



AGENDA
PLANNING COMMISSION
CITY OF PORT ORANGE

Meeting Date: Thursday, November 19, 2015 **Time:** 5:00 PM

Type of Meeting: Regular

Location: Council Chambers
City Hall, 1000 City Center Circle

A. CALL TO ORDER

1. Pledge of Allegiance
2. Silent Invocation
3. Roll Call

B. DISCUSSION/ACTION

4. Consideration of Minutes
5. Case No. 15-25000005
LAND DEVELOPMENT CODE AMENDMENT/Chapters 17 and 18

A request to amend Land Development Code (LDC) Chapters 17 and 18. The proposed amendment would add farmers/flea market as a Special Exception Use in the Ridgewood Development (RD) zoning district and add special requirements for the farmers/flea markets Special Exception use.

Staff Contact: Gwen Perney (386) 506-5673/gperney@port-orange.org

6. Case No. 15-70000002
SPECIAL EXCEPTION USE/Flea/Farmers Market Use
5005 Ridgewood Avenue

A request to approve a Special Exception to allow a flea/farmers market within the Ridgewood Development (RD) zoning district. If the Special Exception is approved, the property owner is proposing to expand the existing farmers/flea market to adjacent parcels.

Staff Contact: Gwen Perney (386) 506-5673/gperney@port-orange.org

7. Case No. 15-70000001
SPECIAL EXCEPTION USE/Mini-Warehouse Use
5811 S. Williamson Boulevard

A request to approve a Special Exception to operate a mini-warehouse facility at 5811 S. Williamson Boulevard in the Interchange Community Development (ICD) zoning district.

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

8. Case No. 15-65000001
REZONING WITH MASTER DEVELOPMENT AGREEMENT AND CONCEPTUAL DEVELOPMENT PLAN/SERENITY HILLS PUD
East side of Hensel Road, between East Hensel Hill Drive and Hills Boulevard

A request to rezone +/- 82 acres from Rural Residential (RR) and Single-Family Residential (R-20SF) to Planned Unit Development (PUD) and approve the Serenity Hills Master Development Agreement (MDA) and Conceptual Development Plan (CDP). The applicant is proposing to develop a 108 single-family residential subdivision.

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

9. 2015 CONCURRENCY MANAGEMENT REPORT

Staff Contact: Penelope Cruz (386) 506-5671/pcruz@port-orange.org

10. Case No. 15-27500001
COMPREHENSIVE PLAN CAPITAL IMPROVEMENTS ELEMENT/2015 Annual Update

Update and amend the Comprehensive Plan Capital Improvements Element (CIE) in accordance with Florida Statutes.

Staff Contact: Penelope Cruz (386) 506-5671/pcruz@port-orange.org

11. 2016 PROPOSED CRITICAL DATES CALENDAR

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

C. OTHER BUSINESS

12. Development Activity Report
13. Commissioner Comments
14. Staff Comments

D. PUBLIC COMMENTS

E. ADJOURNMENT

ANY PERSON WHO DECIDES TO APPEAL ANY DECISION MADE BY THE **PLANNING COMMISSION** 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 ANY 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, 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.

PLANNING COMMISSION MEETING MINUTES
CITY OF PORT ORANGE
1000 CITY CENTER CIRCLE
COUNCIL CHAMBERS
OCTOBER 22, 2015

THE REGULAR MEETING OF THE PLANNING COMMISSION of the City of Port Orange was called to order by Vice Chairman Sonya Laney at 5:00 p.m.

Pledge of Allegiance

Silent Prayer

ROLL CALL:

Present:

Vice Chairman Sonya Laney
Commissioner John Junco
Commissioner Thomas Jordan
Commissioner Lance Green
Commissioner Newton White

Also Present:

Matthew Jones, Assistant City Attorney
Theresa Gutierrez, Deputy City Clerk
Tim Burman, Planner

Absent:

Chairman Frank Crooks (excused)
Commissioner Michael Arminio (excused)

B. DISCUSSION/ACTION

4. Consideration of Minutes

Motion made by Commissioner Junco, seconded by Commissioner Jordan, to approve the minutes of August 22, 2015. Motion carried 5 – 0 upon roll call vote.

5. Case No. 15-20000001

SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE AMENDMENT/Crane Lakes PUD Addition
1780 Taylor Road

A request to amend the Future Land Use (FLU) map to change the FLU designation of ±5 acres from Volusia County Urban Low Intensity (ULI) to City of Port Orange Suburban Residential (2-4 units/acre).

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

Tim Burman, Planner, said this is a request to change the Comprehensive Plan Future Land Use (FLU) designation for $\pm$ 5 acres from Volusia County Urban Law Intensity (ULI) to the City of Port Orange Suburban Residential (2-4 units/acre). The property has applied to annex the subject property into the City of Port Orange, change the FLU to a City designation, and rezone the property to add it into the Crane Lakes Planned Unit Development (PUD). If approved, the property owner intends to develop the property with 8 mobile home sites, a secondary access drive off Taylor Road for employees and service trucks, storage areas for materials associated with the golf course, and a pickle ball courts for the residents of Crane Lakes.

Staff is recommending approval of the request to change the FLU designation of $\pm$ 5 acres from Volusia County Urban Law Intensity (ULI) to the City of Port Orange Suburban Residential (2-4 units/acre) subject to the annexation of the property into the City of Port Orange.

Jerry Finley, Engineer, introduced himself to the Commissioners. No questions were asked of the Commissioners.

Motion made by Commissioner Jordan,
seconded by Commissioner Junco, to approve
case no. 15-20000001. Motion carried 5 – 0
upon roll call vote.

6. Case No. 15-40000002
REZONING AND 1ST AMENDMENT TO THE AMENDED AND RESTATED MASTER
DEVELOPMENT AGREEMENT & CONCEPTUAL DEVELOPMENT PLAN/Crane Lakes
PUD
1780 Taylor Road and 1850 Crane Lakes Boulevard

A request to rezone $\pm$ 5 acres from Volusia County R-2 to City of Port Orange Planned Unit Development (PUD) and approve the First Amendment to the Amended and Restated Crane Lakes PUD Master Development Agreement (MDA) and Conceptual Development Plan (CDP).

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

Mr. Burman said this is a request to rezone $\pm$ acres from Volusia County R-2 to PUD and approve the First Amendment to the Amended and Restated Crane Lakes PUD Master Development Agreement (MDA) and Conceptual Development Plan (CDP). If approved, the applicants intended to expand the Crane Lakes PUD. The PUD currently consists of 806 mobile home sites, a golf course, and is accessed off Taylor Road.

Staff is recommending approval of the rezoning to PUD and the 1st Amendment to the Amended and Restated Crane Lakes PUD MDA and CDP, subject to the following:

1. Approval of annexation,
2. Approval of the Future Land Use amendment,
3. Resolution of minor format comments prior to scheduling for review by City Council, and
4. Review and approval of the MDA and CDP by the City Attorney's Office for legal form and content.

Motion made by Commissioner White, seconded
by Commissioner Jordan, to approve case no.
15-40000002 with Staff recommendations.
Motion carried 5 – 0 upon roll call vote.

7. Case No. 15-25000004
LAND DEVELOPMENT CODE AMENDMENT/Chapters 12, 17, and 18

A request to amend Land Development Code (LDC) Chapters 12, 17, and 18. The proposed amendments include revising the parking requirement for the mini-warehouses use; adding mini-warehouse as a Special Exception use and office/warehouse facility as a permitted use with special development requirements in the Interchange Commercial Development (ICD) zoning district; and adding special requirements for the mini-warehouse Special Exception use and special development requirements for the office/warehouse facility use.

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

Mr. Burman said this is a request to amend Chapter 12 of the LDC to revise the parking requirements for the mini-warehouse use; amend Chapter 17 to add mini-warehouse as a Special Exception use and office/warehouse facility as a permitted use with special development requirements in the Interchange Commercial Development (ICD) zoning district; and amend Chapter 18 of the LDC to add special requirements for the mini-warehouse Special Exception use and add special requirements for the office/warehouse facility use. The applicant also proposed to revise the parking requirements for the mini-warehouse use. According to the applicant, the parking ratio of 1 parking space per 10 storage cubicles in the IDC for a mini-warehouse use is excessive. The applicant has requested the parking ratio be amended to 1 parking space per 50 storage cubicles.

Commissioner Green doesn't agree with the amount of parking requested.

Commissioner Junco doesn't want to see an eyesore with the storage facility. He showed concern regarding the parking of boats and/or trailers, cars, etc. Mr. Burman said the property is not permitted to store boats or cars. A 50 foot buffer will be required upon Taylor Rd. plus an 8 foot tall fence or wall.

Commissioner White believes the proposed mini-warehouse would be a nice fit for the parcel.

Vice Chairman Laney asked if there will be additional consideration for commercial use for the small offices/business that may come in regarding the parking. Mr. Burman said the parking was based off of the stand alone. If an office building was constructed, they would be required to provide additional parking.

Staff recommends approval of the request to amend the LDC.

Motion made by Commissioner Jordan, seconded by
Commissioner White, to approve case no. 15-25000004.
Motion carried 5 – 0 upon roll call vote.

8. Case No. 15-40000003
7TH AMENDMENT TO THE AMENDED AND RESTATED MASTER DEVELOPMENT
AGREEMENT/Port Orange Gateway Center PCD
3875 Yorktowne Boulevard

Amendment to the Amended and Restated Port Orange Gateway Center PCD Master Development Agreement (MDA) to remove the building size limit for only the City-owned property within the PCD.

Staff Contact: Tim Burman (386) 506-5675/tburman@port-orange.org

Mr. Burman said this is a request to approve the Seventh Amendment to the Amended and Restated Port Orange Gateway Center PCD MDA. The City was approached by a prospective buyer for the site who is interest in developing an Assisted Living Facility (ALF) is the building size limit is removed. This change would provide more flexibility for the potential buyer to build a multi-story ALF within the existing 50-foot maximum building height. The proposed amendment would remove the 30,000 square-foot building size limit for only the City-owned property. The PCD contains dimensional requirements such as maximum building coverage, open space, building setbacks, and parking requirements to control development scale. Any proposed development will also be required to meet all site development and infrastructure requirements of the City's LDC and the Port Orange Gateway Center PCD.

Per the direction of the City Council, Staff has prepared the Seventh Amendment to the Amended and Restated Port Orange Gateway Center MDA to remove the 30,000 square-foot building size limit for Lot 8 of the Port Orange Gateway Center PCD.

Motion made by Commissioner Arminio,
seconded by Commissioner Jordan, to approve
case no. 15-40000003. Motion carried 5 – 0 upon
roll call vote.

C. OTHER BUSINESS

9. Development Activity Report

Mr. Burman reviewed the Development Activity Report.

10. Commissioner Comments

Commissioner Green mentioned the pot hole on the WAWA property. Mr. Burman said he will contact FDOT.

Commissioner Green said that Dunlawton Ave. is starting to be an eyesore. He would like to see the business maintain their signs.

Commissioner White mentioned how bright the signage's are. He would like to see the signage lights dimmed down.

11. Staff Comments

There were none.

D. PUBLIC COMMENTS: There were none.

E. ADJOURNMENT: 5:50 p.m.

Chairman Frank Crooks



STAFF REPORT

LDC TEXT AMENDMENT/Chapters 17 and 18
CASE NO. 15-25000005

REQUEST: To amend Chapter 17 of the Land Development Code to add farmers/flea market as a Special Exception use in the Ridgewood Development (RD) zoning district and amend Chapter 18 of the LDC to add the special requirements for the farmers/flea market Special Exception use.

APPLICANT: D. Andrew Clark

STAFF RECOMMENDATION: Approval

STAFF CONTACT: Gwen Perney, Senior Planner (386) 506-5673

PLANNING COMMISSION DATE: November 19, 2015

DISCUSSION:

The applicant proposes to amend the Land Development Code (LDC) to add farmers/flea market to the list of Special Exception uses in the Ridgewood Development (RD) zoning district and to add special requirements for the farmers/flea market use in the RD zoning district. The properties zoned RD are generally located along Ridgewood Avenue (Exhibit A).

At the September 22 Council Meeting, Andrew Clark spoke under Citizen Participation about amending the LDC to allow the farmers/flea market use as an allowed use within the RD zoning district. Mr. Clark discussed his proposal to expand the existing flea market located on Ridgewood Avenue; however, because it is a non-conforming use, LDC requirements prohibit it from being expanded. If the LDC amendment is approved, the applicant could then apply for a Special Exception to expand the existing flea market.

The flea market owned by Mr. Clark at 5013 Ridgewood Ave. is currently the only one operating within the RD zoning district. This flea market is operating as a non-conforming use because it is not currently an allowed use in the RD zoning district.

The RD zoning district currently allows a wide variety of uses such as office, medical office, restaurant, retail, convenience store with gas, bank, appliance/electrical repair shops, pawn shops, health/exercise club, mobile home sales and motor vehicle sales.

LDC Amendment: Add Farmers/Flea Market as a Special Exception Use in the RD Zoning District

According to the Land Development Code (LDC), the farmers/flea market use is defined as an occasional or periodic sales activity held within a building, structure, or open area where groups of individual sellers offer goods, new and used, for sale to the public, not

to include private garage sales or similar activities held by churches and other nonprofit organizations.

Currently, farmers/flea market uses are a Special Exception in the Agriculture Preservation (AP) and Agriculture (A) zoning districts. The following table (Table 1) provides the current zoning districts where farmers/flea market uses are permitted.

Table 1: Zoning Districts for Farmers/Flea Market Use

Zoning District	Permitted Use	Permitted Use with Special Development Requirements	Special Exception
Agriculture Preservation (AP)			X
Agriculture (A)			X

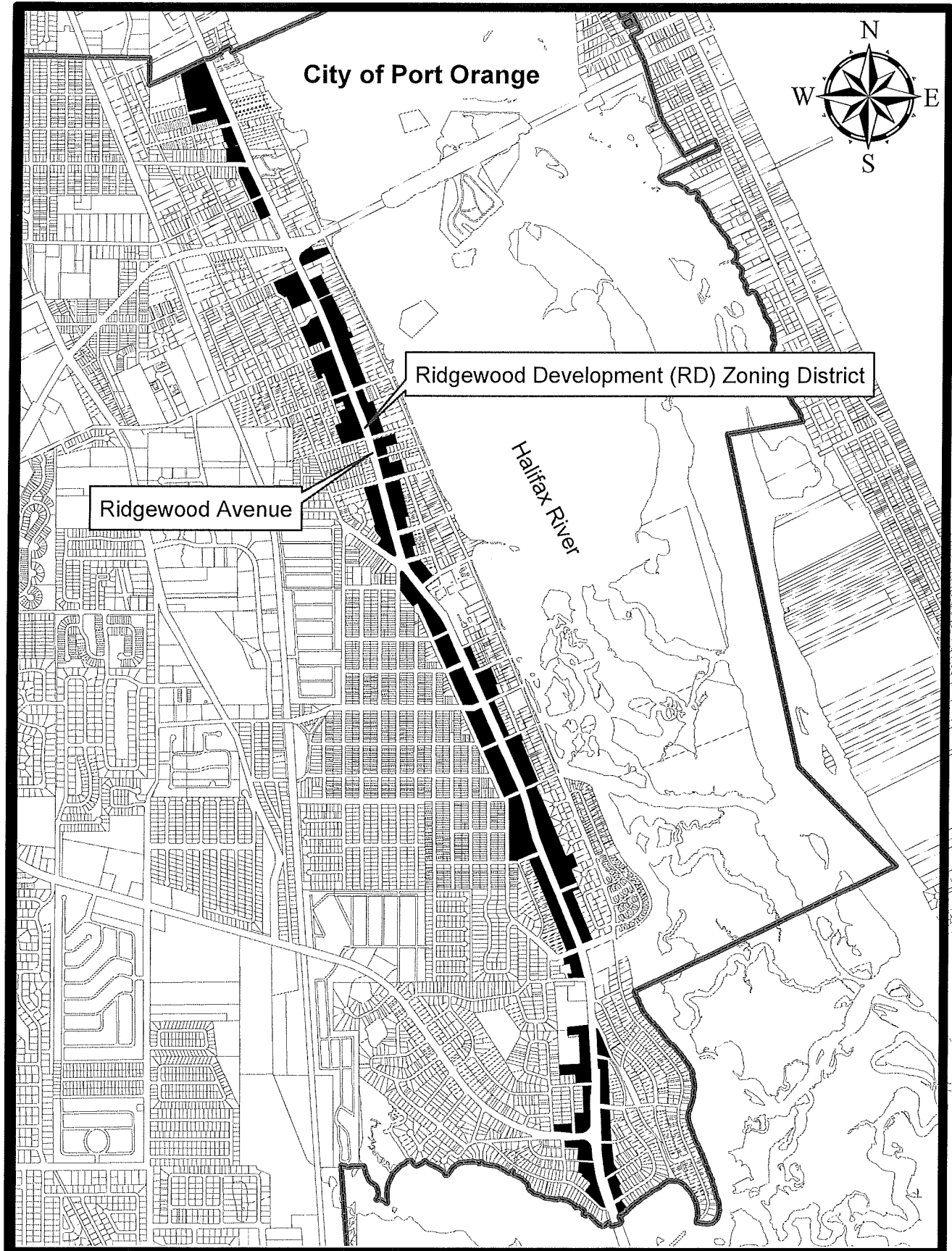
According to the LDC, a Special Exception is a use that would not be appropriate without restriction, but if controlled as to number, area, location or relation to the surrounding area, would promote the public health, safety, and general welfare. All requests for Special Exception uses must be reviewed by the Planning Commission and approved by the City Council.

All Special Exception uses must address a set of standard review criteria (traffic generation, parking, landscaping, etc.) (Exhibit B) along with use specific criteria. The applicant has proposed seven (7) Special Exception criteria. Five (5) of the criteria are those currently in the LDC to control the aesthetics and number of farmers/flea market uses in the AP and A zoning districts. The two additional criteria require all markets to be a minimum of two and a half (2 ½) acres and to allow the farmers/flea market to operate on Thursdays and until 9:00 pm for one day per month. The proposed Special Exception criteria include:

1. The proposed site shall front on an arterial roadway
2. A maximum of 20 percent of the site shall be devoted to sales area
3. Required parking shall be provided at a ratio of one space for every 200 square feet of sales area
4. Buffering shall be provided according to Chapter 13 of the Land Development Code, with a six-foot high opaque fence or wall required along property lines, which abut any residential zone
5. All merchandise and refuse shall be removed from the site at the end of each day
6. The proposed site shall be a minimum of two and a half (2 ½) acres with a minimum of 200 feet of frontage
7. Operation shall be restricted to daylight hours on Thursdays, Fridays, Saturdays, and Sundays only, and legal holidays which fall on Monday. One day of the month, on either a Thursday, Friday, Saturday or Sunday, the farmers/flea market is allowed to operate until 9:00 pm. The parking lot shall be lighted in accordance with Chapter 12 of the Land Development Code.

RECOMMENDATION:

Staff recommends approval of the request to amend the Land Development Code.



**Standard Review Criteria All Special Exception Uses Must Address
[LDC Ch 18, Sec2(d)(2)]:**

1. Traffic generation and access for the proposed use shall not adversely impact adjoining properties and the general public safety;
2. Off-street parking, loading and service area shall be provided and located such that there is no adverse impact on adjoining properties, beyond that generally experienced in the district;
3. Required yards, screening or buffering, and landscaping shall be consistent with the district in general and the specific needs of the abutting land uses;
4. Architectural and signage treatments shall comply with the general provisions applicable to permitted use in the district, to the greatest extent possible, and be sensitive to surrounding development; and
5. Size, location or number of special exception uses in an area shall be limited so as to maintain the overall character district as intended by this code.



MEMORANDUM

TO: Tim Burman, Planning & Development Manager

FOR: PLANNING COMMISSIONERS

FROM: Gwen Perney, Planner

RE: SPECIAL EXCEPTION USE/Flea/Farmers Market Use
Case No. 15-70000002 5001, 5005, and 5013 Ridgewood Ave.

DATE: **November 13, 2015**

Staff requests Item #6 on the Planning Commission agenda be continued to the next available Planning Commission meeting on **December 17, 2015**. The applicant, Andy Clark, is aware of the request and has no objections to this item being continued to the December Planning Commission meeting.



STAFF REPORT

Special Exception for a Mini-warehouse Facility in the Interchange Commercial Development District (ICD)

Case No. 15-70000001

REQUEST:	To operate a mini-warehouse facility at 5811 S. Williamson Boulevard in the ICD Zoning District.
PROPERTY OWNER:	Midwest Transit Inc.
APPLICANT:	Edward J Speno, Preferred Realty, Inc.
LOCATION:	5811 S. Williamson Boulevard (Figure 1)
STAFF RECOMMENDATION:	Approval
STAFF CONTACT:	Tim Burman, Planning Manager (386) 506-5675
PLANNING COMMISSION:	November 19, 2015

CASE BACKGROUND:

Edward Speno has applied to operate a mini-warehouse facility within the Interchange Community Development (ICD) zoning district. The proposed use would be located on Taylor Road, between the southbound I-95 on ramp and Williamson Boulevard. If the Special Exception request is approved, the applicant will have to submit a site plan for staff review and the proposed development will be required to meet all architecture, site development and infrastructure requirements of the City's Land Development Code.



Figure 1. Location Map – 5811 S. Williamson Blvd.

The applicant has proposed a Land Development Code (LDC) amendment to permit, mini-warehouses in the ICD district by Special Exception. The code amendment is being proposed simultaneously with this Special Exception application and must ultimately be approved by Council before this Special Exception request can be approved.

According to the LDC, "a special exception is a use that would not be appropriate without restriction, but which, if controlled as to number, area, location or relation to the surrounding area, would promote the public health, safety and general welfare". The LDC defines a mini-warehouse as "a self-service storage facility in a building consisting of individual self-contained units of varying size that are leased or owned for the storage of business and household goods, or for contractor's supplies".

According to the applicant, the proposed self-storage facility with up to 700 storage cubicles will not be "a typical single-story building with exterior garage doors but a multi-tenant building with an aesthetic design that makes the facility look more like office building than a storage facility". In addition, the applicant states that mini-warehouses facilities are now being located in populated and retail-oriented areas for exposure and accessibility (Exhibit A).

SPECIAL EXCEPTION STANDARDS IN THE INTERCHANGE COMMERCIAL DEVELOPMENT (ICD) ZONING DISTRICT:

All special exception uses are required to meet a uniform list of development standards, encompassing traffic generation, landscaping and buffering, and others [Ch. 18, Sec 2(d)(2) of the LDC]. The following are the development standards and how they apply to the request:

Standard Special Exception Development Standards:

1. *Traffic generation and access for the proposed use shall not adversely impact adjoining properties and the general public safety.*

According to the latest traffic counts for Williamson Boulevard and Taylor Road there is capacity for the traffic estimated to be generated by the proposed development for this property (Table 1).

Table 1. Traffic Capacity

Roadway Segment	Maximum Capacity Vehicles Per Day*	Current Vehicles Per Day*	Remaining Capacity Vehicles Per Day	Daily V/C Ratio**
S. Williamson Blvd. from Spruce Creek Bridge to Taylor Rd.	37,970	19,690	18,280	0.52
S. Williamson Blvd. from Taylor Rd. to Town West Blvd.	37,970	16,450	21,520	0.43
Taylor Rd. from Summertrees Rd. to S. Williamson Blvd.	37,970	14,530	23,440	0.38
Taylor Rd. from S. Williamson Blvd. to I-95	47,560	38,160	9,400	0.80

* Source: Volusia County Traffic Engineering, 2014

** V/C Ratio (Volume-Demand-to-Capacity Ratio) compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). A V/C of 1.00 indicates the roadway facility is operating at its capacity

The proposed 700 unit self-storage building is estimated to generate approximately 175 daily trips, distributed along the adjacent roadway network (ITE trip generation manual, 9th edition).

The zoning for the subject property currently allows uses such as office, medical office, restaurant without a drive-thru, restaurant with a drive-thru, retail, convenience store with gas, bank, health/fitness clubs, and hotel. According to the ITE Trip Generation Manual, 9th edition, the traffic expected to be generated from a self-storage facility is significantly less than other uses currently allowed on the subject property (Table 2).

Table 2. ITE Daily Trip Rate for uses in ICD Zoning District

Use	ITE Code	Daily Trip Rate	Multiplier
Mini-warehouse	151	2.5	Per 1,000 SF
Medical/Dental Office	720	11.65	Per 1,000 SF
General Office	710	11.03	Per 1,000 SF
Restaurant - no Drive-Thru	934	127.15	Per 1,000 SF
Restaurant with Drive-Thru	933	496.12	Per 1,000 SF
Specialty Retail	826	44.32	Per 1,000 SF
Convenience Store	851	845.6	Per 1,000 SF
Bank	912	148.15	Per 1,000 SF
Health/Exercise Club	492	32.93	Per 1,000 SF
Hotel	310	8.17	Per room

Access from Taylor Road and the I-95 southbound on-ramp is prohibited by the LDC. Williamson Boulevard and Taylor Road in this area are under Volusia County's jurisdiction. Specific technical requirements for access must be approved by Volusia County during site plan review. Vehicles can only enter and exit the site from Williamson Boulevard. There is a median in Williamson Boulevard that restricts access to right turn in and right turn out.

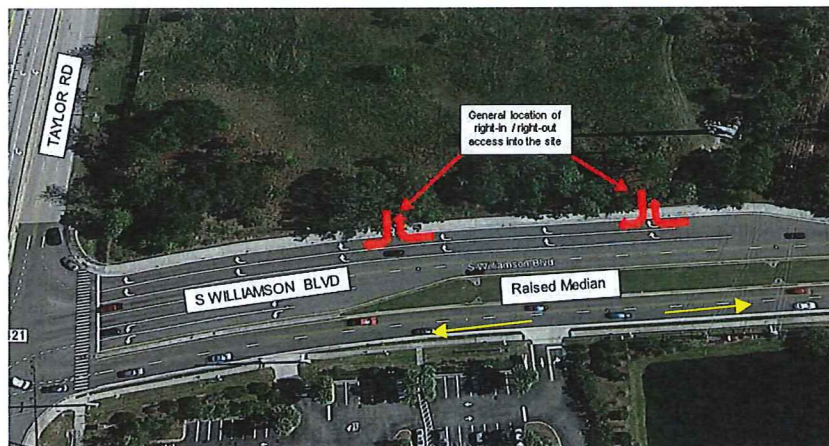


Figure 2. Proposed site access – approval required from Volusia County

The site plan submittal for this property will be required to comply with the City's Concurrency Management requirements in the LDC. Detailed traffic analysis occurs at the site plan review stage to identify any improvements that might be required. Similar to other developments within the City, the developer may be required to enter into a Fair-Share Concurrency Agreement with the City to pay for part of the scheduled improvements for any impacted areas.

2. *Off-street parking, loading and service areas shall be provided and located such that there is no adverse impact on adjoining properties, beyond that generally experienced in the district.*

Parking will be provided as required by the LDC. The total number of parking spaces and design of the parking lot and spaces will be reviewed with the submittal of the site plan. The LDC currently requires one space per 10 storage cubicles for a mini-warehouse facility. If the applicant's proposed LDC text amendment (Case No. 15-25000004) is approved by Council on December 1, 2015 (2nd reading), the parking ratio will be one space per 50 storage cubicles. According to the applicant, the proposed building will have up to 700 storage cubicles and the site will be designed with a minimum of 14 spaces.

3. *Required yards, screening or buffering, and landscaping shall be consistent with the district in general and the specific needs of the abutting land uses.*

The site will be developed with landscape buffers in accordance with the LDC for screening the surrounding properties and rights-of-way from a mini-warehouse facility. A minimum 50' landscape buffer is required along I-95 and Taylor Road, a minimum 20' landscape buffer along Williamson Boulevard, a 5' landscape buffer along the south property line and a 6' masonry wall along I-95, Taylor Road, and Williamson Boulevard.

4. *Architectural and signage treatments shall comply with the general provisions applicable to permitted uses in the district, to the greatest extent possible, and be sensitive to surrounding development.*

The architectural style of the buildings, accessory structures, wall/fence, and site furnishings will be designed with a common architectural theme and comply with the City's LDC. A formal review of the architectural design will occur with the site plan to verify compliance with the LDC. Any proposed signage will have to meet the regulations set forth by the LDC.

In addition to the standard development requirements for all special exceptions, a mini-warehouse facility use in the ICD zoning district must also comply with three additional development requirements [Ch. 18, Sec. 3(b)(3) of the LDC]. The following are the additional development requirements for a mini-warehouse facility use and how they apply to the request.

Specific Mini-warehouse Development Requirements:

1. *Warehouse buildings shall be screened from any public rights-of-way by a six-foot high opaque fence or wall with a type 2 bufferyard planted along the street side of the fence or wall. Bufferyard requirements may be increased in accordance with Chapter 13 (Landscape) of the Land Development Code.*

The proposed development will comply with the right-of-way landscape buffer and wall/fence requirements in the Land Development Code (LDC). This includes the 50-foot landscape buffer along I-95 and Taylor Road and 20-foot landscape buffer along Williamson Boulevard and a 6' wall along all rights-of-way to screen the warehouse building from any public rights-of-way.

2. *The proposed site shall be a minimum of two acres.*

The subject property is 7 acres. The applicant intends to develop the site with a self-storage facility along with other uses permitted in the ICD zoning district.

3. *The proposed site shall front on an arterial roadway.*

The site fronts onto Taylor Road and Williamson Boulevard and both are defined by the City's Comprehensive Plan as an urban principle arterial.

4. *Mini-warehouse buildings shall be designed as a multilevel building and no storage rooms shall be accessible directly from an outdoor parking area. All storage rooms shall be accessible through an interior corridor. The multilevel building shall be designed in accordance with Chapter 14 (Architecture) of the Land Development Code.*

In the applicant's letter of request, it is stated that the mini-warehouse building will be a multilevel building with all storage rooms accessible from interior corridors and the building will be designed to comply with the City's LDC. The LDC architectural design standards include the use of a pitched roof or flat roof with decorative parapet wall, visible roof materials are to be metal panels, fiberglass shingles, barrel tile, clay tile, full architectural treatments (banding, cornices, windows, etc....) on all sides visible from a right-of-way, roof-top mechanical equipment is to be screened, and exterior walls are to be stucco, natural brick or stone and wood and be a earth-tone color.

RECOMMENDATION:

Staff recommends **approval** of the Special Exception to allow a mini-warehouse facility to be developed and operated at 5811 S. Williamson Boulevard, subject to approval of the LDC text amendment to allow mini-warehouse as a Special Exception use in the ICD zoning district.

HEEBNER, BAGGETT, UPCHURCH & GARTHE, P.L.

ATTORNEYS AND COUNSELORS AT LAW

Peter B. Heebner
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G. Laurence Baggett*
*Of Counsel

John N. Upchurch
landlawyer@bellsouth.net

J. Steven Garthe**
sgarthe@lawdaytona.com
**Licensed in GA & FL

October 15, 2015

Sent via Email tburman@port-orange.org

Tim Burman
Planning Manager, City of Port Orange
Community Development
1000 City Center Circle
Port Orange, FL 32129

Re: Taylor Road Self-Storage

Dear Mr. Burman,

I have the privilege of representing Preferred Realty & Development, the local representative being Edward Speno.

My client is desirous of constructing a multi-story, climate controlled, mini-warehouse plus a certain amount of "embryo" facilities on the property located at the corner of Williamson Blvd. and Taylor Rd.

We offer the following information.

