
Capital Projects (301)		2,000	7,500	98,000	-	-	-	107,500
TPO Funds		18,000	67,500	342,000	-	-	-	427,500
-	**Total**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
The project consists of a right turn lane on southbound Clyde Morris Blvd. at the intersection with Willow Run Blvd. to improve traffic flow, reduce delays for turning and through movements and improve intersection safety. Additional right of way is not anticipated to be needed for this project. The project will add roadway capacity at the intersection and reduce delays for southbound vehicles turning right or through southbound traffic. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
202070	**SB Clyde Morris Blvd. Right Turn Lane at Madeline Ave.**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
Capital Projects (301)		2,000	7,500	98,000	-	-	-	107,500
TPO Funds		18,000	67,500	342,000	-	-	-	427,500
-	**Total**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
The project consists of a right turn lane on southbound Clyde Morris Blvd. at the intersection with Madeline Ave. to improve traffic flow, reduce delays for turning and through movements and improve intersection safety. Additional right of way is not anticipated to be needed for this project. The project will add roadway capacity at the intersection and reduce delays for southbound vehicles turning right or through southbound traffic. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
202072	**SB & NB Yorktowne Blvd. Right Turn Lanes at Dunlawton Ave.**	**-**	**20,000**	**100,000**	**580,000**	**-**	**-**	**700,000**
Transportation Impact Fee (312)		-	2,000	10,000	130,000	-	-	142,000
TPO Funds		-	18,000	90,000	450,000	-	-	558,000
-	**Total**	**-**	**20,000**	**100,000**	**580,000**	**-**	**-**	**700,000**
The project consists of a right turn lane on southbound Yorktowne Blvd. at the intersection with Dunlawton Ave. and extension of the existing right turn lane for northbound Yorktowne Blvd. at the intersection with Dunlawton Ave. to improve traffic flow, reduce delays for turning and through movements and improve intersection safety. Additional right of way is not anticipated to be needed for this project. The project will add roadway capacity and reduce delays at the intersection. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
202073	**Spruce Creek Elem. School EB Taylor Rd. Right Turn Lane and Pedestrian Improvements**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
Capital Projects (301)		2,000	7,500	98,000	-	-	-	107,500
TPO Funds		18,000	67,500	342,000	-	-	-	427,500
-	**Total**	**20,000**	**75,000**	**440,000**	**-**	**-**	**-**	**535,000**
The project consists of a right turn lane on eastbound Taylor Rd. at the intersection with Spruce Creel Elementary School to improve safety, improve traffic flow, reduce delays for turning vehicles and through vehicles during school drop off and pick up. Additionally, pedestrian improvements and modifications to the left turn lane could also be accomplished with this project. The project will improve safety at the school, improve roadway capacity and reduce delays for eastbound and westbound vehicles. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)								
	TOTAL - TRANSPORTATION	**1,095,750**	**3,654,250**	**4,925,000**	**3,031,000**	**1,318,000**	**5,150,000**	**19,174,000**
DRAINAGE								
201439	**Halifax River Outfall Replacement**	**-**	**285,430**	**285,430**	**285,430**	**285,430**	**285,430**	**1,427,150**
Drainage Fund (412)		-	285,430	285,430	285,430	285,430	285,430	1,427,150
-	**Total**	**-**	**285,430**	**285,430**	**285,430**	**285,430**	**285,430**	**1,427,150**
There are 14 stormwater discharge outfalls directly to the Halifax River throughout the City. Many of these outfalls are constructed of metal pipes that have corroded throughout the years due to the harsh salt water environment. These pipes need to be replaced with Reinforced Concrete Pipe; in addition, headwalls will need to be constructed or reconstructed to accommodate the reinforced concrete pipe and possibly upsized in the diameter of the pipe. Also, the storm water pipe networks associated with the outfalls are tidally influenced which allows river water to enter the networks and equalize to the tidal water level. This project presents an opportunity to install engineered tidal gates at all locations where flooding issues are caused by tidal surcharge and lack of stormwater capacity. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
201642	**Howes Street Stormwater Improvement**	**1,342,426**	**-**	**-**	**-**	**-**	**-**	**1,342,426**
Drainage Fund (412)		1,064,641	-	-	-	-	-	1,064,641
Grant Funding		277,785	-	-	-	-	-	277,785
-	**Total**	**1,342,426**	**-**	**-**	**-**	**-**	**-**	**1,342,426**
Howes Street is located north of Commonwealth Boulevard and west of Ridgewood Avenue in the Allendale area of Port Orange. Howes Street experiences roadway flooding several times a year due to no drainage system to convey the stormwater runoff. Public Works has expended numerous efforts in traffic control and pumping due to the roadway flooding. The proposed solution to alleviate roadway flooding consist of constructing 25 storm inlets, +/-1,150 LF of exfiltration trenches, +/-1,610 LF of RCP pipe, and +/- 2,560 LF of curbings to collect stormwater runoff. Part of Orange Ave roadway will be re-built to eliminate low spots. The new stormwater system will be connected to the B-23 Canal at Howes Street and Westridge Avenue for discharge. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
201647	**Pipe Repair and Replacement**	**350,000**	**350,000**	**350,000**	**350,000**	**350,000**	**350,000**	**2,100,000**
Drainage Fund (412)		350,000	350,000	350,000	350,000	350,000	350,000	2,100,000
-	**Total**	**350,000**	**350,000**	**350,000**	**350,000**	**350,000**	**350,000**	**2,100,000**

Project #	Description	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
R & R funding to Replace/repair deteriorated and/or undersized corrugated metal pipes with properly sized reinforced concrete pipe or liners to improve storm water conveyance to reduce potential for flooding. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
201866	**Storm Water Master Plan Phase II**	**-**	**200,000**	**-**	**-**	**-**	**-**	**200,000**
Drainage Fund (412)		-	200,000	-	-	-	-	200,000
-	**Total**	**-**	**200,000**	**-**	**-**	**-**	**-**	**200,000**
The Stormwater Master plan update will identify corrective measures to alleviate existing deficiencies in the system and proactively plan for new improvements needed to accommodate future development. The Stormwater Master Plan will help prioritize spending for future capital drainage projects and ensure existing stormwater drainage systems are adequately and proactively maintained. The current estimated cost to update the Stormwater Master Plan is $605,000.00. Phase 1 of the plan has began in Fiscal Year 2016 at a cost of $247,340.00. This phase only included the Eastern Basin and the vicinity of District I and IV. Phase 2 of the plan is anticipated to begin in Fiscal Year 2021 at a cost of $200,00.00. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
TOTAL - DRAINAGE		**1,692,426**	**835,430**	**635,430**	**635,430**	**635,430**	**635,430**	**5,069,576**
PARKS AND RECREATION								
201686	**Recreational Educational Cultural Center (REC) Expansion**	**800,000**	**100,000**	**-**	**-**	**-**	**-**	**900,000**
Recreation Impact Fee 611		400,000	100,000	-	-	-	-	500,000
Grant Funding		400,000	-	-	-	-	-	400,000
-	**Total**	**800,000**	**100,000**	**-**	**-**	**-**	**-**	**900,000**
This project will provide for a re-purposing and expansion of a former gymnasium to a Recreational, Educational and Cultural Center that will include areas for classes, after school programs, community meetings, dance/exercise room and a youth activity room. New restrooms will be constructed, and the Center will provide for ADA access. This project will provide expanded recreational opportunities for the City.								
201378	**West Side Sports Complex**	**-**	**860,000**	**60,000**	**1,150,000**	**575,000**	**575,000**	**3,220,000**
Recreation Impact Fee 611		-	-	-	-	-	-	-
Grant Funding - Unsecured		-	860,000	60,000	1,150,000	575,000	575,000	3,220,000
-	**Total**	**-**	**860,000**	**60,000**	**1,150,000**	**575,000**	**575,000**	**3,220,000**
This project involves the design and construction of a sports complex to include 3 baseball fields, 4 - 6 soccer / football fields, lighting and support buildings. The project would encompass 100 acres with the construction of roadways, ponds, parking lots, playgrounds and picnic areas as well as trails and open space. The project would be eligible for FRDAP and ECHO grants and provide availability for partnerships with other public groups and private donors. This project will provide expanded recreational opportunities for the City.								
201795	**West Side Community Center**	**-**	**-**	**-**	**55,000**	**4,000,000**	**-**	**4,055,000**
Recreation Impact Fee 611		-	-	-	-	-	-	-
Grant Funding - Unsecured		-	-	-	55,000	4,000,000	-	4,055,000
-	**Total**	**-**	**-**	**-**	**55,000**	**4,000,000**	**-**	**4,055,000**
This project will provide for the construction of a 15,000 SF community center to include two gyms, community rooms, after school areas and offices. The center would be equipped with technology, office furniture and miscellaneous equipment. Proposed funding is from grants, bonds or possibly a community foundation. This project will provide expanded recreational opportunities for the City.								
TOTAL - PARKS AND RECREATION		**800,000**	**960,000**	**60,000**	**1,205,000**	**4,575,000**	**575,000**	**8,175,000**
- **TOTAL - CAPITAL IMPROVEMENTS**		**5,988,176**	**15,124,680**	**11,180,430**	**13,566,430**	**9,573,430**	**11,555,430**	**66,988,576**

~~**Project**~~	~~**FY 18-19**~~	~~**FY 19-20**~~	~~**FY 20-21**~~	~~**FY 21-22**~~	~~**FY 22-23**~~	~~**FY 23-24**~~	~~**Total**~~
~~**WATER**~~							
~~**029408 Water System Replacement/ Upsizing**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**600,000**~~	~~**400,000**~~	~~**400,000**~~	~~**500,000**~~	~~**3,900,000**~~
~~Water/Sewer Operating (401)~~	~~450,000~~	~~450,000~~	~~400,000~~	~~200,000~~	~~200,000~~	~~200,000~~	~~1,900,000~~
~~Water/Sewer R&R (403)~~	~~-~~	~~300,000~~	~~50,000~~	~~200,000~~	~~200,000~~	~~300,000~~	~~1,050,000~~
~~Water Impact Fee (405)~~	~~550,000~~	~~250,000~~	~~150,000~~	~~–~~	~~-~~	~~-~~	~~950,000~~
~~**Total**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**600,000**~~	~~**400,000**~~	~~**400,000**~~	~~**500,000**~~	~~**3,900,000**~~
~~Planned replacement of undersized galvanized steel piping in older sections of the city and peninsula area. Target areas to be accomplished based on current priorities. (Consistent w/ Comp Plan: Pot. Water, Policy 1.1, 2.6 and 2.7)~~							
~~**029409 Water System Extensions/Upsizing**~~	~~**50,000**~~	~~**50,000**~~	~~**50,000**~~	~~**450,000**~~	~~**50,000**~~	~~**50,000**~~	~~**700,000**~~
~~Water Impact Fee (405)~~	~~50,000~~	~~50,000~~	~~50,000~~	~~450,000~~	~~50,000~~	~~50,000~~	~~700,000~~
~~**Total**~~	~~**50,000**~~	~~**50,000**~~	~~**50,000**~~	~~**450,000**~~	~~**50,000**~~	~~**50,000**~~	~~**700,000**~~
~~Provide water service to existing residential areas not presently served by the City and provide for greater system redundancy and looping. Additional water main installations that serve to reinforce the distribution system to eliminate or avoid areas of substandard water pressure. (Consistent w/ Comp Plan: Pot. Water, Policy 2.2, 2.4 and 2.5)~~							
~~**039493 Water Treatment Plant R&R - Equipment**~~	~~**200,000**~~	~~**225,000**~~	~~**225,000**~~	~~**445,000**~~	~~**275,000**~~	~~**300,000**~~	~~**1,670,000**~~
~~Water/Sewer R&R (403)~~	~~200,000~~	~~225,000~~	~~225,000~~	~~445,000~~	~~275,000~~	~~300,000~~	~~1,670,000~~
~~**Total**~~	~~**200,000**~~	~~**225,000**~~	~~**225,000**~~	~~**445,000**~~	~~**275,000**~~	~~**300,000**~~	~~**1,670,000**~~
~~Planned improvements for City's water treatment plant and various wells per Table 2A Water Treatment Plant Improvements. (Consistent w/ Comp Plan: Pot. Water, Policy 1.7 and San. Swr., Policy 1.6)~~							
~~**039494 Water Treatment Plant-3 Million Gal Water Storage Tank**~~	~~**300,000**~~	~~**-**~~	~~**3,000,000**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**3,300,000**~~
~~Sewer Impact Fee (405)~~	~~300,000~~	~~-~~	~~2,000,000~~	~~-~~	~~-~~	~~-~~	~~2,300,000~~
~~Future Grant/Bonds~~	~~-~~	~~-~~	~~1,000,000~~	~~-~~	~~-~~	~~-~~	~~1,000,000~~
~~**Total**~~	~~**300,000**~~	~~**-**~~	~~**3,000,000**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**3,300,000**~~
~~The water plant produces and distributes an average of 6 million gallons per day of drinking water. The plant has one water storage tank that holds 1 million gallons. The tank was constructed in 1983. There are three storage tanks located throughout the City to store a total of 4.5 million gallons of water. In order to ensure water can be produced and distributed continuously from the treatment plant, an additional storage tank needs to be constructed. It is recommended that a three million gallon tank be constructed on the property adjacent to the water plant. The City owns the property. The existing pumping equipment would be sufficient to distribute the water from the new tank. Since this is an expansion of service to our customers, water impact fee funds could be used (Consistent w/ Comp Plan: Pot. Water, Objectives 1 & 2, Policy 2.1)~~							
~~**039495 Water Treatment Plant-Raw Water Main Replacement**~~	~~**300,000**~~	~~**3,000,000**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**3,300,000**~~
~~Water/Sewer R&R (403)~~	~~300,000~~	~~3,000,000~~	~~-~~	~~-~~	~~-~~	~~-~~	~~3,300,000~~
~~**Total**~~	~~**300,000**~~	~~**3,000,000**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**3,300,000**~~
~~There is currently only one pipeline from the wellfield on Shuntz Road to the Garnsey Water Treatment Plant. This pipeline provides 80% of the well water into the treatment plant. The 30-inch diameter, 5 mile long prestressed concrete pipeline has been in service over 30 years. It is a specialty pipe that staff cannot repair in house. In fact, there are very few speciality firms that can repair this type of pipeline. Should the pipe fail, damages would be significant to the surrounding area and significantly impair the treatment plants ability to supply drinking water to the customers. This project would provide a secondary pipeline to the treatment plant to provide reliability on the system. (Consistent w/ Comp Plan: Pot. Water, Objectives 1 & 2)~~							
~~**TOTAL - WATER**~~	~~**1,850,000**~~	~~**4,275,000**~~	~~**3,875,000**~~	~~**1,295,000**~~	~~**725,000**~~	~~**850,000**~~	~~**12,870,000**~~
~~**SANITARY SEWER**~~							
~~**049467 Sewer System Rehabilitation**~~	~~**750,000**~~	~~**750,000**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**5,500,000**~~
~~Water/Sewer Operating (401)~~	~~750,000~~	~~750,000~~	~~1,000,000~~	~~1,000,000~~	~~1,000,000~~	~~1,000,000~~	~~5,500,000~~
~~**Total**~~	~~**750,000**~~	~~**750,000**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**1,000,000**~~	~~**5,500,000**~~
~~Rehabilitation of aging sewer collection system, especially areas with clay pipe. Reduce inflow and infiltration per Table 2C Sewer System Rehabilitation. (Consistent w/ Comp Plan: San. Swr., Policy 1.5 and 4.3)~~							
~~**038964 Water Reclamation Facility R&R**~~	~~**350,000**~~	~~**885,000**~~	~~**900,000**~~	~~**925,000**~~	~~**950,000**~~	~~**500,000**~~	~~**4,510,000**~~
~~Water/Sewer Operating (401)~~	~~200,000~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~200,000~~
~~Water/Sewer R&R (403)~~	~~150,000~~	~~885,000~~	~~900,000~~	~~925,000~~	~~950,000~~	~~500,000~~	~~4,310,000~~
~~**Total**~~	~~**350,000**~~	~~**885,000**~~	~~**900,000**~~	~~**925,000**~~	~~**950,000**~~	~~**500,000**~~	~~**4,510,000**~~
~~Scheduled facility repair and equipment replacement of electrical and mechanical system components for the City's wastewater treatment plant per Table 2D Wastewater Treatment Plant Improvements. (Consistent w/ Comp Plan: Pot. Water, Policy 1.1 and 2.6 along with San. Swr, Policy 1.6)~~							
~~**038972 Water Reuse Program**~~	~~**300,000**~~	~~**-**~~	~~**3,000,000**~~	~~**-**~~	~~**-**~~	~~**-**~~	~~**3,300,000**~~
~~Sewer Impact Fee (405)~~	~~300,000~~	~~-~~	~~2,000,000~~	~~-~~	~~-~~	~~-~~	~~2,300,000~~
~~Future Grant/Bonds~~	~~-~~	~~-~~	~~1,000,000~~	~~-~~	~~-~~	~~-~~	~~1,000,000~~