We propose to build a climate controlled self-storage facility with up to 700 storage facilities. It will not be a typical single story building with exterior "garage type" doors, but rather a multi-tenant building with an aesthetic design that would give the appearance of an office facility, rather than a storage facility. We acknowledge that this area is a part of the gateway to the City of Port Orange and the building needs to be aesthetically pleasing and consistent with surrounding commercial activities.

Self-storage facilities are currently being built in populated retail-oriented areas for both exposure and for accessibility.

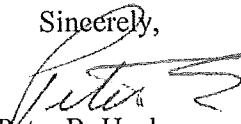
Self-storage facilities with interior access are typically safer than facilities with outdoor access. Acknowledging that there are four other storage facilities within the general geographical area, we have engaged a significant market study indicating that there is still a great need for self-storage facilities and that will grow as the residential and retail components continue to expand westward from I-95.

In addition, this type of facility has very low vehicle trip generation, is an attractive building, and will obviously add to the commercial tax base of the City of Port Orange.

Again, we respectfully request that this project be approved by the City of Port Orange.

Thank you for your cooperation in this matter.

Sincerely,



Peter B. Heebner

cc: Edward Speno





STAFF REPORT

PUD Rezoning/Serenity Hills MDA and CDP

CASE NO. 15-65000001

REQUEST: Rezone 82.2 acres from Rural Residential (RR) and R-20 Single-Family Residential (R-20SF) to Planned Unit Development (PUD) and approval of the Serenity Hills Master Development Agreement (MDA) and Conceptual Development Plan (CDP)

LOCATION: East side of Hensel Road, south of Hensel Hill Drive East

OWNER: Coventry Partners, LLC

APPLICANTS: Frank Costa, Liberty Group Realty, Inc. & Clay Ervin, Zev Cohen and Associates, Inc.

STAFF RECOMMENDATION: PUD Rezoning – Approval
Serenity Hills MDA and CDP – Approval, subject to approval of the Policy Consideration for roadway connections

STAFF CONTACT: Tim Burman, Planning Manager (386) 506-5675

PLANNING COMMISSION DATE: November 19, 2015

The applicant proposes to rezone 82.2 acres (Exhibit A) from Rural Residential (RR) and R-20 single-family residential (R-20SF) to Planned Unit Development (PUD) and requests approval of the Serenity Hills Master Development Agreement (MDA) and Conceptual Development Plan (CDP). The subject property is located on the east side of Hensel Road, south of Hensel Hill Drive East (Figure 1 – Page 2). The property is currently undeveloped and surrounded by several existing residential subdivisions with various sized lots. The following table summarizes the land use and zoning of the adjacent properties and the future land use and zoning maps are attached (Exhibit B and C).

Table 1. Adjacent Future Land Use and Zoning

Direction	Future Lane Use	Zoning	Land Use	Minimum Lot Size
North	Rural Transition (0-2 units/acre)	Rural Residential	Hensel Hill	1-acre
	Suburban Residential (2-4 units/acre)	R-8SF Single-Family Residential	Southport	8,000 SF
	Public/Institutional	Government/Public Use	Spruce Creek Elementary	N/A
South	Rural Transition (0-2 units/acre)	Rural Residential	Rolling Hills	1-acre
	Suburban Residential (2-4 units/acre)	R-20SF Single-Family Residential	Broken Bow	20,000 SF
East	Suburban Residential (2-4 units/acre)	R-8SF Single-Family Residential	Bent Oak	8,000 SF
West	N/A	N/A	80' Hensel Road ROW	N/A
	Rural Transition (0-2 units/acre)	Rural Residential	Unplatted Lots	1-acre



Figure 1. Location of the Proposed Serenity Hills PUD Area

The MDA for the PUD designation constitutes a zoning document for the property, establishing permitted uses and certain development requirements. It does not grant approval of any specific development itself, but rather establishes parameters for how the property can be developed. Some flexibility from the standard code requirements is offered with the goal of creating a better quality project.

The proposed MDA provides the dimensional requirements for the proposed single-family lots. Building setbacks are based on the surrounding zoning districts including Rural Residential (RR), R-20 single-family residential (R-20SF), and R-8SF single-family residential (R-8SF). According to the Land Development Code (LDC), the building setback for the PUD shall not be less than the building setback requirements of the abutting zoning district. The rear building setback proposed by the applicant is equal to or greater than the adjacent zoning districts.

Zoning District	Minimum Living Area/D.U. (sq. ft.)	Minimum Lot Area (sq. ft.)	Minimum Lot Width (ft.)	Maximum Building Coverage	Minimum Open Space	Front Bldg. Setback (ft.)	Side Bldg. Setback (ft.)	Rear Bldg. Setback (ft.)	Maximum Height (ft.)
<i>Proposed Serenity Hills PUD</i>	<i>2,000</i>	<i>12,750</i>	<i>85</i>	<i>40%</i>	<i>40%</i>	<i>30</i>	<i>10</i>	<i>50*</i> <i>25**</i>	<i>35</i>
RR	1,400	43,560	100	20%	70%	40	15	30	35
R-20SF	1,400	20,000	100	30%	60%	30	10	25	35
R-8SF	1,100	8,000.	80	35%	40%	30	7.5	25	35

* Setback for primary and accessory structures located along the north, south, and west boundary line (Lots 1-18, 78-82, and 106-108 on the Conceptual Development Plan).

** Setback for primary structures on Lots 19-77 and 83-105 on the Conceptual Development Plan.

According to the applicant, the lot configuration of the proposed subdivision was designed to have the one-acre lots (**yellow**) in Serenity Hills abutting to existing one-acre lots in Rolling Hills and Hensel Hill and along Hensel Road and ½ acre lots (**pink**) in Serenity Hills abutting to existing ½ acre lots in Broken Bow. The remaining lots abutting Bent Oaks, Westport, and Sweetwater Elementary will be a minimum of 12,750 square feet (**orange**). If the PUD is approved, it would provide a mixture of various lot sizes and housing types typically not provided in other PUDs.

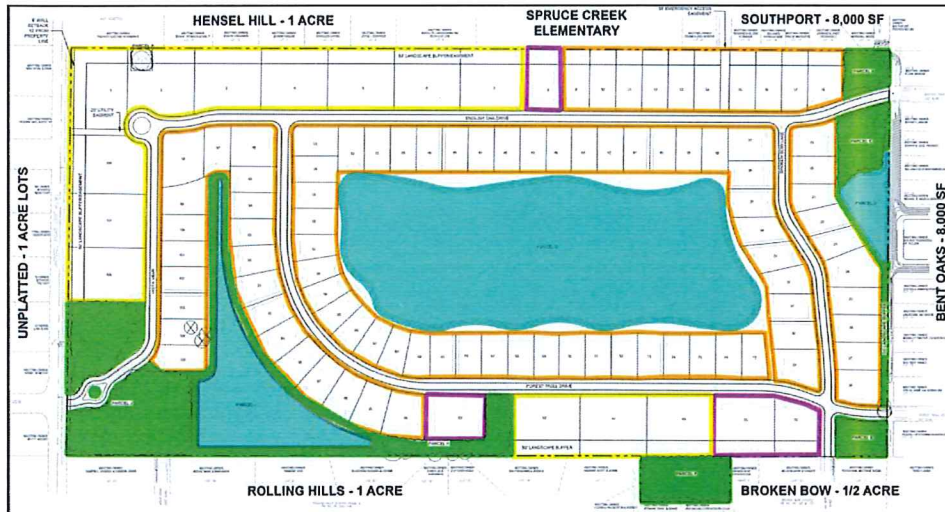


Figure 2. Proposed Lot Size

CONSISTENCY WITH THE COMPREHENSIVE PLAN:

The subject property is designated *Rural Transition* (0-2 units/acre) and *Suburban Residential* (2-4 units/acre) on the City's Future Land Use Map (Exhibit B). As shown on Exhibit B, the majority of the 82.2-acre property has a Future Land Use (FLU) designation of *Rural Transition* (0-2 units/acre). The density for the proposed development is 1.31 residential units per acre.

Specifically, the Comprehensive Plan states that the *Rural Transition* category includes rural-scale or large-lot (usually 1 to 2 acres) residential development situated between Agricultural lands and areas of higher density/intensity. The residential development is limited to no more than two units per acre. Where urban services (water, sewer, garbage, etc.) are available, smaller lots of 5,000 square feet and greater are allowed, as long as sufficient open space and natural areas are preserved so as not to exceed the maximum allowable density.

There are at least six subdivisions within the City that have the *Rural Transition* (FLU) designation and are zoned PUD with minimum lot sizes between 5,000 square-feet and 13,500 square-feet.

PUD ZONING	MINIMUM LOT SIZE
Waters Edge	7,500
Cypress Head	10,350
The Pinnacle	5,000
Sawgrass Point	9,600
Golden Pond Estates	13,500
River Oaks	13,500

DEVELOPMENT PROPOSAL:

If approved, the Serenity Hills MDA and CDP will provide the regulatory framework for the development of the subject property with a maximum of 108 single-family home lots at a density of 1.31 units per acre. According to the MDA, all streets within the proposed subdivision will be private and the Homeowners Association (HOA) will be responsible for the maintenance. The following discussion will focus on aspects of the proposed MDA and CDP (Exhibit D) such as general site layout, access, setbacks, lot dimensions, buffers/landscape easements, and traffic and other infrastructure capacity.

The proposed PUD is consistent with the general intent of Comprehensive Plan and the LDC. The applicant has stated that the proposed zoning document (MDA and CDP) provides a diversity of lot sizes, 50' rear yard landscape buffers in areas next to adjacent large lots, and a large entry feature as unique design elements and is also consistent with previously approved PUDs.

Project Access:

The proposed subdivision will be accessed from Hensel Road and will be gated. In addition, there are three roadway connections to existing "stubbed out" roads at Broken Bow Lane, Forest Troll Drive, and English Oaks Drive but will not be open to through traffic. Pedestrian connections will be accessible, but the roadway connection will be built with a gate for residents of Serenity Hills use only and emergency access. The proposed gates at Broken Bow Lane, Forest Troll Drive, and English Oaks Drive are a policy issue that is discussed in more detail in the Policy Issue section of this report.

Subdivision:

The 82.2-acre site is proposed to be subdivided into 108 single-family lots and parcels for stormwater improvements, open space and common open space, preservation areas, and private rights-of-way to support the subdivision.

Landscaping/Screening:

The proposed development will comply with the landscape and screening requirements of the City's LDC such as right-of-way and perimeter buffers, tree preservation, and 6-foot tall wall adjacent to Hensel Road. A formal review of the landscaping and design of the screen wall will occur with the review of the subdivision plat and plans to verify compliance with the MDA and the Land Development Code.

A minimum fifty (50) foot wide buffer will be provided along the north, south and west perimeter of the PUD to provide a transition between Serenity Hills and the adjacent existing residential developments (Rolling Hills, Hensel Hill, and Broken Bow) A minimum twenty (20) foot wide buffer will be provided along the east perimeter of the PUD to provide a transition between Serenity Hills and the Bent Oak subdivision. According to the MDA, no primary or accessory structures will be allowed within the 20' or 50' perimeter buffer, except for fencing installed along the individual property lines. Both of these buffers exceed the minimum 10-foot wide perimeter buffer required by the Land Development Code (LDC) between adjacent residential developments of similar densities.

The proposed MDA requires any proposed development to comply with the existing City regulations pertaining to protected wildlife species and tree preservation.

Water, Sewer, and Reclaimed Water:

The proposed development will comply with the requirements of the City's LDC for improvements related to water, sewer, and reclaimed water service.

Stormwater:

The stormwater drainage infrastructure for this project will be in the form of a retention pond. The stormwater drainage design will be reviewed with the submittal of the subdivision plans. Per the City's Land Development Code (LDC), the applicant will be required to construct on-site stormwater facilities, designed to accommodate and treat the 25-year, 24-hour storm event, without causing flooding to adjacent properties or polluting the receiving water bodies.

The drainage area shown on the CDP will provide stormwater drainage for the entire 82.2-acre property and will also be required to meet the stormwater requirements of the St. Johns River Water Management District. If the PUD zoning amendment is approved, formal engineered drainage plans are required to be submitted as part of subdivision plat and plans application.

Open Space:

For a PUD, the LDC requires a minimum sixty percent (60%) of the overall PUD must be open space, at least twenty percent (20%) of which must be common open space. According to the LDC and past approved PUDs, open space includes, but is not limited to, tree and environmental preservation areas, water bodies, community gardens and common area parcels and portions of the rights-of-way that are pervious, and are not developed with impervious surface unless part of common open space. Common open space may include impervious areas developed with recreational facilities, clubhouses, docks, walkways, community gardens, preservation of natural resources and natural features, and related parking and support features.

The applicant states that the proposed CDP design contains sufficient, well placed open space that offers significant open space and conservation areas to prevent an unattractive, overbuilt environment. The CDP includes conservation land, recreation areas, a 50-foot buffer along the north, south boundary line where only a 10-foot buffer is required by the LDC, and a 25-foot buffer along the east boundary line. The Applicant states that all of these elements together with the required minimum private open space on individual lots will achieve over 60% of the PUD being open space in some form.

Traffic:

The proposed subdivision will be required to comply with the City's Concurrency Management requirements in the LDC. If the PUD zoning amendment is approved, a traffic study is required at the time the subdivision plat and plans are reviewed to identify any improvements that might be needed. Similar to other developments within the City, the developer may be required to enter into a Fair-Share and Concurrency Agreement with the City to pay for part of the scheduled improvements for any impacted areas.

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th edition a 108 lot single-family residential subdivision could generate an additional 1,028 daily trips (514 entering and 514 exiting). According to the latest traffic counts for

Hensel Road, Taylor Road, and Central Park Boulevard; there is sufficient capacity for traffic estimated to be generated by future development of this property (Table 1).

Table 1. Roadway Capacity

Roadway Segment	Maximum Capacity Vehicles per day	Current Vehicles per day	Remaining Capacity Vehicles per day	V/C Ratio****
Hensel Rd. from Taylor Rd. to Central Park Blvd	12,744	7,132*	+5,612	0.56
Taylor Rd. from Hensel Rd. to Spruce Creek Rd.	37,970	14,610**	+23,360	0.38
Taylor Rd. from Hensel Rd. to Clyde Morris Blvd.	37,970	18,470**	+19,500	0.49
Central Park Blvd. from Hensel Rd. to Spruce Creek Rd.	12,744	2,543***	+10,201	0.20

*Source: City of Port Orange Public Works, August 19 – 21, 2015

**Source: Volusia County Traffic Engineering, 2014

***Source: City of Port Orange Public Works, April, 2015

**** Volume/Capacity (V/C) Ratio – Volume-Demand-to-Capacity Ratio compares roadway demand (vehicle volumes) with roadway supply (carrying capacity). A V/C ratio of 1.00 indicates the roadway is operating at its capacity.

Schools:

If the PUD is approved, the applicant will be required to submit a School Concurrency Application to the Volusia County School District and the school district will determine if the adopted level of service will be met and capacity exists in the schools for the estimated students to be generated by the proposed development.

POLICY ISSUE:

PUD zoning allows the applicant to request flexibility from standard code requirements. In order to be eligible for this flexibility, the applicant must provide innovated site design. The Planning Commission and City Council will need to consider the following deviation from the LDC requested by the applicant:

Roadway Connections to Existing Road Stub-outs: The LDC requires that existing streets ending at a subdivision boundary be continued into the adjacent subdivision [LDC, Ch. 5, Sec. 4(a)(1)(a) and (b) and Sec. 6(c)(3)]. There are five existing street stub-outs that the LDC requires to be connected to the proposed development. The applicant is requesting to install a gate at the roadway connection to Broken Bow Lane (Broken Bow Estates subdivision), Forest Troll Drive and English Oak Drive (Bent Oaks subdivision), a 30' emergency access easement with an emergency gate at the connection to Westport Drive (Southport subdivision), and no roadway or easement connection to Rocko Lane (Rolling Hills subdivision). According to the applicant, this provides limits cut through traffic through Serenity Hills.

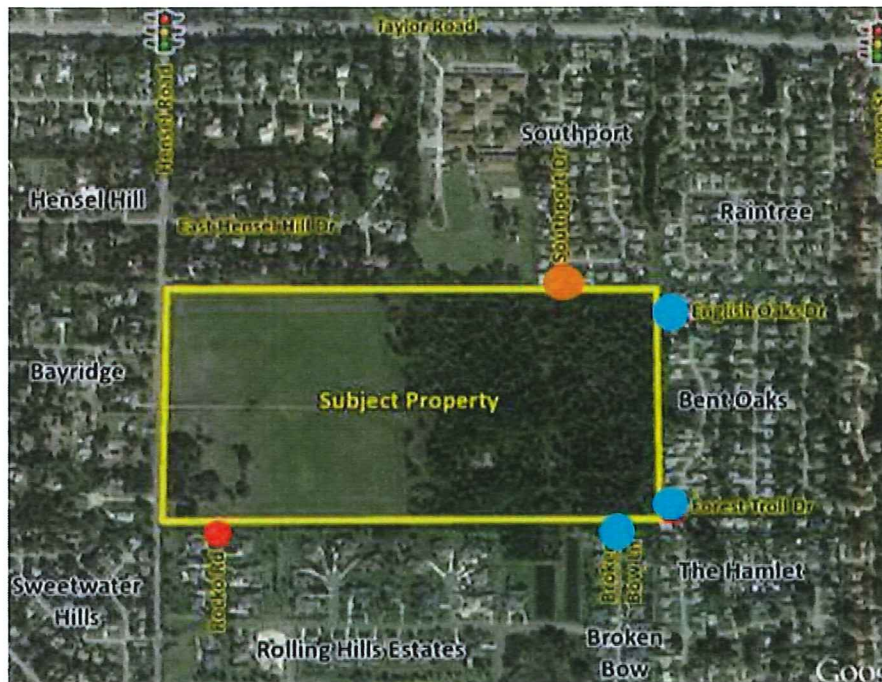


Figure 3. Proposed gated, emergency, and no access points

APPLICANT'S GATED ACCESS PROPOSAL

Broken Bow Lane, Forest Troll Drive and English Oak Drive: According to the applicant, the gates at Broken Bow Lane, Forest Troll Drive and English Oak Drive could either be emergency access only gate or gated for use by Serenity Hill residents. Because connections to existing "stubbed out" roads is a requirement of the Land Development Code, the applicant has included it within the MDA, just as Broken Bow Estates and Bent Oaks were required to provide a stub-out to obtain approval of their neighborhood's design. The MDA proposes the vehicular access on Broken Bow Lane, Forest Troll Drive and English Oak Drive be gated to prevent vehicles from the adjacent subdivision using the private roads within the proposed subdivision. Vehicles from Serenity Hills would be able to exit and enter the subdivision through the adjacent subdivisions.

There are also at least six existing subdivisions within the City that have gated entries that limit access to residents only. The use of an emergency access only gate has previously been approved and installed in the Pinnacle and Oakbrook subdivisions.

APPLICANT'S EMERGENCY ACCESS PROPOSAL

Westport Drive: The applicant is requesting to not extend the existing street Westport Drive stub-out into the proposed subdivision, because it would have the potential of adding to the number of vehicles entering/exiting at the intersection of Taylor Road and Southport Drive. The Police Department has expressed concerns with this roadway connection because it could increase the number of vehicles making the left turn movement onto Taylor Road during the school hours for Spruce Creek Elementary.

APPLICANT'S NO ACCESS PROPOSAL:

Rocko Road: The applicant is requesting to not extend the existing Rocko Road street stub-out into the proposed subdivision because it would require the removal of specimen trees that the applicant would like to save.

RECOMMENDATION:

Staff recommends approval of the Rezoning to Planned Unit Development (PUD), the Master Development Agreement and Conceptual Development Plan for the Serenity Hills PUD subject to the following:

1. Policy direction on the roadway connections to existing road stub-outs;
2. Minor corrections to the MDA and CDP being addressed prior to this item being considered by City Council; and
3. Review and approval by the City Attorney's Office for legal form and content.

ATTACHMENTS:

1. Exhibit A – Letter of Request from the Applicant
2. Exhibit B – Current Future Land Use Map
3. Exhibit C – Current and Proposed Zoning Map
4. Exhibit D - Serenity Hills Master Development Agreement and Conceptual Development Plan



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VIA HAND DELIVERY

October 16, 2015

Mr. Tim Burman, Planning Manager
Community Development Department
City of Port Orange
1000 City Center Circle
Port Orange, Florida 32129

RE: Serenity Hills Planned Unit
Development
ZC 15082

Dear Mr. Burman:

Zev Cohen and Associates, Inc., (ZCA) is pleased to represent Coventry Partners, LLC, in the processing of their request to rezone 82.2 acres of land from the current designation of RR (Rural Residential) and R-20 SF (Single-Family Residential) to Planned Unit Development (PUD). The subject property is located at 5931 Hensel Road, and is situated between the Rolling Hills Estates and Hensel Hills subdivisions. It is also important to note that the property is located east of existing subdivisions that have a zoning of R8-SF (Residential Single-Family). The proposed PUD provides a land use pattern that is consistent in the goal of providing for a transition between rural areas and more intensely developed residential projects. Currently, the property is vacant property, but was previously used for a single-family home and horse facilities (stables and pasture). The home was demolished after a fire rendered it uninhabitable.

The proposed PUD Master Development Agreement (MDA) and Conceptual Development Plan (CDP) comply with the requirements established in the City of Port Orange Land Development Code (LDC). Our client stressed the need to establish a residential development that was compatible with the rural areas to the north and south, and provided for a transition from the higher density developments to the east. The following is a listing of the items that ensure that the proposed development is consistent and compatible with the adjoining properties:

1. Development capped at 108 lots (222 units allowed based on Future Land Use Map designation);
2. Overall density of 1.31 dwelling units per acre;
3. Minimum lot size of 12,750 square feet;
4. Mandates larger lot (acre and ½ acre) where the PUD abuts developed property with RR zoning;
5. Perimeter buffers that exceeds the minimum (10' required; 50' along north, west and east boundaries; 20' along west boundaries);
6. Exceed minimum open space requirements for PUDs;

7. Established open space in critical locations to ensure compatibility with surrounding rural residential areas.

The following summarizes how the proposed Serenity Hills PUD complies with the requirements established in Chapter 17, Section 17, Subsection (a) of the LDC:

1. *Provide a variety of housing types with a broad range of housing costs allowing for the integration of differing age groups and socioeconomic classes;*

The Serenity Hill PUD establishes minimum lot areas and setbacks that will accommodate housing that is compatible with the large lot rural setting, as well as the more intensely developed areas to the east of the project. This provides an opportunity for housing type that would not necessarily be constructed in areas such as Rolling Hills Estates or Bent Oaks subdivisions. The development of the project is not tied to any age restriction.

2. *Promote innovative site and building design, including traditional neighborhood developments;*

The application of the current zoning will result in an incompatible mixture of lot sizes. This mixture of different lot sizes results in a development that does not address the need to transition between the surrounding rural areas and the higher density R-8SF subdivisions to the east. The application of the dimensional requirements and standards proposed in the Serenity Hills PUD will provide lot sizes that would otherwise not be permitted under the current zoning classifications.

3. *Provide efficient location and utilization of infrastructure through orderly and economical development, including a fully integrated network of streets and pedestrian/bicycle facilities;*

Serenity Hills is an in-fill project and will easily connect to the existing infrastructure network.

4. *Establish open areas set aside for the preservation of natural resources, significant natural features and vistas, and listed species habitats;*

There are large areas set aside for preservation of existing vegetation to ensure buffering and protection of views from Hensel Road and surrounding properties.

5. *Create usable and suitably located civic spaces, recreational facilities, open spaces and scenic areas;*

The project is suited for large lot single-family development and provides tree preservation areas and common open space that can be utilized for a variety of recreational and scenic areas.

6. *Provide for a coherent and visually attractive physical environment through the creation of focal points and vistas, as well as coordination and consistency of architectural styles, landscaping designs and other elements of the built environment;*

The Conceptual Development Plan and Master Development Agreement both include provisions for preservation of perimeter vegetation, enhancement of perimeter buffers and critical location of open space to ensure those outside the development will have attractive physical environment. Internally, there are opportunities for common open space and requirements for a homeowners association that will ensure residents have an attractive, cohesive and protected residential development.

7. *Provide for other limitations, restrictions and requirements as deemed necessary by the city to ensure compatibility with adjacent neighborhoods and effectively reduce potential adverse impacts.*

The overall development program identified in both the Conceptual Development Plan and Master Development Agreement requires that there are standards in place regarding lot size, buffering and land preservation to ensure compatibility with adjoining developments. In addition to the regulatory requirements established in the PUD documents, there is a requirement for a homeowners association that will ensure "self-policing" of the critical elements needed for compatibility.

We look forward to working with the City of Port Orange Community Development staff in creating a PUD that is consistent with the City's Comprehensive Plan and provides for a successful residential development.

Should you have any questions or require any additional information, please contact our office.

Sincerely,
ZEV COHEN & ASSOCIATES, INC.



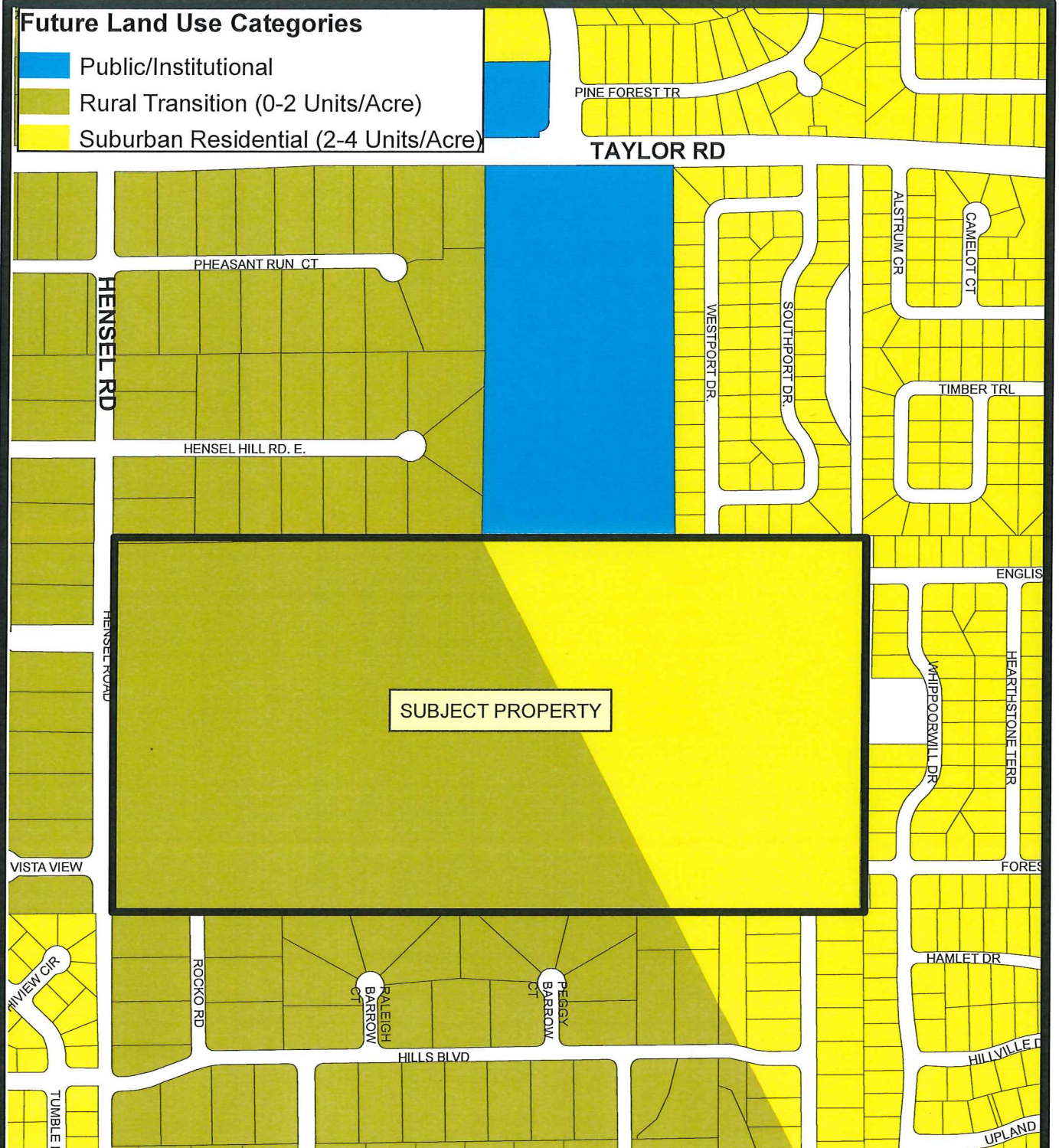
Clay Ervin
Senior Planner/Project Manager

15082001
ECE/cd

cc: Bobby Ball, P.E.
Paul Momberger, RLA
Frank Costa, Liberty Group Realty
FILE

Future Land Use Categories

- Public/Institutional
- Rural Transition (0-2 Units/Acre)
- Suburban Residential (2-4 Units/Acre)

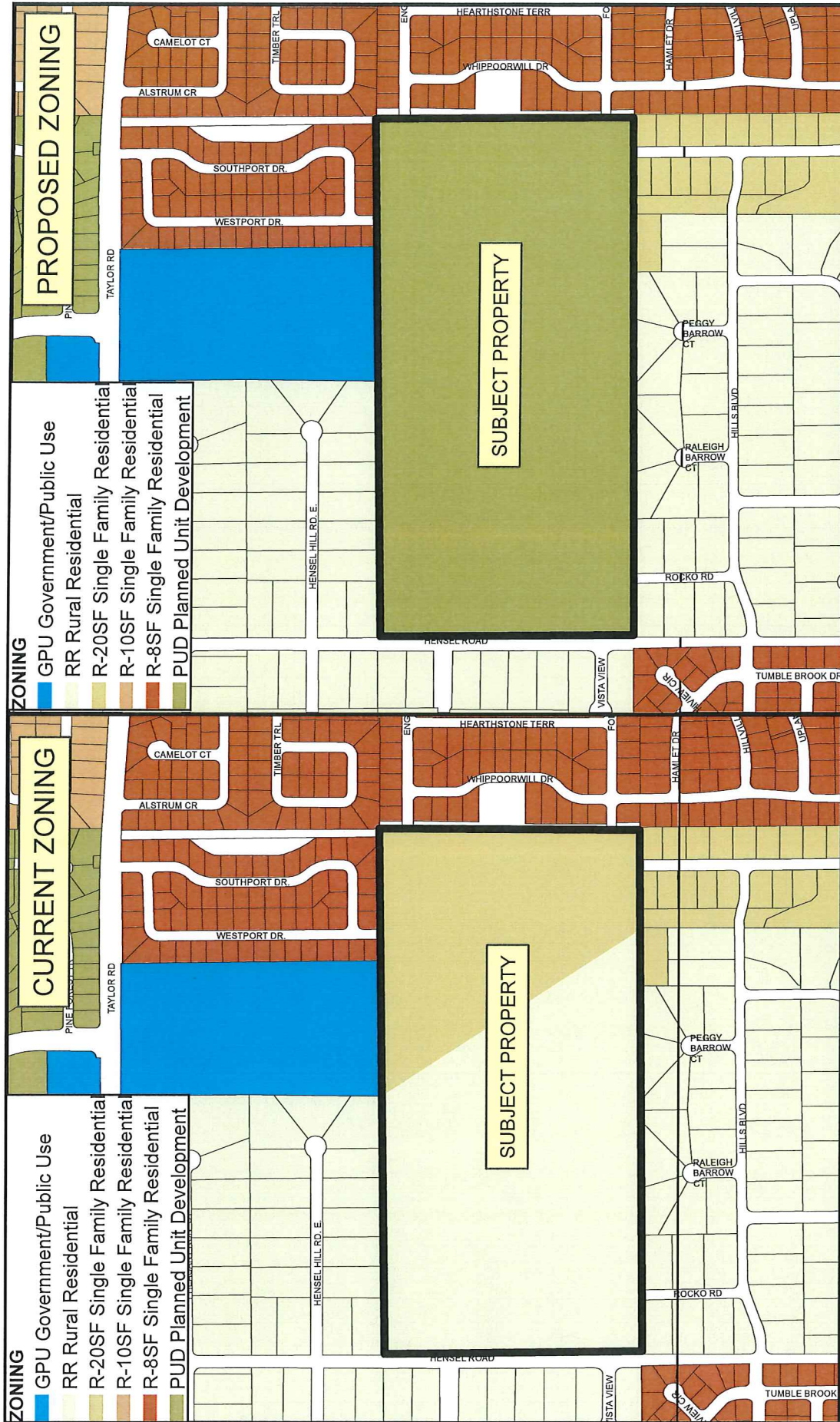


Case No. 15-65000001

FUTURE LAND USE MAP CITY OF PORT ORANGE

DEPARTMENT OF COMMUNITY DEVELOPMENT

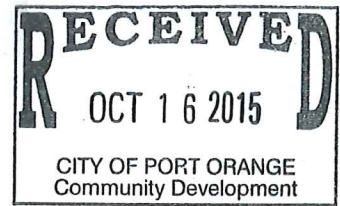




REZONING MAP - SERENITY HILLS PUD Case No. 15-65000001

DEPARTMENT OF COMMUNITY DEVELOPMENT





SERENITY HILLS PLANNED UNIT DEVELOPMENT

A RESIDENTIAL PUD

MASTER DEVELOPMENT AGREEMENT

REVISED

The City of Port Orange, a Florida municipal corporation (the "City"), and Coventry Partners, LLC, a Florida Corporation (the "Developer"), hereby covenant and agree, and bind their successors and assigns as follows

1. OWNERSHIP OF THE PROPERTY

This Planned Unit Development, commonly known as "SERENITY HILLS", involves approximately 82+/- acres of land which is legally described on Exhibit "A" attached hereto, and shall henceforth be referred to as the "Property". The Property is under unified ownership, and is under contract with the Developer, signatory to this Agreement. A letter of authorization is attached to the Developer's application materials. This Agreement between the City and Developer shall revoke any and all prior development agreements applicable to the Property.

2. DEVELOPMENT CONCEPT

The Serenity Hills PUD provides for a detached, single-family residential development that protects the rural character of the Hensel Road area. The project provides for large lots, buffers and tree preservation areas to ensure that the project is compatible with the surrounding, existing neighborhoods.

3. DEVELOPMENT AGREEMENT AND CONCEPTUAL DEVELOPMENT PLAN

Development of the Property shall be controlled by the terms and provisions of this Master Development Agreement (the "Agreement") and the Conceptual Development Plan, attached hereto as Exhibit "B", for the Property which generally depicts the planned layout of streets, lots, common areas and other planned features or improvements to the Property and demonstrates the lot coverage requirements available to lot owners within the PUD. Collectively,

this Master Development Agreement and the Conceptual Development Plan for the Property may be referred to as the "Plan". In the event of a conflict between the terms and provisions of the Master Development Agreement and the graphic illustrations of the Conceptual Development Plan, the Master Development Agreement shall control. If the Master Development Agreement is silent regarding a particular subject or requirement, such silence shall not be construed as a conflict with the Conceptual Development Plan. Unless otherwise specifically described within the master development agreement, final development, and development permits for uses/structures within the PUD shall comply with regulations, ordinances, and resolutions in effect at the time of plan approval or permit application. The parties acknowledge that compliance with the City's Land Development Code (LDC) may necessitate modification of the Conceptual Development Plan. In the event modification to comply with the LDC is required, and the modifications to the Conceptual Development Plan are not in conflict with the textual provisions of this Agreement and any City ordinances not superseded by this Agreement, the modifications shall be deemed "minor" and may be approved without formal amendment of this Agreement. Minor modifications shall require the City Administrative Official's written approval. If the Developer is not satisfied with the suggested resolution of any problem or the decision by the City Administrative Official categorizing the modification as minor or major, the Developer may appeal the decision to the Planning Commission. Appeals from the Planning Commission may be made to the City Council.

The developer shall provide a written notice in the covenants and restrictions and in each contract for sale and purchase of lots in the Serenity Hills PUD stating as follows: "Accessory structures, except for fences, shall not be permitted to be located in the required setbacks established in Section 4H of the MDA. Fences shall comply with the standards established by

the LDC. Buildings on the lots shall not be permitted to exceed the total building lot coverage requirements established in Section 4I of the Master Development Agreement.”

4. USAGE OF THE PROPERTY

A. Permitted Uses

The property shall be used for residential purposes and developed as a residential community with open space and other buffers as specified herein. The project shall be developed for a maximum of 108 single-family, detached dwelling units for a maximum density of 1.31 dwelling units per acre. When considered in light of other housing and community choices in the vicinity (e.g. Rolling Hills Estates, Hensel Hills Estates, Pheasant Run, Vista View, etc.) the Serenity Hills PUD will provide for a compatible residential development that is consistent with surrounding land use pattern and will protect the low-density character of the existing residential subdivisions immediately adjacent to the Serenity Hills PUD by only permitting single-family detached dwellings.

B. Temporary Use

Developer, at its option and, subject to compliance with the provisions of LDC Chapter 5, Section 10, as applicable, may locate a marketing/sales/mortgage company office in any phase or phases of the Development. At Developer's option and, subject to compliance with the terms of this paragraph, the marketing/sales/mortgage company office may be moved from one phase to another phase. The developer shall not operate at any one time more marketing, sales, or mortgage company offices in model homes than permitted by the LDC throughout all phases and the duration of this Agreement. The marketing/sales/mortgage company office shall be for the purpose of selling and reselling residential units within the Serenity Hills PUD. Developer may at its option, and subject to the terms of this paragraph, use one or more model homes as the marketing/sales/mortgage company office and Developer may split the sales, marketing and

mortgage functions into different housing units. Parking for the temporary activities allowed by this paragraph shall be either on the street or in the driveways of the residential units.

C. Minimum Lot Area

Lot dimensions and configurations within the PUD are generally depicted on the Conceptual Development Plan. The lot sizes and configurations may vary from those depicted generally on the Conceptual Development Plan, so long as all lots maintain a minimum lot area of 12,750 square feet.

D. Number of Units/Density

The total number of residential units in the development shall not exceed one hundred and twelve (108) dwelling units or a gross project density of 1.31 dwelling units per acre.

E. Open Space

The Serenity Hill PUD complies with the LDC requirement of minimum sixty (60%) percent of the total project area as open space and twenty (20%) percent of the total project area in common open space. The Serenity Hills PUD was designed to be compatible with the surrounding rural areas. This results in large lot areas with an emphasis on private use of open space and significant buffers to the surrounding properties. The standard lot has been designed to accommodate a home with typical accessory structures, such as pools/decks, etc., so that active, common recreational area is not required. The overall size of the lots and the low-density design of the project reflect open space that is better accommodated within the individual lots, perimeter buffers, and tree preservation areas. Given the design goals of compatibility and consistency with the rural residential areas adjacent to the project, open space shall consist of:

- i. Perimeter buffers: 50 feet along the north, west and south property boundaries and 20 feet along the east property boundary;
- ii. Stormwater retention and detention areas;

- iii. Pervious areas and sidewalks/trails within public rights-of-way within Serenity Hills;
- iv. Tree preservation and other common area tracts; and,
- v. Front, rear, side and corner-side yard setbacks of the individual lots.

F. Maximum Building Height

The maximum building height shall not exceed 35 feet.

G. Minimum Building Setbacks (principal structure)

1. Single Family Detached

- a. Front 30 feet
- b. Rear 25 feet
- c. Side 10 feet
- d. Corner Side 20 feet

H. Special Setback and Mechanical Equipment Services

The following special setbacks shall be in conformance with the setbacks provided in Chapter 16 of the LDC.

I. Minimum Lot Dimensions

- 1. Interior Lot Width: 85'
- 2. Corner Lot Width: 100'
- 3. Lot Depth: 150'
- 4. Minimum Interior Lot Area: 12,750 sq. ft.
- 5. Lots 1 through 7, 80 through 83 and 106 through 108 as shown on the CDP shall be a minimum of one acre in size.
- 6. Lot 79-82 shall be a minimum of 30,000 square feet.

7. Minimum Floor Area 2,000 sq. ft.
8. Maximum Building Coverage: 40%
9. Maximum Impervious Coverage: 60%
10. Minimum Open Space 40%
11. Lot width shall be measured at the front building setback line.
12. Flag lots shall not be permitted.

5. PHASING

Development of the Property may occur in phases or sub-phases. Each phase or sub-phase of the Property may be individually platted or, at the Developer's option, two (2) or more phases may be platted simultaneously. Each phase or sub-phase shall conform to the City standards of functionally "standing alone" in regard to provisions of access to infrastructure including, but not limited to, roads, potable water, sewer, reclaimed water and other required infrastructure. In the event only one (1) phase or sub-phase at a time is platted, the plat for a particular phase or sub-phase shall make provisions for allowing connection of the remaining phases or sub-phases in the configuration required by the Conceptual Development Plan, and contain such reservations, easements and utility extensions necessary to facilitate the development of subsequent phases in accordance herewith. The area included in a particular phase may be modified subsequent to this Agreement or divided into sub-phases provided the phase or sub-phase is able to functionally "stand alone" as required above. Such modification to the Conceptual Development Plan shall be allowed as a minor modification not requiring City Council approval provided the Developer can provide a reasonable and justifiable basis for the modified phasing or sub-phasing plan. If the Property is developed and platted in phases or sub-phases, the Developer may grade and clear the road rights of way, easements and stormwater improvements prior to platting of the lots within a future phase or sub-phase, so long as such

grading and clearing is done pursuant to a valid permit from the City and the St. Johns River Water Management District. The phasing of development shall not effect or change the provisions of Paragraph 16 herein regarding expiration. The concept of phasing or sub-phasing is for the purpose of allowing the Developer the flexibility to meet market conditions and the ability to conform to the requirements of this Agreement and the LDC.

6. SANITARY WASTE, STORMWATER, POTABLE WATER, AND RECLAIMED WATER

It is anticipated that the Developer will extend water, sewer and reclaimed water lines to serve the PUD Property and the development authorized herein. If the City desires to extend the water, sewer and reclaimed water lines prior to the Developer's need for installation of the Developer's lines, the Developer shall grant the necessary utility easements to the City and the City shall install and pay for such lines, at the City's sole cost, consistent with the Utility Plan, and all lines and other necessary infrastructure shall be sized adequately to serve both the adjoining property and the lots within the PUD. Stormwater shall be retained as generally depicted on the Conceptual Development Plan. A 20' wide common area/ingress/egress access (not easement) to Parcel G from City r/w for stormwater pond maintenance/repair will be provided. The Developer shall comply with the City's LDC and the rules and regulations of the St. Johns River Water Management District concerning stormwater drainage.

7. ROADS, SIDEWALKS AND CONNECTIVITY

Roads, drives and sidewalks within the Development shall be private and shall be constructed to City standards and maintained by the homeowners' association (HOA). Access to the site shall be provided through gated driveways at

Hensel Road, Broken Bow Lane, Forest Troll Drive and English Oak Drive In order to address life-safety issues and to assure access to emergency vehicles, thirty (30) feet wide

emergency access easements shall be provided to align with Westport Drive within the Serenity Hills PUD. The emergency access shall have stabilized sub-base and base consistent with the City of Port Orange standard construction detail R-1 for 50 to 60 feet wide rights-of-way. The emergency access easements shall not be paved, and shall be covered with St. Augustine grass or other plant material acceptable to both the City and the Developer. No fencing or other obstructions shall be allowed within the emergency access easements. A perimeter fence may be allowed if designed and constructed to meet the City of Port Orange requirements for an emergency unobstructed access gate (crash gate). Developer shall install either a minimum four (4') foot wide sidewalk/bikepath on both sides of the roadways within the development or an eight (8') foot wide sidewalk/bikepath on one side of the roadway. The roads, sidewalks, and other improvements located in the easements and drives shall be maintained by the HOA. All roads, bike paths and sidewalks will be built to City standards.

8. IMPACT FEE CREDIT

Nothing in this Agreement shall be construed as a waiver by the Developer of its right to pursue impact fee credits for any and all work performed by the Developer for which impact fee credits can be awarded.

9. MAINTENANCE OF COMMON OPEN SPACE AND COMMON FACILITIES

The Developer will form and incorporate a non-profit homeowners' association (the "HOA") which will operate, maintain and control, subject to other documents of record, the common areas, and common facilities, including but not limited to all roads, sidewalks, bike paths, common open space, all of the lakes and storm water drainage systems within the PUD and the entrance features and areas to the PUD. The general scope and format of the homeowners' association documents, and the covenants and restrictions, will be similar in concept to the documents of similar property owners' associations in Port Orange. The

covenants and restrictions governing the Property and association responsibilities shall be executed and recorded in the Public records of Volusia County, Florida. The HOA will have a board of directors to legislate and govern the rules and orders of the HOA. The HOA board will have the means and authority to carry out and regulate the by-laws and restrictions governing the maintenance, operation and repairs of all common areas and facilities. Not only will the board of directors be able to regulate and govern the common area; the board will also regulate each and every member requiring the maintenance and service of his own individual building site. The HOA rules may be enforced by fines and liens upon the individual building sites and any other remedy available at law. The HOA may charge and collect dues to maintain operate and service all common facilities on the Property. The HOA will have authority to place a lien against individual building sites in order to collect unpaid HOA dues. The owner of each lot within the Property will automatically become a member of the HOA by virtue of purchasing a building site subject to the rules, covenants, and restrictions of the HOA. The HOA will have the authority and means to hire, supervise, and regulate persons employed by them for the maintenance, repair and operation of common areas and facilities. If the association fails to perform the maintenance, repair or replacement, as necessary, of the stormwater drainage facility, the City shall have the right to enter upon the common area of the PUD and to provide the maintenance, repair, or replacement of the stormwater drainage facility and shall have the right to lien all owners of record in the PUD for the cost of such maintenance, repair, and replacement as the City may deem necessary. Developer reserves for itself, its successors and assigns, the right to maintain and operate separate facilities within the PUD which shall not be construed to be common facilities owned by the homeowners association. The facilities which may be separately maintained and operated by Developer include, but are not limited to, the clubhouse, marketing, sales office, and other facilities or services as may be created or offered by the Developer

consistent with the terms and provisions of this Agreement. If requested by the City and as otherwise needed for plat improvements, the Developer will provide easements and grants for the installation, maintenance and upkeep of the public utilities including water, sewer, and electricity. The Developer may from time to time add additional covenants and restrictions or make changes in the Association by-laws as may be required to guarantee that the project will be developed in accordance with the policies outlined in this Agreement.

10. PROJECT BUFFERS AND LANDSCAPING

In order to comply with the requirements of Chapter 13, Section 3 and 3.5 of the Port Orange LDC, a perimeter buffer shall be provided as shown on the Conceptual Development Plan and shall comply with the following standards and requirements. There shall be a buffer with a width of (50') feet adjacent to Hensel Road, the north and south boundaries of the Serenity Hills PUD. A perimeter landscape buffer with a width of twenty (20') feet shall be provided along the east boundary of the Serenity Hills PUD. Landscaping within the perimeter buffers shall meet or exceed the minimum requirements of the Port Orange LDC and shall have at a minimum four (4) shade trees, 4(4) understory trees and forty (40) shrubs per 100-linear feet of perimeter boundary. Existing vegetation in the perimeter buffer will remain undisturbed and shall count towards the landscaping requirements for the buffer. Existing vegetation that is determined by the City to be invasive exotics, diseased/dying and/or interfering with required extension of utilities may be removed, provided that any viable protected or specimen trees shall be mitigated in accordance with the City of Port Orange LDC, as amended. The landscape plans required for the final plat shall account for the removal and mitigation of trees within the perimeter buffers. No structures, primary or accessory, will be allowed within the 50' and 20' perimeter buffer, except for fencing installed along individual property lines. Individual property owners who install fencing within the perimeter buffers shall be responsible for the maintenance

of the fencing they install. Individual lot owners shall be responsible for the maintenance of all landscaping within the buffer that is located on their property. As part of the subdivision process, there shall be a landscape conservation and maintenance easement granted to the Serenity Hill HOA to ensure that the landscape buffers are properly preserved and maintained.

11. HENSEL ROAD WALL

A six (6) feet high concrete masonry wall, or similar material with stucco, decorative columns and banding shall be constructed a minimum of ten (10) feet from the right-of-way line for Hensel Road in order to buffer and screen the Serenity Hills PUD. The exact placement of the wall shall be coordinated with the landscape plans approved as part of the final plat. . The masonry wall along Hensel Road shall be required as part of the first phase of development of the Serenity Hills PUD. As part of the subdivision process, there shall be a maintenance easement granted to the Serenity Hill HOA to ensure that the wall is maintained.

12. ENVIRONMENTAL CONSIDERATIONS

Both during and after construction, the Developer will use reasonable efforts to preserve trees and natural vegetation within the Property and maximize protection of natural drainage pathways. The PUD shall comply with the tree preservation requirements of the City's LDC. The Developer shall comply with all rules, statutes, laws and regulations pertaining to protected wildlife species, including but not limited to the rules and permitting requirements of the Florida Game and Freshwater Fish Commission concerning gopher tortoises. Compliance with the City Environmental Preservation Code may necessitate modification of the Conceptual Development Plan.

13. EXPIRATION

The duration of this Agreement shall not exceed ten (10) years from the date of its execution. This Agreement may be extended for an additional five- (5-) year term by mutual

consent of the Developer and the City subject to a public hearing. Development of the Serenity Hills PUD shall commence within two (2) years from the date of execution of this Agreement. Failure to comply with the schedule set out above shall cause this Agreement to lapse unless the schedule is modified by mutual agreement of the Developer and the City. Development shall be as defined by the LDC.

14. EFFECTIVE DATE

This agreement shall become effective upon recording in the public records of Volusia County, Florida.

15. AMENDMENTS

Amendments to this Agreement shall not be effective unless in writing and signed by the respective parties to this master development agreement. The owners of all property to which an amendment applies shall be authorized to execute an amendment to this Agreement on the Developer's behalf; provided, however, that if the amendment involves more than one (1) lot or parcel and the property owner's association established in accord with this agreement is still in existence, the association must also execute such amendment for it to be effective. Before amendment of this agreement, the City shall conduct at least two (2) public hearings, as more particularly set forth below. At the City's option, at least one (1) of these public hearings may be held by the City's Planning Commission in accordance with the following

A. Notice of intent to consider an amendment shall be published by the City, at the Developer's cost, at least seven (7) days before each public hearing in a newspaper of general circulation and readership in Volusia County, Florida.

B. Notice of intent to consider an amendment shall also be mailed by the City, at the Developer's cost, to all affected property owners at least thirty (30) days before the first public hearing.

C. The day, time, and place at which the second public hearing will be held shall be announced at the first public hearing.

D. The notices required above shall specify the location of the Property, the location of that portion of the Property subject to the proposed amendment, the nature of the proposed amendment, and the following information to the extent applicable

- i. Changes in permitted, conditional, and/or prohibited uses proposed;
- ii. Changes in population densities proposed; and
- iii. Changes in building intensities and/or height proposed.

The notices shall also specify a place where a copy of the proposed amendment can be obtained.

16. CONFORMANCE WITH THE LAWS

The developer agrees

A. To develop the property according to all PUD regulations of the City to the extent those regulations are not inconsistent with the Plan for the property.

B. To provide agreements, contracts, deed restrictions, and sureties and other documents required by the City Legal Department for completion of the development or approved development phases, and for the continuing operation and maintenance of such areas, functions and facilities as are not to be provided, operated or maintained at public expense, and that the Developer's successors in title will be bound by the Developer's commitments made in this Agreement.

C. To be bound by all City codes and ordinances that are not in conflict with the provisions of this Agreement.

17. ENFORCEABILITY

If any provision of this Agreement is held by a court of competent jurisdiction to be invalid or otherwise unenforceable, such holding shall not affect the validity of enforceability of any other provision of this Agreement unless the holding so states.

18. PRIOR AGREEMENTS

This Agreement represents the complete understandings by and between the parties with respect to the development and continued use of the subject property. Any and all prior agreements between the parties with respect to any subject comprehended by this Agreement is hereby voided and superseded by this Agreement.

(REMAINDER OF PAGE LEFT INTENTIONALLY BLANK)

IN WITNESS WHEREOF, the parties hereto attached their hands and seals this _____ day of _____, 2015.

Signed, sealed and delivered
in the presence of

Witness 1 Signature

Print Name of Witness 1

Witness 2 Signature

Print Name of Witness 2

THE CITY OF PORT ORANGE, FLORIDA
a Florida municipal corporation

By: Allen Green, Mayor

Attest:

By: Robin Fenwick, City Clerk

STATE OF FLORIDA
COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this _____ day of __, 2015, by Allen Green and Robin Fenwick, Mayor and City Clerk, respectively, of The City of Port Orange, Florida, a Florida Municipal Corporation, on behalf of the City. They are personally known to me and did not take an oath.

Notary Type, Print or Stamp Name

My commission expires _____

Coventry Partners, LLC
a Florida corporation

Witness 1 Signature

Print Name of Witness 1

Witness 2 Signature

Print Name of Witness 2

By

Printed Name _____

Its _____

STATE OF FLORIDA

COUNTY OF VOLUSIA

The foregoing instrument was acknowledged before me this ____ day of __, 2015, by _____, as _____ of CLIENT NAME, Inc., a Florida Corporation, on behalf of the corporation. He/she is personally known to me or has produced as identification and did not take an oath.

Notary Type, Print or Stamp Name

My commission expires _____

EXHIBIT "A"

LEGAL DESCRIPTION

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Serenity Hill Planned Unit Development
Legal Description

PARCEL 71

THE SOUTH ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA (LESS THE WEST 30 FEET FOR ROAD); TOGETHER WITH

PARCEL 74

A PORTION OF SECTION 21, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM THE NORTHEAST CORNER OF SEMINOLE WOODS, PHASE 1, AS RECORDED IN MAP BOOK 41, PAGE 106 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA RUN NORTH 00 DEGREES 21 MINUTES 48 SECONDS EAST, THE BEARING BASIS OF THIS DESCRIPTION ALONG THE WEST BOUNDARY OF THE HAMLET SUBDIVISION, FIRST ADDITION, AS RECORDED IN MAP BOOK 35, PAGES 99 AND 100, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA A DISTANCE OF 1322.28 FEET; THENCE DEPARTING SAID LINE, RUN NORTH 89 DEGREES 49 MINUTES 46 SECONDS WEST, A DISTANCE OF 512.04 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 89 DEGREES 49 MINUTES 46 SECONDS WEST, A DISTANCE OF 290.14 FEET; THENCE SOUTH 00 DEGREES 47 MINUTES 08 SECONDS WEST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 46 SECONDS EAST, A DISTANCE OF 290.14 FEET; THENCE NORTH 00 DEGREES 47 MINUTES 08 SECONDS EAST, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

MORE PARTICULARLY DESCRIBED AS:

BEGIN AT THE SOUTHWEST CORNER OF BENT OAK SUBDIVISION, AS RECORDED IN PLAT BOOK PAGE 40, PAGE 60 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, RUN NORTH 89 DEGREES 48 MINUTES 51 SECONDS WEST ALONG THE NORTH BOUNDARY LINE OF BROKEN BOW ESTATES, AS RECORDED IN PLAT BOOK 49, PAGES 126 AND 127, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A DISTANCE OF 512.21 FEET; THENCE SOUTH 00 DEGREES 46 MINUTES 15 SECONDS WEST A DISTANCE OF 150.06 FEET; THENCE NORTH 89 DEGREES 50 MINUTES 14 SECONDS WEST A DISTANCE OF 289.93 FEET; THENCE NORTH 00 DEGREES 46 MINUTES 14 SECONDS EAST A DISTANCE OF 149.98 FEET TO THE NORTH BOUNDARY LINE OF ROLLING HILLS ESTATES PHASE 2, AS RECORDED IN PLAT BOOK 49, PAGES 102 THROUGH 104, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE NORTH 89 DEGREES 49 MINUTES 48 SECONDS WEST ALONG SAID NORTH BOUNDARY LINE A DISTANCE OF 1875.76 FEET TO THE EAST RIGHT-OF-WAY LINE OF HENSEL ROAD; THENCE NORTH 00 DEGREES 38 MINUTES 15 SECONDS EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 1324.97 FEET; THENCE 89 DEGREES 45 MINUTES 30 SECONDS EAST ALONG THE SOUTH BOUNDARY LINES OF HENSEL HILL ESTATES-FIRST ADDITION, AS RECORDED IN PLAT BOOK 36, PAGE 161, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, AND SOUTHPORT SUBDIVISION, AS RECORDED IN PLAT BOOK 40, PAGE 67, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A DISTANCE OF 2671.22 FEET TO THE NORTHWEST CORNER OF SAID BENT OAK SUBDIVISION; THENCE SOUTH 00 DEGREES 20 MINUTES 58 SECONDS WEST ALONG THE WEST BOUNDARY LINE OF SAID BENT OAK SUBDIVISION A DISTANCE OF 1321.61 FEET TO THE POINT OF BEGINNING.

EXHIBIT "B"

CONCEPTUAL DEVELOPMENT PLAN

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SERENITY HILLS

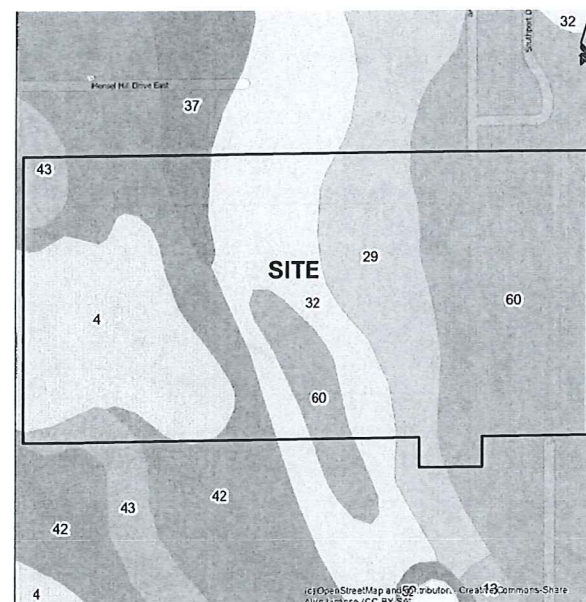
CITY OF PORT ORANGE - VOLUSIA COUNTY, FL
CONCEPTUAL PLAN

**OWNER/
DEVELOPER:** COVENTRY PARTNERS, LLC
1474A W 84TH ST
HIALEAH, FL 33014
386-527-3943
321-747-0404 (FAX)
CONTACT: FRANK COSTA
FCOSTA@LIBERTYFLA.COM

ENGINEER/PLANNER: ZEV COHEN & ASSOC., INC.
300 INTERCHANGE BLVD
ORMOND BEACH, FL., 32174
(386) 677-2482
(386) 677-2505 (FAX)
CONTACT: M. DWIGHT DURANT, P.E.