Project	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
Total	**300,000**	**-**	**3,000,000**	**-**	**-**	**-**	**3,300,000**
A three million gallon ground storage tank with pump station to provide additional reuse supply for irrigation and minimize discharge to the Halifax River. Location to be identified in utility master plan. Staff will apply for grant funding. Current grant funding from SFRWMD is 33% for shovel ready projects. (Consistent w/ Comp Plan: San. Swr, Objective 3)							
089409 Sewer System Expansion	**300,000**	**3,300,000**	**3,000,000**	**3,000,000**	**-**	**-**	**9,600,000**
Sewer Impact Fee (405)	300,000	2,200,000	2,000,000	2,000,000	-	-	6,500,000
Future Grant/Bonds	-	1,100,000	1,000,000	1,000,000	–	–	3,100,000
Total	**300,000**	**3,300,000**	**3,000,000**	**3,000,000**	**-**	**-**	**9,600,000**
Sewer system construction at locations that are currently on septic. The locations and the priorities will be determined by the Wide Trim study, scheduled for completion June 2017. (Consistent w/ Comp Plan: San. Swr., Policy 2.2 and 2.3)							
TOTAL - SANITARY SEWER	**1,700,000**	**4,935,000**	**7,900,000**	**4,925,000**	**1,950,000**	**1,500,000**	**22,910,000**
WATER & SANITARY SEWER							
038710 City Cost Participation	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**600,000**
Water Impact Fee (405)	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Sewer Impact Fee (405)	50,000	50,000	50,000	50,000	50,000	50,000	300,000
Total	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**600,000**
Citywide annual cost participation program with new development to upsize various water and sewer lines, extension of various mains, upsizing of lift stations, and other miscellaneous items. (Consistent w/ Comp Plan: San. Swr., Policy 4.2 and Pot. Water, Policy 2.5 & 2.7)							
TOTAL - WATER & SAN. SEWER	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**	**600,000**
TRANSPORTATION							
430201 Road Program	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**4,800,000**
Capital Projects (301)	800,000	800,000	800,000	800,000	800,000	800,000	4,800,000
Total	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**800,000**	**4,800,000**
Annual citywide resurface program for existing streets and collector roads, per Table 1E Street Resurfacing Projects. (Consistent w/ Comp Plan: Transp. Objective 2.14 and 2.7)							
PNC007 Yorktowne Blvd Middle Segment	**-**	**675,000**	**-**	**-**	**-**	**-**	**675,000**
Prop. Fair Share /Other /Grant	-	675,000	-	-	-	-	675,000
Total	**-**	**675,000**	**-**	**-**	**-**	**-**	**675,000**
Estimated project cost is $2,400,000. Currently, $1,725,000 has been funded in previous fiscal years. This project is proposed as a 4-lane divided curb and gutter section designed to City standards. It is composed of 1600' of 4 land roadway and 800' of improvements in the existing 2-3 lane section to the south of Hidden Lakes Drive, including turn lanes and transition tapers in the existing Yorktowne Blvd. and Hidden Lakes section. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.9, 2.13 and 2.14)							
200905 Williamson Blvd. N. of Pavilion	**-**	**-**	**-**	**220,000**	**261,000**	**2,200,000**	**2,681,000**
Developer Fairshare Contr. (Planned)	-	-	-	220,000	261,000	2,200,000	2,681,000
Total	**-**	**-**	**-**	**220,000**	**261,000**	**2,200,000**	**2,681,000**
This project involves adding 2 lanes to the existing 2 lane Williamson Blvd. roadway from the north boundary of the Pavilion project north to Townwest Blvd., a 0.53-mile section. Project cost estimates are based on construction of an additional 2 travel lanes within the existing right-of-way with minimal impact to the existing roadway. The new construction will require stormwater treatment and it will be necessary to acquire an estimated 1 acre of off-site property for this purpose. (Consistent w/ Comp Plan: Transp. Objective 2.6, 2.7, 2.13, and 2.14)							
200907 Coraci Blvd. Extension	**-**	**-**	**-**	**-**	**257,000**	**2,150,000**	**2,407,000**
Developer Fairshare Contr. (Planned)	-	-	-	-	257,000	2,150,000	2,407,000
Total	**-**	**-**	**-**	**-**	**257,000**	**2,150,000**	**2,407,000**
This project involves construction of a 1/2 mile 2-lane divided roadway extending Coraci Blvd. 2600' from the northwest corner of Crane Lakes to Forest Lakes subdivision within the existing undeveloped right-of-way. Drainage improvements are projected to be constructed in the right-of-way. This will serve as an alternate route and reliever route for traffic generated by the Forest Lakes subdivision and to a lesser extent to Coquina Cove and reduce impacts on Taylor Road. This roadway is indicated as a future collector road in the Comprehensive Plan. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.10, and 2.14)							
201008 Yorktowne Blvd North Section (Nautica Lakes)	**-**	**1,200,000**	**-**	**-**	**-**	**-**	**1,200,000**
Developer Fairshare Contr. (Planned)	-	1,200,000	-	-	-	-	1,200,000
Total	**-**	**1,200,000**	**-**	**-**	**-**	**-**	**1,200,000**

~~Project~~	~~FY 18-19~~	~~FY 19-20~~	~~FY 20-21~~	~~FY 21-22~~	~~FY 22-23~~	~~FY 23-24~~	~~Total~~
~~This project is proposed as either a 2-lane or 4-lane divided curb and gutter road designed to major collector street standards. The roadway design is complete and was done in conjunction with the Nautica Lakes development. This improvement is required to complete the Yorktowne Blvd. connection between Hidden Lakes Dr. and Willow Run Blvd. Completion of these sections would redirect traffic and relieve congestion at the I-95/Dunlawton Ave. intersection and Williamson Boulevard, south of Willow Run Boulevard. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.9, 2.13 and 2.14)~~							
~~201015 Willow Run Boulevard Widening~~	-	**~~200,000~~**	**~~1,125,000~~**	-	-	-	**~~1,325,000~~**
~~Capital Projects (301)~~	-	~~200,000~~	-	-	-	-	~~200,000~~
~~TPO Funds~~	-	-	~~1,125,000~~	-	-	-	~~1,125,000~~
~~Total~~	-	**~~200,000~~**	**~~1,125,000~~**	-	-	-	**~~1,325,000~~**
~~A 1/4-mile segment of Willow Run east of Williamson Boulevard to the proposed intersection of the Yorktowne Boulevard extension will need to be improved to accommodate future traffic flows diverted from Williamson Boulevard and future traffic on the new Yorktowne north extension. A traffic circle or other improvements at the Willow Run/Yorktowne intersection will be considered as part of the design. (Consistent w/ Comp Plan: 2.7, 2.9, 2.13, and 2.14)~~							
~~201647 WB Dnlwtn Ave Right Turn Lane and City Cir~~	**~~49,000~~**	**~~307,000~~**	-	-	-	-	**~~356,000~~**
~~Capital Projects (301)~~	~~2,000~~	~~76,000~~	-	-	-	-	~~78,000~~
~~TPO Funds~~	~~47,000~~	~~231,000~~	-	-	-	-	~~278,000~~
~~Total~~	**~~49,000~~**	**~~307,000~~**	-	-	-	-	**~~356,000~~**
~~This project consists of a proposal to construct a westbound right turn lane on Dunlawton Avenue at the intersection with City Center Parkway to improve traffic flow and reduce delays for turning vehicles and Dunlawton Avenue through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for westbound Dunlawton Avenue vehicles turning right. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)~~							
~~201750 EB Dunlawton Ave Right Turn Lane at Clyde Morris Blvd.~~	**~~75,000~~**	**~~425,000~~**	-	-	-	-	**~~500,000~~**
~~Capital Projects (301)~~	~~8,000~~	~~87,000~~	-	-	-	-	~~95,000~~
~~TPO Funds~~	~~67,000~~	~~338,000~~	-	-	-	-	~~405,000~~
~~Total~~	**~~75,000~~**	**~~425,000~~**	-	-	-	-	**~~500,000~~**
~~This project consists of a proposal to construct a right turn lane on eastbound Dunlawton Avenue at the intersection with Clyde Morris Boulevard to improve traffic flow and reduce delays for turning vehicles and through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for eastbound vehicles turning right. (Consistent w/ Comp Plan: 2.7, 2.9, 2.13, and 2.14)~~							
~~201751 WB Dunlawton Ave Right Turn Lane at Nova Rd.~~	-	**~~110,000~~**	**~~421,000~~**	-	-	-	**~~531,000~~**
~~Capital Projects (301)~~	-	~~11,000~~	~~87,000~~	-	-	-	~~98,000~~
~~Gen.Capital Replacement(317)~~	-	-	-	-	-	-	-
~~TPO Funds~~	-	~~99,000~~	~~334,000~~	-	-	-	~~433,000~~
~~Total~~	-	**~~110,000~~**	**~~421,000~~**	-	-	-	**~~531,000~~**
~~This project consists of a proposal to construct a right turn lane on westbound Dunlawton Avenue at the intersection with Nova Road to improve traffic flow and reduce delays for turning vehicles and through vehicles. No additional right-of-way should be needed for this project. The project will add roadway capacity at the intersection and reduce delays for westbound vehicles turning right. (Consistent w/ Comp Plan: 2.7, 2.9, 2.13, and 2.14)~~							
~~201856 EB Herbert St. Left Turn Lane at Nova~~	**~~18,000~~**	**~~100,000~~**	**~~660,000~~**	-	-	-	**~~778,000~~**
~~Capital Projects (301)~~	-	~~10,000~~	~~120,000~~	-	-	-	~~130,000~~
~~TPO Funds~~	~~18,000~~	~~90,000~~	~~540,000~~	-	-	-	~~648,000~~
~~Total~~	**~~18,000~~**	**~~100,000~~**	**~~660,000~~**	-	-	-	**~~778,000~~**
~~The project consists of looking at options to modify the intersection of Nova Road and Herbert Street to improve movement through the intersection. The intersection experiences congestion throughout the day, most notably in the morning and late afternoon. Additional right-of-way is anticipated to be needed for any intersection improvements.~~ ~~• Option 1: Extend the stacking area for the existing left-turn lane on eastbound Herbert Street at Nova Road, realigning the westbound Herbert Street travel lane, along with necessary improvements to the intersection.~~ ~~• Option 2: Modify eastbound Herbert Street at Nova Road to create a left-turn lane, right-turn lane, and a thru lane. Also, realigning the westbound Herbert Street travel lane and realigning the westbound Herbert Street travel lane, along with necessary improvements to the intersection.~~ ~~• Option 3: Other modifications or design alternatives that the consultant, selected by the TPO to prepare the Feasibility Study, can recommend to improve movement through the intersection, specifically for vehicles turning onto Nova Road and Herbert Street. (Consistent w/ Comp Plan: Transp. Objective 2.7, Policy 2.7.3)~~							
~~TOTAL TRANSPORTATION~~	**~~942,000~~**	**~~3,817,000~~**	**~~3,006,000~~**	**~~1,020,000~~**	**~~1,318,000~~**	**~~5,150,000~~**	**~~15,253,000~~**
~~DRAINAGE~~							
~~201439 Halifax River Outfall Replacement~~	-	**~~471,000~~**	**~~471,000~~**	**~~471,000~~**	**~~300,000~~**	-	**~~1,713,000~~**
~~Drainage Fund 412~~	-	~~471,000~~	~~471,000~~	~~471,000~~	~~300,000~~	-	~~1,713,000~~
~~Total~~	-	**~~471,000~~**	**~~471,000~~**	**~~471,000~~**	**~~300,000~~**	-	**~~1,713,000~~**

~~Project~~	~~FY 18-19~~	~~FY 19-20~~	~~FY 20-21~~	~~FY 21-22~~	~~FY 22-23~~	~~FY 23-24~~	~~Total~~
~~There are 14 stormwater discharge outfalls directly to the Halifax River throughout the City. Many of these outfalls are constructed of metal pipes that have corroded throughout the years due to the harsh salt water environment. These pipes need to be replaced with Reinforced Concrete Pipe; in addition, headwalls will need to be constructed or reconstructed to accommodate the reinforced concrete pipe and possibly upsized in the diameter of the pipe. Also, the storm water pipe networks associated with the outfalls are tidally influenced which allows river water to enter the networks and equalize to the tidal water level. This project presents an opportunity to install engineered tidal gates at all locations where flooding issues are caused by tidal surcharge and lack of stormwater capacity. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201441 Southwinds Stormwater Pond Outfall Retrofit - Phase I Design~~	~~-~~	~~-~~	**~~45,000~~**	~~-~~	~~-~~	~~-~~	**~~45,000~~**
~~Drainage Fund 412~~	~~-~~	~~-~~	~~45,000~~	~~-~~	~~-~~	~~-~~	~~45,000~~
~~Total~~	~~-~~	~~-~~	**~~45,000~~**	~~-~~	~~-~~	~~-~~	**~~45,000~~**
~~This project involves modification to the existing storm water ponds of the Southwinds neighborhood stormwater system. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201642 Howes Street Stormwater Improvements~~	~~-~~	**~~1,065,000~~**	~~-~~	~~-~~	~~-~~	~~-~~	**~~1,065,000~~**
~~Drainage Fund 412~~	~~-~~	~~724,000~~	~~-~~	~~–~~	~~–~~	~~-~~	~~724,000~~
~~Grant Funding - Unsecured~~	~~-~~	~~341,000~~	~~-~~	~~-~~	~~-~~	~~-~~	~~341,000~~
~~Total~~	~~-~~	**~~1,065,000~~**	~~-~~	~~-~~	~~-~~	~~-~~	**~~1,065,000~~**
~~Howes Street is located north of Commonwealth Boulevard and west of Ridgewood Avenue in the Allendale area of Port Orange. Howes Street experiences roadway flooding several times a year due to no drainage system to convey the stormwater runoff. Public Works has expended numerous efforts in traffic control and pumping due to the roadway flooding. The proposed solution to alleviate roadway flooding consist of constructing 25 storm inlets, +/ 1,150 LF of exfiltration trenches, +/ 1,610 LF of RCP pipe, and +/- 2,560 LF of curbings to collect stormwater runoff. Part of Orange Ave roadway will be re-built to eliminate low spots. The new stormwater system will be connected to the B-23 Canal at Howes Street and Westridge Avenue for discharge. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201647 Pipe Repair and Replacement~~	**~~320,000~~**	**~~370,000~~**	**~~420,000~~**	**~~470,000~~**	**~~520,000~~**	**~~570,000~~**	**~~2,670,000~~**
~~Drainage Fund 412~~	~~320,000~~	~~370,000~~	~~420,000~~	~~470,000~~	~~520,000~~	~~570,000~~	~~2,670,000~~
~~Total~~	**~~320,000~~**	**~~370,000~~**	**~~420,000~~**	**~~470,000~~**	**~~520,000~~**	**~~570,000~~**	**~~2,670,000~~**
~~R & R funding to Replace/repair deteriorated and/or undersized corrugated metal pipes with properly sized reinforced concrete pipe or liners to improve storm water conveyance to reduce potential for flooding. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201865 Virginia Ave and Monroe St. Drainage Basin~~	**~~1,777,000~~**	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	**~~1,777,000~~**
~~Drainage Fund 412~~	~~383,000~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~383,000~~
~~Grants/Other~~	~~1,394,000~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~1,394,000~~
~~Total~~	**~~1,777,000~~**	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	**~~1,777,000~~**
~~This project will provide solutions to address the flooding between Virginia Ave and Monroe St which will include construction of stormwater pump stations with force mains, retention ponds, and additional conveyance enhancements including pipes and inlets. The construction of the retention ponds and pumps will require the acquisition and purchase of land and relocation of utilities where needed. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201409 Tumblebrook Dr. Stormwater Improvements~~	**~~186,000~~**	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	**~~186,000~~**
~~Drainage Fund 412~~	~~186,000~~	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	~~186,000~~
~~Total~~	**~~186,000~~**	~~-~~	~~-~~	~~-~~	~~-~~	~~-~~	**~~186,000~~**
~~Tumblebrook Drive is located in Sweetwater Hills and is home to residential properties of 0.25 acres. Presently, Public Works staff must mobilize a pump to an isolated pond which becomes inundated during storms. The pump is 12 years old and it is deployed minimum 6 times per year to a maximum of 20 times per year. Construction of drainage improvements, pipe, and drainage structures. The project will improve drainage and stormwater quality. Engineering and design are proposed to begin in early FY2019, with construction to follow immediately thereafter. Project cost estimates do not include utility relocations or easement acquisitions if needed. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201762 Viking Drive Stormwater Improvements Design~~	~~-~~	~~-~~	~~-~~	**~~30,000~~**	~~-~~	~~-~~	**~~30,000~~**
~~Drainage Fund 412~~	~~-~~	~~-~~	~~-~~	~~30,000~~	~~-~~	~~-~~	~~30,000~~
~~Total~~	~~-~~	~~-~~	~~-~~	**~~30,000~~**	~~-~~	~~-~~	**~~30,000~~**
~~Presently, Viking Drive does not have a stormwater system in place, and the localized depression area near 112 Viking Dive experiences standing water over the roadway during most rain events. This project consists of design and permitting stormwater improvements within Viking Drive area. Construction cost estimates to follow completion of the design. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~201763 Charles Street Drainage Improvements~~	**~~110,000~~**	~~-~~	**~~730,000~~**	~~-~~	~~-~~	~~-~~	**~~840,000~~**
~~Drainage Fund 412~~	~~110,000~~	~~-~~	~~730,000~~	~~-~~	~~-~~	~~-~~	~~840,000~~
~~Total~~	**~~110,000~~**	~~-~~	**~~730,000~~**	~~-~~	~~-~~	~~-~~	**~~840,000~~**

~~Project~~	~~FY 18-19~~	~~FY 19-20~~	~~FY 20-21~~	~~FY 21-22~~	~~FY 22-23~~	~~FY 23-24~~	~~Total~~
~~Analysis, design, and construction for drainage between Herbert Street, Charles Street and Oceans Avenue drainage system to improve stormwater runoff conveyance, stormwater capacity, conveyances, and to reduce the potential for flooding. This will require removing the existing inadequate storm pipe between Herbert Street and Charles Street and replacing the pipe. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)~~							
~~**TOTAL - DRAINAGE**~~	~~**2,393,000**~~	~~**1,906,000**~~	~~**1,666,000**~~	~~**971,000**~~	~~**820,000**~~	~~**570,000**~~	~~**8,326,000**~~
~~**TOTAL - CAPITAL IMPROVEMENTS**~~	~~**6,985,000**~~	~~**15,033,000**~~	~~**16,547,000**~~	~~**8,311,000**~~	~~**4,913,000**~~	~~**8,170,000**~~	~~**59,959,000**~~

Source: City of Port Orange, Department of Finance, Department of Community Development, ~~2018~~2019