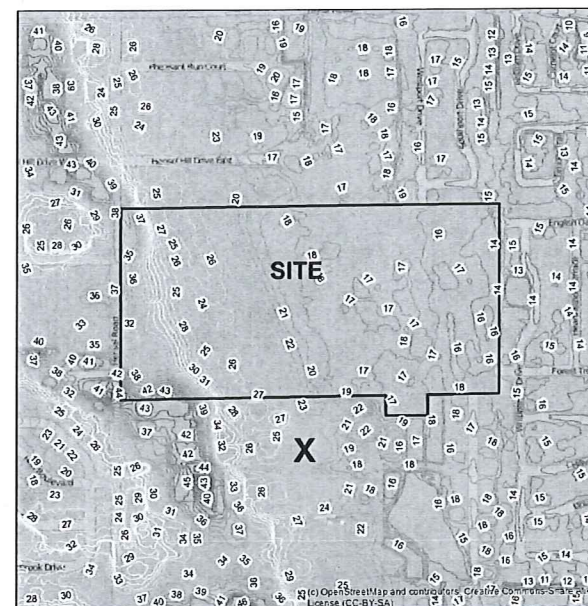
SURVEYOR: ACCURIGHT SURVEYS
2012 E. ROBINSON ST.
ORLANDO, FL 32803
(407) 894-6314
(407) 894-3777 (FAX)

REVISÉ



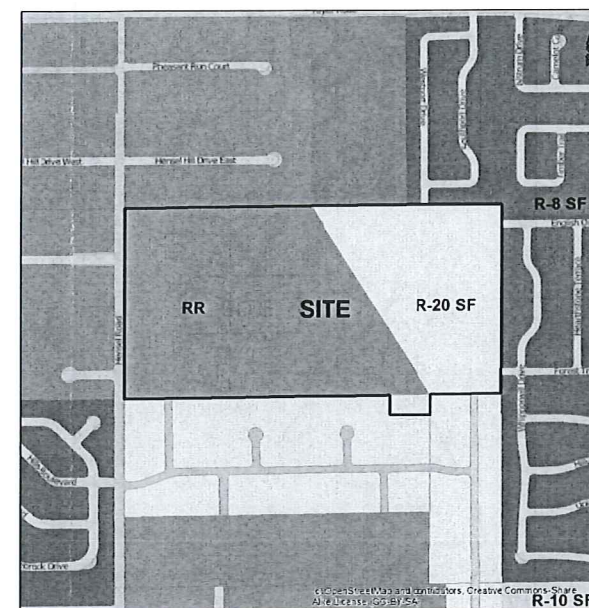
SOILS MAP

- 4 - ASTATULA FINE SAND
13 - CASSIA FINE SAND
29 - IMMOKALEE FINE SAND
32 - MYAKKA FINE SAND
37 - ORSINO FINE SAND; 0 TO 5% SLOPES
42 - PAOLA FINE SAND; 0 TO 8% SLOPES
43 - PAOLA FINE SAND; 8 TO 17% SLOPES
52 - POMPANO FINE SAND
60 - SMYRNA FINE SAND



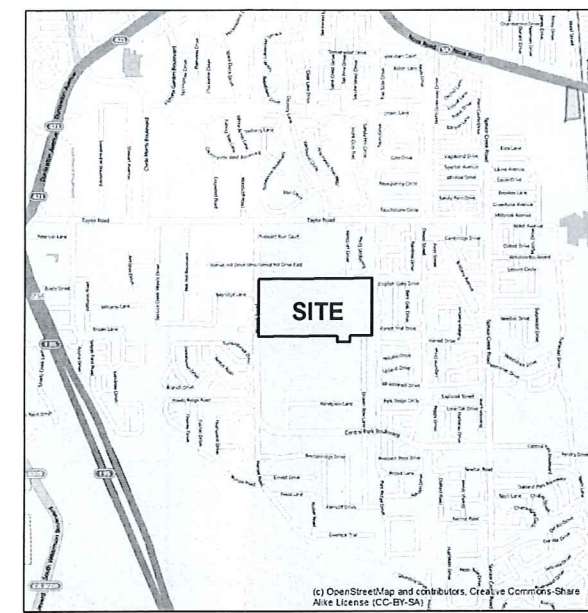
FLOOD ZONE & LIDAR MAP
1" = 600'

FLOOD MAP NUMBER 12127C0507H
EFFECTIVE ON 02/19/2014



ZONING MAP
1" = 600'

EXISTING ZONING:	RR/R20 SF
EXISTING FUTURE LAND USE:	AGRICULTURE/RESIDENTIAL (0-2 UNITS/ACRE) SUBURBAN RESIDENTIAL (2-4 UNITS/ACRE)
PROPOSED ZONING:	PUD



VICINITY MAP
1" = 2,000'

DESCRIPTION

PARCEL 71
THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 21, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, (LESS THE WEST 30 FEET FOR ROAD)

PARCEL 74
A PORTION OF SECTION 21, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM THE NORTHEAST CORNER OF SEMINOLE WOODS, PHASE I, AS RECORDED IN MAP BOOK 41, PAGE 106, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, RUN NORTH 00 DEGREES 21 MINUTES 48 SECONDS EAST, THE BEARING BASIS OF THIS DESCRIPTION ALONG THE WEST BOUNDARY OF THE HAMLET SUBDIVISION, FIRST ADDITION, AS RECORDED IN MAP BOOK 35, PAGES 99 AND 100, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A DISTANCE OF 1322.28 FEET; THENCE DEPARTING SAID LINE, RUN NORTH 89 DEGREES 49 MINUTES 48 SECONDS WEST, A DISTANCE OF 112.04 FEET TO THE POINT OF BEGINNING; THENCE NORTH 88 DEGREES 49 MINUTES 48 SECONDS WEST, A DISTANCE OF 290.14 FEET; THENCE SOUTH 00 DEGREES 47 MINUTES 08 SECONDS WEST, A DISTANCE OF 150.00 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 48 SECONDS EAST, A DISTANCE OF 290.14 FEET; THENCE NORTH 00 DEGREES 47 MINUTES 08 SECONDS EAST, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

MORE PARTICULARLY DESCRIBED AS:
 BEGIN AT THE SOUTHWEST CORNER OF BENT OAK SUBDIVISION, AS RECORDED IN PLAT BOOK 40, PAGE 60, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, RUN NORTH 89 DEGREES 48 MINUTES 51 SECONDS WEST ALONG THE NORTH BOUNDARY LINE OF BROKEN BOW ESTATES, AS RECORDED IN PLAT BOOK 49, PAGES 126 AND 127, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A DISTANCE OF 512.21 FEET; THENCE SOUTH 00 DEGREES 46 MINUTES 15 SECONDS WEST A DISTANCE OF 150.06 FEET; THENCE NORTH 89 DEGREES 50 MINUTES 14 SECONDS WEST A DISTANCE OF 289.93 FEET; THENCE NORTH 00 DEGREES 46 MINUTES 14 SECONDS EAST A DISTANCE OF 149.98 FEET TO THE NORTH BOUNDARY LINE OF ROLLING HILLS ESTATES PHASE 2, AS RECORDED IN PLAT BOOK 49, PAGES 102 THROUGH 104, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA; THENCE NORTH 89 DEGREES 49 MINUTES 48 SECONDS WEST ALONG SAID NORTH BOUNDARY LINE A DISTANCE OF 1875.76 FEET TO THE EAST RIGHT-OF-WAY LINE OF HENSEL ROAD, THENCE NORTH 00 DEGREES 38 MINUTES 15 SECONDS EAST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 1324.97 FEET; THENCE SOUTH 89 DEGREES 45 MINUTES 30 SECONDS EAST ALONG THE SOUTH BOUNDARY LINE OF HENSEL ROAD ESTATE, AS RECORDED IN PLAT BOOK 38, PAGE 181, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, AND THE SOUTHWEST SUBDIVISION, AS RECORDED IN PLAT BOOK 40, PAGE 67, OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A DISTANCE OF 2671.22 FEET TO THE NORTHWEST CORNER OF SAID BENT OAK SUBDIVISION; THENCE SOUTH 00 DEGREES 20 MINUTES 58 SECONDS WEST ALONG THE WEST BOUNDARY LINE OF SAID BENT OAK SUBDIVISION A DISTANCE OF 1321.61 FEET TO THE POINT OF BEGINNING.

GENERAL NOTES:

1. COMPLIANCE WITH LDC MAY NECESSITATE MODIFICATION OF CONCEPT PLAN

SITE DATA:	
TAX PARCEL I.D. NO.:	6321-00-00-0071 6321-00-00-0074
TOTAL SITE ACREAGE	82.25 AC.
DENSITY ALLOWED:	0-2 UNITS/ACRE (AG) 2-4 UNITS/ACRE (SR) - 221 HOMES MAXIMUM
PROPOSED DENSITY:	1.31 UNITS/ ACRE. 112 HOMES MAXIMUM

FRONT SETBACK	30'
SIDE SETBACK	10'
REAR SETBACK	25'
CORNER SIDE SETBACK	20'
MAX BLDG. AREA	40%
MINIMUM FLOOR AREA	2,000 SF.
MAXIMUM BUILDING HEIGHT:	35 FEET
MINIMUM OPEN SPACE	40%
MAX IMPERVIOUS COVERAGE	60%

SHEET LEGEND	
C1	COVER SHEET
C2	CONCEPT PLAN
C3	PHASING AND UTILITY PLAN

[illegible]

SERENITY HILLS
COVER SHEET

CITY OF PORT ORANGE
VOLUSIA COUNTY, FLORIDA

	ZEV COHEN & ASSOCIATES, INC. CIVIL ENGINEERS • LANDSCAPE ARCHITECTS (EB 4519) PLANNERS • TRANSPORTATION • ENVIRONMENTAL L.C. 62 WWW.ZEVCOHEN.COM
PROJECT NO: 15082	DRAWN BY: JES
ISSUE DATE: 09/15/2015	CHECKED BY: PM
DESIGNED BY: C. LEONARDO	

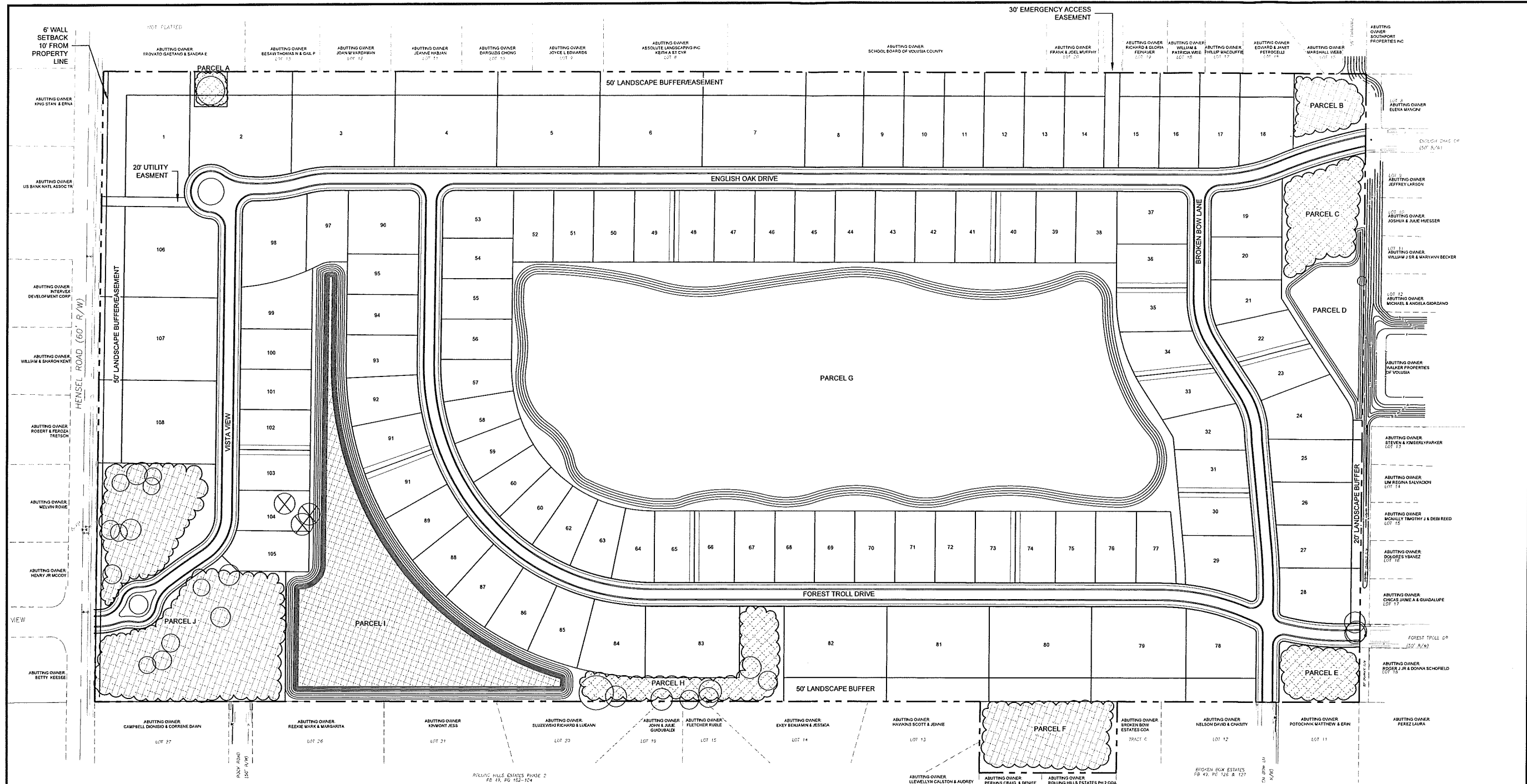
FILE LOCATION	-
SUBMITTAL DATE	
PAUL MOMBERGER, RL	

NOT VALID WITHOUT EMBOSSED SEAL

SCALE: 1" = 100'

SHEET C1 OF 3

OCT 16 2015



SITE DATA TABLE*

PROGRAM DATA	AREA
TOTAL PUD AREA	82.2 ACRES
85' x 150' (LOTS 8-78, 86-105)	93 LOTS
150' x 150' (LOTS 79-83)	2 LOTS
1 ACRE (LOTS 1-7, 80-82, 106-108)	13 LOTS
TOTAL LOTS PROPOSED	108 LOTS
REQUIRED OPEN SPACE (80%)	49.3 ACRES
PROVIDED OPEN SPACE (61%)	50.49 ACRES
STORMWATER	19.32 ACRES
TREE PRESERVATION (16.3%)	11.56 ACRES
OTHER (ROW, LOTS)	18.89 ACRES
REQUIRED COMMON OPEN SPACE (20%)	16.4 ACRES
PROVIDED COMMON OPEN SPACE (20%)	16.6 ACRES

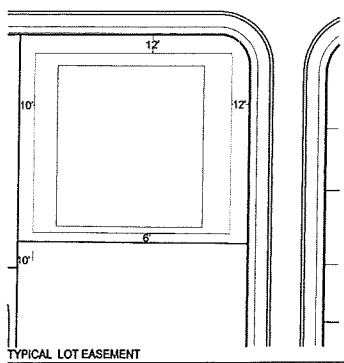
*COMPLIANCE WITH LDC MAY NECESSITATE MODIFICATION OF CONCEPT PLAN
**CORNER LOTS SHALL HAVE A MIN. WIDTH OF 100 FT.
LANDSCAPING WITHIN THE PERIMETER BUFFERS SHALL HAVE AT A MINIMUM FOUR (4) SHADE TREES, FOUR (4) UNDERSTORY TREES, AND TWENTY (20) SHRUBS PER 100-LINEAR FEET OF PERIMETER BOUNDARY EXISTING VEGETATION IN THE PERIMETER BUFFER WILL REMAIN UNDISTURBED AND CAN COUNT TOWARDS THE LANDSCAPING REQUIREMENTS FOR THE BUFFER.

STORMWATER EASEMENTS REFLECT CONCEPTUAL LOCATION. ACTUAL LOCATION SHALL BE DETERMINED WITH PRELIMINARY PLAT.

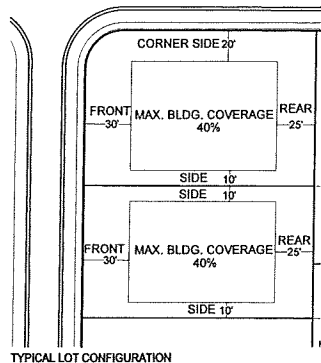
OPEN SPACE CALCULATION

PARCEL	OPEN SPACE	0.12 AC.*	PRESERVATION
PARCEL A	COMMON OPEN SPACE	0.47 AC.*	RECREATION/PRESERVATION
PARCEL B	COMMON OPEN SPACE	0.93 AC.*	RECREATION/PRESERVATION
PARCEL C	COMMON OPEN SPACE	0.72 AC.*	AESTHETIC
PARCEL D	COMMON OPEN SPACE	0.46 AC.*	RECREATION/PRESERVATION
PARCEL E	COMMON OPEN SPACE	1.0 AC.*	RECREATION/PRESERVATION
PARCEL F	COMMON OPEN SPACE	15.18 AC.*	AESTHETIC
PARCEL G	COMMON OPEN SPACE	1.23 AC.*	PRESERVATION
PARCEL H	COMMON OPEN SPACE	4.14 AC.*	RECREATION
PARCEL I	COMMON OPEN SPACE	3.54 AC.*	RECREATION/PRESERVATION
PARCEL J	COMMON OPEN SPACE	4.1 AC.*	AESTHETIC
LA BUFFER	COMMON OPEN SPACE	5.04 AC.*	BUFFERING
PERVIOUS LOT AREA	COMMON OPEN SPACE	13.56 AC.	BUFFERING

*TREE PRESERVATION



TYPICAL LOT EASEMENT

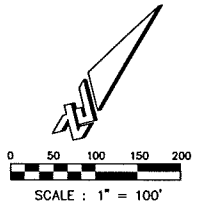


TYPICAL LOT CONFIGURATION

TYPICAL LOT: 85' BY 150' MIN.	
FRONT SETBACK	30'
SIDE SETBACK	10'
REAR SETBACK	25'
CORNER SIDE SETBACK	20'
MAX BLDG. COVERAGE	40%

LEGEND

- COMMON/OPEN SPACE
- EXISTING VEGETATION PRESERVATION
- SPECIMEN TREES
- SPECIMEN TREES TO BE REMOVED



SCALE: 1" = 100'

ZEV COHEN & ASSOCIATES, INC.
300 INTERNATIONAL BLVD., SUITE 200
ORLANDO, FL 32819
(407) 877-2402 FAX (407) 877-2505
ST. AUGUSTINE
4475 U.S. 1 S., SUITE 100
ST. AUGUSTINE, FL 32086
(904) 797-1810 FAX (904) 797-1159
AMELIA ISLAND
894 ATLANTIC AVE., STE 200
ORLANDO, FL 32804
(904) 481-5436 FAX (904) 481-4159

REVISIONS:

NO.	DATE	DESCRIPTION

FILE LOCATION
SUBMITTAL DATE
PAUL MOMBERGER, RLA
SEA

PROJECT NO. 15002
PROJECT NO. 15002
ISSUE DATE: 08/15/2015
DESIGNED BY: DE
CHECKED BY: PM
DATE: 08/15/2015

NOT VALID WITHOUT EMBOSSED SEAL
SCALE: 1" = 100'
SHEET
C2 OF 3

OCT 16 2015



2015

CONCURRENCY MANAGEMENT REPORT

Prepared by the
Department of Community Development
November 2015

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This 2015 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, 2014 through September 30, 2015 the Community Development Department issued Development Orders that secured capacity reservations for 156,186 square feet of new non-residential space and 194 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 15/16.

- Traffic: There are no roadways operating below the adopted Level-of-Service (LOS). 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. Roadway improvements are 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 within the adopted LOS standard. Although the amount of solid waste generated decreased in 2015 compared to 2014, the City will need to monitor the amount of solid waste generated because the generation rate trend has been gradually increasing since 2011. The City may need to explore options for encouraging a reduction in solid waste generation and an increase in recycling.
- Recreation and Open Space: The LOS is being met for all recreational facilities.
- Public Schools: LOS is being met for all but one of the public schools located in the Port Orange area. Since 2011, Port Orange Elementary has exceeded the LOS standards; however, this is due to the gifted program offered at this school that draws students from outside the attendance boundary and not unplanned development. In 2012 the school district opened a third gifted center 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. Even with this program change Port Orange Elementary continues to exceed the LOS standard. 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 not much new residential growth planned within the school attendance boundary and the adjacent 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, 2014 through September 30, 2015, the CD Department conducted concurrency reviews for 17 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 156,186 square feet of new non-residential space and 194 residential units. As of September 30, 2015, there are 444,162 square feet of non-residential space and 987 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 2,220 new citizens to Port Orange¹. The current list of remaining vested development, as of September 30, 2015, 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, 2015)**SINGLE FAMILY SUBDIVISION LOTS**

<u>SUBDIVISION</u>	<u>NUMBER LOTS</u>
Cambridge Acres	2
Carter Woods	2
Countryside I-XII	2
Cross Creek I-II	1
Cypress Head I-II	1
Devonwood	1
Golden Pond Estates	1
Hawks Preserve I	119
Haws Preserve II	75
Hidden Oaks at Spruce Creek	2
Ken Bern	1
Kingswood I-III	1
Northern Lites	4
Oakland Park I-III	1
Palms Del Mar	1
Pheasant Run West	1
Pinnacle I	1
Pinnacle II	64
Port Orange Plantation I-III	145
Port Orange Plantation-IV Village C	41
Reedy Creek Acres	1
Reedy Creek North	5
Riverbank Properties	3
Riverwood VIII	2
Royal Palm I-III	27
The Sanctuary on Spruce Creek I-III	7
Sawgrass Point I-III	1
Skylake II-III	3
Sleepy Hollow II	1
Spruce Creek Woods	1
Spruce Estates	3
Sugar Forest III	1
Summertrees South I-III	2
Sweetwater Estates	9
Sweetwater Hills I-III	1
Syford Acres	2
Viking I-II	1
Water's Edge XII	98
Woodlake	3
TOTAL	637

MOBILE HOME LOTS / SPACES

Bayview	4
Halifax Estates	8
Laurelwood I-V	3
Pickwick Village	1
Spruce Creek Village	5
Twin Gates	3
TOTAL	24

MULTI-FAMILY/TOWNHOUSE/DUPLEX UNITS

Canalview Place	20
Crystal Lake Apartments	290
Hidden Village	1
Potato Patch	1
Southern Oaks	6
Trailwood I	8
TOTAL	326

GRAND TOTAL 987**NON-RESIDENTIAL DEVELOPMENT**

<u>DEVELOPMENT</u>	<u>SQUARE FEET</u>
Atlantic Marine	16,910
Circle K (Nova/Herbert)	4,400
Crystal Lake Business Park	103,280
Dunlawton Commons Multi-tenant Bldg.	11,800
Heartland Dental	3,200
Newport Lot 2 /Building 2 (Dunkin Donuts)	3,995
Unitan Office Bldg.	8,300
Mellow Mushroom	6,100
Murphy Oil Gas Station	1,200
Oak Heights, Lot 1	15,500
Walmart Neighborhood Market	41,117
Palmetto Pointe Multi-tenant Bldg.	9,600
Panda Express	2,700
Pavilion at Port Orange (Lot 5)	124,903
Raydon, Phase II	66,557
Rossi Side Street Café	2,450
The Half Wall Restaurant	7,090
Virginia Industrial Park	10,560
Vystar Credit Union	4,500
GRAND TOTAL	444,162

Source: Department of Community Development, October 2015

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 and non-SIS roads	D
County	E
City	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". Only 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 problems at this LOS.

All City Roads and County Arterial and Collector Facilities - LOS "E"

The City's LOS standard for city roads and the County's 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 to come to a complete stop for relatively long periods. LOS "E" is slightly more degraded than "D" however most motorists don't recognize a difference.

Design Capacity 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 October 2013 and 2014 for state and county roads and the percentage change in traffic volumes between October 2014 and September 2015 for city roads. The capacity of roadways is based on roadway characteristics for urbanized areas described in Table 1 of the 2013 Quality Level of Service Handbook published by FDOT.

Traffic Counts and Trends

There are no roadways operating below the adopted level-of-service. During 2014 and 2015, traffic counts taken throughout the city generally indicated moderate decreases on some routes and moderate increases on others (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 2014 for state and county roads and in the Spring of 2015 for city streets. No state or county count data was available for 2015 at the time of this report.

State Roads

After a 4 year trend of decreasing traffic volumes, the state roadway network began to experience moderate increases at most count stations in 2012. Of the 14 state count stations, 13 showed traffic volume increases and 1 showed a traffic volume decrease. There was an approximately 5% increase in trips on the segment of Dunlawton Avenue from Clyde Morris Boulevard to I-95. Based on the most recent traffic counts, the volume to capacity ratio for this roadway segment is 80%. Substantial capacity remains on this roadway segment, but there are concerns with some turning movements and the general traffic pattern. Staff will continue to monitor traffic volume counts in this area. There was a 4.20% increase in total trips on the state network within the city from 2013-2014.

County Roads

Traffic volumes on the county roadway network within the city indicate moderate increases on most of the count stations and slight decreases on the remaining count stations. Of the 29 county count stations, 23 showed traffic volume increases and 6 showed traffic volume decreases. There was a 2.84% increase in total trips on the county network from 2013-2014.

City Roads

Of the 24 city count stations included in this analysis period, 15 showed traffic volume increases and 9 showed traffic volume decreases. Overall, there was a 5.49% increase in total trips on the city roadway network from 2014-2015.

Exhibit 3: Roadway Counts, Functional Classification and LOS

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2012 VOLUME	2013 VOLUME	2014 VOLUME	2015 VOLUME	EXISTING LOS	% Chng. ^B	VC Ratio ^C
Airport Road	Pioneer Trail-Williamson	64	2	CO	E	33,300	6,160	6,040	6,120		B	1.31%	18.38%
Canal View Blvd.	Nova Rd. to Spruce Creek Rd.	201	2	CO	E	12,744	1,681	2,052	1,945	2,390	B	18.62%	18.75%
Central Park Blvd.	Hensel Rd. to Spruce Creek Rd.	2201	2	local	E	12,744	2,657	2,477	1,597	2,543	B	37.20%	19.95%
Charles St.	Ridgewood Ave. to FEC Railroad	301	2	local	E	12,744	1,914	1,855	1,794	1,799	B	0.28%	14.12%
Charles St.	FEC Railroad to McDonald Rd.	302	2	local	E	12,744	2,139	2,167	2,006	2,176	B	7.81%	17.07%
City Center Pkwy.	Dunlawton Ave. to City Center Cir.	2401	2	local	E	12,744	6,064	6,394	5,285	4,640	B	-13.90%	36.41%
City Center Blvd.	Clyde Morris to City Center Cir.	2402	2	local	E	12,744	4,739	5,470	3,831	4,842	B	20.88%	37.99%
City Center Dr.	Herbert St. to City Center Cir.	2403	2	local	E	12,744	2,517	2,531	2,028	2,880	B	29.58%	22.60%
Clyde Morris Blvd.	N. City Limits to Madeline Ave.	335	4	UPA	E	37,970	22,260	20,800	22,910		C	9.21%	60.34%
Clyde Morris Blvd.	Madeline Ave. to Willow Run	333	4	UPA	E	37,970	21,460	20,000	21,710		C	7.88%	57.18%
Clyde Morris Blvd.	Willow Run Blvd. to Dunlawton Ave.	332	4	UPA	E	37,970	19,060	18,420	19,280		C	4.46%	50.78%
Clyde Morris Blvd.	Dunlawton Ave. to Taylor Rd.	330	2	UMA	E	17,050	9,900	9,190	9,390		C	2.13%	55.07%
Commonwealth	Spruce Creek Rd. to FEC Railroad	360	2	MA	E	13,640	5,452	5,220	5,180		C	-0.77%	37.98%
Commonwealth	FEC Railroad to Ridgewood Ave.	361	2	MA	E	13,640	3,540	3,530	3,620		C	2.49%	26.54%
Country Ln.	Village Trail to Smokerise Blvd.	601	2	local	E	12,744	7,016	5,915	6,702	4,479	B	-49.63%	35.15%
Country Ln.	Smokerise Blvd. to Taylor Rd.	602	2	local	E	12,744	2,381	*	2,651	2,512	B	-5.53%	19.71%
Dunlawton Ave.	Peninsula Dr. to Ridgewood Ave.	427	4	PA	D	39,800	26,000	26,000	28,000		C	7.14%	70.35%
Dunlawton Ave.	Ridgewood to Spruce Creek Rd.	5181	4	PA	D	39,800	25,500	25,000	26,000		C	3.85%	65.33%
Dunlawton Ave.	Spruce Creek Rd. to Nova Rd.	1015	4	PA	D	39,800	28,000	27,500	29,500		C	6.78%	74.12%
Dunlawton Ave.	Nova Rd. to Clyde Morris Blvd.	1014	6	PA	D	59,900	26,500	28,500	29,000		C	1.72%	48.41%
Dunlawton Ave.	Clyde Morris Blvd. to I-95	517	6	PA	D	59,900	38,500	45,500	48,000		C	5.21%	80.13%
Hensel Rd.	Taylor Rd. to Central Park Blvd.	1001	2	local	E	12,744	8,433	7,565	7,733	5,846	B	-32.28%	45.87%
Herbert St.	Ridgewood Ave. to McDonald Rd.	902	2	CO	E	12,744	6,000	3,861	4,134	4,865	B	15.03%	38.17%
Herbert St.	Sixth Street to Nova Rd.	903	2	CO	E	12,744	7,626	6,972	5,532	6,742	B	17.95%	52.90%
Herbert St.	Nova Rd. to City Center Dr.	904	2	CO	E	12,744	9,230	**	9,157	8,943	B	-2.39%	70.17%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS ^A	ADOPTED LOS ^A	2012 VOLUME	2013 VOLUME	2014 VOLUME	2015 VOLUME	EXISTING LOS	% Chng. ^B	VC Ratio ^C
Herbert St.	City Center Dr. to Clyde Morris	905	2	CO	E	12,744	7,279	7,215	6,593	7,967	B	17.25%	62.52%
McDonald Rd.	Charles St. to Madeline Ave.	1201	2	local	E	12,744	2,913	*	2,610	2,625	B	0.57%	20.60%
Madeline Ave.	Sauls Rd. to Nova Rd.	1164	2	MA	E	14,040	4,440	**	4,860		C	8.64%	34.62%
Madeline Ave.	Nova Rd. to Clyde Morris Blvd.	1163	2	MA	E	14,040	6,560	**	8,000		D	18.00%	56.98%
Madeline Ave.	Clyde Morris Blvd. to Williamson	1161	2	MA	E	14,040	9,980	**	11,549		D	13.59%	82.26%
Nova Rd.	Madeline Ave. to Dunlawton Ave.	1017	4	UPA	D	39,800	25,500	26,000	27,000		C	3.70%	67.84%
Nova Rd.	Dunlawton to Spruce Creek Rd.	1016	4	UPA	D	39,800	25,000	24,500	26,000		C	5.77%	65.33%
Nova Rd.	Spruce Creek Rd.- Ridgewood Av.	458	4	UPA	D	39,800	16,300	16,800	17,900		C	6.15%	44.97%
Pioneer Trail	Airport-Turnbull Bay Rd.	1465	2	UC	E	13,640	2,610	4,020	3,040		C	-32.24%	22.29%
Reed Canal Rd.	Nova Rd-Clyde Morris Rd.	1561	2	UC	E	13,640	6,040	5,870	6,050		D	2.98%	44.35%
Ridgewood Ave.	N. City Limits to Dunlawton Ave.	213	4	UPA	D	39,800	24,500	24,500	26,500		C	7.55%	66.58%
Ridgewood Ave.	Dunlawton Ave. to Oak St.	5057	4	UPA	D	39,800	19,600	20,300	20,500		C	0.98%	51.51%
Ridgewood Ave.	Oak St. to Nova Rd.	152	4	UPA	D	39,800	13,800	13,900	13,200		C	-5.30%	33.17%
Ridgewood Ave.	Nova Rd. to S. City Limits	13	4	UPA	D	39,800	19,600	20,500	21,500		C	4.65%	54.02%
Spruce Creek Rd.	Central Park Blvd. to Merrimac Dr.	1701	2	CO	E	12,744	6,843	6,926	6,592	8,721	B	24.41%	68.43%
Spruce Creek Rd.	Merrimac Dr. to Taylor Rd.	1702	2	CO	E	12,744	11,296	12,110	10,756	10,599	C	-1.48%	83.17%
Spruce Creek Rd.	Taylor Rd. to Nova Rd.	1751	4	UMA	E	37,970	15,350	14,670	15,090		C	2.78%	39.74%
Spruce Creek Rd.	Commonwealth to Dunlawton Ave.	1755	2	MA	E	13,640	5,710	5,790	9,830		D	41.10%	72.07%
Spruce Creek Rd.	Dunlawton to Canal View Blvd.	1708	2	CO	E	13,640	3,826	*	4,572	6,078	B	24.78%	44.56%
Taylor Rd.	Hensel Rd. to Spruce Creek Road	1826	4	MA	E	37,970	15,050	14,330	14,610		C	1.92%	38.48%
Taylor Rd.	Hensel Rd. to Clyde Morris Blvd.	1824	4	MA	E	37,970	19,350	18,280	18,470		C	1.03%	48.64%
Taylor Rd.	Clyde Morris Blvd. to Dunlawton Av.	1823	2	MA	E	13,640	12,840	12,270	12,110		E	-1.32%	88.78%
Taylor Rd.	I-95-Williamson Blvd.	1814	5	UPA	E	47,560	38,000	35,490	38,160		C	7.00%	80.24%
Taylor Rd.	Williamson Blvd. - Summer Trees Rd.	1813	4	UPA	E	37,970	14,600	13,700	14,530		C	5.71%	38.27%
Taylor Rd.	Summer Trees Rd.- Fern Park Dr.	1812	2	UPA	E	17,050	14,300	14,010	14,200		C	1.34%	83.28%
Town West Blvd.	Williamson Blvd. - Coraci Blvd.	100	2	CO	E	17,900	3,790	4,430	5,871	5,656	C	-3.80%	31.60%
Town West Blvd.	Coraci Blvd. to Tomoka Farms Rd.	110	2	CO	E	17,900	1,832	1,575	2,216	2,742	C	19.18%	15.32%
Victoria Gardens	S. of Dunlawton Ave.	2501	2	local	E	15,930	6,117	2,104	2,664	2,592	B	-2.78%	16.27%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS	ADOPTED LOS	2012 VOLUME	2013 VOLUME	2014 VOLUME	2015 VOLUME	EXISTING LOS	% Chng. ^B	VC Ratio ^C
Victoria Gardens	E. of Clyde Morris Blvd.	2502	2	local	E	15,930	2,564	2,582	1,061	2,329	B	54.44%	14.62%
Village Trail	Dunlawton Ave. to Country Ln.	1901	2	local	E	15,930	7,959	10,117	8,517	7,259	B	-17.33%	45.57%
Village Trail	Country Ln. to Nova Rd.	1902	2	local	E	15,930	8,304	8,483	7,751	8,966	B	13.55%	56.28%
Willow Run	Clyde Morris Blvd. to Hidden Lakes	2013	3	CO	E	30,420	8,510	**	10,190		C	16.49%	33.50%
Willow Run	Hidden Lakes Dr. to Williamson Blvd.	2010	2	CO	E	14,040	5,440	**	7,520		D	27.66%	53.56%
Williamson Blvd.	N. City Limits to Madeline Ave.	1993	2	UPA	E	17,050	14,410	14,430	14,410		C	-0.14%	84.52%
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	2	UPA	E	17,050	14,100	14,220	14,560		C	2.34%	85.40%
Williamson Blvd.	Willow Run Blvd. to Town West	1991	2	UPA	E	17,050	14,130	14,250	15,280		D	6.74%	89.62%
Williamson Blvd.	Town West Blvd. to Taylor Rd.	1990	2	UPA	E	37,970	17,250	16,480	16,450		C	-0.18%	43.32%
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66	4	UPA	E	37,970	20,790	19,220	19,690		D	2.39%	51.86%
Williamson Blvd.	Spruce Creek Bridge to Airport Rd.	65	4	UPA	D	37,970	17,070	16,200	16,190		D	-0.06%	42.64%
Yorktowne Blvd.	North of Dunlawton Ave.	2080	2	CO	E	17,050	6,780	**	10,280		C	34.05%	60.29%
I-95	Beville Rd. -Dunlawton Ave.	492	4	SIS	C	61,500	42,500	45,000	46,500		C	3.23%	75.61%
I-95	Dunlawton Ave. - SR 44	133	4	SIS	C	61,500	36,900	36,600	37,700		B	2.92%	61.30%
Total City Counts *							125,120	121,152	113,598	120,191		5.49%	
Total County Counts*							371,142	280,940	383,279			2.84%	
Total State Counts*							368,200	380,600	397,300			4.20%	
Total of All Roadways							864,462	782,692	894,177			3.19%	

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 2013 to 2014 unless otherwise noted for State & County Roads, and 2014 to 2015 for City streets.