TABLE 2
TRANSPORTATION PROPORTIONATE FAIR-SHARE AGREEMENTS BY PROJECT

Developer	Development	Agreement Approval	Date of Contribution	Total
Project 1: Dunlawton / Taylor at I-95				
Intervest Construction, Inc	Waters Edge Phase 9A and 11	08/17/04	01/26/06	50,000
Centerline Homes (Prev. Olson Assoc 4/25/06)	Port Orange Landings Phase I	03/29/05	03/29/05	32,878
Tomoka Farms Dev, LLC (DR Horton)	Coquina Cove Phase I	04/19/05	04/19/05	104,242
Airport Pharmacy LLC (Charles Wayne)	Walgreens at Taylor Road	08/16/05	02/23/07	13,763
Villages of Royal Palm (Winston-James)	Royal Palm PUD, Phase III	11/15/05	11/15/05	54,797
D.R. Horton	Port Orange Plantation Phase II	11/15/05	11/15/05	32,878
Holiday Builders	Port Orange Landings, Phase II	03/21/06	09/27/07	41,034
Viscomi and Associates (Paytas Homes)	Pinnacle PUD, Phase II	06/27/06	09/22/06	106,791
D.R. Horton	Port Orange Plantation Phases III, IV, V	07/25/06	12/06/06	49,445
D.R. Horton	Villas of P.O. Plantation Phases I, II	09/26/06	12/06/06	62,953
Intervest Construction, Inc	Waters Edge Phase 9B	06/05/07	07/05/07	27,526
Quest Design Group	Crystal Lake Business Park	08/07/07	09/19/07	16,567
Floridian Bank	Floridian Bank	08/28/07	08/28/07	10,959
All Aboard Storage	Nova Depot	09/18/07	09/18/07	10,959
Shoppes at Southwinds LLC	Shoppes at Southwinds	10/08/07	10/08/07	8,156
Port Orange Properties, LC	Port Orange Properties	11/13/07	11/16/07	38,486
Halifax Veterinary Clinic	Halifax Veterinary Clinic	12/18/07	01/04/08	2,804
Continental 217 Fund, LLC	Westport Square - Kohls	01/15/08	01/15/08	175,351
Atlantic Coast, LLC	Atlantic Coast Office Building	04/16/08	04/16/08	2,804
Cruz Investment Group	Nova Bella Piazza	04/22/08	04/23/08	10,959
City of Port Orange	Port Orange Business Park	05/06/08	08/05/09	235,756
Port Orange Apartment Assoc.	Reserve at Crystal Lake	05/27/08	02/24/09	2,804
K E M Associates, LLC	Countryside Commercial	08/19/08	09/17/08	2,804
Sun Glow Construction Inc.	Summer Trees Plaza - Site "B"	01/27/09	05/02/09	2,804
Sun Glow Construction Inc.	National City Bank	01/27/09	01/27/09	8,156
Four Lanes, LLC	CVS Pharmacy #4112 (Altamira CVS)	04/15/10	04/15/10	8,156
US Foodservice, Inc.	US Foodservice Facility Expansion	06/22/10	06/22/10	13,763
The Pavilion at Port Orange, LLC	Pavilion at Port Orange	08/19/09	09/30/09	500,000
Four Lanes, LLC	Altamira Shopping Center	01/24/12	Deferred	312,472
Dunlawton Yorktowne, LLC	Dunlawton-Yorktowne Shopping Center	01/24/12	Deferred	134,317
Ferber Construction Mgmt, LLC	Gateway Center Lot 6A – Multi-Tenant Retail	02/28/12	02/28/12	43,838
Total - Approved Contribution Amounts for Project 1				**$ 2,118,222**
Project 2: Dunlawton / Clyde Morris				
D.R. Horton	Port Orange Plantation Phase II	11/15/05	11/15/05	19,788
Villages of Royal Palm (Winston-James)	Royal Palm PUD, Phase III	11/15/05	11/15/05	29,681
Holiday Builders	Port Orange Landings, Phase II	03/21/06	09/27/07	74,204
Viscomi and Associates (Paytas Homes)	Pinnacle PUD, Phase II	06/27/06	09/22/06	39,575
D.R. Horton	Port Orange Plantation Phases III, IV, V	07/25/06	12/06/06	34,628
Linen Group	Nova Oaks	09/26/06	09/26/06	9,894
D.R. Horton	Villas of P.O. Plantation Phases I, II	09/26/06	12/06/06	34,628
Intervest Construction, Inc	Waters Edge Phase 9B	06/05/07	07/05/07	14,841
Quest Design Group	Crystal Lake Business Park	08/07/07	09/19/07	9,894
Floridian Bank	Floridian Bank	08/28/07	08/28/07	54,416
All Aboard Storage	Nova Depot	09/18/07	09/18/07	9,894
Shoppes at Southwinds LLC	Shoppes at Southwinds	10/08/07	10/08/07	9,894
Port Orange Properties, LC	Port Orange Properties	11/13/07	11/16/07	29,681

Developer	Development	Agreement Approval	Date of Contribution	Total
Halifax Veterinary Clinic	Halifax Veterinary Clinic	12/18/07	01/04/08	4,947
CBL	Pavillion at Port Orange	12/18/07	01/08/08	317,447
Continental 217 Fund, LLC	Westport Square - Kohls	01/15/08	1/15/2008	34,628
Atlantic Coast, LLC	Atlantic Coast Office Building	04/16/08	04/16/08	9,894
Cruz Investment Group	Nova Bella Piazza	04/22/08	04/23/08	9,894
City of Port Orange	Port Orange Business Park	05/06/08	08/05/09	29,681
Port Orange Apartment Assoc.	Reserve at Crystal Lake	05/27/08	02/24/09	14,841
The Animal, LLC	Ravenwood Veterinary Clinic	08/18/08	09/05/08	4,947
K E M Associates, LLC	Countryside Commercial	08/19/08	09/17/08	4,947
ABC Liquors, Inc.	ABC Liquor Store and Bank	05/19/09	05/27/09	9,894
LaCour & Company (Southwind Villas)	Dollar General Store	01/19/10	01/19/10	4,947
Four Lanes, LLC	CVS Pharmacy #4112 (Altamira CVS)	04/15/10	04/15/10	29,681
Houligan's Port Orange, LLC	Houligan's Restaurant & Office Bldg.	06/03/10	06/03/10	4,947
Four Lanes, LLC	Altamira Shopping Center	01/24/12	04/15/12	59,363
Dunlawton Yorktowne, LLC	Dunlawton-Yorktowne Shopping Center	01/24/12	06/21/12	24,735
		Total - Approved Contribution Amounts for Project 2		**$ 935,811**
Project 3: Town West / Williamson Signalization				
D.R. Horton	Port Orange Plantation Phase II	11/15/05	11/15/05	82,994
D. R. Horton Refund	Port Orange Plantation Phase II	11/15/05	12/21/17	(9,969)
Villages of Royal Palm (Winston-James)	Royal Palm PUD, Phase III	11/15/05	11/15/05	66,736
Villages of Royal Palm (Winston-James) Refund	Royal Palm PUD, Phase III	11/15/05	09/27/17	(8,015)
D.R. Horton	Port Orange Plantation Phases III, IV, V	07/25/06	12/06/06	80,770
D. R. Horton Refund	Port Orange Plantation Phases III, IV, V	07/25/06	10/23/17	(9,702)
D.R. Horton	Villas of P.O. Plantation Phases I, II	09/26/06	12/06/06	76,064
D. R. Horton Refund	Villas of P.O. Plantation Phases I, II	09/26/06	10/23/17	(9,137)
Port Orange Properties, LLC	Port Orange Properties	11/13/07	11/16/07	5,813
Port Orange Properties, LLC (additional Payment)	Port Orange Properties	11/13/07	09/30/16	8,792
Port Orange Properties, LLC (City Council Approved Write Off of Additional Payment)	Port Orange Properties	11/13/07	09/28/18	(8,792)
CBL	Pavillion at Port Orange	12/18/07	01/08/08	162,657
Continental 217 Fund, LLC	Westport Square - Kohls	01/15/08	01/15/08	24,957
Continental 217 Fund, LLC – (Refund Issued)	Westport Square - Kohls	01/15/08	12/20/12	(17,467)
Continental 217 Fund, LLC (additional payment)	Westport Square - Kohls	01/15/08	09/30/16	11,331
Continental 217 Fund, LLC (City Council Approved Write Off of Additional Payment)	Westport Square - Kohls	01/15/08	09/28/18	(11,331)
		Total - Approved Contribution Amounts for Project 3		**$445,701**
Project 4: Summertrees Road Extension				
Villages of Royal Palm (Winston-James)	Royal Palm PUD, Phase III	11/15/05	11/15/05	65,896
Holiday Builders	Port Orange Landings, Phase II	03/21/06	09/27/07	18,287
Viscomi and Associates (Paytas Homes)	Pinnacle PUD, Phase II	06/27/06	09/22/06	84,183
D.R. Horton	Port Orange Plantation Phases III, IV, V	07/25/06	12/06/06	47,609
D.R. Horton	Villas of P.O. Plantation Phases I, II	09/26/06	12/06/06	40,358
Intervest Construction, Inc	Waters Edge Phase 9B	06/05/07	07/05/07	22,071
All Aboard Storage	Nova Depot	09/18/07	09/18/07	7,252
Shoppes at Southwinds LLC	Shoppes at Southwinds	10/08/07	10/08/07	7,252
Port Orange Properties, LC	Port Orange Properties	11/13/07	11/16/07	47,609

Developer	Development	Agreement Approval	Date of Contribution	Total
Halifax Veterinary Clinic	Halifax Veterinary Clinic	12/18/07	01/04/08	3,784
CBL	Pavillion at Port Orange	12/18/07	01/08/08	889,220
Continental 217 Fund, LLC	Westport Square - Kohls	01/15/08	01/15/08	172,466
Atlantic Coast, LLC	Atlantic Coast Office Building	04/16/08	04/16/08	3,784
City of Port Orange	Port Orange Business Park	05/06/08	08/05/09	168,682
Port Orange Apartment Assoc.	Reserve at Crystal Lake	05/27/08	02/24/09	7,252
K E M Associates, LLC	Countryside Commercial	08/19/08	09/17/08	7,252
Sun Glow Construction Inc.	Summer Trees Plaza - Site "B"	01/27/09	05/02/09	11,035
Sun Glow Construction Inc.	National City Bank	01/27/09	01/27/09	36,574
Four Lanes, LLC	CVS Pharmacy #4112 (Altamira CVS)	04/15/10	04/15/10	11,035
US Foodservice, Inc.	US Foodservice Facility Expansion	06/22/10	06/22/10	29,322
Four Lanes, LLC	Altamira Shopping Center	01/24/12	04/15/12	102,786
Dunlawton Yorktowne, LLC	Dunlawton-Yorktowne Shopping Center	01/24/12	06/21/12	44,142
Ferber Construction Mgmt, LLC	Gateway Center Lot 6A – Multi-Tenant Retail	02/28/12	02/28/12	11,036
Intervest Construction, Inc	Water's Edge Phase XII	06/05/07	08/30/13	91,751
LIV Development	Whitepalm Apartments	02/26/13	03/18/13	47,610
Edge Cove LLC	Westport Reserve Subdivision PH 2	08/16/16	08/19/16	3,784
Edge Cove LLC	Sanctuary at Westport PH 2A	06/21/16	06/23/16	14,665
Westport Reserve LLC	Westport Reserve Subdivision-PH 3	12/12/17	12/18/17	14,819
Westport Reserve LLC	Westport Reserve Subdivision-PH 4	12/12/17	12/18/17	7,252
2017 Yorktown Port Orange LLC	Port Orange Gateway Center Lot 3A	03/20/18	03/26/18	11,036
Acorn Ministorage of Brevard	Acorn Mini-Storage	05/01/18	09/17/18	18/288
Z Development Services	Arby's Site Plan	08/21/18	08/28/18	3,784
Autozone Stores LLC	AutoZone	12/18/18	12/28/18	51,393
Continental 425 Fund LLC	Springs Apartments	12/04/18	03/13/19	106254
		Total - Approved Contribution Amounts for Project 4		**$~~2,051,876~~ 2,209,523**
Project 5: Devon / Taylor Road Signalization				
Coventry Partners LLC	Kings Landing – PH 1	12/05/17	12/20/17	3,653
		Total - Approved Contribution Amounts for Project 5		**$3,653**
Project 6: Yorktowne Boulevard Extension				
Westport Reserve LLC	Westport Reserve Subdivision-PH 3	12/12/17	12/18/17	117,795
Westport Reserve LLC	Westport Reserve Subdivision-PH 4	12/12/17	12/18/17	77,363
2017 Yorktown Port Orange LLC	Port Orange Gateway Center Lot 3A	03/20/18	03/26/18	17,741
Acorn Ministorage of Brevard	Acorn Mini-Storage	05/01/18	09/17/18	16,968
Z Development Services	Arby's Site Plan	08/21/18	08/28/18	1,580
Edengate Development	Eden (formerly Lazul) at Crytsal Lake	12/04/18	09/05/19	27,825
Autozone Stores LLC	AutoZone	12/18/18	12/28/18	33,704
		Total - Approved Contribution Amounts for Project 6		**$~~231,447~~ 292,976**
			Grand Total - All Projects	**$~~5,786,711~~ 6,005,887**

Notes: Initial funding for above transportation concurrency projects was appropriated during previous or current fiscal years.

Total contributions received through fair share agreements through ~~9/30/18~~9/30/19. Total contributions include actual project costs for projects 1, 2, 3 and 4 which have been completed. Total contributions, on projects 5 and 6, include estimated project costs and contingency funding for potential cost overruns.

SOURCE: City of Port Orange, Department of Finance, Department of Community Development, ~~2018~~2019

TABLE 3
SUMMARY OF CAPITAL IMPROVEMENTS

Facility Type	**FY ~~18-19~~19-20**	**FY ~~19-20~~20-21**	**FY ~~20-21~~21-22**	**FY ~~21-22~~22-23**	**FY ~~22-23~~23-24**	**FY ~~23-24~~24-25**	**Total**
Water	~~1,850,000~~ 1,300,000	~~4,275,000~~ 3,025,000	~~3,875,000~~ 1,160,000	~~1,295,000~~ 3,995,000	~~725,000~~ 995,000	~~850,000~~ 895,000	~~12,870,000~~ 11,370,000
Sanitary Sewer	~~1,700,000~~ 1,050,000	~~4,935,000~~ 6,600,000	~~7,900,000~~ 4,650,000	~~4,925,000~~ 4,650,000	~~1,950,000~~ 2,000,000	~~1,500,000~~ 4,250,000	~~22,910,000~~ 22,900,000
Water & Sewer	~~100,000~~ 50,000	~~100,000~~ 50,000	~~100,000~~ 50,000	~~100,000~~ 50,000	~~100,000~~ 50,000	~~100,000~~ 50,000	~~600,000~~ 300,000
Drainage	~~2,393,000~~ 1,692,426	~~1,906,000~~ 835,430	~~1,666,000~~ 635,430	~~971,000~~ 635,430	~~820,000~~ 635,430	~~570,000~~ 635,430	~~8,326,000~~ 5,069,576
Transportation	~~942,000~~ 1,095,750	~~3,817,000~~ 3,654,250	~~3,006,000~~ 4,925,000	~~1,020,000~~ 3,031,000	1,318,000	5,150,000	~~15,253,000~~ 19,174,000
Parks & Recreation	800,000	960,000	60,000	1,205,000	4,575,000	575,000	8,175,000
Total Capital Improvements	**~~6,985,000~~ 5,988,176**	**~~15,033,000~~ 15,124,680**	**~~16,547,000~~ 11,180,430**	**~~8,311,000~~ 13,566,430**	**~~4,913,000~~ 9,573,430**	**~~8,170,000~~ 1,555,430**	**~~59,959,000~~ 66,988,576**

TABLE 4
SUMMARY SCHEDULE OF COMMITTED AND PLANNED FUNDS

Fund	**FY ~~18-19~~ 19-20**	**FY ~~19-20~~ 20-21**	**FY ~~20-21~~21-22**	**FY ~~21-22~~22-23**	**FY ~~22-23~~23-24**	**FY ~~23-24~~24-25**	**Total**
Capital Projects (301)	~~810,000~~ 813,500	~~1,184,000~~ 1,189,650	~~1,007,000~~ 1,409,000	~~800,000~~ 1,007,100	800,000	800,000	~~5,401,000~~ 6,019,250
Transportation Impact Fee (312)	46,000	2,000	15,000	210,000	-	-	273,000
General Capital Rplcmnt Fund (317)	-	260,000	-	-	-	-	260,000
Water/Sewer Operating (401)	~~1,400,000~~ 1,025,000	~~1,200,000~~ 1,075,000	~~1,400,000~~ 775,000	~~1,200,000~~ 1,025,000	~~1,200,000~~ 1,325,000	~~1,200,000~~ 1,025,000	~~7,600,000~~ 6,250,000
Water/Sewer R&R (403)	~~650,000~~ 775,000	~~4,410,000~~ 3,500,000	~~1,175,000~~ 1,685,000	~~1,570,000~~ 4,570,000	~~1,425,000~~ 1,620,000	~~1,100,000~~ 1,070,000	~~10,330,000~~ 13,220,000
Water/Sewer Impact (405)	~~1,600,000~~ 600,000	~~2,600,000~~ 4,100,000	~~6,300,000~~ 2,100,000	~~2,550,000~~ 2,100,000	~~150,000~~ 100,000	~~150,000~~ 2,100,000	~~13,350,000~~ 11,100,000
Drainage Construct/Operating (412)	~~999,000~~ 1,414,641	~~1,565,000~~ 835,430	~~1,666,000~~ 635,430	~~971,000~~ 635,430	~~820,000~~ 635,430	~~570,000~~ 635,430	~~6,591,000~~ 4,791,791
Recreation Impact Fee (611)	400,000	100,000	-	-	-	-	500,000
Proportionate Fair Share / Other / Grant	~~1,394,000~~ 677,785	~~2,116,000~~ 1,860,000	~~3,000,000~~ 1,060,000	~~1,000,000~~ 2,205,000	~~-~~ 4,575,000	~~-~~ 1,575,000	~~7,510,000~~ 11,952,785
TPO Funds	~~132,000~~ 236,250	~~758,000~~ 1,002,600	~~1,999,000~~ 3,501,000	~~-~~ 1,593,900	-	-	~~2,889,000~~ 6,333,750
Developer Fairshare Contr. (Planned)	-	1,200,000	-	220,000	518,000	4,350,000	6,288,000
Total Committed and Planned Funds	**~~6,985,000~~ 5,988,176**	**~~15,033,000~~ 15,124,680**	**~~16,547,000~~ 11,180,430**	**~~8,311,000~~ 13,566,430**	**~~4,913,000~~ 9,573,430**	**~~8,170,000~~ 11,555,430**	**~~59,959,000~~ 66,988,576**

SOURCE (For Tables 3 and 4): City of Port Orange, Department of Finance, ~~2018~~2019

Table 5 identifies transportation improvements included in the first five years of the applicable Transportation Planning Organization's (TPO) adopted Transportation Improvement Program (TIP), to the extent that such improvements are relied upon to ensure concurrency and financial feasibility.