The percent volume change is based on the two most recent volume figure available for segments were no data was available in either the current or previous year.

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, 2014

Yellow = County Facility or Counts; Data derived from Volusia County Traffic Engineering, 2014

White = City Facility & Counts; Data derived from Public Works Department, 2015

* Traffic counts considered an anomaly. **No data available. Volusia County stopped taking traffic counts on City-maintained roadways in 2013.

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; Department of Public Works, 2015; and Volusia County Traffic Engineering, 2014.

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

At this time there are no roadways operating below the adopted level-of-service.

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

Roadway improvements completed this past year are listed below and indicated on Exhibit 4 (see pg. 17).

South Williamson Boulevard/Town West Boulevard Intersection

The project added a 4-way traffic signal at the intersection along with an associated northbound right-turn lane and drainage improvements. The project was completed in September 2015.

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. As of September 30, 2015, the City has collected \$5,514,805 in proportionate fair-share funds. This represents the reconciled final cost for the five fair-share projects which have been completed and closed out.

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***

Public or Private Improvements to the System during the Current Fiscal Year (FY 15/16) 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 17.

Herbert Street Westbound Right Turn Lane at Clyde Morris Boulevard

This project was completed in October 2015 and added a westbound right turn lane to the Herbert Street/Clyde Morris Boulevard intersection.

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.

South Williamson Boulevard Extension

The City's Comprehensive Plan anticipates the extension of South Williamson Boulevard as a four-lane, divided roadway running generally parallel with and west of Interstate 95 from the Airport Road intersection southward to Pioneer Trail. The road is planned to continue through New Smyrna Beach to State Route 44. As part of the future Woodhaven development, the developer will be responsible for ensuring the segment that ends at Pioneer Trail is constructed. The construction of this roadway is anticipated to reduce traffic on Airport Road and improve the overall LOS on this roadway segment. The extension project began in July 2015 and is expected to be completed by December 2016. This project is included in the TPO's 2040 Long Range Transportation Plan.

Capacities Reserved for Approved but Un-built Development:

Based on the latest traffic count data no roadway segments are operating below the adopted LOS standard. The City will continue to monitor the traffic volume on several of the City's roadways, such as Dunlawton, Clyde Morris, and Williamson, and continue to work with FDOT and Volusia County to identify and construct improvements to enhance roadway capacity and LOS.

According to Exhibit 1, there are 987 vested but un-built residential units, which are estimated to generate 8,322 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 444,162 square feet of non-residential construction is also vested but un-built.

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

The following improvements will be made to the road network in the future and will improve capacity and LOS. Roadway improvements proposed for future years are listed below and are indicated on the map in Exhibit 4 on page 17.

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.

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

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, 9th Edition.

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 16,700 and 20,300 daily trips to 33,030 daily trips. This project is included in the TPO's 2040 Long Range Transportation Plan.

Yorktowne Boulevard Extension (North)

The developer for a multi-family zoned property on the south side Willow Run Boulevard, east of Williamson Boulevard is responsible for constructing a segment of the northern Yorktowne Boulevard extension as part of the site improvements for that development. The extension will be a four-lane road extending from Willow Run Boulevard to the southern property line of the project. Development of this multi-family project has not progressed and the timing of the roadway construction is currently unknown.

The design has also been completed for the central segment of the northern Yorktowne Boulevard extension, located southeast of the B-19 canal crossing to Hidden Lake Drive. The City paid for the design of this segment and funding has been allocated for the construction to occur concurrently with the northern segment.

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. These roads will be dedicated to the City as public roads.

- Coraci Boulevard will connect Town West Boulevard and the Madeline Avenue extension.
- Coraci Boulevard is planned to extend south from Town West Boulevard along the west side of Crane Lakes PUD to Carmody Lakes Drive (Forest Lake Preserve Subdivision).
- McGinnis Avenue will link Williamson Boulevard and the Madeline Avenue extension near the Town Center area of the Planned Community Westside.
- Proposed collector Road "D" will run from east to west and connect McGinnis Avenue with Coraci Boulevard between Town West Boulevard and Madeline Avenue.

Bikeway/Pedestrian Improvements during the Past Fiscal Year:

Spruce Creek Road Shared Use Path

The 8' to 10' wide shared use path project, completed in September 2015, is located on the west side of Spruce Creek Road from Central Park Blvd. to Taylor Road, and is approximately 1 mile long.

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:

- Victoria Gardens Boulevard sidewalk from Appleview Way to Clyde Morris Boulevard – ***Design to begin in 2016***
- McDonald Road sidewalk from 6th Street to Sugar House Drive - ***Design underway and to be completed in 2016***
- Walk light improvements along Dunlawton Avenue from US1 to Spruce Creek Road – ***Awaiting funding***
- Spruce Creek Road sidewalk (east and west sides) from Nova Road to Angelina Court – ***Awaiting funding***
- Riverwalk shared use path/trail from Ocean Avenue to Dunlawton Avenue - ***Awaiting funding***
- Willow Run Boulevard sidewalk (south side) from Clyde Morris Boulevard to Tracy Drive - ***Awaiting funding***

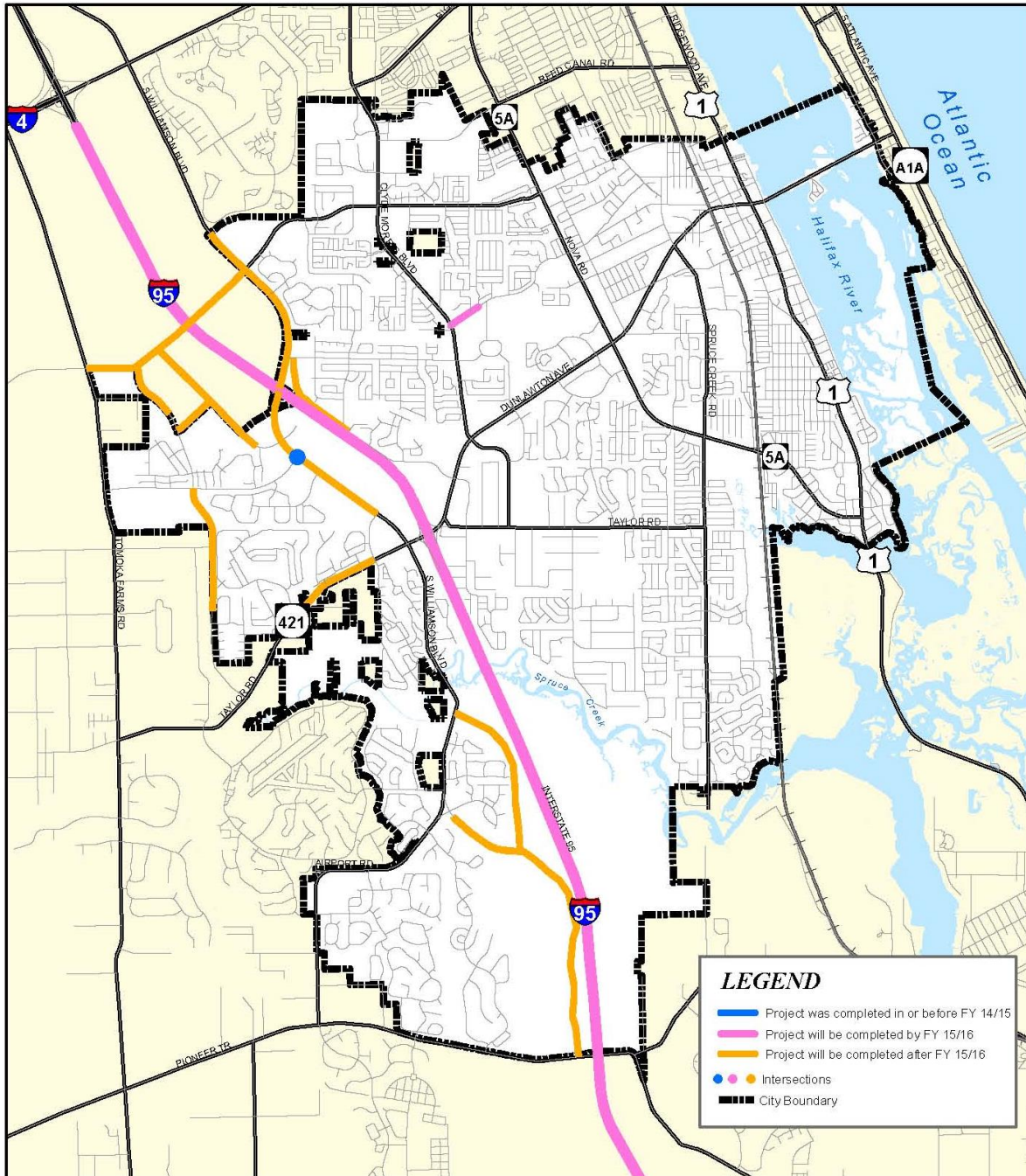


EXHIBIT 5

ROADWAY IMPROVEMENTS TO SYSTEM DURING PAST FY (14/15) OR CURRENT FY (15/16)

CITY OF PORT ORANGE

2015 CONCURRENCY MANAGEMENT REPORT

Department of Community Development

October 2015



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 26 “grinder” stations and an estimated 347 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 24,880, and the number of permitted ELU’s connected to the system is 44,563. The Wastewater Treatment Plant currently has a committed capacity of 7.13 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	7.13	44,563
Remaining Capacity	+4.87	+30,437

*MGD - Million Gallons per Day

**ELU - The water usage equivalent to one single-family dwelling.

Source: Port Orange Public Utilities Department, October 2015 and FDEP Waste Treatment Plant Permit Application.

As indicated in Exhibit 6 and 7 (see next page), the wastewater generation rates had been generally decreasing from 2005 to 2011 while the City’s population was increasing, but began to increase slightly from 2012 to 2013. Since 2014, the generation rates have begun to decrease compared to 2012-2013 rates. The increases in 2012 and 2013 could be attributed to increased infiltration and inflow of stormwater and ground water into the collection pipes due to a wetter than normal rain season, the decrease in some water conservation programs (e.g. City provision of low-flow showers heads), and the slight increase in population. The decrease over the past two years could be attributed to the large meter replaced at the wastewater treatment plant providing more accurate reads and less leaking, as well as the increased use of water conserving appliances (e.g. dishwashers, washing machines, toilets, etc.).

Exhibit 6 presents a summary of the actual wastewater generation throughout the entire service area since 2005 and the projections through 2025. The projections are 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 growth at this rate, especially in the short-term.

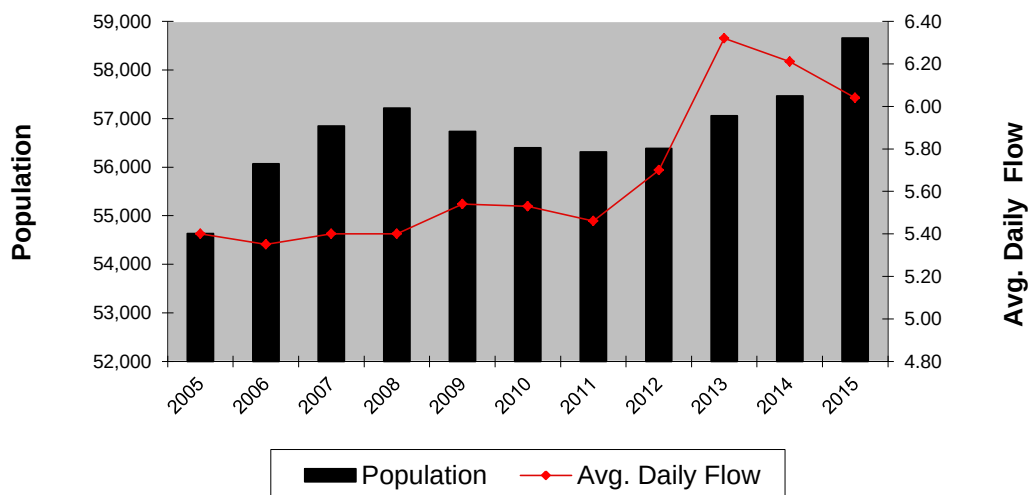
Exhibit 6: Wastewater Generation

YEAR	AVERAGE DAILY FLOW
2005 (actual)	5.40 MGD
2006 (actual)	5.35 MGD
2007 (actual)	5.40 MGD
2008 (actual)	5.40 MGD
2009 (actual)	5.54 MGD
2010 (actual)	5.53 MGD
2011 (actual)	5.46 MGD
2012 (actual)	5.70 MGD
2013 (actual)	6.32 MGD
2014 (actual)	6.21 MGD
2015 (actual)	6.04 MGD
2020 (projected)	7.50 MGD
2025 (projected)	8.00 MGD

Source: Port Orange Public Utilities Department, October 2015 and DEP Waste Treatment Plant Permit Application.

Exhibit 7 presents a comparison between the average daily flow and the City's population since 2005.

Exhibit 7: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2015. DEP Waste Treatment Plant Permit Application.

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

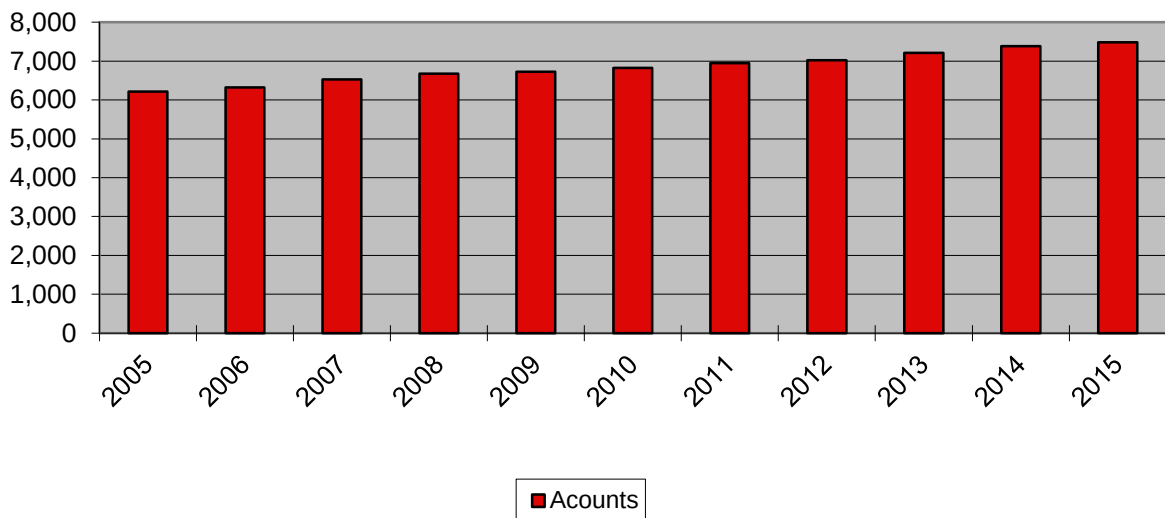
It is possible to determine the per capita demand for sanitary sewer generated by reserved and vested development, given the generation rate, the future population, and the non-residential building square footage involved. According to Exhibit 1, the vested and reserved capacity includes the volume needed for 987 residential units and 444,162 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 202,336 gallons per day (0.20 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 service area outside of the City limits.

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 business 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 7,481 (see Exhibit 8).

Exhibit 8: Number of Reclaimed Accounts



Source: City of Port Orange Finance Department, October 2015

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.

The City's Central Recharge Wellfield property is a 175-acre retention system which consists of two lakes (see Exhibit 9). The lakes are used to store excess reclaimed water during the wetter parts of the year and then help to supplement the system during dry periods of the year. Phase 1 of this project (75-acres) was completed in 2006 and Phase 2 was completed in October 2015. Phase 2 included the expansion of the lakes for additional overflow storage and added approximately 90 million gallons of storage volume by allowing water to be stored at a higher elevation.

Exhibit 9: 175-acre Retention System at the Central Recharge Wellfield



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

Williamson Boulevard Regional Lift Station

The Public Utilities Department has started construction of the Williamson Boulevard Regional Lift Station. This lift station will be located north of the Sawgrass Point subdivision at the City's storage tank property and serve as a re-pumping station for current and future development located south of Taylor Road and west of I-95. The new pump station is needed for improved functioning of the system and to provide increased capacity for future planned developed (such as the Woodhaven development).

Gladys White Acres Wastewater Collection System

The Gladys White Acres project area is an established neighborhood comprised of mobile homes dating to the 1960s. The 47-acre Gladys White Acres neighborhood is

serviced by septic tanks; there are open ditches and no stormwater quality treatment. The objective of this project is to construct a City wastewater collection system thus allowing homeowners to abandon septic tanks and drain fields, fill ditches with pipes and create minor swales for minor stormwater treatment. The City is currently seeking grant funding from FDEP, SJRWMD, and CDBG.

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 28,235 potable water connections, equivalent to 38,945 ELUs (Equivalent Living Unit). Based on an LOS standard of 180 gallons per ELU, the capacity currently committed is 7.01 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 10).

Exhibit 10: Remaining Capacity at the Garnsey Water Treatment Plant

	MGD*	ELU**
Maximum Plant Capacity	15.00	83,333
Committed Capacity	7.01	38,945
Remaining Capacity	7.99	44,388

*MGD- Million Gallons Per Day

**ELU - The water usage equivalent to one single-family dwelling.

Source: Port Orange Public Utilities Department, October 2015

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 2016 permitted average daily groundwater withdrawal is 8.5 MGD and the maximum permitted peak day withdrawal is 12.57 MGD. The maximum groundwater withdrawal permitted by the CUP in years 2021 and 2022 is 13.46 MGD.

Exhibit 11 shows the actual average and peak daily flow in 2015 and the permitted average and peak daily flow allowed by the CUP in 2016. Based upon this measure, the City is below the maximum water withdrawal allowed by the CUP.

Exhibit 11: Permitted and Actual Average Daily Flow and Peak Flow

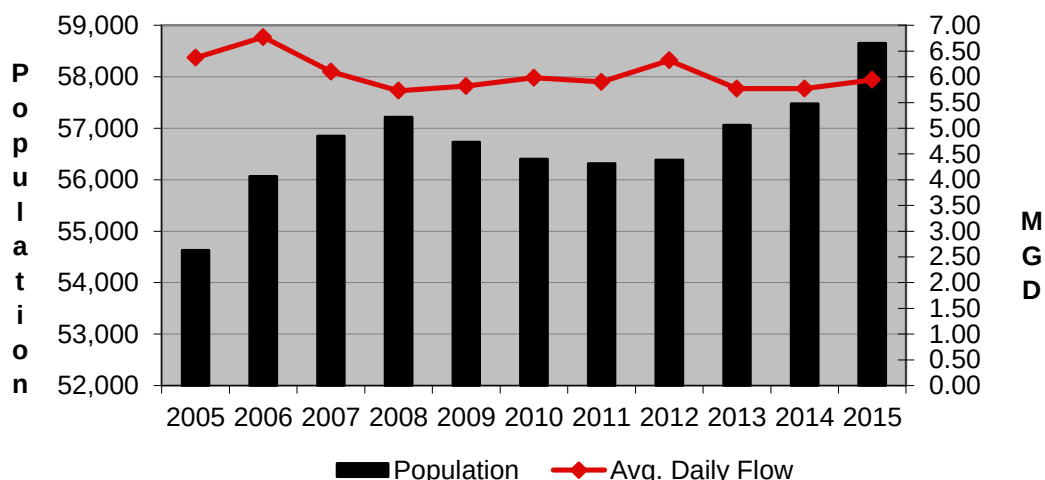
	2015	2016
Permitted Average Daily Flow	8.38 MGD	8.50 MGD
Actual Average Daily Flow	5.94 MGD	N/A
Permitted Peak Daily Flow	12.57 MGD	12.75 MGD
Actual Peak Daily Flow	9.76 MGD	N/A

MGD- Million Gallons per Day

Source: Port Orange Public Utilities Department, October 2015

As indicated in the graph in Exhibit 12, the average daily flow from 2008 to 2012 increased slightly while there was a slight decrease in population. There was a decrease in demand in 2013 and the demand has generally been constant from 2013 to 2015 while the City's population has slightly increased.

Exhibit 12: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2015

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 5.94 MGD in 2015, the LOS standard water storage volume would be 2.97 MGD. Present potable water storage facilities for the Port Orange system can accommodate 4.50 MG. Therefore, the City has sufficient surplus storage capacity to support new development.

Existing Minimum Water Pressure:

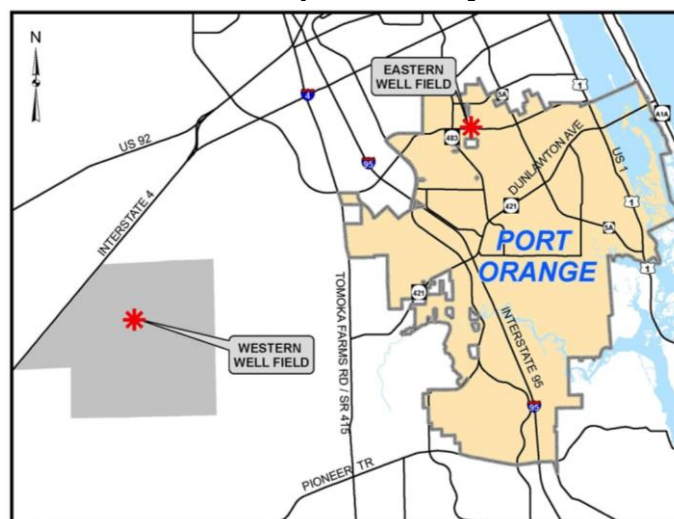
The existing water pressure fluctuates from an absolute low of 40 psi (non-fire flow) to a high of 70 psi with the normal operating pressure being between 60 and 70 psi. The system's minimum pressure during fire flow³ is presently 20 psi, which also meets the City's adopted LOS standards. Therefore, 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 13):

- 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 70%). This well field contains 27 wells.
- The Eastern City Well Field is located off Clyde Morris Boulevard and contains 13 secondary wells. These wells supply approximately 30% of the total flow.

Exhibit 13: 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 14 shows the number of wells needed to supply the raw water peak daily flow demand in 2016. The number of wells required includes an allowance for two wells out of service, which is within the adopted LOS standard.

Exhibit 14: Raw Water Supply Wells Required for the Port Orange Service Area

Year	Permitted Peak Day Demand	# of Wells Required*	Wells Available	Excess (+) or Deficiency
2016	12.75 MGD	24	40	16

* Average output for each well is 0.527 MGD

Source: Port Orange Public Utilities Department, October 2015

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 987 residential units and 444,162 SF 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 222,076 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:

No capacity improvements are anticipated during FY 15/16.

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 and purchasing flood-prone areas for use as green space.

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 the private stormwater drainage system is the responsibility of the home 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 storm water 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 selective drainage pipe lining. However, replacement of deteriorated stormwater drainage pipes has been rather reactive.

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

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, restoration and seeding), emergency slip-lining aging pipes, and erosion repairs. For example, the equalizing pipe between pond 1 and pond 2 on Mockingbird Drive was replaced in the Cypress Cove subdivision.

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

Ongoing maintenance of the drainage system will include street sweeping, removal of sediment from inlets and pipes, ditch maintenance, emergency slip-lining aging pipes, and erosion repairs.

Cambridge Canal Improvements: Located in the southeast quadrant of Volusia County, the Cambridge Canal conveys drainage from over 1,400 acres within the City of Port Orange. Residential neighborhoods encompass nearly the entire basin, and the area has a history of severe flooding. The September 2004 hurricanes dropped more than 15 inches of rainfall on the Cambridge Canal Basin. As a result, over 200 homes were reported to have had water above the finished floor elevation.

After a thorough analysis, the City implemented conveyance upgrades to address drainage issues and the tidal influences of the Halifax River. Following construction of the improvements, Port Orange experienced an extreme storm event in May 2009 when the City received over 30 inches of rainfall over a five day period. The Cambridge improvements performed well with the exception of a section of the canal which could not keep up with the flow coming into the canal. Several homes were flooded in the area upstream due to the canal's limited conveyance capacity.

The City is correcting this conveyance deficiency by widening and hardening the Cambridge Canal's banks for a ±5,000 feet length to alleviate flooding upstream due to the narrow canal. Grant funding was received from the State of Florida for the first phase of a two or more phase project. The Phase 1 improvements span the distance from the Spruce Creek Road culvert to the Trailwood Drive bridge where it enters the retention pond area and were completed in June 2014. In September 2014, the City received approximately 8 inches of rainfall within 12 hours and no homes were flooded in the Cambridge area.

The Phase 2 improvement to the canal will span from Trailwood Road to the Cambridge basin. The Phase 2 improvements are expected to be completed by December 2015. The improvements consist of widening and hardening the canal banks and improving the existing pump station.

Gladys White Acres Improvements: The Gladys White Acres project area is an established neighborhood comprised of mobile homes dating to the 1960s. The 47-acre Gladys White Acres neighborhood is serviced by septic tanks; there are open ditches and no stormwater quality treatment. Existing drainage ditches have not been effectively maintained for many years due to lack of funding availability to retrofit. High water table conditions during major stormwater events exacerbate this difficult situation. The objective of this project is to construct a City wastewater collection system, fill ditches with pipes and create minor swales for minor stormwater treatment. The City is currently seeking grant funding from the Florida Department of Environmental Protection (FDEP), St. Johns Water Management District (SJRWMD), and Community Development Block Grant (CDBG).

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 recent flooding and standing water. There has been an analysis of options, recommended improvements, 90% design plans have been completed and a St. Johns River Water Management District Permit application has been submitted. Construction is expected to begin in 2016.

Ryanwood Entrance Drainage Improvement: The Ryanwood Subdivision has only one access to and from the subdivision. The access is over a dual pipe stormwater drainage culvert in the Halifax Canal. The culvert is collapsing and a complete collapse could close the access to resident and cause major flooding. The proposed project involves total replacement of the existing deteriorated dual pipe culvert crossing with a new concrete box culvert at the existing location. Traffic to/from the Ryanwood subdivision will be routed via a temporary road connection between Ryanwood and Herbert Street. The project also includes the relocation and/or replacement of an existing 6" water main, as required. Construction is expected to begin in 2016.

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 is scheduled to begin in early 2016 and will 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.

Proposed Public Improvements to the System in the Design Phase:

1. 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 Terrance; along Tarry Town Terrance, 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 is ongoing and is anticipated to be completed by December 2015. The design will provide alternative solutions with cost estimates to address the flooding. Construction is unfunded. Maintenance activities have increased in this area.
2. Pineland Avenue and Isabelle Avenue Drainage Improvement: The existing corrugated metal pipe culverts underneath Pineland Avenue and Niver Street and Isabelle Avenue and Niver Street have deteriorated to the point of complete failure. The roadway has been closed to pedestrians and vehicle traffic. Engineering design is ongoing.
3. 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 dependent upon funding.
4. 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 is dependent upon funding.

Other Stormwater Programs:

National Pollutant Discharge Elimination System (NPDES): The City is currently in the third year of the third five year permit cycle. The Total Maximum Daily Loads (TMDL) 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 Base Assessment, Coordinated Monitoring, Data Analysis and TMDL Development, Basin Management Plan Development, and Implementation of Basin Management Plan.

FEMA Community Rating System (CRS): The City is an active participant in the Federal Emergency Management Agency (FEMA) Community Rating System (CRS) program. Through participation with FEMA in administering the CRS, the City maintains and supervises an overall floodplain management program that is intended to preserve the function of the floodplain within Port Orange. Participation in the program provides property owners with enhanced flood protection and information in compliance with FEMA guidelines. The community has been notified that its' designation will change from 'Class 7' to 'Class 5' in Spring 2016, which means all residents within the City that

currently carry FEMA flood insurance for their properties in the Special Flood Hazard Area (SFHA) 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 1,350 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 of non-residential development per day.

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 contract (2011 to 2016) with Waste Pro to provide solid waste collection services to residents. 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 15.

Exhibit 15: Residential and Commercial Waste Generation Figures (FY14/15)

	Residential	Commercial ⁴	Residential and Commercial
Solid Waste	2.03 lb. per capita, per day	1.06 lb. per capita, per day	3.09 lb. per capita, per day
Recycled Items	0.28 lb. per capita, per day	0.15 lb. per capita, per day	0.43 lb. per capita, per day
Yard Waste	0.96 lb. per capita, per day	0.50 lb. per capita, per day	1.46 lb. per capita, per day
Total	3.27 lb. per capita, per day	1.71 lb. per capita, per day	4.98 lb. per capita, per day

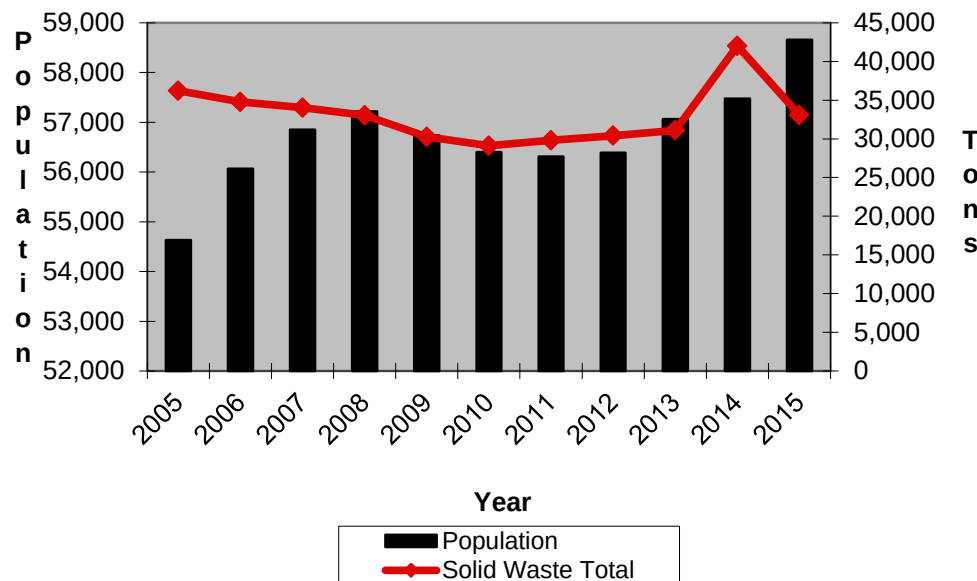
Source: Public Works Department, City of Port Orange, October 2015

Based on the waste collection numbers for residential and commercial customers (estimated population 58,656) from October 1, 2014 through September 30, 2015, each person in Port Orange generated on average 3.09 pounds of solid waste, 0.43 pounds of recycled items, and 1.46 pounds of yard waste every day. The 3.09 pounds per capita, of solid waste generated daily during FY 14/15 is below the LOS standard of 3.21 pounds.