TABLE 5
TPO TRANSPORTATION IMPROVEMENT PLAN*

*There are no concurrency-realted improvements in the ~~2018/19 – 2022/23~~2019/20 – 2023/24 TPO TIP.

SOURCE: TPO TIP FY ~~2018/19 – 2022/23~~2019/20 – 2023/24; City of Port Orange, Department of Community Development, ~~2018~~2019

Table 6 identifies public school facilities improvements included in the first five years of the ~~2018/19 – 2022/23~~2019/20-2023/24 Volusia County School District Work Program.

Table 6
VOLUSIA COUNTY SCHOOL DISTRICT FIVE-YEAR WORK PROGRAM

	Budget 2019-2020	Forecast 2020-2021	Forecast 2021-2022	Forecast 2022-2023	Forecast 2023-2024
Major Projects - New Construction					
Deltona Mid - Master Plan	55,000,000	-	3,000,000	-	-
George Marks Elm - Master Plan	21,500,000	-	-	-	-
New Smyrna Beach Mid - Cafeteria and Media Center Renovations	1,900,000	-	-	-	-
New Smyrna Beach Mid - HVAC, Ceiling, Lighting and Flooring Campus Wide	3,000,000	7,000,000	6,000,000	6,000,000	-
Orange City Elm - Classroom Addition and Renovations, Site Improvements/Circulation	-	-	-	-	8,000,000
Osceola Elm - Master Plan	2,000,000	24,000,000	2,000,000	5,000,000	-
Starke Elm - Renovations	-	-	4,000,000	-	-
Spruce Creek HS - Classroom Addition and Renovations	-	-	-	3,000,000	10,000,000
Tomoka Elm - Master Plan	-	2,000,000	26,000,000	2,000,000	-
Total Major Projects - New Construction	**83,400,000**	**33,000,000**	**41,000,000**	**16,000,000**	**18,000,000**
	-	-	-	-	-
Projects at Existing Schools and Facilities	-	-	-	-	-
Atlantic HS - Upgrade Switchgear	180,000	-	-	-	-
Atlantic HS - Upgrade HVAC and Lighting Bldg. 6	1,500,000	-	-	-	-
Atlantic HS - Upgrade HVAC Bldgs. 9 and 10, Ceiling, Lighting & Flooring, Replace Auditorium Flooring & Seating	-	-	2,200,000	-	-
Atlantic HS - Campus Wide Reroof	3,200,000	-	-	-	-
Brewster Center - Interior Renovations	-	-	3,000,000	-	-
Blue Lake Elm - Stormwater Drainage Upgrade	660,000	-	-	-	-
Campbell Mid Campus Wide HVAC	700,000	700,000	-	-	-
Creekside Mid - Gutter Replacement	-	-	400,000	-	-
Creekside Mid - Upgrade HVAC Bldgs 6 and 8 and Chiller 1	-	1,850,000	-	-	-
Deland Administrative Complex - Upgrade Data Center Backup Power	25,000	250,000	-	-	-
Debary Elm - Upgrade Cooling Tower, Piping and Heat Pump	1,800,000	-	-	-	-
Deland HS - Upgrade HVAC Bldgs 3, 4, 16	1,200,000	-	-	-	-
Deland HS - Upgrade HVAC, Admin, Clinic, Bldg 19	-	1,200,000	-	-	-
Deland HS - Reroof Bldg 16	75,000	-	-	-	-
Deland Transportation - Fuel Island Canopy	60,000	-	-	-	-
Deland Warehouse - Leases	107,161	109,304	111,490	114,835	118,280
Deltona Lakes Elm - Upgrade Chiller Plant	1,200,000	-	-	-	-
Deltona HS - Upgrade HVAC Controls	200,000	-	-	-	-
Deltona HS - Bus Loop and Drainage Renovations	150,000	-	-	-	-
Deltona Transportation - Site Improvements	-	-	1,500,000	-	-
Facilities Services - Upgrade Chiller Plant	770,000	-	-	-	-
Forest Lake Elm - Replace OAU and Duct Work	-	900,000	-	-	-
Friendship Elm - Replace Intercom	-	-	-	110,000	-
Galaxy Mid - Replace Intercom	175,000	-	-	-	-
Galaxy Mid - Concrete Restroom	125,000	-	-	-	-
Galaxy Mid - Upgrade Door Hardware	-	-	700,000	-	-
Heritage Mid - Upgrade HVAC Bldg 7 and Chiller	1,900,000	-	-	-	-
Heritage Mid - Upgrade Exterior Lighting	180,000	-	-	-	-
Hinson Mid - Campus Wide HVAC	-	-	1,300,000	-	-
Holly Hill School (K-8)- Replace Flooring Bldgs 1,6,7,8 and10	200,000	-	-	-	-
Indian River Elm - Upgrade HVAC,Ceiling and Lighting Bldgs 2,3,4	-	-	1,750,000	-	-
Indian River Elm - Replace Chiller Bldg 7	150,000	-	-	-	-
Mainland HS - Upgrade Chiller Plant	-	-	175,000	-	-
Mainland HS - Parking Lot Safety, Security and Circulation	200,000	-	-	-	-
Manatee Cove Elm - Campuswide Chiller Pipes	-	-	-	-	1,000,000
McInnis Elm - Replace Fire Alarm	250,000	-	-	-	-
Ormond Beach Elm Reroof Bldg 2	95,000	-	-	-	-
Ormond Beach Elm Upgrade HVAC Bldg 1	350,000	-	-	-	-
Ortona Elm Reroof Bldgs 2-9	450,000	-	-	-	-
Osceola Elm - Replace Fire Alarm	300,000	-	-	-	-
Palm Terrace Elm - Replace Roof	200,000	1,000,000	-	-	-
Pathways Elm - Replace Fire Alarm	-	-	-	250,000	-
Pine Ridge HS Upgrade HVAC, Ceiling and Lighting Bldgs 9 and 10	-	2,000,000	-	-	-
Pine Trail Elm - Replace Gutter and Downspouts	-	-	230,000	-	-
Portables - Lease	100,000	100,000	100,000	100,000	100000
Portables - Moves & Compliance	400,000	400,000	400,000	400,000	400000
Port Orange Elm - Replace Second Floor Flooring	75,000	-	-	-	-
Port Orange Elm - Replace Fire Alarm	-	200,000	-	-	-
Port Orange Elm - Reroof Bldg. 1	-	-	410,000	-	-

	Budget 2019-2020	Forecast 2020-2021	Forecast 2021-2022	Forecast 2022-2023	Forecast 2023-2024
Port Orange Elm - Remodel Clinic and Office Toliet Rooms	-	-	-	150,000	-
Port Orange Elm - Parking Area	-	-	-	90,000	-
Riverview Learning Center - Fire Alarm/Intercom System	-	-	-	225,000	-
Riverview Learning Center - Replace HVAC Controls	-	-	-	40,000	-
Seabreeze HS - HVAC, Ceiling and Lighting Bldg. 1	1,300,000	-	-	-	-
Silver Sands Mid - Security and Administration Relocation	1,900,000	-	-	-	-
Southwestern Mid - Cafeteria Renovations	-	500,000	-	-	-
Southwestern Mid - Reroof Bldg. 6 and 7	210,000	-	-	-	-
Southwestern Mid - Repipe Sewer Bldg 8	150,000	-	-	-	-
Spruce Creek Elm - Upgrade Switchgear	-	-	200,000	-	-
Spruce Creek Elm - Replace HVAC Controls	150,000	-	-	-	-
Sugar Mill Elm - Replace Gutters and Downspouts	-	-	250,000	-	-
Sunrise Elm - Replace Basketball Court	75,000	-	-	-	-
Sunrise Elm - Boiler Replacement and Tower Repair	290,928	-	-	-	-
Sweetwater Elm - Replace Fire Alarm	200,000	-	-	-	-
Sunrise Elm - Campus Wide Reroof	1,480,000	-	-	-	-
T. Dewitt Taylor Middle-High School - Replace Gutters	120,000	-	-	-	-
Timbercrest Elm - Upgrade Chiller Plant	585,525	-	-	-	-
Timbercrest Elm - Replace Loop Boiler	-	-	40,000	-	-
Tomoka Elm - Upgrade Switchgear	500,000	-	-	-	-
Tomoka Elm - Intercom System	-	150,000	-	-	-
Tomoka Elm Upgrade HVAC Bldgs 9, 10, 11	-	1,900,000	-	-	-
Various Schools - Infrastructure for Technology	250,000	250,000	250,000	250,000	250,000
Various Schools - Media Center Retrofits	500,000	1,000,000	1,000,000	1,000,000	1,000,000
Various Schools - Minor Projects	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Facilities Review	-	10,000,000	11,000,000	11,000,000	11,000,000
Various Schools - Pavilions	350,000	300,000	300,000	300,000	300,000
Various Schools - Playgrounds	250,000	300,000	300,000	300,000	300,000
Various Schools - Security	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Various Schools - HS School Athletics	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Woodward Elm HVAC Bldg. 2	-	-	-	700,000	-
Total Projects at Existing Schools and Facilities	**34,288,614**	**32,109,304**	**34,616,490**	**24,029,835**	**23,468,280**
Facilities Management					
Facilities Management - Various Projects	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000
Total Facilities Management	**2,800,000**	**2,800,000**	**2,800,000**	**2,800,000**	**2,800,000**
Technology					
Network, EDP & Communications Equipment	9,000,000	9,000,000	9,000,000	9,000,000	9,000,000
Total Technology	**9,000,000**	**9,000,000**	**9,000,000**	**9,000,000**	**9,000,000**
System Wide Equipment and Vehicles					
Various Schools & Departments Vehicles	500,000	500,000	500,000	500,000	500,000
Various Schools & Departments Furniture & Equipment	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Total System Wide Equipment and Vehicles	**1,500,000**	**1,500,000**	**1,500,000**	**1,500,000**	**1,500,000**
Buses					
Transportation Dept - Bus Replacement	2,745,600	2,520,024	2,236,000	2,236,000	2,236,000
Total Buses	**2,745,600**	**2,520,024**	**2,236,000**	**2,236,000**	**2,236,000**
PROJECT TOTALS	**$ 133,734,214**	**$ 80,929,328**	**$ 91,152,490**	**$ 55,565,835**	**$ 57,004,280**
Transfers					
Transfers - To General Fund	8,554,431	6,554,431	4,554,431	3,637,895	3,329,295
Transfers - To Debt Service	26,973,813	45,466,888	45,446,438	45,426,525	45,408,125
Total Transfers	**35,528,244**	**52,021,319**	**50,000,869**	**49,064,420**	**48,737,420**
GRAND TOTAL	**$ 169,262,458**	**$ 132,950,647**	**$ 141,153,359**	**$ 104,630,255**	**$ 105,741,700**

	~~2018-2019~~	~~2019-2020~~	~~2020-2021~~	~~2021-2022~~	~~2022-2023~~
~~Major Projects - New Construction~~					
~~Chisholm Elm - Replacement~~	~~2,000,000~~				
~~Deltona Middle – Master Plan~~			~~50,000,000~~		~~3,000,000~~
~~George Marks Elm – Master Plan~~	~~2,000,000~~	~~21,000,000~~		~~2,000,000~~	
~~NSB Middle – Reno. and Additions~~				~~5,000,000~~	~~6,000,000~~
~~Osceola Elm – Master Plan~~		~~2,000,000~~		~~20,000,000~~	~~2,000,000~~
~~Tomoka Elm – Master Plan~~				~~2,000,000~~	~~25,000,000~~
~~Woodward Elm - Reno. and Additions~~					~~2,000,000~~
~~Total New Construction~~	**~~4,000,000~~**	**~~23,000,000~~**	**~~50,000,000~~**	**~~29,000,000~~**	**~~38,000,000~~**
~~Projects at Existing Schools & Facilities~~					
~~Atlantic HS – Upgrade HVAC Bldgs. 9 and 10~~		~~390,000~~			
~~Atlantic HS – Campus Wide Reroof~~	~~260,000~~	~~3,200,000~~			
~~Atlantic HS -New Digital Marquee~~	~~100,000~~				
~~Atlantic HS – Upgrade Fire Alarm and Intercom~~	~~1,000,000~~				
~~Brewster Center – Replace South Low Roof~~	~~65,000~~				
~~Brewster Center – Interior Renovations~~				~~3,000,000~~	
~~Campbell Middle – HVAC Unit Replacements~~		~~1,300,000~~			
~~Charter School – Capital Outlay from LCIF~~		~~1,500,000~~	~~1,500,000~~	~~1,500,000~~	~~2,000,000~~
~~Creekside Middle – Upgrade HVAC Bldgs 1, 3, 4, 6, 8 and 10~~	~~1,950,000~~				
~~DeLand HS – Upgrade Auditorium Chiller Plant~~	~~600,000~~				
~~DeLand HS – Upgrade Lighting to LED Campus Wide~~		~~875,000~~			
~~DeLand HS – Replace Gym Floors~~	~~200,000~~				
~~DeLand HS – Upgrade Fire Alarm and Intercom~~	~~1,300,000~~				
~~Deland Warehouse - Leases~~	~~105,060~~	~~107,161~~	~~109,304~~	~~111,490~~	
~~Deltona HS – ADA Accessibility~~		~~2,000,000~~			
~~Deltona Transportation – Site Improvements~~				~~1,500,000~~	
~~Enterprise Elm - Renovations~~					~~6,000,000~~
~~Facilities Services – Upgrade Chiller Plant~~		~~750,000~~			
~~Freedom Elm – Renovate Parent Loop and Parking~~			~~400,000~~		
~~Galaxy Mid – Campus Wide Grounding~~	~~100,000~~				
~~Galaxy Mid – Upgrade Door Hardware~~		~~700,000~~			
~~Heritage Mid – Upgrade HVAC Bldgs 2, 3, 5, 6 and 9~~	~~1,800,000~~				
~~High Banks Learning Center – Renovate North Parking Lot~~				~~140,000~~	
~~Hinson Mid – Campus Wide HVAC~~				~~1,300,000~~	
~~Holly Hill School (K8) – Refinish Concrete Floors Bldg 12~~	~~160,000~~				
~~Holly Hill School (K8) – Replace Millwork Bldgs 1 -10~~	~~500,000~~				
~~Mainland HS – LED Lighting Upgrade Campus Wide~~	~~650,000~~				
~~New Smyrna Beach HS – Upgrade BAS Campus Wide~~	~~410,000~~				
~~New Smyrna Beach HS – Upgrade Auditorium Flooring and Seating~~	~~275,000~~				

	~~2018-2019~~	~~2019-2020~~	~~2020-2021~~	~~2021-2022~~	~~2022-2023~~
~~Pathways Elm – Expand Driveway Exit Lanes~~	~~100,000~~				
~~Pine Ridge HS – Campus Wide Reroof~~	~~3,250,000~~				
~~Pine Ridge HS – Upgrade HVAC, Ceiling and Lighting Bldg 8~~	~~1,900,000~~				
~~Port Orange Elm – Repair Floor Joists, 2nd Floor~~	~~70,000~~				
~~Portables - Lease~~	~~100,000~~	~~100,000~~	~~100,000~~	~~100,000~~	
~~Potables – Moves & Compliance~~	~~400,000~~	~~400,000~~	~~400,000~~	~~400,000~~	
~~River Springs Mid – Elevated Walkway Repairs~~	~~100,000~~				
~~Riverview Learning Center – Moisture Intrusion Stucco Repairs~~	~~150,000~~				
~~R.J. Longstreet Elm – Metal Reroof Bldgs 3 -8~~	~~575,000~~				
~~R.J. Longstreet Elm – Extended Parent Pick-up Loop~~	~~400,000~~				
~~Seabreeze HS – Reroof Media Center~~	~~200,000~~				
~~Seabreeze HS – Replace Gym Floor~~	~~150,000~~				
~~Seabreeze HS – Upgrade Chiller Water Plant~~	~~1,990,000~~	~~1,990,000~~			
~~Spruce Creek Elm – Replace All Campus Windows~~		~~1,000,000~~			
~~Starke Elm – Reroof Media Center~~	~~150,000~~				
~~Starke Elm - Renovations~~			~~500,000~~	~~4,000,000~~	
~~Sunrise Elm – Campus Wide Reroof~~		~~1,200,000~~			
~~Sunrise Elm - Replace Boiler and Piping~~	~~100,000~~				
~~Westside Elm – Reno. and Additions~~		~~2,000,000~~			
~~Various Schools – Infrastructure for Technology~~	~~700,000~~	~~700,000~~	~~700,000~~	~~700,000~~	~~700,000~~
~~Various Schools – Media Center Retrofits~~	~~1,000,000~~	~~1,000,000~~	~~1,000,000~~	~~1,000,000~~	~~1,000,000~~
~~Various Schools – Minor Projects~~	~~2,500,000~~	~~2,500,000~~	~~2,500,000~~	~~2,500,000~~	~~2,500,000~~
~~Various Schools – Facilities Review Projects~~		~~11,000,000~~	~~11,000,000~~	~~11,000,000~~	~~11,000,000~~
~~Various Schools - Security~~	~~2,000,000~~	~~2,000,000~~	~~2,000,000~~	~~2,000,000~~	~~2,000,000~~
~~Various Schools – HS Athletics~~	~~1,500,000~~	~~1,500,000~~	~~1,500,000~~	~~1,500,000~~	~~1,500,000~~
~~Total Major Projects at Existing Schools & Facilities~~	**~~26,810,060~~**	**~~36,212,161~~**	**~~21,709,304~~**	**~~30,751,490~~**	**~~26,700,000~~**
~~Facilities Management~~					
~~Facilities Mngment - Various Projects~~	**~~2,500,000~~**	**~~2,500,000~~**	**~~2,500,000~~**	**~~2,500,000~~**	**~~2,500,000~~**
~~Technology~~					
~~Network, EDP& Communications Equipment~~	**~~9,000,000~~**	**~~9,000,000~~**	**~~9,000,000~~**	**~~9,000,000~~**	**~~9,000,000~~**
~~System Wide Equipment & Vehicles~~					
~~Various Schools & Dept Furn.& Equip.~~	**~~1,000,000~~**	**~~1,000,000~~**	**~~1,000,000~~**	**~~1,000,000~~**	**~~1,000,000~~**
~~Buses~~					
~~Transp. Dept - Bus Replacement~~	**~~2,690,872~~**	**~~2,463,773~~**	**~~2,463,773~~**	**~~2,185,200~~**	**~~2,185,200~~**
~~PROJECT TOTALS~~	**~~46,000,932~~**	**~~74,175,934~~**	**~~86,673,077~~**	**~~74,436,690~~**	**~~79,385,200~~**
~~Transfers – To General Fund~~	~~8,245,831~~	~~6,554,431~~	~~4,554,431~~	~~4,604,458~~	~~3,637,895~~
~~Transfers – To Debt Service~~	~~24,677,338~~	~~24,678,188~~	~~24,676,013~~	~~24,672,188~~	~~24,676,525~~
~~Total Transfers~~	**~~32,923,169~~**	**~~31,232,619~~**	**~~29,230,444~~**	**~~29,276,646~~**	**~~28,314,420~~**
~~GRAND TOTAL~~	**~~78,924,101~~**	**~~105,408,553~~**	**~~115,903,521~~**	**~~103,713,336~~**	**~~107,699,620~~**

Source: Volusia County School District, Work Program adopted ~~September 9,2018~~September 24, 2019

IMPLEMENTATION

5-YEAR SCHEDULE OF IMPROVEMENTS

The 5-Year Schedule of Improvements (Table 1) is the mechanism by which the City can effectively stage the timing, location (see Figure 10-1), projected cost, and revenue sources for the capital improvements derived from the other Comprehensive Plan Elements. This table lists only those capital projects that will be funded by the City of Port Orange as part of its annual Capital Improvement Program. Based upon the Inventory, Analysis, and Goals, Objectives, and Policies of this Element, the 5-Year Schedule of Improvements has been developed to document the financial feasibility of the City of Port Orange's *Comprehensive Plan*.