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 16, the amount of solid waste generated was decreasing from 2005 to 2010, but had begun to increase since 2011 and increased substantially in 2014. While the amount of solid waste generated decreased in 2015 back to approximately the same level as the 2010-2013 trend, the City will need to monitor the amount of solid waste generated because the generation rate trend has been increasing since 2011. There was no significant event that could be attributed to the increase in residential solid waste generation in 2014.

Exhibit 16: Solid Waste Collected Compared to Population Growth



Source: Public Works Department, City of Port Orange, October 2015

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 2,220 additional people and 444,162 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 2,111 tons per year. The capacity at the landfill is projected to be sufficient to accommodate waste from Volusia County until the year 2050.

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

No significant changes in solid waste collection are anticipated during FY 15/16. The City may want to explore options for encouraging a reduction in solid waste generation and an increase in recycling.

RECREATION AND OPEN SPACE

During FY 14/15, the following improvements were made to existing parks or facilities:

- A multi-purpose field with lights was constructed at Coraci Park.
- The soccer fields at the City Center Sports Complex and Southwinds Park were renovated. The renovation included: Re-leveling and re-sodding the soccer fields and replacing the irrigation systems.
- The scoreboard for the north field (L. Gale Lemerand Field) at Spruce Creek Road Park was replaced.
- The greens and select tee boxes and bunkers were renovated at the Cypress Head Golf Course.

Exhibit 17: Cypress Head Golf Course Practice Green and Southwinds Soccer Field



Adopted Level-of-Service Standards:

<u>FACILITY</u>	<u>UNIT OF MEASURE</u>
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 18 and the status of the recreational facility levels-of-service capacities are outlined in Exhibit 19.

Exhibit 18: Recreational Facility Table

Facility Name	Location	Acreage	Ten.	Bask.	Bb./Soft.	Multi.*	Neigh C.
Regional Facilities							
Causeway Park	Dunlawton at P.O. Bridge	30					
Cypress Head Golf Course	Airport Rd.	160					1
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	Spruce Creek Rd./Central Park	40	6	1	2	2	
White Pl. Park /Senior Center	210 White Pl. (Ridgewood)	5.1	2		1		1
Neighborhood Facilities							
Buschman Park	North of Commonwealth	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	Jackson & Oak Streets	12.6					
Silver Sands Middle School	Herbert St.	22.9	4	4	3	2	
Southwinds Park	Richel Drive	10				2	
Willow Run Park	1351 Schoolhouse Dr.	10	2	6	2	2	
TOTALS		498.7	22	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 2015

Exhibit 19: Public Recreational Facilities Capacities and Level of Service (LOS)

FACILITY	AMOUNT REQUIRED FOR ADOPTED LOS*	CURRENT SUPPLY**	EXCESS (+) OR DEFICIENT (-) CAPACITY
Parkland (acres)	426 acres	498.7 acres	+73 acres
Baseball/Softball Fields	12 fields	17 fields	+5 fields
Basketball Courts	15 courts	22 courts	+7 courts
Multipurpose Fields	17 fields	26 fields	+9 fields
Tennis Courts	15 courts	22 courts	+7 courts
Neighborhood Centers	4 centers	9 centers	+5 centers

Notes:

* Estimated City Population = 58,656 based on University of Florida Bureau of Economic and Business Research, and anticipated population increases (2,220) from vested and reserved development. Total population to be served = 60,876

** Refer to Exhibit 18, Recreation Facilities Inventory, for individual facility listings.

Sources: Parks and Recreation Department and Community Development Department, October 2015

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 2015 estimated City population is 58,656. Anticipated population increases from vested and reserved residential development is approximately 2,220, which equals a total population to be served of 60,876. 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:

The following improvements are planned for FY 15/16:

- *Phase 1A and 1B of Riverwalk Park* – Phase 1A (north of the Chamber of Commerce building) is anticipated to be completed in early 2016 will consist of a kayak/canoe launch, a trailhead and restroom building, and boardwalk. Phase 1B (north of Ocean Avenue) which is anticipated to be completed in late 2016, will have parking, a splash pad and playground, an event lawn, a restroom building, shade structures, picnic pavilions, a boardwalk overlook, historical/educational signage, and an iconic feature. Phase 2 and 3 are planned for design and construction in future years.



- *Cypress Head Golf Course* – Complete the remaining improvements to the clubhouse at Cypress Head Golf Course. These improvements include: renovating the restaurant and golf course restrooms, painting the exterior, adding an outside deck, and upgrading the parking lot and landscaping.
- *YMCA* – Purchase new fitness equipment and renovate the men’s locker room and woman’s lobby restroom.
- *Scoreboard Replacement* – Replace the scoreboard for the south field at Spruce Creek Road Park.
- *Causeway Park* - Begin phase one of the renovations at the Causeway Park which includes replacing the deck and railings for the T pier, located on the north side of Dunlawton Ave., west of the bridge.

SCHOOLS

Adopted Level-of-Service Standard:

The uniform, district-wide LOS standards are as follows:

- Elementary: 115% of permanent FISH⁵ 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. Last year's five-year work plan primarily included dollars programmed for major renovations at various schools throughout the district.

Existing Facilities:

Exhibit 20 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. So, although Spruce Creek High School is at 129% utilization, the Halifax Planning Area CSA for high schools still meets the adopted LOS of 120%.

As shown in Exhibit 20, one elementary school within Port Orange currently exceeds the LOS standards, Port Orange Elementary. 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 changes implemented by the School District. The School District will continue to monitor the capacity at Port Orange Elementary.

⁵ **FISH – Florida Inventory of School Houses.** An official inventory report of all district-owned facilities.

Student Enrollment Trends

Between school year 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. This, along with other economic indicators, appears to signify that the decline in enrollment has ceased. 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 are no capital (capacity-related) projects in the current School District five-year work plan for schools located in Port Orange. The current five-year work plan includes dollars programmed for renovations at various schools throughout the district as well as five replacement schools and capacity additions throughout the district. The FY 2015-16 work plan is the first to reflect the voter approved half cent sales tax extension.

Exhibit 20: PORT ORANGE PUBLIC SCHOOL ENROLLEMENT & CAPACITY SUMMARY REPORT

	Prior Year			Current Year		
	2014/2015			2015/2016		
School	Enrollment	Capacity	Utilization	Enrollment	Capacity	Utilization
Elementary (LOS = 115%)						
Cypress Creek	793	754	105%	783	754	104%
Horizon	709	725	98%	718	725	99%
Longstreet	441	492	90%	441	492	90%
Port Orange	411	344	119%	414	344	120%
Spruce Creek	724	805	90%	768	805	95%
Sugar Mill	639	623	103%	654	623	105%
Sweetwater	613	725	85%	641	725	88%
Total	4330	4468		4419	4468	
Middle (LOS = 115%)						
Creekside	1192	1132	105%	1206	1132	107%
Silver Sands	1173	1161	101%	1165	1161	100%
Total	2365	2293		2371	2293	
High (LOS = 120%)						
Atlantic	1035	1432	72%	1109	1432	77%
Mainland	1928	2375	81%	1986	2375	84%
Seabreeze	1667	1747	95%	1664	1747	95%
Spruce Creek	2641	2079	127%	2691	2079	129%
Total	7271	7633	95%	7450	7633	98%

Notes: **Red** – over LOS standard

* Student enrollment

** Permanent FISH capacity (does not include portables)

*** Utilization - Percentage of student enrollment to permanent student capacity

Source: DRAFT Volusia County School Board School Capacity Report, October 2015

(Student enrollment projections were not provided this year by the School District for years 2016/17 through 2018/19)

IV. SUMMARY AND CONCLUSIONS

The data indicates all public facilities and services subject to concurrency review are at sufficient levels for FY 15/16. As new development and redevelopment occurs, the level of service will to be addressed along with the monitoring of all City facilities and services to ensure capacity is available.

There are no roadways operating below the adopted Level-of-Service (LOS). 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. 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 within the adopted LOS standard; however, the generation rates have been increasing since 2011. 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 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. At this time, Port Orange Elementary exceeds the LOS standards; 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.



STAFF REPORT

CASE NO. 15-27500001

Comprehensive Plan Capital Improvements Element -
2015 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** of the annual CIE update

STAFF CONTACT: Penelope Cruz, AICP, Principal Planner
(386) 506-5671

PLANNING COMMISSION DATE: November 19, 2015

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. On September 9, 2015, the City Council ratified the approved CIP for FY 2015/16 – 2020/21 dated August 11, 2015, that included 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. All of the required public facilities meet the City's adopted level of service standards.

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 population¹. 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 (FY14/15 - 19/20) to the current year CIP (FY15/16 - 20/21) the deleted prior year text is struck through and in red and the added current year text is underlined and displayed in blue. 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 ensure the adopted Level of Service (LOS) Standards for concurrency-related facilities are achieved and maintained.

¹ Ch. 163.3177(3) F.S.

DISCUSSION:

The amendments to the CIE include the updated Schedule (copied from the City's adopted FY 2015/16 – 2020/21 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 A). 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 2015 CMR identified that all public facilities and services subject to concurrency are at sufficient levels. 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 2015 CIE Annual Update.

ATTACHMENTS:

Exhibit "A" – Annual Update to the CIE

Exhibit A

Annual Update to the Capital Improvements Element

*Underline text indicates additions / ~~striketrough~~ text indicates deletions.
Text neither struck through nor underlined remains as existing text.*

For each table or text that is to be updated from the prior year CIP (FY14/15 - 19/20) to the current year CIP (FY15/16 - 20/21) the deleted prior year text is struck through and displayed in red and the added current year text is underlined and displayed in blue.

Please also note that there are no text changes beyond page 26.

CHAPTER 10: CAPITAL IMPROVEMENTS ELEMENT

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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 ~~2014/15~~2015/16 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. As required by Section 9J-5.016, F.A.C., 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 ~~2015-2020~~2016-2021.

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. Tables 1A-E, provided as a supplement to Table 1, list specific improvements to the City's water and sewer system, as well as specific street resurfacing projects for the years ~~2015-2020~~2016-2021, and current transportation proportionate fair-share agreements.

CAPITAL IMPROVEMENTS ELEMENT

TABLE 1
CAPITAL IMPROVEMENTS SCHEDULE

<u>Project</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>Total</u>
<u>WATER</u>							
<u>029408: Water System Replacement/ Upsizing</u>	<u>900,000</u>	<u>1,500,000</u>	<u>600,000</u>	<u>700,000</u>	<u>800,000</u>	<u>1,200,000</u>	<u>5,700,000</u>
<u>Water/Sewer Operating (401)</u>	<u>250,000</u>	<u>325,000</u>	<u>400,000</u>	<u>370,000</u>	<u>350,000</u>	<u>550,000</u>	<u>2,245,000</u>
<u>Water/Sewer R&R (403)</u>	<u>425,000</u>	<u>800,000</u>	<u>50,000</u>	<u>155,000</u>	<u>250,000</u>	<u>450,000</u>	<u>2,130,000</u>
<u>Water Impact Fee (405)</u>	<u>225,000</u>	<u>375,000</u>	<u>150,000</u>	<u>175,000</u>	<u>200,000</u>	<u>200,000</u>	<u>1,325,000</u>
<u>Total</u>	<u>900,000</u>	<u>1,500,000</u>	<u>600,000</u>	<u>700,000</u>	<u>800,000</u>	<u>1,200,000</u>	<u>5,700,000</u>
<u>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)</u>							
<u>029409: Water System Extensions/ Upsizing</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>700,000</u>	<u>50,000</u>	<u>950,000</u>
<u>Water Impact Fee (405)</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>700,000</u>	<u>50,000</u>	<u>950,000</u>
<u>Total</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>700,000</u>	<u>50,000</u>	<u>950,000</u>
<u>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)</u>							
<u>039493: Potable Water Plant Reno/ Replacements</u>	<u>450,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>250,000</u>	<u>2,100,000</u>
<u>Water/Sewer Operating (401)</u>	-	-	-	-	-	-	-
<u>Water/Sewer R&R (403)</u>	<u>450,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>250,000</u>	<u>2,100,000</u>
<u>Total</u>	<u>450,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>350,000</u>	<u>250,000</u>	<u>2,100,000</u>
<u>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)</u>							
<u>TOTAL - WATER</u>	<u>1,400,000</u>	<u>1,900,000</u>	<u>1,000,000</u>	<u>1,100,000</u>	<u>1,850,000</u>	<u>1,500,000</u>	<u>8,750,000</u>
<u>SANITARY SEWER</u>							
<u>049467: Sewer System Rehabilitation</u>		<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>10,000,000</u>
<u>Water/Sewer Operating (401)</u>		<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>10,000,000</u>
<u>Total</u>		<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>10,000,000</u>
<u>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)</u>							
<u>038964: Reclaimed Water Plan Reno/ Replacements</u>	<u>320,000</u>	<u>655,000</u>	<u>420,000</u>	<u>990,000</u>	<u>520,000</u>	<u>560,000</u>	<u>3,465,000</u>
<u>Water/Sewer R&R (403)</u>	<u>320,000</u>	<u>655,000</u>	<u>420,000</u>	<u>990,000</u>	<u>520,000</u>	<u>560,000</u>	<u>3,465,000</u>
<u>Total</u>	<u>320,000</u>	<u>655,000</u>	<u>420,000</u>	<u>990,000</u>	<u>520,000</u>	<u>560,000</u>	<u>3,465,000</u>
<u>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)</u>							
<u>201552: White Acres Central Wastewater Connection</u>	<u>500,000</u>	-	-	-	-	-	<u>500,000</u>
<u>Sewer Impact Fee (405)</u>	<u>500,000</u>	-	-	-	-	-	<u>500,000</u>
<u>Total</u>	<u>500,000</u>	-	-	-	-	-	<u>500,000</u>
<u>Construction of a wastewater collection system to a poorly drained area of the City. Location is at Spruce Creek and Central Park. (Consistent w/ Comp Plan: San. Swr., Policy 2.2. and 2.3)</u>							

CAPITAL IMPROVEMENTS ELEMENT

<u>Project</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>Total</u>
<u>201653: Riverwalk Utilities</u>	<u>200,000</u>	-	-	-	-	-	<u>200,000</u>
Water/Sewer R&R (403)	150,000	-	-	-	-	-	150,000
Water Impact Fee (405)	50,000	-	-	-	-	-	50,000
Total	<u>200,000</u>	-	-	-	-	-	<u>200,000</u>
Utility improvements/replacements/upgrades along the east side of Ridgewood Avenue north of Oceans Avenue. Gravity sewer line and four manholes to eliminate a pump station and upsizing an existing 6" water line to 8" water line. To be constructed in conjunction with the Riverwalk 1B Phased Project. (Consistent w/ Comp Plan: San. Swr. Obj. 4, Policy 4.2)							
TOTAL - SANITARY SEWER	<u>1,020,000</u>	<u>2,655,000</u>	<u>2,420,000</u>	<u>2,990,000</u>	<u>2,520,000</u>	<u>2,560,000</u>	<u>14,165,000</u>
<u>WATER & SANITARY SEWER</u>							
<u>038710: City Cost Participation</u>	<u>50,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>550,000</u>
Water Impact Fee (405)	25,000	50,000	50,000	50,000	50,000	50,000	275,000
Sewer Impact Fee (405)	25,000	50,000	50,000	50,000	50,000	50,000	275,000
Total	<u>50,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>550,000</u>
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	<u>50,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>550,000</u>
<u>TRANSPORTATION</u>							
<u>430201: Road Program</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>4,485,000</u>
Capital Projects (301)	747,500	747,500	747,500	747,500	747,500	747,500	4,485,000
Total	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>4,485,000</u>
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)							
<u>PNC007: Yorktowne Blvd Middle Segment</u>	-	-	-	<u>675,000</u>	-	-	<u>675,000</u>
Prop. Fair Share / Other / Grant	-	-	-	675,000	-	-	675,000
Total	-	-	-	<u>675,000</u>	-	-	<u>675,000</u>
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 Volusia County standards. It is composed of 1600' of 4 lane 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)							
<u>200905: Williamson Blvd. N. of Pavilion</u>	-	-	-	<u>220,000</u>	<u>260,935</u>	<u>2,200,000</u>	<u>2,680,935</u>
Developer Fairshare Contr. (Planned)	-	-	-	220,000	260,935	2,200,000	2,680,935
Total	-	-	-	<u>220,000</u>	<u>260,935</u>	<u>2,200,000</u>	<u>2,680,935</u>
This project involves adding 2 lanes to the existing 2 lane Williamson Blvd. roadway from the north boundary of the Pavilion project north to Town West 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)							
<u>200907: Coraci Blvd. Extension</u>	-	-	<u>257,000</u>	<u>2,150,000</u>	-	-	<u>2,407,000</u>
Developer Fairshare Contr. (Planned)	-	-	257,000	2,150,000	-	-	2,407,000
Total	-	-	<u>257,000</u>	<u>2,150,000</u>	-	-	<u>2,407,000</u>

CAPITAL IMPROVEMENTS ELEMENT

<u>Project</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>Total</u>
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)							
<u>201008: Yorktowne Blvd North Section (Nautica Lakes)</u>	-	-	<u>3,500,000</u>	-	-	-	<u>3,500,000</u>
Developer Fairshare Contr. (Planned)	-	-	<u>3,500,000</u>	-	-	-	<u>3,500,000</u>
<u>Total</u>	-	-	<u>3,500,000</u>	-	-	-	<u>3,500,000</u>
This project is proposed as a 4 lane divided curb and gutter section designed to the Volusia County standards. The roadway design is complete and was done in conjunction with the Nautica Lakes development. This improvement is required to complete the Yorktowne Boulevard connection between Hidden Lakes Drive and Willow Run Boulevard. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.9, 2.13 and 2.14)							
<u>201013: Williamson Blvd. South Extension</u>	<u>321,923</u>	-	<u>1,824,231</u>	-	-	-	<u>2,146,154</u>
Developer Fairshare Contr. (Planned)	<u>321,923</u>	-	<u>1,824,231</u>	-	-	-	<u>2,146,154</u>
<u>Total</u>	<u>321,923</u>	-	<u>1,824,231</u>	-	-	-	<u>2,146,154</u>
This project consists of the proposed widening of a 2,950 foot segment (0.6 miles) of Williamson Blvd. from Airport Road south to the west boundary of the Woodhaven PUD property from a 2-lane undivided to a 4-lane divided facility with sidewalks. (Consistent w/ Comp Plan: Transp. Objective 2.6, 2.7, 2.9, 2.13, 2.14, and 2.15)							
<u>201015: Willow Run Boulevard Widening</u>	-	-	-	-	<u>180,000</u>	<u>1,500,000</u>	<u>1,680,000</u>
Capital Projects (301)	-	-	-	-	<u>180,000</u>	<u>1,500,000</u>	<u>1,680,000</u>
<u>Total</u>	-	-	-	-	<u>180,000</u>	<u>1,500,000</u>	<u>1,680,000</u>
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)							
<u>TOTAL - TRANSPORTATION</u>	<u>1,069,423</u>	<u>747,500</u>	<u>6,328,731</u>	<u>3,792,500</u>	<u>1,188,435</u>	<u>4,447,500</u>	<u>17,574,089</u>
<u>DRAINAGE</u>							
<u>180202: Storm Drain Pipe Lining</u>	-	-	-	-	-	-	-
Drainage Fund 412	-	-	-	<u>150,000</u>	-	-	<u>150,000</u>
<u>Total</u>	-	-	-	<u>150,000</u>	-	-	<u>150,000</u>
Annual citywide program for rehabilitation of existing stormwater drainage facilities. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)							
<u>201439: Halifax River Outfall Replacement</u>	-	-	-	<u>60,000</u>	<u>615,000</u>	-	<u>675,000</u>
Drainage Fund 412	-	-	-	<u>60,000</u>	<u>615,000</u>	-	<u>675,000</u>
<u>Total</u>	-	-	-	<u>60,000</u>	<u>615,000</u>	-	<u>675,000</u>
Replace stormwater discharge outfalls directly to the Halifax River and construct or reconstruct several headwalls. The City may also be Installing engineered tidal gates at certain locations. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)							
<u>201441: Southwinds Stormwater Pond Outfall Retrofit - Phase I</u>	-	-	-	-	<u>45,000</u>	<u>630,000</u>	<u>675,000</u>
Drainage Fund 412	-	-	-	-	<u>45,000</u>	<u>630,000</u>	<u>675,000</u>
<u>Total</u>	-	-	-	-	<u>45,000</u>	<u>630,000</u>	<u>675,000</u>
This project involves modification to the existing stormwater ponds of the Southwinds neighborhood stormwater system. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)							
<u>201643: White Acres Subdivision Drainage Improvements</u>	<u>80,679</u>	-	-	-	-	-	<u>80,679</u>

CAPITAL IMPROVEMENTS ELEMENT

<u>Project</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>Total</u>
<u>Drainage Fund 412</u>	<u>80,679</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>80,679</u>
Total	80,679	-	-	-	-	-	80,679
Drainage improvements to coincide with Public Utilities Sanitary Sewer Central Wastewater Connection Project 201552, City Project UET022. Works involves placing pipe in the transitions of driveways and roadways and in the existing ditches and regrading of swales above the pipe for water quality treatment. Additional funding from a State Grant is anticipated to fund this project. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)							
201642: Howes Street Stormwater Improvements	-	49,250	80,000	-	-	-	129,250
<u>Drainage Fund 412</u>	<u>-</u>	<u>49,250</u>	<u>80,000</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>129,250</u>
Total	-	49,250	80,000	-	-	-	129,250
Howes Street experiences standing water several times a year due to not having a drainage system to convey the runoff. This project has two options. Option A would connect to existing 24" pipe and inlets and install 24" reinforced concrete pipe (RCP) with precast type "C" inlets east to the Westridge Avenue outfall. Option B would connect to existing 24" pipe and inlets and install 24" RCP with precast type "C" inlets west and south to Frederick Avenue and Depot Pond. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)							
TOTAL - DRAINAGE	80,679	49,250	80,000	210,000	660,000	630,000	1,709,929
-	-	-	-	-	-	-	-
TOTAL - CAPITAL IMPROVEMENTS	3,620,102	5,451,750	9,928,731	8,192,500	6,318,435	9,237,500	42,749,018

(Editing Note: 2014 Capitol Improvements Schedule below based on FY 14/15- FY19/20 CIP)

Project #	Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
WATER								
029408	Water System Rplmnt	250,000	425,000	420,000	500,000	520,000	450,000	2,565,000
Water/Sewer Operating (401)		—	250,000	325,000	400,000	370,000	350,000	1,695,000
Water/Sewer R&R (403)		250,000	175,000	95,000	100,000	150,000	100,000	870,000
-								
Total		250,000	425,000	420,000	500,000	520,000	450,000	2,565,000
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/ Rnformnts	—	50,000	50,000	50,000	50,000	50,000	250,000
Water/ Sewer Impact (405)		—	50,000	50,000	50,000	50,000	50,000	250,000
-								
Total		—	50,000	50,000	50,000	50,000	50,000	250,000
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	Potable Water Plant Reno/ Rplemnts	405,000	315,000	350,000	300,000	325,000	375,000	2,070,000
Water/ Sewer Operating (401)		65,000	—	—	—	—	—	65,000
Water/Sewer R&R (403)		340,000	315,000	350,000	300,000	325,000	375,000	2,005,000
-								
Total		405,000	315,000	350,000	300,000	325,000	375,000	2,070,000

CAPITAL IMPROVEMENTS ELEMENT

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)								
-	TOTAL—WATER	655,000	790,000	820,000	850,000	895,000	875,000	4,885,000
-								
Project #	Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
<u>SANITARY SEWER</u>								
049467	Sewer System Rehab.	400,000	900,000	900,000	900,000	900,000	900,000	4,900,000
Water/Sewer Operating (401)		—	400,000	400,000	400,000	400,000	400,000	2,000,000
Water/Sewer R&R (403)		400,000	500,000	500,000	500,000	500,000	500,000	2,900,000
-	Total	400,000	900,000	900,000	900,000	900,000	900,000	4,900,000
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	Reclaimed Water Plan Reno/ Rplemnts	530,000	540,000	965,000	420,000	490,000	460,000	3,405,000
Water/Sewer R&R (403)		530,000	540,000	965,000	420,000	490,000	460,000	3,405,000
-	Total	530,000	540,000	965,000	420,000	490,000	460,000	3,405,000
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)								
-	TOTAL—SANITARY SEWER	930,000	1,440,000	1,865,000	1,320,000	1,390,000	1,360,000	8,305,000
-								
Project #	Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
<u>WATER & SANITARY SEWER</u>								
038710	City Cost Participation	100,000	250,000	250,000	250,000	250,000	250,000	1,350,000
Water/Sewer Operating (401)		—	—	—	—	—	—	—
Water/Sewer Impact (405)		100,000	250,000	250,000	250,000	250,000	250,000	1,350,000
-	Total	100,000	250,000	250,000	250,000	250,000	250,000	1,350,000
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	250,000	250,000	250,000	250,000	250,000	1,350,000
-								
<u>TRANSPORTATION</u>								
430201	Road Program	544,196	527,927	581,466	518,808	517,500	517,500	3,207,397
Capital Projects (301)		544,196	527,927	581,466	518,808	517,500	517,500	3,207,397

CAPITAL IMPROVEMENTS ELEMENT

-		Total	544,196	527,927	581,466	518,808	517,500	517,500	3,207,397
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)									
200313	Traffic Signal- Clyde Morris/Pines	—	51,750	293,250	—	—	—	—	345,000
Prop. Fair Share / Other / Grant		—	51,750	293,250	—	—	—	—	345,000
-		Total	—	51,750	293,250	—	—	—	345,000
A traffic signal is required to ensure safe, efficient traffic flow given the number of turning movements and traffic volumes at this location. A signal warrant analysis study was prepared for Volusia County in December 2008 that recommended signalization of the intersection. The signal will be constructed with mast arms. (Consistent w/ Comp Plan: Transp. Objective 2.10 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 Volusia County standards. It is composed of 1600' of 4 lane 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	260,935	2,200,000	—	—	2,680,935
Developer Fairshare Contr. (Planned)		—	—	220,000	260,935	2,200,000	—	—	2,680,935
-		Total	—	220,000	260,935	2,200,000	—	—	2,680,935
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)	—	3,500,000	—	—	—	—	—	3,500,000
Developer Fairshare Contr. (Planned)		—	3,500,000	—	—	—	—	—	3,500,000

CAPITAL IMPROVEMENTS ELEMENT

-								
	Total	3,500,000						3,500,000
This project is proposed as a 4 lane divided curb and gutter section designed to the Volusia County standards. The roadway design is complete and was done in conjunction with the Nautica Lakes development. This improvement is required to complete the Yorktowne Boulevard connection between Hidden Lakes Drive and Willow Run Boulevard. (Consistent w/ Comp Plan: Transp. Objective 2.7, 2.9, 2.13 and 2.14)								
201013	Williamson Blvd. South Extension	321,923		1,824,231				2,146,154
Developer Fairshare Contr. (Planned)		321,923		1,824,231				2,146,154
-	Total	321,923		1,824,231				2,146,154
This project consists of the proposed widening of a 2,950 foot segment (0.6 miles) of Williamson Blvd. from Airport Road south to the west boundary of the Woodhaven PUD property from a 2 lane undivided to a 4 lane divided facility with sidewalks. (Consistent w/ Comp Plan: Transp. Objective 2.6, 2.7, 2.9, 2.13, 2.14, and 2.15)								
201015	Willow Run Boulevard Widening		180,000	1,500,000				1,680,000
Prop. Fair Share / Other / Grant			180,000	1,500,000				1,680,000
-	Total		180,000	1,500,000				1,680,000
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)								
201332	Herbert St. Westbound Right Turn Ln	24,362						24,362
Transportation Impact Fee Fund		24,362						24,362
-	Total	24,362						24,362
Add a westbound right turn lane at the intersection of Herbert Street and Clyde Morris to add roadway capacity at the intersection. (Consistent w/ Comp. Plan: Transp. Objective 2.4, 2.7 and 2.8)								
-	TOTAL— TRANSPORTATION	890,481	4,259,677	4,675,947	3,604,743	2,717,500	517,500	16,665,848
Project #	Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
DRAINAGE								
180202	Storm Drain Pipe Lining							
Drainage Fund								
-	Total							
Annual citywide program for rehabilitation of existing stormwater drainage facilities. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
201439	Halifax River Outfall Replacement				60,000	615,000		675,000
Funding to be determined					60,000	615,000		675,000
-	Total				60,000	615,000		675,000

CAPITAL IMPROVEMENTS ELEMENT

Replace stormwater discharge outfalls directly to the Halifax River and construct or reconstruct several headwalls. The City may also be installing engineered tidal gates at certain locations. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
201441	Southwinds Stormwater Pond Outfall Retrofit	—	—	—	45,000	1,250,000	—	1,295,000
Funding to be determined		—	—	—	45,000	1,250,000	—	1,295,000
-		—	—	—	45,000	1,250,000	—	1,295,000
Total		—	—	—	45,000	1,250,000	—	1,295,000
This project involves modification to the existing stormwater ponds of the Southwinds neighborhood stormwater system. (Consistent w/ Comp Plan: Drainage, Policy 1.2 through 1.4)								
-		—	—	—	105,000	1,865,000	—	1,970,000
TOTAL CAPITAL IMPROVEMENTS		2,575,481	6,739,677	7,610,947	6,129,743	7,117,500	3,002,500	33,175,848

Source: City of Port Orange, Department of Finance, Department of Community Development, ~~2014~~[2015](#)

CAPITAL IMPROVEMENTS ELEMENT

TABLE 1A - WATER TREATMENT PLANT IMPROVEMENTS

Description	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Total
<u>Filter wash pumping system upgrade</u>	<u>250,000</u>						<u>250,000</u>
<u>Facility Maintenance</u>	-	<u>75,000</u>	<u>75,000</u>	<u>50,000</u>	<u>60,000</u>	<u>50,000</u>	<u>310,000</u>
<u>Facility Painting</u>	-	-	-	-	-	<u>75,000</u>	<u>75,000</u>
<u>Installation of Screen for Re-Carbonation Tanks</u>	-	<u>150,000</u>	-	-	-	-	<u>150,000</u>
<u>Replace Sludge Pumps</u>	<u>125,000</u>	-	-	-	-	-	<u>125,000</u>
<u>Replace Vacuum Press Vacuum Pumps</u>	-	<u>100,000</u>	-	-	-	-	<u>100,000</u>
<u>Rehab/Replace Rotating Pumps Assembly</u>	-	-	<u>75,000</u>	<u>75,000</u>	-	-	<u>150,000</u>
<u>Replace Chemical Feed Pumps</u>	-	-	-	<u>100,000</u>	-	-	<u>100,000</u>
<u>Replace Lime Pumps</u>	-	-	-	-	<u>125,000</u>	<u>125,000</u>	<u>250,000</u>
<u>Backwash Recovery (BWR) Variable Frequency Drive (VFD) add an upgrade</u>	<u>75,000</u>	-	-	-	-	-	<u>75,000</u>
<u>Rehab/Replace Backwash Recovery (BWR) Pumps</u>	-	-	-	-	<u>50,000</u>	-	<u>50,000</u>
<u>Replace Large Roof Support Infrastructure and Painting at the Cypress Head Remote Pump Station</u>	-	<u>25,000</u>	-	-	-	-	<u>25,000</u>
<u>Filter Media Replacement</u>	-	-	<u>125,000</u>	<u>125,000</u>	-	-	<u>250,000</u>
<u>Replace Variable Frequency Drivers (VFD) and Programmable Logic Controllers (PLC)</u>	-	-	<u>75,000</u>	-	<u>75,000</u>	-	<u>150,000</u>
<u>Replace Softener (Flenders) Drive Units</u>	-	-	-	-	<u>40,000</u>	-	<u>40,000</u>
Total - Plant Improvements:	450,000	350,000	350,000	350,000	350,000	250,000	2,100,000

Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
GWP VFD H.S. Pump Upgrade	165,000				-		165,000
Hypochlorite Pumps	140,000	-	-	-	-	-	140,000
Accelerator Drive Units	50,000	-	-	-	-	-	50,000
Replace Limp Pumps	50,000	-	-	-	-	-	50,000
Sludge Pumps	-	150,000	-	-	-	-	150,000
Vacuum & filtrate Pumps	-	125,000	-	-	-	-	125,000
Replace Poly Feed system	-	40,000	-	-	-	-	40,000
H.S. VFD's	-	-	50,000	-	-	-	50,000
Filter Media Replacement	-	-	125,000	-	-	-	125,000
Thickener Drive	-	-	100,000	-	-	-	100,000
Hypochlorite Pumps Remote Stations	-	-	75,000	-	-	-	75,000
BWR VFD Pumps	-	-	-	125,000	-	-	125,000
H.S. Pump room rotating							

CAPITAL IMPROVEMENTS ELEMENT

assemblies & POLC's	-	-	-	75,000	-	-	75,000
Miscellaneous chemical feed pumps	-	-	-	100,000	-	-	100,000
Miscellaneous regulatory improvements	-	-	-	-	100,000	-	100,000
H.S.P Rotating Assemblies	-	-	-	-	100,000	-	100,000
Replace Limp Pumps	-	-	-	-	125,000	-	125,000
Misc equipment rehab @ pump stations	-	-	-	-	-	150,000	150,000
Facility painting	-	-	-	-	-	75,000	75,000
Misc. process waste equipment rehab	-	-	-	-	-	150,000	150,000
-Total-Plant Improvements:	-405,000	-315,000	-350,000	300,000	-325,000	-375,000	\$2,070,000

TABLE 1B - SEWER SYSTEM EXTENTIONS

Description	FY 14-15 15-16	FY 15-16 16-17	FY 16-17 17-18	FY 17-18 18-19	FY 18-19 19-20	FY 19-20 20-21	Total
Econ. Dvlpmnt => Citywide - Various Locations	-	-	-	-	-	-	-
Total - Sewer System Extensions	-	-	-	-	-	-	-

TABLE 1C - SEWER SYSTEM REHABILITATION

Description	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Total
<u>Filter wash pumping system upgrade</u>	<u>250,000</u>						<u>250,000</u>
<u>Facility Maintenance</u>	-	<u>75,000</u>	<u>75,000</u>	<u>50,000</u>	<u>60,000</u>	<u>50,000</u>	<u>310,000</u>
<u>Facility Painting</u>	-	-	-	-	-	<u>75,000</u>	<u>75,000</u>
<u>Installation of Screen for Re-Carbonation Tanks</u>	-	<u>150,000</u>	-	-	-	-	<u>150,000</u>
<u>Replace Sludge Pumps</u>	<u>125,000</u>	-	-	-	-	-	<u>125,000</u>
<u>Replace Vacuum Press Vacuum Pumps</u>	-	<u>100,000</u>	-	-	-	-	<u>100,000</u>
<u>Rehab/Replace Rotating Pumps Assembly</u>	-	-	<u>75,000</u>	<u>75,000</u>	-	-	<u>150,000</u>
<u>Replace Chemical Feed Pumps</u>	-	-	-	<u>100,000</u>	-	-	<u>100,000</u>
<u>Replace Lime Pumps</u>	-	-	-	-	<u>125,000</u>	<u>125,000</u>	<u>250,000</u>
<u>Backwash Recovery (BWR) Variable Frequency Drive (VFD) add an upgrade</u>	<u>75,000</u>	-	-	-	-	-	<u>75,000</u>
<u>Rehab/Replace Backwash Recovery (BWR) Pumps</u>	-	-	-	-	<u>50,000</u>	-	<u>50,000</u>
<u>Replace Large Roof Support Infrastructure and Painting at the Cypress Head Remote Pump Station</u>	-	<u>25,000</u>	-	-	-	-	<u>25,000</u>
<u>Filter Media Replacement</u>	-	-	<u>125,000</u>	<u>125,000</u>	-	-	<u>250,000</u>
<u>Replace Variable Frequency Drivers (VFD) and Programmable Logic Controllers (PLC)</u>	-	-	<u>75,000</u>	-	<u>75,000</u>	-	<u>150,000</u>
<u>Replace Softener (Flenders) Drive Units</u>	-	-	-	-	<u>40,000</u>	-	<u>40,000</u>
Total - Plant Improvements:	450,000	350,000	350,000	350,000	350,000	250,000	2,100,000

CAPITAL IMPROVEMENTS ELEMENT

Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
Halifax Estates-MHP Rehab	-	-	-	-	-	-	-
Force Main Cleaning (Pigging)	-	-	-	-	-	-	-
Reserve Funds for Line Repair/Replacement	-	-	-	-	-	—	-
Wet Wells & Man Holes Citywide	400,000	200,000	200,000	200,000	200,00	200,000	1,400,000
Sewer Main Cleaning & Videoing	—	-	-	-	-	-	-
Sewer Main Lining/ Replacement		500,000	500,000	500,000	500,000	500,000	2,500,000
Sewer Lateral Lining/Replacement	—	200,000	200,000	200,000	200,000	200,000	1,000,000
-Total- Sewer System Rehabilitation	400,00	900,000	900,000	900,000	900,000	900,000	4,900,000

TABLE 1D - WASTEWATER TREATMENT PLANT IMPROVEMENTS

Description	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Total
Rehab 2 press	200,000						200,000
Rehab 3 press		300,000					300,000
Replace 5 Polymer Pumps				30,000			730,000
Replace 5 Press Room Sludge Pumps						100,000	100,000
Replace 2 Press Room Jockey Pumps						40,000	40,000
Teacups	90,000	-					90,000
Rehab Teacups and Controls		80,000					80,000
Rehab Bar Screens					300,000		300,000
Screen for CL2 Containment Area	30,000			-			30,000
Replace 3 CL2 Pumps				100,000			100,000
Upgrade Data Flow Systems		80,000					80,000
Replace 3 Recharge Reservoir VFD's		135,000					135,000
Replace 2 Williamson Blvd VFD's						90,000	90,000
Replace High Service Pump (HSP) Rotary Assembly @ Recharge Reservoir Pump Station		60,000	-			-	60,000
Replace Cypress Head Pump, Meter & Cont			20,000				20,000
Replace Memorial Park Pump, Mter & Cont			60,000				60,000

CAPITAL IMPROVEMENTS ELEMENT

Replace 6 Return Activative Sludge (RAS) Pumps (3 @ T-1 & 3 @ T-2)			120,000				120,000
Replace 4 Waste Activative Sludge (WAS) Pumps (2 @ T-1 & 2 @ T-2)			80,000				80,000
Replace 2 Sludge Transfer Pumps T-1			50,000				50,000
Rehab 4 Clear Well Pumps			90,000				90,000
Rehab 2 Denite Backwash Pumps				90,000			90,000
Replace Denite Blowers				180,000			180,000
Engineering Design for Plant Modifications for 5-5-3-1				500,000			500,000
Plant Modification for 5-5-3-1				6,000,000			6,000,000
Rebuild Oak Street Deep Well				90,000			90,000
Rehab 5 Repair Pumps					60,000		60,000
Replace 2 Sodium Bisulfite Feed pumps					70,000		70,000
Replace Sodium Bisulfite Tank					30,000		30,000
Rehab 2 Influent Pumps & Meters at the West Master Lift Station					60,000		60,000
Rehab 6 Internal Recycle (IR) Pumps & Motors						240,000	240,000
Rehab 3 Outfall Pumps						90,000	90,000
Total - Plant Improvements:	320,000	655,000	420,000	6,990,000	520,000	560,000	9,465,000

Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
Replace 3 150hp A/O Blowers	450,000		_____	_____	_____	_____	450,000
Rehab 6 Tetra Filters & Air Comp	60,000		_____	_____	_____	_____	60,000
Rehab Air Comp. Reservoir & Williamson Blvd.	20,000		_____	_____	_____	_____	20,000
Replace 2 150hp A/O Blowers	_____	300,000		_____	_____	_____	300,000
Replace Denite Blowers	_____	150,000		_____	_____	_____	150,000
Rehab Tea Cups and Controls	_____	_____	80,000		_____	_____	80,000
Rehab 2 Press	_____	_____	150,000		_____	_____	150,000
Upgrades—Data Flow Systems	_____	_____	80,000		_____	_____	80,000

CAPITAL IMPROVEMENTS ELEMENT

Plant Modifications for 5-5-3-1	-	-	500,000	-	-	-	500,000
Replace Williamson Blvd. VFD's	_____	90,000	_____	_____	_____	_____	90,000
Replace 3 Recharge Reservoir VFD's	_____	_____	135,000	_____	_____	_____	135,000
Replace Cypress Head Pump, Meter & Controls	_____	_____	_____	20,000	_____	_____	20,000
Replace Memorial Park Pump, Meter & Controls	_____	_____	-	60,000	_____	_____	60,000
Replace 4 RAS Pumps (2 @ T-1 & 2 @ T-2)	-	-	-	70,000	-	-	70,000
Replace 4 WAS Pumps (2 @ T-1 & 2 @ T-2)	-	-	-	60,000	-	-	60,000
Replace 2 T-1 Sludge Transfer Pumps	-	-	-	30,000	-	-	30,000
Repl HSP Rot Assys - Recharge Reservoir PS	_____	_____	20,000	_____	_____	_____	20,000
Rebuild Oak Street Deep Well	_____	_____	_____	90,000	_____	_____	90,000
Rehab 4 Clearwell Pumps	_____	_____	_____	90,000	_____	_____	90,000
Rehab 2 Denite Backwash pumps	-	-	-	-	90,000	-	90,000
Replace 5 Polymer Pumps	_____	_____	_____	_____	30,000	_____	30,000
Replace 3 CI2 Pumps	_____	_____	_____	_____	70,000	_____	70,000
Rehab 3 press	-	-	-	-	300,000	-	300,000
Rehab Bar Screens	_____	_____	_____	_____	_____	-300,000	-300,000
Replace 2 Sodium Bisulfite Feed pumps	-	-	-	-	-	70,000	70,000
Replace Sodium Bisulfite Tank	-	-	-	-	-	30,000	30,000
Rehab 5 Repair pumps	-	-	-	-	-	60,000	60,000
Total Plant Improvements:	530,000	540,000	965,000	420,000	490,000	460,000	3,405,000

SOURCE: Tables 1A-D, City of Port Orange, Department of Finance, ~~2014~~2015

CAPITAL IMPROVEMENTS ELEMENT

TABLE 1E - STREET RESURFACING PROJECTS

Description	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Total
<u>Cypress Head Parkway</u>	<u>133,050</u>						<u>133,050</u>
<u>Palm Vista St.</u>	<u>33,019</u>						<u>33,019</u>
<u>Palm Springs Ct.</u>	<u>5,051</u>						<u>5,051</u>
<u>Paradise Island Ct.</u>	<u>18,393</u>						<u>18,393</u>
<u>Montego Bay</u>	<u>11,425</u>						<u>11,425</u>
<u>St. Thomas Court</u>	<u>20,564</u>						<u>20,564</u>
<u>Willow Run (Joint to Williamson Blvd.)</u>	<u>27,987</u>						<u>27,987</u>
<u>Smokerise Drive</u>	<u>53,591</u>						<u>53,591</u>
<u>Country Lane</u>	<u>142,062</u>						<u>142,062</u>
<u>Ocean Avenue</u>	<u>24,105</u>						<u>24,105</u>
<u>Riverside Drive (Fleming to Joint)</u>	<u>135,031</u>						<u>135,031</u>
<u>Windsor Hill Dr.</u>	<u>41,797</u>						<u>41,797</u>
<u>Hyde Park Dr.</u>	<u>22,221</u>						<u>22,221</u>
<u>Surrey Park</u>	<u>2,403</u>						<u>2,403</u>
<u>N. Wembley</u>	<u>42,946</u>						<u>42,946</u>
<u>S. Wembley</u>	<u>33,855</u>						<u>33,855</u>
<u>Ashely Circle</u>		<u>8,230</u>					<u>8,230</u>
<u>Wendham Court</u>		<u>38,406</u>					<u>38,406</u>
<u>Trailside Drive</u>		<u>36,577</u>					<u>36,577</u>
<u>Ashton Lane</u>		<u>32,188</u>					<u>32,188</u>
<u>Mossy Oak</u>		<u>39,686</u>					<u>39,686</u>
<u>Geiger Drive</u>		<u>12,802</u>					<u>12,802</u>
<u>Kingswood Drive</u>		<u>47,807</u>					<u>47,807</u>
<u>Chelsea Way</u>		<u>33,277</u>					<u>33,277</u>
<u>Kimberly Court</u>		<u>21,215</u>					<u>21,215</u>
<u>York Way</u>		<u>38,667</u>					<u>38,667</u>
<u>Oxford Way</u>		<u>27,578</u>					<u>27,578</u>
<u>Pineland</u>		<u>61,083</u>					<u>61,083</u>
<u>Niver</u>		<u>64,887</u>					<u>64,887</u>
<u>Roberts</u>		<u>107,096</u>					<u>107,096</u>
<u>Taylor</u>		<u>39,136</u>					<u>39,136</u>
<u>Rogers</u>		<u>138,865</u>					<u>138,865</u>
<u>Mystic</u>			<u>192,929</u>				<u>192,929</u>
<u>Clover</u>			<u>13,002</u>				<u>13,002</u>
<u>Villas</u>			<u>13,031</u>				<u>13,031</u>
<u>Wales Avenue</u>			<u>80,195</u>				<u>80,195</u>
<u>Oxford</u>			<u>21,719</u>				<u>21,719</u>
<u>Casey Lane</u>			<u>65,598</u>				<u>65,598</u>
<u>Dexter W.</u>			<u>35,666</u>				<u>35,666</u>
<u>Dexter S.</u>			<u>16,991</u>				<u>16,991</u>
<u>Dexter E.</u>			<u>32,809</u>				<u>32,809</u>
<u>Dexter N.</u>			<u>61,609</u>				<u>61,609</u>
<u>Tammy Way</u>			<u>10,490</u>				<u>10,490</u>
<u>Craig</u>			<u>48,885</u>				<u>48,885</u>
<u>Chardonnay</u>			<u>59,735</u>				<u>59,735</u>
<u>Rusty Circle</u>			<u>48,041</u>				<u>48,041</u>
<u>Alcorn Lane</u>			<u>19,287</u>				<u>19,287</u>
<u>Leone Lane</u>			<u>27,513</u>				<u>27,513</u>
<u>Wood Street</u>				<u>66,839</u>			<u>66,839</u>
<u>Azalea Pointe</u>				<u>38,206</u>			<u>38,206</u>
<u>Ana Maria Court</u>				<u>41,753</u>			<u>41,753</u>
<u>Chamale Lane</u>				<u>50,263</u>			<u>50,263</u>
<u>Kerry Court</u>				<u>10,106</u>			<u>10,106</u>
<u>Pirogue Court</u>				<u>10,638</u>			<u>10,638</u>

CAPITAL IMPROVEMENTS ELEMENT

Description	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	Total
Tim Court				10,638			10,638
Biloxi Court				10,638			10,638
Harden Rd. E.				31,443			31,443
Harden Rd. W.				40,778			40,778
Chamberlain				87,369			87,369
Durant				50,676			50,676
James				43,256			43,256
Finely				44,618			44,618
Newman				43,907			43,907
Wilson				39,333			39,333
Marshfield				37,391			37,391
Foxhound Drive				89,648			89,648
Pheasant Ridge Drive					26,435		26,435
Red Stag Drive					47,707		47,707
Sterling Chase Drive					97,519		97,519
Crossbow Lane					17,350		17,350
Commonwealth Blvd					19,653		19,653
Cambridge Blvd					11,821		11,821
Cambridge Drive					65,918		65,918
Avon Street					69,636		69,636
Avon Court					15,149		15,149
London Place					16,859		16,859
N. Brighton Drive					114,597		114,597
Westminster Drive					34,817		34,817
Trafalga Avenue					23,226		23,226
Devon Street					186,813		186,813
Jackson Street						248,199	248,199
Oak Street						167,133	167,133
Sweetwater Estates						100,814	100,814
City Center Athletic Complex						56,130	56,130
Summer Trees Subdivision - Various						175,224	175,224
Total - Resurface Program:	747,500	747,500	747,500	747,500	747,500	747,500	4,485,000

Description	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Total
Central Prk Sp Ck East to Oakland Prk							
Hensel Road							
Amber Village				27,092			-27,092
Azalea Point							
Barefoot Park				127,555			127,555
Bennett's Hammock							
Briarwood—Dublin Circle		7,718					7,718
Briarwood—Gregory Circle		7,718					-7,718
Briarwood—Jackson Circle		7,718					7,718
Briarwood—Melrose Circle		7,718					-7,718
Briarwood—Montreal Circle		7,718					7,718
Briarwood—Reynolds Circle		7,718					7,718
Cambridge Acres				78,258			-78,258
Cambridge Villas				89,279			-89,279
Christy Drive		16,319					-16,319
City Center Athletic Complex						48,809	48,809

CAPITAL IMPROVEMENTS ELEMENT

Commonwealth Sub						19,869	19,869
Cross Creek							
Cypress Head Sub—Cypress Sp. Prkwy.	84,334						84,334
Francis St		11,444					-11,444
Freemanville		42,088					-42,088
Halifax Estates			71,211				-71,211
Herbert st. (Railroad—Clyde Morris)	142,842						142,842
Hidden Lakes	-	-	-	-	262,759		262,759
Hockney Ct	-	-	-	-	22,695		-22,695
Jackson St.						215,825	215,825
Kingswood			175,501				175,501
Leisure Villas			79,229				79,229
Montego Bay	5,712						5,712
Nixon Lane			55,951				-55,951
Oak St. (Dul. Spruce Creek)						145,333	145,333
Oldtown—Carlton Place				10,879			10,879
Oldtown—Crowell St.				12,981			12,981
Oldtown—Howes St.				12,981			12,981
Oldtown—Jefferson Ave.					-		
Oldtown—Pineland Ave.	-			29,477			29,477
Oldtown—Taylor Ave.				29,477			29,477
Oldtown—Voss Place				4,415			-4,415
Oldtown—White Place				27,711			27,711
Oldtown—Willis Ave.				5,740			5,740
Palms Vista St.	21,866						21,866
Palm Springs Ct.	3,279						3,279
Paradise Island Ct.	13,197						13,197
Pheasant Run							
Portona		208,288					208,288
Raintree			69,939				69,939
Riverside Dr. (Commonwealth—Dead End)	100,548						100,548
Sawgrass Point Sub	-	-	-	-	119,789		119,789
Sky Meadows							
Southport W.	21,739						21,739
St. Thomas Ct.	14,855						14,855
Sterling Chase		148,040					148,040
Sugar Plum Ln.	67,855						67,855
Sugar Mill Sub				24,214			24,214
Sweetwater Estates						87,664	87,664
Terrace Village							
Tree Top			75,962				75,962
Unitin Sub				38,749			38,749
Willow Run (joint— Williamson Blvd.)	67,969						67,969
Windsor Hill							
Winter Woods			53,673				53,673
Wood St		55,440					
Woods, The	-	-	-	-	112,257		112,257

CAPITAL IMPROVEMENTS ELEMENT

Total Resurface Program:	544,196	527,927	581,466	518,808	517,500	-517,500	-3,207,397
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NOTE: The above projects involve resurfacing of existing City streets only. [Subject to change based on funding, field conditions, or re-evaluation.](#)

SOURCE: Port Orange Capital Improvements Program, FY ~~2015-2020~~ [2016-2021](#)

CAPITAL IMPROVEMENTS ELEMENT

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

CAPITAL IMPROVEMENTS ELEMENT

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
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
Villages of Royal Palm (Winston-James)	Royal Palm PUD, Phase III	11/15/05	11/15/05	66,736
D.R. Horton	Port Orange Plantation Phases III, IV, V	07/25/06	12/06/06	80,770
D.R. Horton	Villas of P.O. Plantation Phases I, II	09/26/06	12/06/06	76,064
Port Orange Properties, LC	Port Orange Properties	11/13/07	11/16/07	5,813
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)
Total - Approved Contribution Amounts for Project 3				\$ 482,524
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
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

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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
Total - Approved Contribution Amounts for Project 4				\$ 1,978,248
Project 5: Devon / Taylor Road Signalization				
Total - Approved Contribution Amounts for Project 5				\$
Grand Total - All Projects				\$ 5,514,805

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/~~14~~¹⁵. Total contributions include actual project costs for projects 1, 2, and 4 which have been completed. Total contributions, on projects 3 and 5, include estimated project costs and contingency funding for potential cost overruns.

SOURCE: City of Port Orange, Department of Finance, Department of Community Development, ~~2014~~²⁰¹⁵

CAPITAL IMPROVEMENTS ELEMENT

TABLE 3
SUMMARY OF CAPITAL IMPROVEMENTS

<u>Facility Type</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>Total</u>
<u>Water</u>	<u>1,400,000</u>	<u>1,900,000</u>	<u>1,000,000</u>	<u>1,100,000</u>	<u>1,850,000</u>	<u>1,500,000</u>	<u>8,750,000</u>
<u>Sanitary Sewer</u>	<u>1,020,000</u>	<u>2,655,000</u>	<u>2,420,000</u>	<u>2,990,000</u>	<u>2,520,000</u>	<u>2,560,000</u>	<u>14,165,000</u>
<u>Water & Sewer</u>	<u>50,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>550,000</u>
<u>Drainage</u>	<u>80,679</u>	<u>49,250</u>	<u>80,000</u>	<u>210,000</u>	<u>660,000</u>	<u>630,000</u>	<u>1,709,929</u>
<u>Transportation</u>	<u>1,069,423</u>	<u>747,500</u>	<u>6,328,731</u>	<u>3,792,500</u>	<u>1,188,435</u>	<u>4,447,500</u>	<u>17,574,089</u>
<u>Total Capital Improvements</u>	<u>3,620,102</u>	<u>5,451,750</u>	<u>9,928,731</u>	<u>8,192,500</u>	<u>6,318,435</u>	<u>9,237,500</u>	<u>42,749,018</u>

<u>Facility Type</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>Total</u>
<u>Water</u>	<u>655,000</u>	<u>790,000</u>	<u>820,000</u>	<u>850,000</u>	<u>895,000</u>	<u>875,000</u>	<u>4,885,000</u>
<u>Sanitary Sewer</u>	<u>930,000</u>	<u>1,440,000</u>	<u>1,865,000</u>	<u>1,320,000</u>	<u>1,390,000</u>	<u>1,360,000</u>	<u>8,305,000</u>
<u>Water & Sewer</u>	<u>100,000</u>	<u>50,000</u>	<u>50,000</u>	<u>250,000</u>	<u>250,000</u>	<u>250,000</u>	<u>1,350,000</u>
<u>Drainage</u>				<u>105,000</u>	<u>1,865,000</u>		<u>1,970,000</u>
<u>Transportation</u>	<u>890,481</u>	<u>4,259,677</u>	<u>4,675,947</u>	<u>3,604,743</u>	<u>2,717,500</u>	<u>517,500</u>	<u>16,665,848</u>
<u>Total</u>	<u>2,575,481</u>	<u>6,739,677</u>	<u>7,610,947</u>	<u>6,129,743</u>	<u>7,117,500</u>	<u>3,002,500</u>	<u>33,175,848</u>

TABLE 4
SUMMARY SCHEDULE OF COMMITTED AND PLANNED FUNDS

<u>Fund</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>FY 20-21</u>	<u>Total</u>
<u>Capital Projects (301)</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>747,500</u>	<u>927,500</u>	<u>2,247,500</u>	<u>6,165,000</u>
<u>Water/Sewer Operating (401)</u>	<u>250,000</u>	<u>2,325,000</u>	<u>2,400,000</u>	<u>2,370,000</u>	<u>2,350,000</u>	<u>2,550,000</u>	<u>12,245,000</u>
<u>Water/Sewer R&R (403)</u>	<u>1,345,000</u>	<u>1,805,000</u>	<u>820,000</u>	<u>1,495,000</u>	<u>1,120,000</u>	<u>1,260,000</u>	<u>7,845,000</u>
<u>Water/Sewer Impact (405)</u>	<u>875,000</u>	<u>525,000</u>	<u>300,000</u>	<u>325,000</u>	<u>1,000,000</u>	<u>350,000</u>	<u>3,375,000</u>
<u>Drainage Construct/Operating (412)</u>	<u>80,679</u>	<u>49,250</u>	<u>80,000</u>	<u>210,000</u>	<u>660,000</u>	<u>630,000</u>	<u>1,709,929</u>
<u>Proportionate Fair Share / Other / Grant</u>				<u>675,000</u>			<u>675,000</u>
<u>Developer Fairshare Contr. (Planned)</u>	<u>321,923</u>		<u>5,581,231</u>	<u>2,370,000</u>	<u>260,935</u>	<u>2,200,000</u>	<u>10,734,089</u>
<u>Total Committed and Planned Funds</u>	<u>3,620,102</u>	<u>5,451,750</u>	<u>9,928,731</u>	<u>8,192,500</u>	<u>6,318,435</u>	<u>9,237,500</u>	<u>42,749,018</u>

<u>Fund</u>	<u>FY 14-15</u>	<u>FY 15-16</u>	<u>FY 16-17</u>	<u>FY 17-18</u>	<u>FY 18-19</u>	<u>FY 19-20</u>	<u>Total</u>
<u>Capital Projects (301)</u>	<u>544,196</u>	<u>527,927</u>	<u>581,466</u>	<u>518,808</u>	<u>517,500</u>	<u>—517,500</u>	<u>3,207,397</u>
<u>Transportation Impact Fee (312)</u>	<u>24,362</u>						<u>24,362</u>
<u>Water/Sewer Operating (401)</u>	<u>65,000</u>	<u>650,000</u>	<u>725,000</u>	<u>800,000</u>	<u>770,000</u>	<u>750,000</u>	<u>3,760,000</u>
<u>Water/Sewer R&R (403)</u>	<u>1,520,000</u>	<u>1,530,000</u>	<u>1,910,000</u>	<u>1,320,000</u>	<u>1,465,000</u>	<u>1,435,000</u>	<u>9,180,000</u>
<u>Water/Sewer Impact (405)</u>	<u>100,000</u>	<u>300,000</u>	<u>300,000</u>	<u>300,000</u>	<u>300,000</u>	<u>300,000</u>	<u>1,600,000</u>
<u>Drainage Construct/Oper</u>							

CAPITAL IMPROVEMENTS ELEMENT

ating (412)							
To Be Determined				105,000	1,865,000		1,970,000
Proportionate Fair Share / Other / Grant		231,750	1,793,250	675,000			2,700,000
Developer Fairshare Contr. (Planned)	321,923	3,500,000	2,301,231	2,410,935	2,200,000		10,734,089
Total	2,575,481	6,739,677	7,610,947	6,129,743	7,117,500	3,002,500	33,175,848

SOURCE (For Tables 3 and 4): City of Port Orange, Department of Finance, 2014

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
VOLUSIA COUNTY TPO TRANSPORTATION IMPROVEMENT PLAN*

There are no concurrency-related improvements in the 2015/16 – 2019/20 TPO TIP.

Proj- Name	Work Summary	Agency	2014/15	2015/16	2016/17	2017/18	2018/19	Total
Coraci Blvd Ext	Construction of a 2-lane roadway extending Coraci Blvd south of Town West Blvd. to Carmody Lake Dr.	Port Orange/ Developer		\$104,000	\$1,196,000			\$1,300,000
Yorktowne Blvd—North Sgmnt	0.38 mile segment connecting Hidden Lakes Dr. and Willow Run Blvd.	Port Orange/ Developer	\$3,500,000					\$3,500,000
Willow Run Blvd. Widening	Improvements to Willow Run needed as part of the proposed Yorktowne Blvd. improvement	Port Orange/ Developer	\$1,227,200					\$1,227,200
* Only projects relied upon to ensure concurrency for the build-out of the City based on the Future Land Use Map								

SOURCE: VCTPO TIP FY ~~2014/15—2018/19~~ 2015/16-2019/20; City of Port Orange, Department of Community Development, ~~2014~~ 2015

CAPITAL IMPROVEMENTS ELEMENT

Table 6 identifies public school facilities improvements included in the first five years of the 2014/15 – 2018/19 Volusia County School District Work Program.