MONITORING AND EVALUATION

The role of monitoring and evaluation is vital to the effectiveness of any Comprehensive Plan and particularly for the Capital Improvements Element. As part of the annual budgeting process, the City evaluates the status of all scheduled capital improvements and the overall status of public facilities in relation to current and projected demand. This evaluation ensures that revisions to the budget, work programs, the Capital Improvements Program and this Comprehensive Plan may be made as necessary to provide facilities in a timely and financially feasible manner, consistent with adopted level-of-service standards. This review is coordinated by the Capital Improvements Project Manager. In addition, the issuance of development orders and development permits is monitored continuously to ensure consistency with this Plan.

The City's annual review includes the following considerations, which are also evaluated each year to determine their continued applicability:

1) Any corrections, updates, and modifications concerning costs; revenue sources; acceptance of facilities pursuant to dedications which are consistent with the element; or the date of construction of any facility listed in this Element,
2) The Capital Improvement Element's consistency with the other Elements and its support of the Future Land Use Element.
3) The City's ability to provide public facilities and services within the Urban Service Area in order to determine any need for boundary modification or adjustment.
4) The priority assignment of existing public facility deficiencies.
5) The City's progress in meeting those needs that are determined to be existing deficiencies.
6) The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority.
7) The City's effectiveness in maintaining the adopted LOS standards.
8) The City's effectiveness in reviewing the impacts of plans and programs of state agencies and water management districts that provide public facilities within the City's jurisdiction.
9) The effectiveness of impact fees, and mandatory dedications or fees in lieu of, for assessing new development a pro rata share of the improvement costs which they generate.

10) The impacts of special districts and any regional facility and service provision upon the City's ability to maintain its adopted LOS standards.
11) The ratio of outstanding indebtedness to the property tax base.
12) Efforts made to secure grant or private funds, whenever available to finance the provision of capital improvements.
13) The transfer of any unexpended account balances.
14) The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment.
15) Capital improvements needed for the latter part of the planning period, for inclusion in the 5-Year Schedule of Improvements.

CONCURRENCY MANAGEMENT SYSTEM

OVERVIEW

The purpose of a Concurrency Management System is to provide the necessary regulatory mechanism for evaluating development orders to ensure that the level-of-service standards adopted as part of the *Comprehensive Plan* are maintained. The system consists of three primary components: 1) an inventory of existing public facilities for which concurrency is to be determined; 2) a concurrency assessment of each application for a final development order or permit; and 3) a schedule of improvements needed to correct any existing public facility deficiencies. Under this system, and according to the Florida State Legislature, no development orders may be issued which will cause a public facility to operate below its adopted level-of-service standard. However, development orders may be conditioned such that needed public facility improvements will be in place concurrent with the impacts of the proposed development.

In order to ensure that all public facilities included within this system are available concurrent with the impacts of development, concurrency will be determined during the final site plan or final subdivision plan approval process. All development orders and permits will specify any needed improvements and a schedule for their implementation. Thus, while some required improvements may not have to be completed until a certificate of occupancy is applied for, the requirements for the certificate of occupancy will have already been specified as a condition of approval of the original development order. If a development proposal can not meet the test for concurrency, then it may not proceed under any circumstances and no development orders or permits may be issued. Likewise, if a development fails to meet a condition of approval once it has commenced, then no additional development orders, permits, or certificates of occupancy may be issued.

APPLICABILITY

Prior to the granting of a development order, all applications for a final site plan or final subdivision plan shall be reviewed for concurrency consistent with the provisions and requirements of this system. Development orders may be issued only upon a finding by the City that the public facilities addressed under the Concurrency Management System will be available concurrent with the impacts of the development.

All applicants for development permits shall be required to provide all information deemed necessary by the City so that the impacts of the proposed development may be accurately assessed.

The City's land development regulations specifically list the application requirements for development permits that reflect the informational needs for the determination of concurrency, and application forms have been developed accordingly.

DEPARTMENT OF COMMUNITY DEVELOPMENT

The City's Department of Community Development is responsible for the four primary tasks which are described below. The Director of Community Development may delegate all or a part of these functions to the employees within this Department. The four tasks are: 1) maintaining an inventory of existing public facilities and capacities or deficiencies; 2) determining concurrency of proposed development which does not require City Council approval; 3) providing advisory concurrency assessments and recommending conditions of approval to the City Council for those applications for development orders which require City Council approval; and 4) reporting the status of all public facilities covered under this system to the City's Capital Improvement Facilities Project Manager and recommending a schedule of improvements for those public facilities found to have existing deficiencies.

CAPACITY AND LEVEL-OF-SERVICE INVENTORY

The Department of Community Development collects, and makes available to the public, information on certain facilities as described below in Table 7. The information has been available since November 1, 1990 and is updated annually thereafter. The provisions and requirements of the Concurrency Management System apply only to those facilities listed in Table 7.

TABLE 7
PUBLIC FACILITIES CAPACITIES AND LEVEL-OF-SERVICE INVENTORY
FOR CONCURRENCY MANAGEMENT

The following inventories shall be maintained by the Department of Community Development to be used for the concurrency assessment of new development.

TRANSPORTATION

Design capacity of different roadway types and bikeways.

The existing level of service measurement.

Analysis of specific facilities.

The service degradation on those facilities classified as backlogged, based on the methodology described in the Transportation Element of this Plan.

The adopted level of service standards for all roadway types and desired level of service standard for bikeways.

The existing capacities or deficiencies of the transportation system.

The capacities reserved for approved but unbuilt development.

The projected capacities or deficiencies due to approved but unbuilt development.

The improvements to be made to the transportation system in the current fiscal year by the City, Volusia County, the Florida Department of Transportation, or other public agency and the impact of such improvements on the existing capacities or deficiencies.

SANITARY SEWER

The design capacity of the wastewater treatment facilities.

The existing level-of-service standards measured by the average number of gallons per day unit based on the average flows experienced at the treatment plant and the total number of equivalent residential units within the service area.

The adopted level-of-service standard for average daily flows per equivalent residential unit.

The existing deficiencies of the system.

The capacities reserved for approved but unbuilt development.

The projected capacities or deficiencies due to approved but unbuilt development.

The improvements to be made to the facility in the current fiscal year by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.

POTABLE WATER

Permitted groundwater withdrawal capacity as per the City's Consumptive Use Permit.

The design capacity of potable water treatment facilities.

The existing level of service measured by the average number of gallons per day per unit based on the average flows experienced and the total number of equivalent residential units within the service area.

The existing potable water storage capabilities of the water system.

TABLE 7
(Continued)

POTABLE WATER (Continued)

The existing minimum water pressure.

The adopted level-of-service standards for the potable water facility components.

The existing capacities or deficiencies of the system.

The capacities reserved for approved but unbuilt development.

The improvements to be made to the facility in the current fiscal year by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.

The improvements to be made to the facility in the current fiscal year by the City and the impact of such improvements on the existing capacities or deficiencies.

SOLID WASTE DISPOSAL

The design capacity of solid waste disposal facilities.

The existing level of service measured by the number of units served per route.

The adopted level-of-service standard for solid waste.

The capacities reserved for approved but unbuilt development.

The projected capacities or deficiencies due to approved but unbuilt development.

The improvements to be made to the system in the current fiscal year by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.

The improvements to be made to the system in the current fiscal year by the City and the impact of such improvements on the existing capacities or deficiencies.

STORMWATER DRAINAGE

The existing level of service measured by storm event.

The adopted level-of-service standard for stormwater drainage quantity and quality.

RECREATION AND OPEN SPACE

The existing acreage of parkland and the existing number of recreation facilities in the Recreation and Open Space Element of this Plan.

The existing level of service measured by the number of acres of parkland available per 1,000 residents of the City based on an inventory of parklands in the City and the population of the City.

The existing level of service for recreation facilities measured by the adopted standard based on an inventory of the facilities in the City and the population of the City.

The adopted level-of-service standards for parkland acreage and individual recreation facilities in the Recreation and Open Space Element of this Plan.

TABLE 7
(Continued)

RECREATION AND OPEN SPACE (Continued)
The existing capacities reserved for approved but unbuilt development.
The projected capacities or deficiencies due to approved but unbuilt development.
The improvements to be made to the recreation facilities in the current fiscal year by any approved developments pursuant to previous development orders and the impact of such improvements on the existing capacities or deficiencies.
The improvements to be made to the recreation facilities in the current fiscal year by the City and the impact of such improvements on the existing capacities or deficiencies.

PUBLIC SCHOOL FACILITIES*
The existing level-of-service for each School Concurrency Service Area.
The adopted level-of-service standard for each School Concurrency Service Area.
The existing and projected deficiencies of the system.
The number of approved residential units and their projected students that have received school concurrency certificates, but whose units are not constructed.
The projected capacities and level-of-service due to approved but unbuilt residential development.
The improvements to be made by any approved developments pursuant to Capacity Enhancement Agreements and/or Mitigation Agreements and the projected impact of such improvements on school capacities and the adopted level-of-service.
*The Public School Facilities inventories are maintained by the School Board of Volusia County.

Source: City of Port Orange, 2009

CONCURRENCY ASSESSMENT

The Department of Community Development is responsible for determining concurrency for all applications of development orders for final site plans and/or applications of development orders for final site plans and/or final subdivision plans. When reviewing applications for such development orders, the Department performs a Concurrency Assessment to ensure that public facilities are available concurrent with the impacts of the proposed development. To conduct the assessment, the inventory presented in Table 7 is used as a base for the establishment of existing conditions. The capacity of existing public facilities to service new development shall then be determined by using the general rules presented in Table 8 and the facility-specific rules presented in Table 9. Finally, a determination of concurrency is made. Such determination may include conditions of approval which are deemed necessary for concurrency to be ensured.

The Department of Community Development provides recommendations to the Planning Commission and City Council concerning those development order applications which require Planning Commission and City Council approval. The comments and recommendations provided by the Department include, but are not limited to:

1. the ability of existing facilities to accommodate the proposed development at the adopted level-of-service standards;
2. any existing facility deficiencies that will need to be corrected prior to the completion of the proposed development;
3. the facility(s) improvements or additions that will be needed to accommodate the impacts of the proposed development at the adopted level(s)-of-service standard(s);
4. the date such facility(s) improvements or additions will need to be completed to be concurrent with the impacts on such facility(s) created by the proposed development; and
5. a recommendation of approval or denial with any applicable conditions for the timing and location of needed improvements.

Prior to the issuance of a development order for a proposed new development, the City Council and/or the Department of Community Development determines:

1. the impacts created by the proposed development;
2. whether the public facilities covered under the Concurrency Management System will be available concurrent with the impacts of new development at the adopted level;
3. those facility(s) improvements or additions that are required to ensure the finding of concurrency; and
4. the entity responsible for the design and installation of all required facility(s) improvements or additions.
5. whether the development will have to participate in a Concurrency and Fair Share Agreement, as outlined in the City's Proportionate Fair Share Ordinance.

The adopted level-of-service standards are the minimum acceptable standards with which all proposed new development shall comply. The Concurrency Management System does not preclude the Planning Commission or the City Council from imposing other conditions of approval, including improvements and additions to the facilities covered under this system beyond the minimums necessary to achieve concurrency.

FACILITIES REPORTING

Annually, the Department of Community Development reports to the City Council the information required in Table 7. The report includes the degree of any deficiencies and a summary of the impacts the deficiencies will have on the approval of development orders. The Department of Community Development then recommends a schedule of improvements necessary to prevent a moratorium or a reduction in the approval of development orders.

TABLE 8
GENERAL RULES FOR CONCURRENCY ASSESSMENT

EXISTING DEFICIENCIES

No development may be approved which will impact any facility which is currently deficient unless the facility is required to be improved in the current fiscal year pursuant to a previous development order or permit, except within the Transportation Concurrency Exception Area. Any needed improvements shall be completed prior to the projected impacts of the proposed development as required by Table 7. Developments within the Town Center TCEA shall be required to provide funding contributions or mobility improvements commensurate with anticipated level of impact to the overall transportation system and shall be credited for any mobility improvements or programs deemed acceptable by the City as a means of offsetting such mobility impacts.

APPROVED IMPACTS

The impacts of new development shall be assessed against the existing conditions as described in Table 7 and the projected impacts from approved but unbuilt development. These two items together shall be considered the existing conditions for all public facilities for the impact assessment of all proposed development.

PHASING

Development that is proposed to be phased may also phase the improvement of facilities provided the concurrency requirements for each facility as described in Table 7 are met.

TIME SPECIFIC APPROVAL

All development approvals shall have a time period specified in the development order or permit in which development must commence. The time period may involve two or more phases but the timing of each phase shall be specified in the development order or permit.

Any required improvements shall also require a time period for construction and completion. Should development or facilities improvements fail to begin or be completed in accordance with the development order or site construction permit, all outstanding approvals of the development shall expire. Amendments to time schedules shall be permitted but must be approved consistent with the procedures established in the Land Development Code.

ADDITIONAL INFORMATION

The Department of Community Development may require additional information from applicants or other City Departments in order for an accurate assessment to be conducted. Such additional informational requests shall be reasonable and be provided in writing to the applicant or appropriate Department.

Should the Department of Community Development require a special study (such as traffic counts on a road that is not regularly monitored), the applicant shall provide such information. Review and approval of proposed development may be postponed for a reasonable time period in order that more information may be gathered on a facility. Proposed development may be denied approval, for failure of the applicant to provide adequate information on the projected impacts created by the development.

Source: City of Port Orange, 2009

TABLE 9
FACILITY SPECIFIC RULES FOR CONCURRENCY ASSESSMENT

TRANSPORTATION

Traffic impact analysis studies are required for development projects to determine the project impacts, maintain information on roadway conditions, and develop appropriate mobility mitigation strategies. Such studies must be consistent with the adopted TPO Guidelines. The studies shall calculate the number of trips generated by the proposed development, show the distribution and assignment of the projected trips, and project the level of service of impacted road links. Traffic studies shall still be required for projects within the Town Center Transportation Concurrency Exception Area (TCEA) to provide a measure of the projects impacts and to maintain information on the roadway conditions within the TownCenter TCEA to develop, monitor, and adjust mobility strategies.

Prior to the issuance of a Certificate of Occupancy, all facility improvements necessary to accommodate the impacts of the development shall be in place or planned for construction within the first three years of the adopted FDOT Work Program, County Road Program, and/or City CIP. If the necessary facility improvements will not be in place or under construction within three years of the time of the development approval, the development's approval will be subject to the signing of an enforceable development agreement, such as a Concurrency and Fair-Share Agreement, as outlined in the City's Proportionate Fair Share Ordinance. Completed improvements may be required prior to the issuance of a building permit if deemed necessary for public safety purposes. Outside the boundaries of the Transportation Concurrency Exception Area, the City may grant *de minimus* exceptions up to a cumulative 10% degradation of the adopted peak-hour LOS standard volume, as long as the facility is not an evacuation route or part of the State's SIS.

SANITARY SEWER

The City's Land Development Code provides sanitary sewer use standards for residential development based on equivalent residential units and for non-residential development based on gross leasable area. The City may also require commercial and industrial developments to provide a description and estimate of wastewater generations for any commercial or industrial processes which create wastewater that will be discharged into the City's system.

Prior to the issuance of a Certificate of Occupancy, all facility improvements necessary to accommodate the impacts of that portion of the development receiving a Certificate of Occupancy shall be in place, as required by the Development Order.

POTABLE WATER

The City's Land Development Code provides potable water use standards for residential development based on equivalent residential units and for non-residential development based on gross leasable area. The City may also require commercial and industrial developments to provide a description and estimate of water use needs for any commercial or industrial processes involving potable water.

Prior to the issuance of a Certificate of Occupancy, groundwater or alternative water supplies and all facility improvements necessary to accommodate the impacts of that portion of the development receiving a Certificate of Occupancy shall be in place, as required by the Development Order and the City Consumptive Use Permit.

TABLE 9
(Continued)

SOLID WASTE

The City's Land Development Code provides solid waste generation standards based on land use types. Commercial and industrial developments which are potential hazardous waste generators shall provide a description and estimate of tonnage of solid waste to be generated. The applicant will be responsible for coordinating with Volusia County for disposal of such waste. The City will then obtain written approval from Volusia County that the proposed development's hazardous waste generation can be accommodated at the County's landfill.