Table 6
VOLUSIA COUNTY SCHOOL DISTRICT FIVE-YEAR WORK PROGRAM

	<u>2015-2016</u>	<u>2016-2017</u>	<u>2017-2018</u>	<u>2018-2019</u>	<u>2019-2020</u>
<u>New Construction</u>					
Pierson Elementary - Replacement	<u>1,000,000</u>	<u>15,000,000</u>		<u>1,000,000</u>	
Chisholm Elementary - Replacement		<u>1,000,000</u>	<u>15,000,000</u>	<u>1,000,000</u>	
George Marks Elementary - Replacement				<u>1,000,000</u>	
Tomoka Elementary - Replacement				<u>1,000,000</u>	
Deltona Middle - Replacement			<u>2,000,000</u>		<u>30,000,000</u>
Elementary Additional Capacity			<u>4,000,000</u>		<u>3,000,000</u>
Total New Construction	<u>1,000,000</u>	<u>16,000,000</u>	<u>21,000,000</u>	<u>4,000,000</u>	<u>33,000,000</u>
<u>Major Projects at Existing Schools & Facilities</u>					
Portable - Leases	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>	<u>100,000</u>
Portables – Moves & Compliance	<u>400,000</u>	<u>400,000</u>	<u>400,000</u>	<u>400,000</u>	<u>400,000</u>
Various Schools – High School Athletics	<u>500,000</u>	<u>1,000,000</u>	<u>1,500,000</u>	<u>1,500,000</u>	<u>1,500,000</u>
Various Schools – Infrastructure for Technology	<u>1,000,000</u>	<u>1,000,000</u>	<u>1,000,000</u>	<u>1,000,000</u>	<u>1,000,000</u>
Various Schools - Security	<u>250,000</u>	<u>1,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>
Various Schools – Minor Projects	<u>2,500,000</u>	<u>3,000,000</u>	<u>3,000,000</u>	<u>3,000,000</u>	<u>3,000,000</u>
Atlantic High School - Renovations			<u>10,000,000</u>		
New Smyrna Beach Middle – Renovations & Additions					<u>10,000,000</u>
Orange City Elementary – Renovations & Additions				<u>8,500,000</u>	
Pine Trail Elementary – HVAC, Ceiling & Lighting	<u>5,500,000</u>				
Spruce Creek High School – Renovations & Additions				<u>15,000,000</u>	
Various Facilities – Facilities Review Projects	<u>8,295,000</u>	<u>8,500,000</u>	<u>8,500,000</u>	<u>8,500,000</u>	<u>8,500,000</u>
Total Projects at Existing Schools & Facilities	<u>18,545,000</u>	<u>15,000,000</u>	<u>26,500,000</u>	<u>40,000,000</u>	<u>26,500,000</u>
<u>Facilities Management</u>					
Facilities Management - Various Projects	<u>1,600,000</u>	<u>1,800,000</u>	<u>2,000,000</u>	<u>2,000,000</u>	<u>2,000,000</u>
<u>Technology</u>					
Network, EDP & Communications Equipment	<u>6,300,000</u>	<u>6,000,000</u>	<u>9,000,000</u>	<u>9,000,000</u>	<u>9,000,000</u>
<u>System Wide Equipment & Vehicles</u>					
Various Schools & Departments Furniture & Equipment	<u>2,500,000</u>	<u>3,000,000</u>	<u>3,000,000</u>	<u>3,000,000</u>	<u>3,000,000</u>
<u>Buses</u>					
Transportation Dept - Bus Replacement	<u>2,605,250</u>	<u>2,687,780</u>	<u>2,687,780</u>	<u>2,687,780</u>	<u>2,687,780</u>
PROJECT TOTALS	<u>32,550,250</u>	<u>44,487,780</u>	<u>64,187,780</u>	<u>60,687,780</u>	<u>76,187,780</u>
<u>Transfers</u>					
Transfers – To General Fund	<u>9,007,250</u>	<u>7,007,250</u>	<u>5,007,250</u>	<u>3,007,250</u>	<u>1,007,250</u>
Transfers – To Debt Service	<u>49,706,140</u>	<u>29,107,764</u>	<u>22,236,584</u>	<u>22,239,984</u>	<u>22,237,594</u>
Total Transfers	<u>58,713,390</u>	<u>36,115,014</u>	<u>27,243,834</u>	<u>25,247,234</u>	<u>23,244,844</u>
GRAND TOTAL	<u>91,263,640</u>	<u>80,602,794</u>	<u>91,431,614</u>	<u>85,935,014</u>	<u>99,432,624</u>

	<u>2014-2015</u>	<u>2015-2016</u>	<u>2016-2017</u>	<u>2017-2018</u>	<u>2018-2019</u>
<u>New Construction</u>					
Major Renovations—Elementary (TBD)			<u>1,500,000</u>	<u>15,000,000</u>	
DeLand Area Elem—Addition—For Growth			<u>500,000</u>	<u>2,500,000</u>	<u>2,500,000</u>
TOTAL NEW CONSTRUCTION			<u>2,000,000</u>	<u>17,500,000</u>	<u>2,500,000</u>

CAPITAL IMPROVEMENTS ELEMENT

Major Projects at Existing Schools & Facilities					
Portables—Lease	100,000	100,000	100,000	100,000	100,000
Portables—Moves & Compliance	400,000	400,000	400,000	400,000	400,000
Various Schools—Minor Projects	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Various Facilities—Facilities Review Projects	4,980,000	5,000,000	5,000,000	5,000,000	5,000,000
Total	8,480,000	8,500,000	8,500,000	8,500,000	8,500,000
Facilities Management					
Facilities Management—Various Projects	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
Technology					
Network, EDP & Communications Equipment	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
System-Wide Equipment & Vehicles					
Various Schools & Departments Furniture & Equipment	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Buses					
Transportation Dept—Bus Replacement	2,813,670	2,896,200	2,896,200	2,896,200	2,896,200
Transfers					
Transfers—To General Fund	11,007,250	9,007,250	7,007,250	5,007,250	3,007,250
Transfers—To Debt Service	50,660,365	50,240,090	29,640,814	22,770,834	22,770,234
Total	61,667,615	59,247,340	36,648,064	27,778,084	25,777,484
TOTALS	\$79,111,285	\$76,793,540	\$56,194,264	\$62,824,284	\$45,823,684

Source: Volusia County School District, Work Program adopted September 98, 20142015



STAFF REPORT

2016 PROPOSED PUBLIC HEARING AND DEVELOPMENT REVIEW CALENDARS

PUBLIC HEARING CALENDAR:

The 2016 Public Hearing calendar is structured identically to the calendar adopted in previous years, with the only changes occurring during the months of November and December (Exhibit A). The Planning Commission meeting dates for these two months have been changed to accommodate the holidays as follows:

- November – The Planning Commission meeting moved from November 24th to November 17th (Change due to shift of Planning Commission meeting from the 4th Thursday to the 3rd Thursday for Thanksgiving Holiday)
- December – Planning Commission Meeting moved from December 22nd to December 15th (Change due to shift of Planning Commission meeting from the 4th Thursday to the 3rd Thursday since the 4th Thursday is the week of Christmas)

DEVELOPMENT REVIEW CALENDAR:

Additional Staff Development Review Committee (SDRC) meeting dates have been added to the 2016 calendar (Exhibit B). The additional dates provide applicants a SDRC meeting date every week to have their Development projects reviewed by the SDRC, compared to once a month. Similar to past years, staff will still have approximately two weeks to complete their review before a SDRC meeting.

**CITY OF PORT ORANGE
DEPARTMENT OF COMMUNITY DEVELOPMENT
2016 PUBLIC HEARING CALENDAR**

APPLICATION DEADLINES (BY 4:00 P.M.)	PLANNING COMMISSION MEETING DATES	CITY COUNCIL MEETING DATES *
JANUARY 20, 2016	FEBRUARY 25, 2016	MARCH 15, 2016
FEBRUARY 17, 2016	MARCH 24, 2016	APRIL 19, 2016
FEBRUARY 17, 2016	MAY 26, 2016 CPA	JUNE 21, 2016
MARCH 23, 2016	APRIL 28, 2016	MAY 17, 2016
APRIL 20, 2016	MAY 26, 2016	JUNE 21, 2016
MAY 18, 2016	JUNE 23, 2016	JULY 19, 2016
JUNE 22, 2016	JULY 28, 2016	AUGUST 16, 2016
JUNE 22, 2016	SEPTEMBER 22, 2016 CPA	OCTOBER 18, 2016
JULY 20, 2016	AUGUST 25, 2016	SEPTEMBER 20, 2016
AUGUST 17, 2016	SEPTEMBER 22, 2016	OCTOBER 18, 2016
SEPTEMBER 21, 2016	OCTOBER 27, 2016	NOVEMBER 15, 2016 **
OCTOBER 12, 2016 **	NOVEMBER 17, 2016 **	DECEMBER 20, 2016 **
NOVEMBER 9, 2016 **	DECEMBER 15, 2016 **	JANUARY 17, 2017
DECEMBER 21, 2016	JANUARY 26, 2017	FEBRUARY 21, 2017
JANUARY 18, 2017	FEBRUARY 23, 2017	MARCH 21, 2017

* 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.

PLANNING COMMISSION – Meets at 5:00 p.m. at 1000 City Center Circle in the Council Chambers, 1st floor, City Hall.

CITY COUNCIL – Meets at 6:30 p.m. at 1000 City Center Circle in the Council Chambers, 1st floor, City Hall.

LARGE-SCALE COMPREHENSIVE PLAN AMENDMENTS (CPA) – These dates represent the deadlines and meeting dates for large-scale Comprehensive Plan Amendments only, which may only be adopted twice per year, except as authorized by City Council for economic development or other special projects.

STAFF DEVELOPMENT REVIEW COMMITTEE (SDRC) CALENDAR

APPLICATION DEADLINES (NO LATER THAN 12:00 NOON)	SDRC MEETING DATES
DECEMBER 16, 2015	JANUARY 6, 2016
DECEMBER 23, 2015	JANUARY 13, 2016
DECEMBER 30, 2015	JANUARY 20, 2016
JANUARY 6, 2016	JANUARY 27, 2016
JANUARY 13, 2016	FEBRUARY 3, 2016
JANUARY 20, 2016	FEBRUARY 10, 2016
JANUARY 27, 2016	FEBRUARY 17, 2016
FEBRUARY 3, 2016	FEBRUARY 24, 2016
FEBRUARY 10, 2016	MARCH 2, 2016
FEBRUARY 17, 2016	MARCH 9, 2016
FEBRUARY 24, 2016	MARCH 16, 2016
MARCH 2, 2016	MARCH 23, 2016
MARCH 9, 2016	MARCH 30, 2016
MARCH 16, 2016	APRIL 6, 2016
MARCH 23, 2016	APRIL 13, 2016
MARCH 30, 2016	APRIL 20, 2016
APRIL 6, 2016	APRIL 27, 2016
APRIL 13, 2016	MAY 4, 2016
APRIL 20, 2016	MAY 11, 2016
APRIL 27, 2016	MAY 18, 2016
MAY 4, 2016	MAY 25, 2016
MAY 11, 2016	JUNE 1, 2016
MAY 18, 2016	JUNE 8, 2016
MAY 25, 2016	JUNE 15, 2016
JUNE 1, 2016	JUNE 22, 2016
JUNE 8, 2016	JUNE 29, 2016
JUNE 15, 2016	JULY 6, 2016
JUNE 22, 2016	JULY 13, 2016
JUNE 29, 2016	JULY 20, 2016
JULY 6, 2016	JULY 27, 2016
JULY 13, 2016	AUGUST 3, 2016
JULY 20, 2016	AUGUST 10, 2016
JULY 27, 2016	AUGUST 17, 2016
AUGUST 3, 2016	AUGUST 24, 2016
AUGUST 10, 2016	AUGUST 31, 2016
AUGUST 17, 2016	SEPTEMBER 7, 2016
AUGUST 24, 2016	SEPTEMBER 14, 2016
AUGUST 31, 2016	SEPTEMBER 21, 2016
SEPTEMBER 7, 2016	SEPTEMBER 28, 2016
SEPTEMBER 14, 2016	OCTOBER 5, 2016
SEPTEMBER 21, 2016	OCTOBER 12, 2016
SEPTEMBER 28, 2016	OCTOBER 19, 2016
OCTOBER 5, 2016	OCTOBER 26, 2016
OCTOBER 12, 2016	NOVEMBER 2, 2016
OCTOBER 19, 2016	NOVEMBER 9, 2016
OCTOBER 26, 2016	NOVEMBER 16, 2016
NOVEMBER 2, 2016	NOVEMBER 23, 2016
NOVEMBER 9, 2016	NOVEMBER 30, 2016
NOVEMBER 16, 2016	DECEMBER 7, 2016
NOVEMBER 23, 2016	DECEMBER 14, 2016
NOVEMBER 30, 2016	DECEMBER 21, 2016
DECEMBER 7, 2016	DECEMBER 28, 2016
DECEMBER 14, 2016	JANUARY 4, 2017
DECEMBER 21, 2016	JANUARY 11, 2017
DECEMBER 28, 2016	JANUARY 18, 2017

To schedule a pre-application conference, please contact the Planning Division in Community Development at (386) 506-5674. Planning Commission and City Council meeting dates shall be established for each project upon resolution of outstanding technical comments.

CITY OF PORT ORANGE MONTHLY DEVELOPMENT ACTIVITY REPORT



Panda Express and Heartland Dental

CITY COUNCIL

allen green, mayor
drew bastian, vice mayor
bob ford, councilman
donald burnette, councilman
scott stiltner, councilman
jake johansson, city manager

PLANNING COMMISSION

frank crooks, chairperson
sonya laney, vice chairperson
michael arminio, commissioner
lance green, commissioner
thomas jordan, commissioner
john junco, commissioner
newton white, commissioner

OCTOBER 2015

RESIDENTIAL AND NON-RESIDENTIAL DEVELOPMENT PROJECTS

OCTOBER 2015

Residential

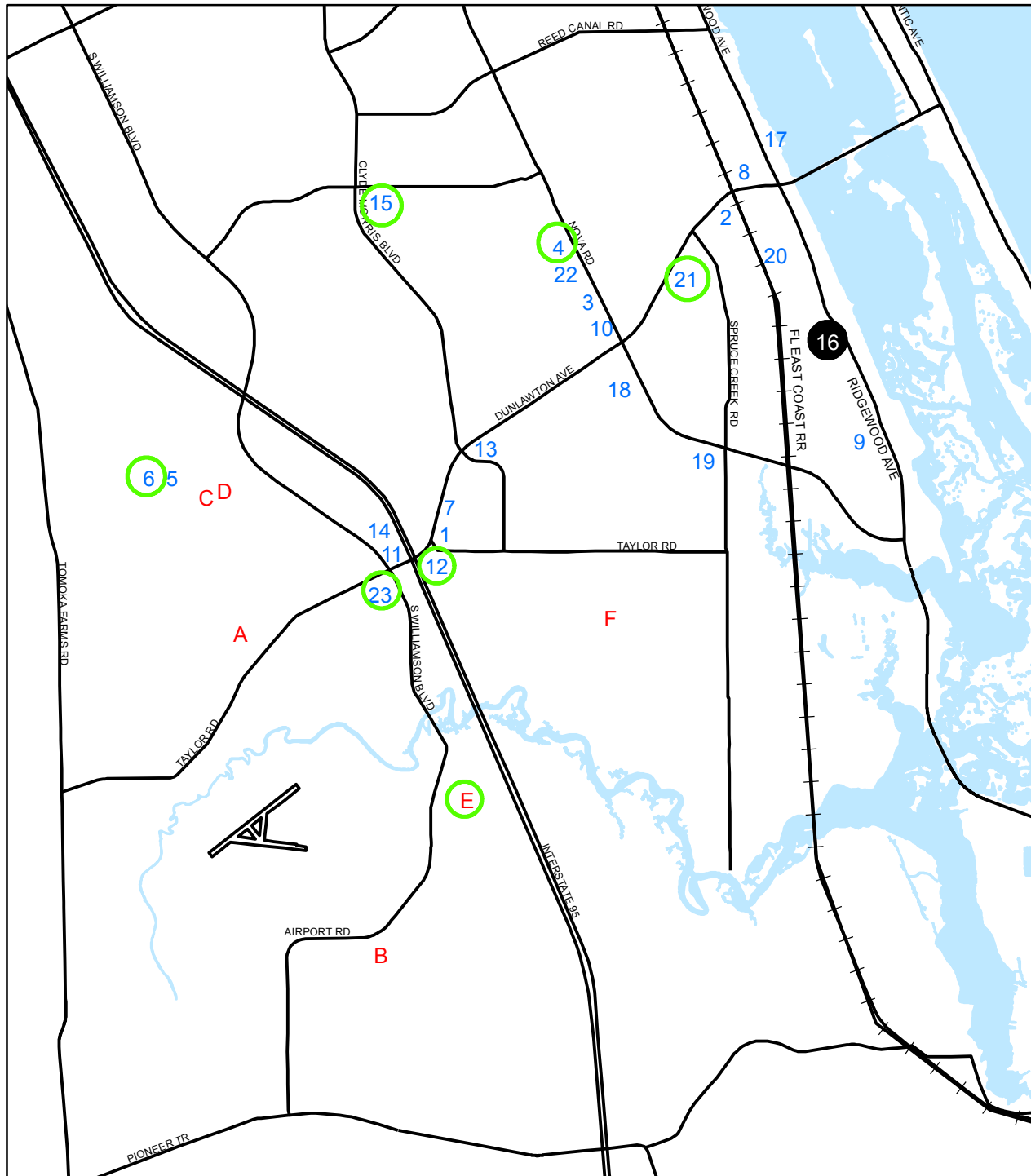
- A Crane Lakes PUD
- B Golf Homes at Cypress Head
- C Hawks Preserve, Phase I
- D Hawks Preserve, Phase II
- E The Pinnacle PUD, Phase II
- F Serenity Hills PUD

Non-Residential

- 1 Altamira Shopping Village
- 2 Atlantic Marine
- 3 Autozone
- 4 Circle K #8088 (Herbert/Nova)
- 5 Coraci Sports Park, Phase 2
- 6 Coraci Sports Park - Pop Warner Field
- 7 Dunlawton Commons
- 8 First United Methodist Church
- 9 Florida Truck Sales
- 10 The Half Wall
- 11 Heartland Dental
- 12 Mellow Mushroom
- 13 Murphy Oil
- 14 Panda Express
- 15 Palmetto Pointe Marketplace PCD
- Walmart Neighborhood Market grocery store
- 16 Port Orange Auto Pawn
- 17 Riverwalk Park, Phases 1A & 1B
- 18 Rossi Side Street Cafe
- 19 Spruce Creek Center
- 20 Virginia Industrial Park
- 21 Vystar Credit Union
- 22 Waffle House - Nova Rd.
- 23 Waffle House - Taylor Rd.

● New Project

○ Change In Status



RESIDENTIAL DEVELOPMENT PROJECTS

October 2015

 = addition to the development activity report

 = change of status to a particular project

MAP ID	Project	Location	Description	Status								Comments
				Under staff review	D. O. issued	Pre-con held	ABC completed	Const. Permit issued	Under construction	Final inspection	C.O. issued	
A	Crane Lakes PUD	1780 Taylor Rd.	Annexation, FLU Amendment, and MDA amendment to develop 8 new mobile home lots, second driveway, service area, storage area, and recreation area	X								Tentatively scheduled for 1st Reading at the 12/01/15 CC meeting
B	Golf Homes at Cypress Head / site plan	S. side of Airport Rd. between Cypress Head and Waters Edge	52 townhomes on ±6.62 acres	X								Awaiting 2nd resubmittal
C	Hawks Preserve, Phase I / subdivision (fka Port Orange Plantation, Phase IV A & B)	E. side of Coraci Blvd, N. of Town West Blvd.	119 single-family lots on ±57 acres	X	X							DO issued 8/17/15
D	Hawks Preserve, Phase II, subdivision (fka Port Orange Plantation, Phase IV D & E)	E. side of Coraci Blvd, N. of Town West Blvd.	75 single-family lots on ±23 acres	X	X							DO issued 8/17/15
E	The Pinnacle PUD, Phase II / D.O. modification	E. side of Airport Rd. / W. of I-95, S. of Martin Dairy Rd.	64 single-family lots on ±29.72 acres	X	X							DO issued 11/06/15
F	Serenity Hills PUD / rezoning, MDA and CDP	E. side of Hensel Rd. between Taylor Rd. and Central Park Blvd.	108 single-family lots on ±82 acres	X								Awaiting resubmittal; PC tentatively scheduled for 11/19/15

Case No./
Planner

15-10000001
15-20000001
15-40000001
PGC

15-80000009
GKP

14-50000006
PGC

14-50000007
PGC

15-52000001
DP

15-65000001
TPB

NON-RESIDENTIAL DEVELOPMENT PROJECTS

October 2015

= addition to the development activity report

= change of status to a particular project

MAP ID	Project	Location	Description	Status								Comments	Case No./ Planner
				Under staff review	D. O. issued	Pre-con meeting	ABC permit completed	Const. Permit issued	Under construction	Final inspection	C. O. issued		
1	Altamira Shopping Village	Commercial Subdivision Replat	1790 Dunlawton Ave.	5-lot commercial subdivision replat of +/- 27 acres	X							On hold	14-50000001 TPB
		Crosby Property / site plan	1736 Dunlawton Ave.	4,500 SF retail building on 1.24 acres with associated site improvements	X							On hold	14-80000014 TPB
2	Atlantic Marine / site plan		619, 621, 627, & 631 Lemon St. 630 & 632 Ruth St.	16,910 SF building for boat sales and boat repair and areas for outdoor boat storage for Atlantic Marine along with associated site and off-site improvements	X	X						DO Issued 3/26/15	14-80000006 TPB
3	Autozone / new construction		3750 Nova Rd.	8,000 SF building addition along with associated site improvements on 3.14 acres	X	X	X	X	X	X	X	Awaiting close-out documents	14-80000003 BP #14-3196 PGC
4	Circle K #8088 / new construction		3664 Nova Rd.	Demolition of existing gas station and construction of a new 4,400 SF convenience store and 16 fueling station positions under a canopy with associated site improvements on 1.99 acres	X	X	X	X	X	X		Under construction	15-80000003 BP #15-2369 GKP
5	Coraci Sports Park, Phase 2 (multi-purpose field) / site plan modification		5200 Coraci Blvd.	Development of a 2nd multi-purpose recreation field including modification of a stormwater retention pond on ±2 acres	X	X	X	X	X	X		Under construction	14-82000004 GKP
6	Coraci Sports Park, Pop Warner field / site plan modification		5200 Coraci Blvd.	Modifications to an existing football field including the construction of permanent grandstands with press box, storage facilities, restrooms, shelter pavilions, and associated site improvements	X	X	X					Pre-construction meeting held 11/10/15	15-82000002 BP #15-2549 GKP
7	Dunlawton Commons / site plan		1760 Dunlawton Ave.	10,123 SF multi-tenant building with associated site improvements on 1.52 acres	X	X	X	X	X	X		Under construction	14-80000012 BP #15-2937 GKP
8	First United Methodist Church / site plan modification		305 Dunlawton Ave.	Paving of an existing grass parking lot and associated landscaping and stormwater retention improvements	X	X	X	X	X	X		Under construction	15-82000001 TPB
9	Florida Truck Sales / redevelopment		5536 Ridgewood Ave.	Redevelopment of a 0.68 acre commercial property into a car/truck sales lot with associated site improvements	X	X	X	X	X	X		Under construction	15-80000006 PGC
10	The Half Wall / new construction		3770 Nova Rd.	7,090 SF stand-alone restaurant with associated site improvements on 0.78 acres	X	X	X	X	X	X		Under construction	15-80000004 BP #15-1834 GKP
11	Heartland Dental / new construction		5445 S. Williamson Blvd.	3,215 SF dental office with associated site improvements on 1.08 acres	X	X	X	X	X	X		Under construction	14-80000015 BP #15-0291 PGC

NON-RESIDENTIAL DEVELOPMENT PROJECTS

October 2015

 = addition to the development activity report

= change of status to a particular project

MAP ID	Project		Location	Description	Status								Comments	Case No./ Planner
					Under staff review	D. O. issued	Pre-con meeting	ABC permit completed	Const. Permit issued	Under construction	Final inspection	C. O. issued		
12	Mellow Mushroom / new construction		5790 Journey's End Way	6,484 SF restaurant with associated site improvements on 1.48 acres	X	X	X	X	X	X	X	X	Complete	14-80000005 BP #14-4641 PGC
13	Murphy Oil / new construction		1590 Dunlawton Ave.	1,200 SF gas station with 12 fueling stations and associated site improvements on 0.97 acres	X	X	X	X	X	X			D.O. issued 8/25/15; Under construction	14-80000008 PGC
14	Panda Express / new construction		5441 S. Williamson Blvd.	2,691 SF restaurant with drive-thru with associated site improvements on 1.07 acres	X	X	X	X	X	X			Under construction	15-80000002 BP #15-0518 PGC
15	Palmetto Pointe Marketplace subdivision and Walmart Neighborhood Market grocery store / new construction	Subdivision Plat & Plans	Southeast corner of Clyde Morris Blvd. & Madeline Ave.	Subdivision of ±17.7 acres into 6 lots and 5 tracts	X	X	X	X	X	X			Under construction	14-50000003 TPB
		Site Plan	3811 Clyde Morris Blvd.	42,000 square foot grocery store and 9,600 square foot commercial multi-tenant building with associated site and off-site improvements on 17.7 acres	X	X	X	X	X	X			Site clearing underway; Building permit under review	14-80000007 BP #15-4343 TPB
16	Port Orange Auto Pawn / site plan modification		5114 Ridgewood Ave.	Modification of parking area to increase motor vehicle display area with associated site improvements	X								Awaiting 1st resubmittal	15-82000004 GKP
17	Riverwalk Park / new construction	Phase 1A	3431 Ridgewood Ave.	Kayak/canoe launch, trail, over-water boardwalk, restroom/trailhead and bridge, along with associated site improvements	X	X	X	X	X	X			Under construction	15-80000001 PGC
		Phase 1B	3459 Ridgewood Ave.	Playground, splash park, picnic facilities, pavilions, shade structures, additional restrooms, concession building, portion of the boardwalk, event lawn, parking, and the southern portion of the 12' wide trailway, along with associated site improvements	X								Under review	15-80000005 PGC
18	Rossi Side Street Café / new construction		910 Village Tr.	2,450 SF restaurant with associated site improvements on 0.73 acres	X	X	X	X	X	X			Under construction	14-80000013 BP #14-4852 DP
19	Spruce Creek Center / site plan modification		4020 Nova Rd.	Modifications to a parking lot for an existing shopping center with associated site improvements on 3.99 acres	X	X	X	X					Site clearing underway	14-82000008 GKP
20	Virginia Industrial Park / new construction		515 Virginia Ave.	5 building office/warehouse complex with associated site improvements	X	X	X	X	X	X			Building permits issued for 531 & 535 Virginia Ave.	01-80000019 TPB
21	Vystar Credit Union / new construction		750 Dunlawton Ave	4,000 SF bank with 5 drive-thru lanes on 2.5 acres with associated on-site and off-site improvements	X	X							DO for site plan modification issued 10/13/15	14-80000010 15-82000003 DP

NON-RESIDENTIAL DEVELOPMENT PROJECTS

October 2015

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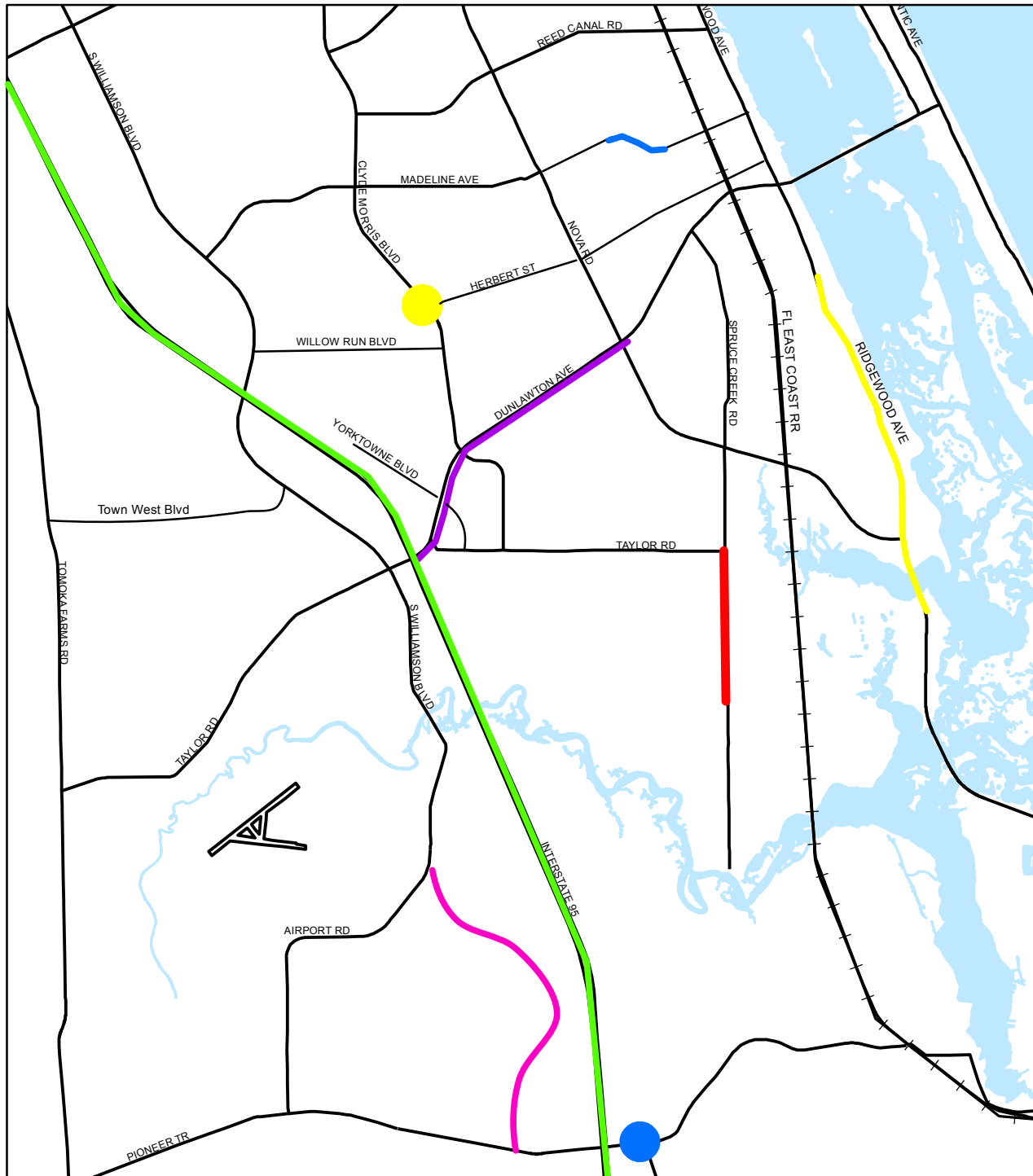
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MAP ID	Project	Location	Description	Status								Comments	Case No./ Planner
				Under staff review	D. O. issued	Pre-con meeting	ABC permit completed	Const. Permit issued	Under construction	Final inspection	C. O. issued		
22	Waffle House Nova Rd. / new construction	3740 Nova Rd.	1,875 SF restaurant with associated site improvements on 0.80 acres	X								DO pending approval of minor subdivision	15-80000007 GKP
23	Waffle House Taylor Rd. / new construction	1633 A Taylor Rd.	1,875 SF restaurant with associated site improvements on 0.92 acres	X	X							DO issued 10/28/15	15-80000008 GKP

ROADWAY DEVELOPMENT PROJECTS

OCTOBER 2015

-  Dunlawton Avenue Resurfacing
-  Herbert Street Turn Lane
-  I-95 Widening
-  McDonald Road Sidewalk
-  Pioneer Trail at Turnbull Bay Road
-  Ridgewood Avenue Resurfacing
-  Spruce Creek Road Sidewalk
-  S. Williamson Blvd. Extension



Project	Description	Jurisdiction	Status
Dunlawton Avenue (SR 421)	Resurfacing SR421 from Nova Road to I-95	FDOT	Complete
Herbert Street Turn Lane	Add right turn lane WB at Clyde Morris Blvd.	City/TPO	Substantially complete
I-95 Widening	Construction to widen I-95 from SR44 to I-4/SR400 from 4 lanes to 6 lanes	FDOT	Under construction
McDonald Road Sidewalk	Construct an 5'-wide sidewalk on the south side of Madeline Ave., the west side of McDonald Rd., and the south side of Charles St. from Sugar House Dr. to 6th St.	City/TPO	Design underway
Pioneer Trail at Turnbull Bay Road	Intersection improvement	Volusia County/TPO	Under construction
Ridgewood Avenue (US1)	Resurfacing US1 from Fleming Street to south of Rose Bay Bridge	FDOT	Complete
Spruce Creek Road Sidewalk	Construct an 8'-wide sidewalk on the west side of Spruce Creek Rd. from Taylor Rd. to Central Park Blvd.	City/TPO	Substantially complete
S. Williamson Blvd. Extension	Extension of Williamson Blvd. as a 4-lane divided roadway from Airport Rd. to Pioneer Trail	Developer/ Volusia County	Under construction