Prior to the issuance of a Certificate of Occupancy, all facility improvements necessary to accommodate the impacts of that portion of the development receiving a Certificate of Occupancy shall be in place.

STORMWATER DRAINAGE

All development shall prepare a drainage plan based on the Stormwater Management regulations which incorporate the level-of-service design storm. Such plans shall be approved by the City's Storm Drainage Engineer prior to the approval of the development.

Prior to the issuance of a building permit, all facility improvements necessary to accommodate the impacts of that portion of the development receiving the building permit shall be approved and a schedule established for their implementation such that all improvements shall be completed prior to the issuance of a Certificate of Occupancy.

RECREATION

The City's Land Development Code provides recreation standards for residential uses. Commercial and industrial developments shall not be assessed as having an impact on recreational facilities. However, the City reserves the right to require the provision of recreational facilities a part of Planned Commercial Developments.

Prior to the issuance of a building permit, all facility improvements necessary to accommodate the impacts of the entire development shall be approved and a schedule established for their implementation such that all improvements shall be completed prior to the issuance of the last Certificate of Occupancy.

PUBLIC SCHOOLS

The Interlocal Agreement for Public School Facilities Planning, the Public School Facilities Element, and the City's Land Development Code provides district-wide level-of-service standards for all school types and establishes Concurrency Service Areas for each school type.

The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate capacity to accommodate proposed development for each type of school, consistent with the adopted level-of-service. Prior to the issuance of the Final Development Order for a residential development or a development with a residential component, facility capacity necessary to accommodate the impacts of that portion of the development receiving a Development Order shall be in place or planned for construction within the first three years of the adopted five-year School District Capital Improvement Program. If the necessary facility capacity will not be in place or under construction within three years of the time of the development approval, the developer has the option to enter into negotiations for a Mitigation Agreement and development approval will be subject to the execution of the Mitigation Agreement.

Source: City of Port Orange, 2009

GOALS, OBJECTIVES, AND POLICIES

GOAL 1: CAPITAL IMPROVEMENTS

THE CITY SHALL UNDERTAKE NECESSARY ACTIONS TO ECONOMICALLY AND EFFICIENTLY PROVIDE NEEDED PUBLIC FACILITIES AND SERVICES TO ALL RESIDENTS WITHIN ITS JURISDICTION IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES, MAXIMIZES THE USE OF EXISTING FACILITIES, AND PROMOTES ORDERLY COMPACT URBAN GROWTH.

Objective 1.1: Capital improvements will be provided to correct existing deficiencies, to accommodate anticipated future growth, and to replace outdated and obsolete facilities, as indicated in the Schedule of Improvements of this Element.

Policy 1.1.1: The City shall include all projects required to meet or maintain adopted LOS standards or implement the Goals, Objectives, and Policies of the Comprehensive Plan and determined to be of relatively large scale in cost ($25,000 or greater) as Capital Improvement Projects to be included in the Schedule of Improvements of this Element;

Policy 1.1.2: The City shall, for accounting purposes, also include into this Element Debt Service and Operating expenditures.

Policy 1.1.3: The City shall, as a matter of priority, schedule and fund all capital improvement projects in the City's annual Capital Improvement Program which are designed to correct existing deficiencies as listed in the various other Elements of this Plan.

Policy 1.1.4: The City will continue its current program providing for renewal and replacement of capital facilities as outlined in the various Elements of this Plan.

Policy 1.1.5: The Capital Improvements Coordinating Committee, composed of senior staff from operating departments and Finance, shall evaluate and rank on an annual basis in order of priority the projects proposed to be included in the Schedule of Improvements.

Policy 1.1.6: Proposed City capital improvement projects shall be evaluated and ranked in order of priority according to the following criteria:

A. Whether the project is needed to protect public health and safety, to fulfill the City's legal commitment to provide facilities and services, or to preserve or achieve full use of those facilities already in place.

B. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement costs, provides services to developed areas lacking full service, or promotes in-fill development.

C. Whether the project represents a logical extension of facilities and services and is coordinated with the plans of state agencies that provide facilities within the City.

D. Whether the project implements the policies of this Comprehensive Plan as they pertain to the concurrency requirements or mobility strategies in support of the City's Town Center TCEA.

E. Whether the project is financially feasible.

Policy 1.1.7: The potential for reducing Vehicle Miles Traveled (VMTs) and green house gas (GHG) emissions should be considered in all location and investment decisions for public facilities.

Objective 1.2: Future development will bear a proportionate cost of facility improvements or mobility strategies necessitated by the development in order to maintain the adopted level-of-service standards or to maintain mobility within the City's Town Center Transportation Concurrency Exception Area (TCEA).

Policy 1.2.1: The City will continue to collect impact fees from development projects to pay for the provision of public facilities and services required by those projects.

Policy 1.2.2: The City shall consider the use of other impact feesto fund TCEA mobility strategies.

Policy 1.2.3: All new development shall be required to donate or reserve their fair share of right-of-way adjacent to major roadways prior to the issuance of a final development order.

Policy 1.2.4: All new development shall be required to pay its proportionate fair share toward transportation LOS and mobility improvements necessary to provide capacity for its impacts.

Objective 1.3: The City will manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders and for future development and redevelopment.

Policy 1.3.1: In providing capital improvements, the City shall limit the maximum ratio of outstanding indebtedness to no greater then 15% of the property tax base.

Policy 1.3.2: The City shall continue to adopt a Capital Improvement Program and an Operating Budget on a yearly basis as part of this budgeting process for implementation of the Goals, Objectives, and Policies set forth in this Comprehensive Plan.

Policy 1.3.3: The City shall continue to apply for and secure grants or private funds whenever available to finance the provision of capital improvements and other City improvement projects.

Policy 1.3.4: Prior to the issuance of Certificates of Occupancy, the City will provide for all public facilities needed to service development for which Development Orders were previously issued.

Policy 1.3.5: The City shall allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.

Policy 1.3.6: The City shall identify and use stable revenue sources which are also responsive to growth for financing public facilities.

Policy 1.3.7: The City shall continue to strive for financial self-sufficiency in the provision of public facilities.

Policy 1.3.8: A capital improvement scheduled to be funded through grants and/or funding that requires a referendum will not be undertaken if the grants are not secured or the referendum is not passed; however, if the improvement is needed to maintain a LOS standard, then all new development will be required to contribute its fair share towards the improvement.

Policy 1.3.9: The City shall identify funding sources for the mobility strategies in the Town Center Transportation Concurrency Exception Area (TCEA) annually during the update to the Capital Improvements Plan. Mitigation shall be satisfied through a combination of physical infrastructure improvements, as listed in the Transportation Mobility Element, or payment of impact fees, and proportionate fair-share contributions, or other future identified sources.

Policy 1.3.10: The City may create a special assessment district to secure funding for TCEA strategies and identified improvements within the Port Orange Town Center Redevelopment District. The City shall amend the Capital Improvements Schedule annually to incorporate funding from the special assessment district for capital improvements to enhance mobility within the TCEA.

Policy 1.3.11: The City will pursue and secure funding from other revenue sources including, but not limited to:

- Florida Inland Navigation Department (FIND) grants
- Volusia County ECHO grants
- Community Development Block Grant (CDBG) funds
- Ponce de Leon Port District
- Special Assessment District
- Florida Department of Economic Opportunity (DEO)
- Florida Department of Transportation (FDOT)
- Transportation Planning Organization (TPO)
- Transportation impact fees
- Utility projects (drainage, water, wastewater)
- Parking credits
- Gas tax

Objective 1.4: The City will utilize a Concurrency Management System so that decisions regarding the issuance of development orders and permits will be based upon coordination of the development requirements included in this Plan, the land development regulations, and the availability of necessary public facilities to support such development at the time needed.

The Transportation Concurrency Exception Area provides concurrency exceptions for the issuance of development orders and permits for infill development and redevelopment based upon the multimodal transportation policies and strategies for mobility included in this Plan.

Policy 1.4.1: The City shall use the following Level-of-Service (LOS) standards in reviewing the impacts of new development and redevelopment upon public facility provision, except for the Roadways within the Transportation Concurrency Exception Area as described in the Transportation Mobility Element:

Sanitary Sewer --

Capacity: 160 gallons per equivalent residential unit per day. 1/10 gallon per square foot per day of commercial, industrial, or institutional development

Solid Waste --

Capacity: 3.21 pounds per capita per day; up to 1,350 residential units per curbside collection vehicle; 10 lbs/1,000 square feet of non-residential development

Potable Water --

Per Capita Consumption: 180 gallons per day per equivalent residential unit. 1/10 gallon per square foot per day of commercial, industrial, or institutional development; not to exceed CUP capacity for groundwater withdrawals

System Minimum Pressure during fire flow: 20 psi

Storage Provided: 50% of daily flow

Well Capacity: Meet or exceed CUP capacity for groundwater withdrawals

Normal Operating Pressure: 60-70 psi

Water Plant Capacity: Adequate for peak day. Three year lead time for planned expansion.

High Service Pumping: Peak hour with largest pump out of service. Expansion concurrent with treatment capacity.

Water Quality: Meet State and Federal Drinking Water Standards.

Drainage --

Quantity: 25-year, 24-hour storm event; per Drainage Sub-Element.

Quality: Reduction of pollutants to a level compatible with State Standards.

Transportation --

LOS C for FIHS and SIS roads
LOS E for City and County-maintained arterials and collectors

LOS D for Williamson Boulevard (*Spruce Creek* to Airport Road)
LOS D for State maintained non SIS or FIHS roadways, and designated hurricane evacuation routes

Desired LOS D for bikeways

Recreation Standards for Facilities --

Parkland	7 acres / 1,000 persons
Ball Field	1 field / 5,000 persons
Basketball Court	1 court / 4,000 persons
Multipurpose Field	1 field / 3,500 persons
Tennis Court	1 court / 4,000 persons
Neighborhood Center	1 facility / 15,000 persons

Policy 1.4.2: Prior to the approval of an application for a final subdivision or development plan, the City will review the proposed application to ensure that public facilities and services needed to support the development are available concurrent with the impacts of such development based on the Concurrency Management System as set forth in the Capital Improvements Element (Tables 7, 8, and 9) and as provided in Goals 1 and 2 of the Transportation Mobility Element.

Policy 1.4.3: Provisions in the Comprehensive Plan that ensure public facilities and services standards will be met to satisfy the Concurrency requirement are listed below.

A. The necessary facilities and services are in place or under construction at the time a development permit is issued; or

B. A development permit is issued subject to the condition that the necessary facilities and services will be in place when the impacts of the development occur. For required roadway facilities, the construction commencement and completion date and source of funds for the necessary facility shall be adopted in the Capital Improvements Schedule; or

C. The necessary facilities and services are guaranteed in an enforceable development agreement. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur; or

D. At the time the development permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within three years of the development approval; or

E. The necessary facilities and services are guaranteed in an enforceable development agreement which required the commencement of the actual construction of the facilities or the provision of services within one year of the issuance of the applicable development permit; or

F. The necessary facilities and services are guaranteed in an adopted CIP but are not funded for construction within the first three years, and the development has entered into a Fair-Share Agreement to pay its proportionate fair share toward the required facilities.

For potable water, sewer, solid waste, and drainage facilities, at a minimum, one of provisions A-C must be met to satisfy the concurrency requirement. For parks and recreation and transportation facilities, any one of the provisions A-E must be met to satisfy the concurrency requirement. It should be noted, however, that concurrency for transportation facilities, as per provisions C and E, is predicated only upon development agreements which are subject to Chapter 163.3220 (Florida Local Government Development Agreement Act) or Chapter 380 (Land and Water Management), Florida Statutes.Pursuant to 163.3180 F.S., the portion of the City designated as a Transportation Concurrency Exception Area (TCEA) is not subject to State-mandated transportation concurrency requirements. In accordance with this statute, the City has developed mobility strategies which must be met for development to occur, in the TCEA. As development occurs, mitigation shall be satisfied through a combination of physical infrastructure improvements, as listed in the Transportation Mobility Element, or payment of impact fees, and proportionate fair-share contributions, or other future identified sources. These must be guaranteed using any one of options above.

Policy 1.4.4: Proposed plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

A. Be consistent with the Public Facilities Element and the Coastal Management Element and not contribute to a condition of public hazard.
B. Be consistent with the Transportation Mobility Element; Public Facilities Element; and Recreation and Open Space Element and not intensify any existing public facility capacity deficits not envisioned within this plan.
C. Generate public facility demands that may be accommodated by planned capacity increases.
D. Conform with future land uses as shown on the future land use map, and Urban Service Areas as described in the Public Facilities Element of this Plan.
E. Accommodate public facility demands based upon level-of-service standards by provision of facilities by the developer or by the City consistent with this element.
F. Be consistent with state and regional agencies' and water management district's facilities plans.

Policy 1.4.5: The City shall include projects within the City’s Five-Year Capital Improvements Program and the Capital Improvements Element to fund mobility and implement strategies to support the Town Center Transportation Concurrency Exception Area (TCEA). The identified projects will be prioritized consistent with the Transportation Mobility Element.

Policy 1.4.6: The City will work annually through the TPO’s Transportation Improvement Program (TIP) with FDOT, the TPO and Volusia County to promote the inclusion of projects in their plans, programs and development regulations that maintain mobility within or that would benefit the TCEA in terms of mobility; and to identify joint funding strategies, including special assessment and developer contributions, that would allow for the acceleration of long range improvements for inclusion with the TIP or the City’s 5-year Capital Improvements Schedule, as appropriate.

Policy 1.4.7: Capital Improvements necessary for water supply concurrency will be identified and included in the annual update to the Capital Improvements Schedule.

GOAL 2: PUBLIC SCHOOL FACILITIES

PROVIDE FOR A FINANCIALLY FEASIBLE PUBLIC SCHOOL FACILITIES PROGRAM.

Objective 2.1**:** The City of Port Orange shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level-of-service standard. This level of service standard shall be consistent with the level of service standard adopted in the interlocal agreement entered into by the School Board and the local governments within Volusia County.

Policy 2.1.1: The level-of-service standard adopted by the City of Port Orange is the same as adopted by all local governments within Volusia County and by the School Board and shall be applied district-wide to all schools of the same type.

Policy 2.1.2: Consistent with the interlocal agreement, the uniform, district-wide level-of-service standards are set as follows using FISH capacity based on the traditional school calendar:

Elementary Schools: 115% of permanent FISH capacity for the concurrency service area

K- 8 Schools: 115% of permanent FISH capacity for the concurrency service area.

Middle Schools: 115% of permanent FISH capacity for the concurrency service area

High Schools: 120% of permanent FISH capacity for the concurrency service area

Special Purpose Schools: 100% of permanent FISH capacity

Objective 2.2**:** The City of Port Orange shall cooperate with the School Board to ensure existing deficiencies and future needs are addressed consistent with adopted level of service standards for public schools.

Policy 2.2.1: By December 1 of each year, the City of Port Orange shall adopt as part of its Capital Improvement Element the Volusia County School District five year work program approved in September of each year as part of the School

District budget, including planned facilities and funding sources to ensure a financially feasible capital improvements program and to ensure the level of service standards will be achieved by the end of the five-year period.

Policy 2.2.3: The City of Port Orange shall coordinate with the School Board and adopt development requirements to ensure that future development pays a proportionate share of the costs of capital facility capacity needed to accommodate new development and to assist in maintaining the adopted level-of-service standards via impact fees and other legally available and appropriate methods.

THIS PAGE INTENTIONALLY LEFT BLANK

STAFF REPORT
CASE NO. 19-27500001
Comprehensive Plan Capital Improvements Element - 2019 Annual Update

REQUEST:	Update and amend the Comprehensive Plan Capital Improvements Element (CIE) in accordance with Florida Statutes
APPLICANT:	City of Port Orange
STAFF RECOMMENDATION:	Approval
PLANNING COMMISSION:	Recommended Approval (November 21, 2019)
CITY COUNCIL:	December 17, 2019

INTRODUCTION

Each year, the City is required to amend their Comprehensive Plan Capital Improvements Element (CIE) to include projects from the City's current Capital Improvements Program (CIP). The projects copied from the CIP are primarily improvements needed to maintain the City's adopted level of service (LOS) standards for public facilities. These facilities include water, sewer, stormwater, solid waste, roads, parks, and schools. The CIP was adopted in concept by City Council on August 6, 2019, by Resolution No. 19-37. It was formally adopted as part of the FY20 Operating and Capital Budgets on November 5, 2019 by Resolution No. 19-65 and 19-66 respectively. The CIP includes various projects to support the LOS for City public facilities. The proposed amendments take these projects previously approved by Council with the CIP and add them into the CIE.

State law requires that local governments update their Comprehensive Plan Capital Improvements Element (CIE) every year to show that they have funded or planned to fund the public facility improvements needed to support their population[1]. The proposed amendments in Exhibit A are required to be in the underline/strikethrough format. For each table or text that is to be updated from the prior year (FY18/19 – FY23/24) to the current year CIP (FY19/20 – FY24/25) the deleted prior year text is struck through and the added current year text is underlined. Text neither struck through nor underlined remains as existing text.

PURPOSE

Under the 1985 Growth Management Act, local governments are mandated to plan for the availability of public facilities and services to support development and the impacts of such development. The purpose of the CIE and the 5-year Capital Improvements Schedule is to identify the capital improvements needed to implement the Comprehensive Plan and

[1] *Ch. 163.3177(3) F.S.*

ensure the adopted Level of Service (LOS) Standards for concurrency-related facilities are achieved and maintained.

DISCUSSION

The amendments to the CIE include the updated Schedule (copied from the City's adopted FY 2019/20 – 2024/25 Capital Improvements Program) and other amendments to update data related to the Schedule and other statutorily required information, such as excerpts from the Transportation Planning Organization's (TPO) Transportation Improvements Program (TIP) and the Volusia County School District Five-Year Work Program (Exhibit A, Tables 5 and 6).

The CIE Schedule includes projects required to meet or maintain adopted LOS standards for concurrency-related facilities or implement the Goals, Objectives, and Policies of the Comprehensive Plan (Exhibit 1). The concurrency management system for the City of Port Orange is established by policy in the City's Comprehensive Plan and administered through regulations contained within the City's Land Development Code.

The City is required to monitor the cumulative effect of all approved Development Orders and Development Permits on the capacity of public facilities. This obligation is met through individual concurrency reviews of development proposals and the annual Concurrency Management Report (CMR). The City's concurrency review evaluates the following public facilities and services:

- Transportation
- Sanitary Sewer
- Potable Water
- Stormwater Drainage
- Solid Waste
- Recreation
- Public Schools

The 2019 CMR identified that all public facilities and services subject to concurrency are at sufficient levels based on adopted Level-of-Service (LOS). The CMR also identified improvements that are planned or programmed to ensure that the City continues to maintain the adopted LOS.

RECOMMENDATION

Staff recommends **approval** of the adoption of the 2019 CIE Annual Update.

ATTACHMENT

Exhibit 1 – Annual Update to the CIE (see Ordinance Exhibit)

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: No

SUBJECT: (F20) Approval of the King's Landing Subdivision Variance Request

DEPARTMENT: Community Development

GOAL:

RECOMMENDED MOTION: Move to approve the subdivision variance to allow Phase 1 of the King's Landing Subdivision to be developed without extending Rocko Road into the King's Landing subdivision.

SUMMARY: Planning Commission Action (6/27/19): Recommended denial

In December 2018, the Plat and Plans for Phase 1 of King's Landing Subdivision was approved. Phase 1 includes 24 single-family lots and two points of access (Hensel Road and Rocko Road). The Land Development Code (LDC) requires that when a subdivision is being designed, streets are to be extended to adjoining un-subdivided parcels at logical locations, so the street can be continued later when the un-subdivided parcel is developed. The LDC also requires that existing streets ending at a project boundary be continued into an adjacent subdivision.

In 2002/2003, as part of the Rolling Hills Subdivision, it was determined at that time that Rocko Road would extend to the un-subdivided property (King's Landing) north of the Rolling Hills Subdivision. Then, as part of the 2018 approved King's Landing - Phase 1 subdivision plans, the developer extended Rocko Road from its current terminus to the proposed English Oaks Drive roadway segment located in King's Landing - Phase 1. According to the applicant, prior to the start of construction for Phase 1, the developer began to receive feedback from residents in Rolling Hills Subdivision regarding the extension of Rocko Road from the Rolling Hills Subdivision into the King's Landing Subdivision and if it could be omitted. Therefore, the applicant submitted a subdivision variance application to omit extending Rocko Road into King's Landing - Phase 1.

Pursuant to LDC, Chapter 5, Section 8(a), a subdivision variance may be requested from required subdivision improvements or design criteria. The subdivision variance may be granted by the City Council, upon recommendation of the Planning Commission.
If the variance request is approved by City Council, the developer intends to modify the subdivision plat and plans to remove the +/- 625-foot segment of Rocko Road within King's Landing - Phase 1 and convert the +/- 0.30 acres into common area to be maintained by the Home Owners Association.

With the recent approval of King's Landing – Phase 2, the overall King's Landing Subdivision (Phase 1 and 2) will have road network that includes the extension of

English Oaks Drive and Broken Bow Lane into the subdivision along with the main access on Hensel Road. Therefore, when completed, the King's Landing Subdivision will have three points of access to adjacent roads (Hensel Road, English Oaks Drive, and Broken Bow Lane).

Project No.: Funding Account No.:

Presenter: Tim Burman

ATTACHMENTS:

1.	Staff Report	CC Staff Report - King's Landing - Rocko Rd Variance.pdf

Melanie Schmotzer	Created/Initiated - 11/27/2019
Tim Burman	Approved - 11/27/2019
Shannon Balmer	Approved - 12/5/2019
Jake Johansson	Approved - 12/6/2019
Robin Fenwick	Final Approval - 12/6/2019

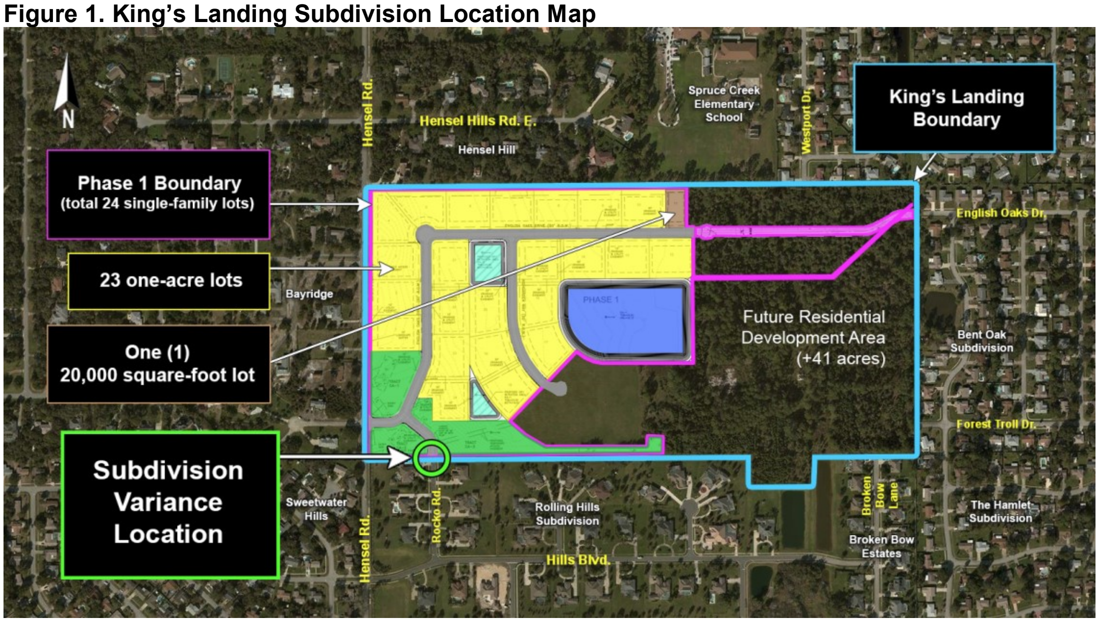
STAFF REPORT
SUBDIVISON VARIANCE /KING'S LANDING SUBDIVISION
CASE NO. 19-90000003

REQUEST:	To not extend Rocko Road into King's Landing Subdivision - Phase 1
LOCATION:	East side of Hensel Road, between East Hensel Hill Drive and Hills Boulevard (See Figure 1)
OWNER:	Coventry Partners, LLC
APPLICANT:	Glenn Storch, P.A.
STAFF CONTACT:	Tim Burman, Community Development Director (386) 506-5675
STAFF RECOMMENDATION:	Approval
PLANNING COMMISSION:	Recommended Denial (June 27, 2019)
CITY COUNCIL DATE:	December 17, 2019

DISCUSSION:
In December 2018, the Plat and Plans for the King's Landing Subdivision was approved to allow the subdivision of the +/- 82.2-acre property into separate phases. The initial phase (Phase 1) includes 24 single-family lots along with tracts for tree preservation, stormwater retention, future residential development, open space, two points of access (Hensel Road and Rocko Road), and extension of a sewer main from the Bent Oak Subdivision. Phase 1 is currently under construction.

The Land Development Code (LDC) requires that when a subdivision is being designed, streets are to be extended to adjoining un-subdivided parcels at logical locations, so the street can be continued later when the un-subdivided parcel is developed. The LDC also requires that existing streets ending at a project boundary be continued into an adjacent subdivision.

Figure 1. King's Landing Subdivision Location Map



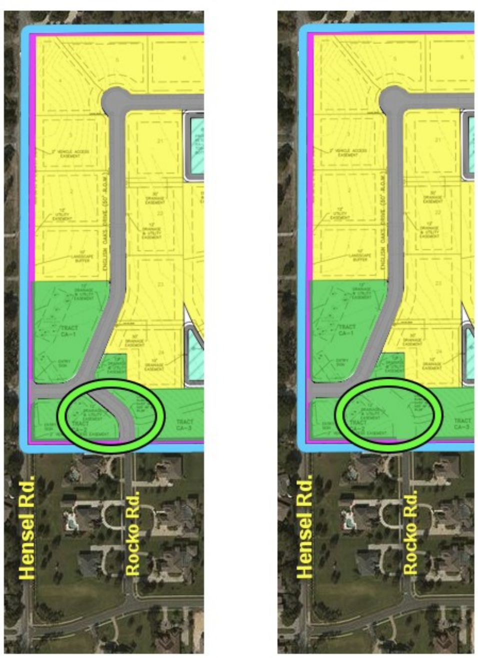
In 2002/2003, as part of the Rolling Hills Subdivision, it was determined at that time that Rocko Road would extend to the un-subdivided property (King's Landing) north of the Rolling Hills Subdivision. Then, as part of the 2018 approved King's Landing - Phase 1 subdivision plans, the developer extended Rocko Road from its current terminus to the proposed English Oaks Drive roadway segment located in King's Landing - Phase 1.

According to the applicant, prior to the start of construction on King's Landing - Phase 1, the developer began to receive feedback from adjacent residents regarding the need to extend Rocko Road from the Rolling Hills Subdivision into the King's Landing Subdivision and if it could be omitted from the subdivision plans. Therefore, the applicant submitted a subdivision variance application to omit extending Rocko Road into King's Landing - Phase 1.

In addition, the applicant has stated that due to the close proximity of the two points of access (Hensel Road and Rocko Road) and the lot configuration of King's Landing - Phase 1, it does not appear that the Rocko Road extension will provide a significant benefit to the residents who live in the King's Landing or Rolling Hills subdivisions.

If the variance request is approved, the developer intends to modify the subdivision plat and plans to remove the +/- 625-foot segment of Rocko Road within King's Landing - Phase 1 and convert the +/- 0.30 acres into common area to be maintained by the Home Owners Association (Figure 2). In addition, removal of the roadway segment will reduce the amount of pavement and run-off for Phase 1.

Figure 2. Subdivision configuration with Rocko Road and without Rocko Road



With Rocko Road **Without Rocko Road**

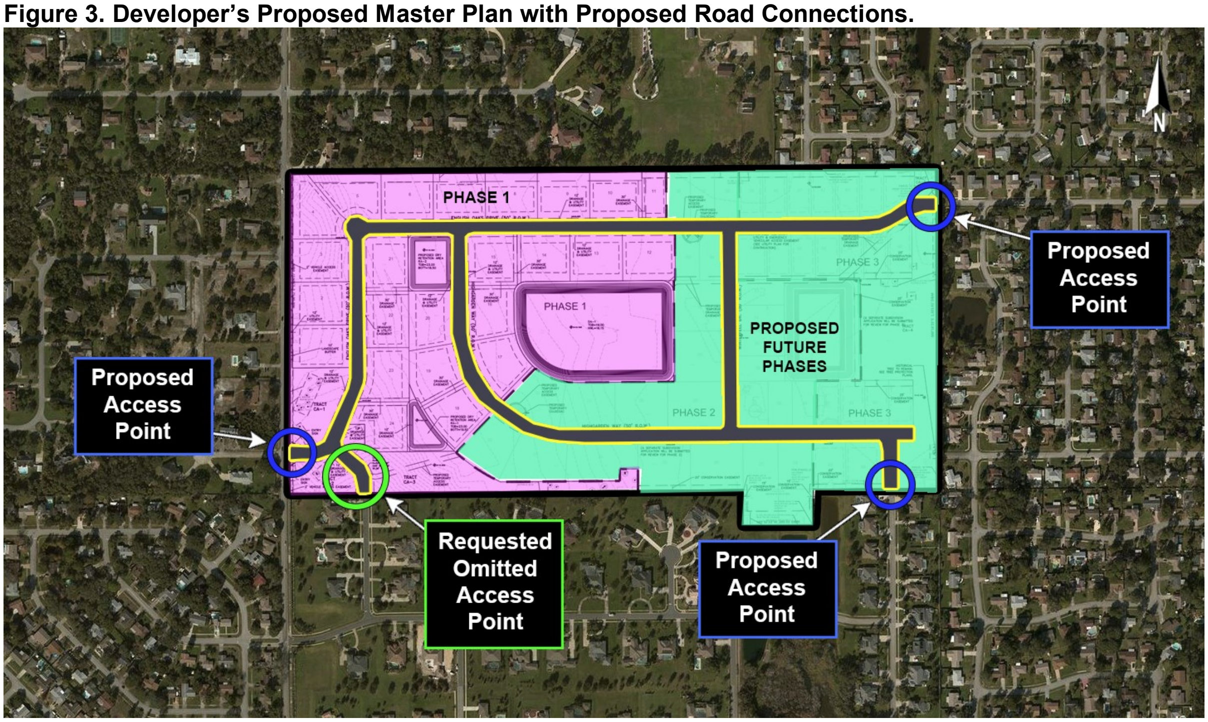
Pursuant to LDC, Chapter 5, Section 8(a), a variance may be requested from required subdivision improvements or design criteria. The variance may be granted by the City Council, upon recommendation of the Planning Commission.

Chapter 5, Section 8 of the LDC, lists the review criteria used to determine whether a subdivision variance request should be granted. For a subdivision variance to be approved, the following criteria may be considered:

1. *Topographic or other physical conditions exist which are peculiar to the site and not a result of the actions of the applicant.*

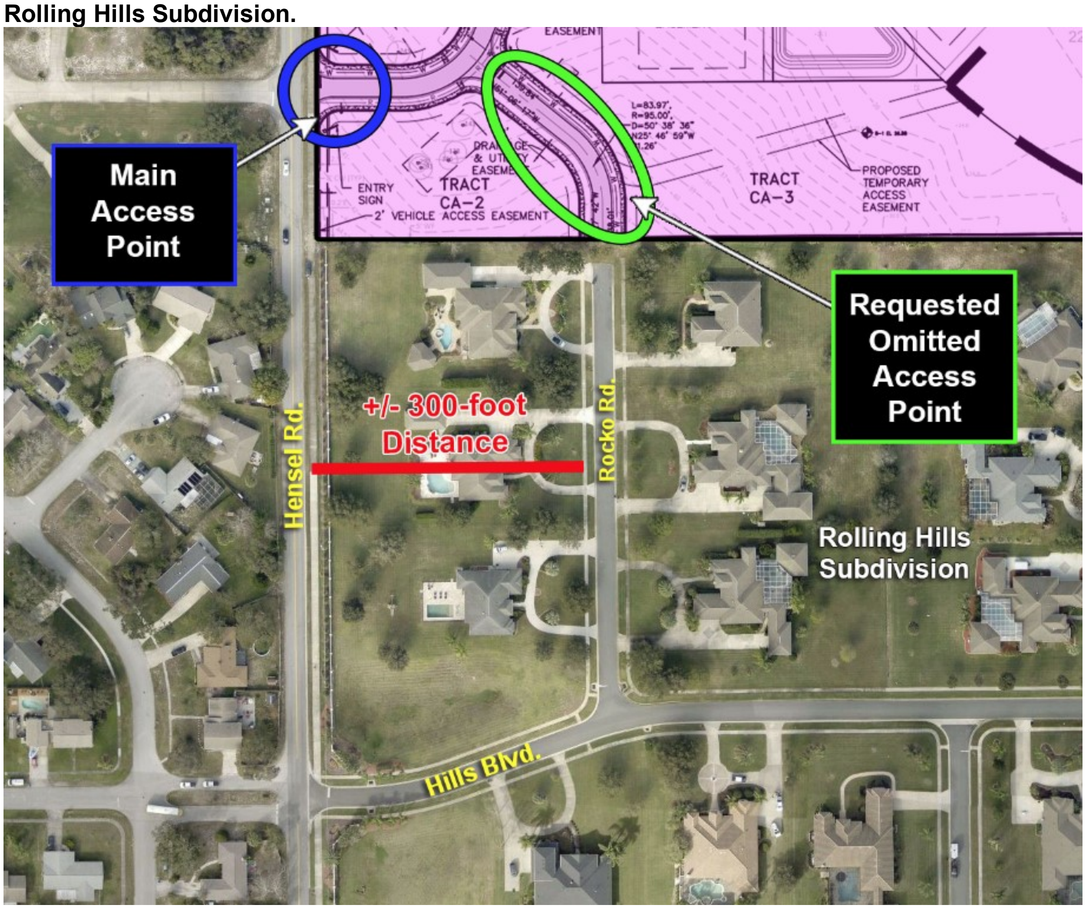
   The applicant is requesting to not extend the existing Rocko Road into Phase 1 of the King's Landing subdivision because eventually with the development of the remaining phase of King's Landing, there will be a roadway connection to the road network to the south of King's Landing at Broken Bow Lane, as well as the extension of English Oaks Drive and Hensel Road available to the residents of King's Landing. According to the developer's master plan that was included in the 2018 Phase 1 plan set, it proposes a total of 69 single-family lots and roadway connections with Broken Bow Lane and English Oaks Drive. The applicant states that the placement of Rocko Road near the main access into King's landing Phase 1 at Hensel Road creates a peculiar street configuration that does not benefit either subdivision, and the stub out location of Rocko Road was not a result of the actions of the applicant.

   Figure 3. Developer's Proposed Master Plan with Proposed Road Connections.



   According to the applicant, the short distance (+/-300') between Rocko Road and Hensel Road, the length of Rocko Road, and lack of homes on Rocko Road will not promote interconnectivity (Figure 4). Based on the road configuration in the area, a majority of vehicles traveling from or through the Rolling Hills Subdivision are anticipated to use Hills Boulevard to access Hensel Road or Broken Bow Lane. The residents that could benefit from extending Rocko Road would be the six homes located on Rocko Road in Rolling Hills, as it would not reduce the distance travelled to access Taylor Road via Hensel Road. These residents signed a petition to support the developer's subdivision variance request to omit the extension of Rocko Road (See Exhibit A).

Figure 4. Proximity of Rocko Road to Hensel Road and Road Network at Entrance to King's Landing and Rolling Hills Subdivision.



2. *Literal interpretation of this code would result in unnecessary and undue hardship on the applicant.*

   When a new subdivision is built, it must comply with current subdivision development requirements of the Land Development Code (LDC). The intent of the requirement to extend an existing street stub-out into a developing property is to provide an interconnected local road network that provides travel and access options. According to the applicant, the King's Landing property originally started with five roadway stub-outs from adjacent subdivisions and the unofficial master plan for the property currently shows the main access onto Hensel Road and three of the roadway stub-outs (Rocko Road, English Oaks Drive, and Broken Bow Lane) being extended. The applicant was previously granted a subdivision variance to omit extending Westport Drive and Forest Troll Drive, and the current subdivision variance request is to omit extending Rocko Road. According to the applicant, the subdivision (Figure 3), when built-out, will meet the intent of the LDC to create a subdivision that provides multiple points of access (Hensel Road, Broken Bow Lane, and English Oaks Drive).

3. *Required services are already available to proposed lots without the construction of additional improvements.*

   All required public utilities and services can be provided to all proposed lots according to the approved Phase 1 subdivision design plans. In addition, not requiring the roadway connection will not reduce any other required services for the existing Rolling Hills Subdivision. The proposed subdivision meets minimum access requirements in the Land Development Code and connects to one collector road (Hensel Road). According to the LDC, a minimum of two points of access is to be provided when a subdivision has 25 lots or more. King's Landing Phase 1 has been approved with 24 single-family residential lots, therefore, only one point of access is required according to the LDC. According to the Fire Department, response times would not be increased by not extending Rocko Road because that route is not a route the Fire Department would use.

4. *Levels of service can be reasonably provided through the site development plan review process or residential site plan review process for individual lots.*

   The applicant will be able to provide the required services and meet the Level of Service standards for all 24 single-family lots (Phase 1) in the subdivision through the subdivision design.

5. *Other methods can be arranged to assure construction of improvements, eliminating the need for formal subdivision approval.*

   Subdivision review is the standard approach to assure the construction of local roads within a subdivision. The applicant is not requesting a different method to constructing roads. The request is to not extend an existing street stub-out, so this criterion is not applicable to this request.

6. *The granting of a variance is consistent with the overall intent of this code and will not be injurious to the surrounding properties or detrimental to the public welfare.*

   The intent of the code is to provide an interconnected local road network that provides travel and access options. The proposed 24-lot subdivision (Phase 1) meets the minimum subdivision requirements with one access point. The proposed development is efficiently accessed from a collector road (Hensel Road). According to the Fire Department, response times would not be increased by not extending Rocko Road because Rocko Road is not the route the Fire Department would use.

   There are a number of subdivisions along the Hensel Road corridor that are not interconnected and only have one point of access (East and West Pheasant Run Court, East and West Hensel Hill Drive, Sweetwater Subdivision, and Vista View Circle). According to the applicant, the remaining phase of King's Landing Subdivision, which will include the remaining road network including the extension of English Oaks Drive and Broken Bow Lane into the subdivision, will be submitted to staff for review in 2019 and construction in 2020. Therefore, when completed, the King's Landing Subdivision will have three points of access to adjacent roads (Hensel Road, English Oaks Drive, and Broken Bow Lane).

RECOMMENDATION:
Based on the review criteria above, staff recommends approval of the subdivision variance to allow Phase 1 of the King's Landing Subdivision to be developed without extending Rocko Road into the King's Landing subdivision.

ATTACHMENTS:
1. Exhibit A – Letter of request and Rocko Road petition from Rocko Road residents.

EXHIBIT A

STORCH
LAW FIRM

GLENN D. STORCH, ESQUIRE
glenn@storchlawfirm.com

COREY D. BROWN, ESQUIRE
corey@storchlawfirm.com

A. JOSEPH POSEY, ESQUIRE
joey@storchlawfirm.com

April 24, 2019

Mr. Tim Burman, Planning Manager
City of Port Orange
Community Development
1000 City Center Circle
Port Orange, FL 32129

Re: Kings Landing Subdivision Plat / Rocko Road Connection Subdivision Variance

Dear Tim:

As you know, my client has reached out to neighbors of the Kings Landing subdivision for feedback about the development. A lot of the comments have been very helpful. One item that has come up repeatedly is the connection of Rocko Road to the development. All the residents along Rocko Road agree that a road connection with Kings Landing would cause unnecessary impact to their neighborhood. I have enclosed letters and a petition opposing a Rocko Road connection for your records. My client is fully supportive of a redesign to accommodate the request of the residents to avoid additional impacts and removal of trees and turtle habitat. Therefore, please consider this letter and enclosed application as my client's formal request for a subdivision variance to removal the Rocko Road access requirement for the Kings Landing subdivision.

Chapter 5, Section 8(b)(4) of the City Land Development Code ("City LDC"), outlines the basis for deviating from subdivision improvement and/or design criteria. The following may be considered as part of the review process:

1. Required services are already available to proposed lots without the construction of additional improvements.

2. Levels of service can be reasonably provided through the site development plan review process or residential site plan review process for individual lots.

3. Other methods can be arranged to assure construction of improvements, eliminating the need for formal subdivision approval.

4. The granting of a variance is consistent with the overall intent of this code and will not be injurious to the surrounding properties or detrimental to the public welfare.

In addition, the City LDC allows the following additional criteria to be considered when reviewing changes to improvement or design criteria:

1. Topographic or other physical conditions exist which are peculiar to the site and not a result of the actions of the applicant.

2. Literal interpretation of this code would result in unnecessary and undue hardship on the applicant.

Several special circumstances for this project demonstrate compliance with the City LDC variance requirements. Responses are as follows:

1. Required services are already available to proposed lots without the construction of additional improvements.

Response: The removal of a Rocko Road connection will not impact the construction of any required improvements for the Kings Landing subdivision. Services will be available for all lots within the subdivision, and there will be little to no impact to traffic flow within the development.

2. Levels of service can be reasonably provided through the site development plan review process or residential site plan review process for individual lots.

Response: As stated previously, services will be available for all lots regardless of the connection with Rocko Road. This request has no impact to available services.

3. Other methods can be arranged to assure construction of improvements, eliminating the need for formal subdivision approval.

Response: The Kings Landing subdivision has already been approved for development, and this request would only remove the connection from Rocko Road. Regardless of the Rocko Road connection closure, services will be provided, and an effective traffic flow will be achieved without the need for another formal subdivision approval. This request is a de minimis change.

4. The granting of a variance is consistent with the overall intent of this code and will not be injurious to the surrounding properties or detrimental to the public welfare.

Response: This request will have no impact on the public welfare and would help address impacts to surrounding neighbors. As you know, the Rocko Road neighbors are worried about additional cut thru traffic. This request would keep the existing dead-end in place. In addition, keeping Rocko Road closed will avoid additional impacts from removal of trees and turtle habitat.

5. Topographic or other physical conditions exist which are peculiar to the site and not a result of the actions of the applicant.

Response: Although the site does not have peculiar topographical conditions per se that necessitate this request, the existing stub out from Rocko Road is not the result of the applicant. This request is a result of my client trying to be a good neighbor.

6. Literal interpretation of this code would result in unnecessary and undue hardship on the applicant.

Response: My client is working with the neighbors to make Kings Landing a development everyone can be proud of. It would be an unnecessary and undue hardship on the applicant to ignore reasonable requests by residents, especially when the request has developer support and will result in no impact to services.

Enclosed please find the following:

- Compete Application Form
- Copy of Deed for Property
- Check for $900
- Electronic Copy of Submittal

The City already has signed and sealed surveys and the legal description for the property, but please let me know if you would like me to provide another copy.

I really appreciate how much work City staff has already done for the Kings Landing subdivision. As you know, the whole goal of this request is to make a better subdivision for both future residents and existing neighbors. This request makes sense and it will have little to no impact on design and function of the subdivision. Please let me know if you have any questions or need further information. I am more than happy to discuss.

Kindest regards,

A. Joseph Posey

GDS/ajp
Enclosure

To: Port Orange City Officials

Subject: Connecting of Rocko Road to King's Landing

The residents living on Rocko Road, in Rolling Hills subdivision, do hereby request that our road not be connected to King's Landing subdivision King's. We are requesting that it continue to just be a dead-end.

Address	Names	Signature	Phone
5950 Rocko Rd	Jeff Swartz Julie Swartz	[signature] Julie Swartz	808-861-7576 808-861-7578
5951 Rocko Rd	MARK REEKIE [signature]	[signature] Margarita Reekie	386 756 2170 386 383 7587
5952 Rocko Rd	Rick Crimi	[signature]	386-761-3949
5953 Rocko Rd	KEVIN KLING	[signature]	386-527-8577
5954 Rocko Rd	Michele Strickland STEVE STRICKLAND	[signature]	407 353 1109 407-353-1109
5955 Rocko Rd	Michael Dubovsky	Michael Dubovsky	914-494-6200

Please contact Jeff Swartz at 808.861.7576 or jeff.swartz@yahoo.com with any questions or decisions.

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE **12/17/2019**

Consent item: No

SUBJECT: (G21) Resolution No. 19-80 - Dog Friendly Dining Permit Fee

DEPARTMENT: Community Development

GOAL:

RECOMMENDED MOTION: Move to approve Resolution 19-80, creating a Dog Friendly Dining Permit Fee for the initial application and annual renewals.

SUMMARY: At their November 19th meeting on First Reading, the City Council recommended approval of Ordinance 2019-35 to establish Dog Friendly Dining regulations pursuant to Florida Statute 509.233. City Council also directed staff to establish a $50 fee for the required permit associated with the Dog Friendly Dining Program for staff to review the proposed outdoor dining area for compliance with the requirements in the new ordinance.

Project No.: Funding Account No.:

Presenter:

ATTACHMENTS:

1.	Resolution No. 19-80	Reso for DOg Friendly Dining.pdf

Penelope Cruz	Created/Initiated - 11/20/2019
Tim Burman	Approved - 11/26/2019
Shannon Balmer	Approved - 12/6/2019
Jake Johansson	Approved - 12/9/2019
Robin Fenwick	New -

RESOLUTION NO. 19-80

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA, ESTABLISHING DOG FRIENDLY DINING PERMIT FEES; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 166.201, Florida Statutes, provides for municipalities in the State of Florida to impose user charges or fees by ordinances; and

WHEREAS, Chapter 16, Section 11 of the Land Development Code of the City of Port Orange, Florida ("LDC"), authorizes the imposition of permit fees relating to the Dog Friendly Dining Program; and

WHEREAS, an initial application fee for the permit, as established herein, shall be collected with the submittal of the application; and

WHEREAS, an annual renewal fee for the permit, as established herein, shall be collected in a manner determined by the Community Development Director; and

WHEREAS, the Community Development Director has reviewed and recommended approval of the permit fees set forth in this resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA:

Section 1. Pursuant to Section 16-11 of the Land Development Code of the City of Port Orange, Florida, the following fees are established for the initial application and renewals for the required permits for the Dog Friendly Dining Program:

Initial Application Fee	$50.00
Annual Renewal Fee	$50.00

Section 2. The fees established herein shall become effective immediately upon adoption.

____
MAYOR DONALD O. BURNETTE

ATTEST:

____
Robin L. Fenwick, MMC, City Clerk

Passed and adopted on the day of

Reviewed and Approved: ___________________________
Shannon K. Balmer, Assistant City Attorney

CITY COUNCIL AGENDA ITEM

REQUESTED COUNCIL MEETING DATE 12/17/2019

Consent item: No

SUBJECT: (G22) I-95 Gateway Signage Update

DEPARTMENT: Community Development

GOAL: 3 - Quality of Life

RECOMMENDED MOTION: No motion required. For discussion and input only.

SUMMARY: Staff will be presenting the final design for the I-95 gateway signs. The signage design was based on prior input from the City Council at the April 23, 2019, workshop. Over the last several years, the City Council has placed a priority on enhancing the appearance of the City's landscape and entry signage along the Ridgewood Avenue and Dunlawton Avenue corridors. As identified in past, and the current CIP, the I-95 interchange area is one of the most highly visible areas within Port Orange, and funds have been budgeted for the design and construction of signage in this area. The intent for the signage is to create a positive impression for visitors and be a source of community pride for Port Orange residents.

At the April 2019 workshop, City Council selected backlit reverse channel letters for the "Welcome to Port Orange" signage and the City logo, with a lighting option, to be placed on the wing walls of the interchange bridge. The attached graphics show a rendering of the sign (day and night view), and the general location of the signage on the I-95 interchange wingwalls. The I-95 Interchange Gateway Signage project in the current CIP has a construction budget of $115,000 which is contingent on FEMA reimbursement or year-end surplus. According to the City's design consultant, Zev Cohen & Associates, the anticipated cost for fabrication, installation and electric to power the signs at these two locations is $74,000. The project budget also includes anticipated costs for Construction Engineering and Inspection (CEI) and a deposit or letter of credit to FDOT for removal and restoration.

At the April 2019 Workshop, Council asked staff to contact FDOT about the need for both walls adjacent to the roadway under the I-95 overpass. City Staff and the City's design consultant inquired with FDOT on the removal of the freestanding wall located behind the barrier wall, and according to FDOT, the I-95 contractor is not required to remove this wall and FDOT does not have plans to remove the wall at this time. The City's current proposed I-95 gateway signage project does not include the removal of either wall, but does include cleaning the walls.

As for landscaping around the I-95 interchange area that was recently reconstructed as part of the I-95 widening project, the Florida Department of Transportation (FDOT) has contracted with Kimley-Horn to design the landscaping for the I-95 corridor, including the areas between I-95 and the on/off ramps within Port Orange. According to FDOT, the cost for design, construction and maintenance of the landscaping will be covered by FDOT, and the landscaping is anticipated to be installed in 2020 after the I-95 widening project is completed. FDOT will be responsible for maintenance of the landscaping installed along the I-95 corridor within the City of Port Orange. The I-95 gateway signage project is not part of the Dunlawton Median project and is not funded through money from FDOT.

If City Council is in general agreement with the final design, staff will authorize our design consultant, Zev Cohen and Associates, Inc. to start the permitting process with FDOT. Permitting is anticipated to take around 4 to 6 months.

Project No.: Funding Account No.:

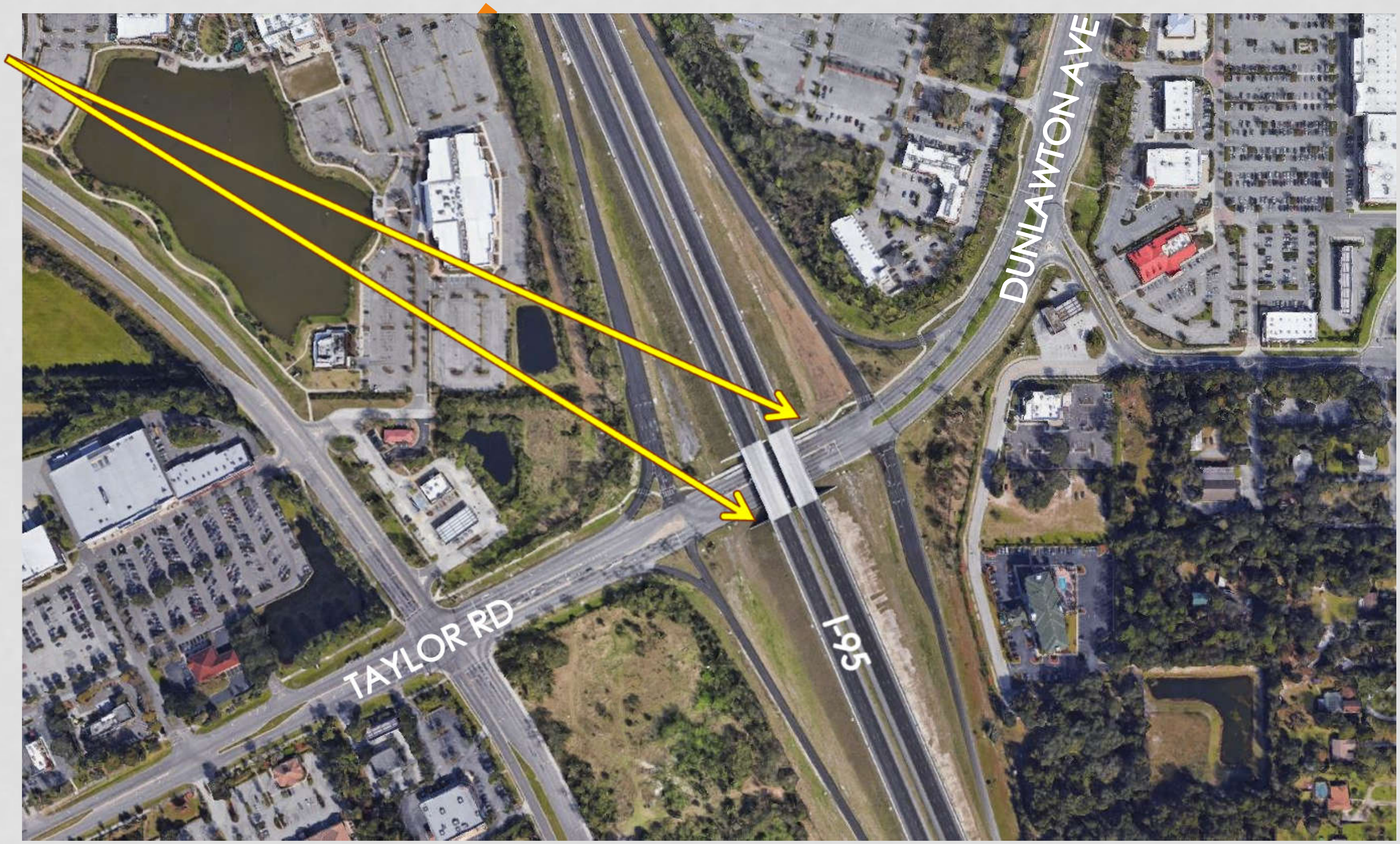
Presenter:

ATTACHMENTS:

1.	I 95_WELCOME SIGNAGE_location	I 95_WELCOME SIGNAGE_location.pdf
2.	Final Concept day view	Final Concept day view.jpg
3.	Final Concept night view	Final Concept night view.jpg

Margaret Tomlinson	Created/Initiated - 11/27/2019
Tim Burman	Approved - 12/4/2019
Jake Johansson	Approved - 12/5/2019
Robin Fenwick	Final Approval - 12/6/2019

SIGN
LOCATIONS



AERIAL LOCATION OF TWO SIGNS

ZEVCOHEN & ASSOCIATES INC
Civil Engineering · Landscape Architecture · Planning · Environmental Services


Welcome to
CITY OF PORT ORANGE
1867
FLORIDA
PORT
ORANGE


Welcome to
CITY OF PORT ORANGE
1867
FLORIDA
PORT
ORANGE