



AGENDA
PLANNING COMMISSION
CITY OF PORT ORANGE

Meeting Date: Thursday, November 16, 2023 **Time:** 5:30 PM

Location: Council Chambers, City Hall
1000 City Center Circle
Port Orange

A. CALL TO ORDER

1. Pledge of Allegiance
2. Roll Call
3. Election of Officers for 2024

The Planning Commission is to elect a chairperson and vice chairperson for 2024. The elected chairperson and vice chairperson terms will begin at the January 25, 2024, Planning Commission meeting.

B. DISCUSSION/ACTION

4. Consideration of Minutes - October 26, 2023
5. 2024 Proposed Public Hearing and Development Review Calendars

C. OTHER BUSINESS

6. 2023 Concurrency Management Report
7. Commissioner Comments
8. Staff Comments

D. PUBLIC COMMENTS

E. ADJOURNMENT

NOTICES – PURSUANT TO SECTION 286.0105 OF THE FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE PLANNING COMMISSION WITH RESPECT TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING OR HEARING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS, AND THAT, FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED. THE CITY DOES NOT PREPARE OR PROVIDE SUCH A RECORD.



FOR SPECIAL ACCOMMODATIONS, PLEASE NOTIFY THE CITY CLERK'S OFFICE (PHONE: 386-506-5563) AS FAR IN ADVANCE AS POSSIBLE, BUT PREFERABLY WITHIN 2 WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE OR 5 DAYS PRIOR TO THE



HELP FOR THE HEARING IMPAIRED IS AVAILABLE THROUGH THE ASSISTIVE LISTENING SYSTEM RECEIVERS CAN BE OBTAINED FROM THE CITY CLERKS' OFFICE.

MEETING OR HEARING DATE.

IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA), IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS AN ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, THE PROVISION OF CERTAIN ASSISTANCE. PLEASE CONTACT THE CITY CLERK FOR THE CITY OF PORT ORANGE, 1000 CITY CENTER CIRCLE, PORT ORANGE, FLORIDA 32129, TELEPHONE NUMBER 386-506-5563, CITYCLERK@PORT-ORANGE.ORG, AS FAR IN ADVANCE AS POSSIBLE, BUT PREFERABLY WITHIN 2 WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE OR 5 DAYS PRIOR TO THE MEETING OR HEARING DATE. IF YOU ARE HEARING OR VOICE IMPAIRED, CONTACT THE RELAY OPERATOR AT 7-1-1 or 1-800-955-8771.

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

REGULAR PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS – CITY HALL
1000 CITY CENTER CIRCLE
PORT ORANGE, FLORIDA
OCTOBER 26, 2023

THE REGULAR PLANNING COMMISSION MEETING of the City of Port Orange was called to order by Chairman Lance Green at 5:30 p.m.

Pledge of Allegiance

Roll Call

Present: Bo Bofamy
Thomas Jordan
Scott Steger
Stan Schmidt
Maria Mills-Benat, Vice Chair
Lance Green, Chairman

Absent: Mark Bowling (excused)

Also Present: Shannon Balmer, Assistant City Attorney
Tracee Cody, Deputy City Clerk

DISCUSSION/ACTION

3. Consideration of Minutes - September 28, 2023

Motion to approve the meeting minutes of September 28, 2023 was made by Vice Chair Maria Mills-Benat and seconded by Commissioner Stan Schmidt. Motion carried unanimously by voice vote.

4. APPLICATION: MDA AMENDMENT/ Second Amendment to the Restated First Amendment to the Master Development Agreement for the Nova Depot Planned Commercial Development
CASE NO.: PRZA-23-0006
APPLICANT: Jessica Gow, Cobb Cole
STAFF CONTACT: Gwen Perney, Principal Planner (386) 506-5673

A request by the applicant to approve the Second Amendment to the Restated First Amendment to the Master Development Agreement for the Nova Depot Planned Commercial Development to add motor vehicle service center as a permitted use on Lot 2A.

Motion to approve Case No. PRZA-23-0006 was made by Vice Chair Maria

*Mills-Benat and seconded by
Commissioner Thomas Jordan.*

Gwen Perney, Principal Planner, provided details of the request and answered questions from the Commissioners.

Michael Sznajstajler, Esquire with Cobb & Cole on behalf of the applicant, explained this request is for a Take 5 service center and believes it will fit in with the nearby area and businesses.

*Motion carried unanimously by roll call
vote.*

5. APPLICATION: LDC Amendment/Chapters 2, 3, 9, and 10
CASE NO.: DCAM-23-0002
APPLICANT: City of Port Orange
STAFF CONTACT: Penelope Cruz, Planning Manager (386) 506-5671

A request to approve amendments to Chapters 2, 3, 9, and 10 of the Land Development Code (LDC) that include clarifications and minor changes that are simple clean-up items that make the development review process more efficient.

*Motion to approve Case No. DCAM-23-
0002 was made by Commissioner
Thomas Jordan and seconded by Vice
Chair Maria Mills-Benat.*

Penelope Cruz, Planning Manager, provided details of the request. Chairman Lance Green commented about the minor engineering permit and how it could affect drainage. Ms. Cruz clarified stormwater rules still apply.

Robert Reinhausen, resident, doesn't agree with the minor engineering permit definition to include wetlands alteration.

*Motion carried unanimously by roll call
vote.*

OTHER BUSINESS

6. Commissioner Comments

Chairman Green asked Tim Burman, Community Development Director, for a status on projects including the Coraci property, Riverwalk/Rivervard, and under the river. Mr. Burman provided a brief update on the projects and also stated Catfish Commons is under construction.

7. Staff Comments

There were none.

PUBLIC COMMENTS

Dennis Hoffman, resident, inquired about the Hammock Preserves project and Ms. Cruz informed him it is under staff review and directed him to the interactive links on the website.

ADJOURNMENT – 5:37 p.m.

Chairman Lance Green



STAFF REPORT

2024 PROPOSED PUBLIC HEARING CALENDAR AND DEVELOPMENT REVIEW CALENDAR

PUBLIC HEARING CALENDAR:

The 2024 Public Hearing calendar is structured in the same format as the calendar adopted in previous years, with the only changes occurring during November and December (Exhibit A). The Planning Commission meeting dates have been changed in November and December as follows:

- The November 2024 Planning Commission meeting has been moved from the fourth Thursday (November 28) to the third Thursday (November 21) due to the Thanksgiving holiday; and
- The December 2024 Planning Commission meeting has been moved from the fourth Thursday (December 26) to the second Thursday (December 12) due to the Christmas holiday.

DEVELOPMENT REVIEW CALENDAR:

The 2024 Staff Development Review Committee (SDRC) meeting calendar (Exhibit B) is structured in the same format as the calendar adopted in previous years. The project submittal dates provide applicants with a SDRC meeting date every week to have their development projects reviewed. Similar to past years, staff will have approximately two weeks to complete their review before a SDRC meeting.

EXHIBIT A

CITY OF PORT ORANGE DEPARTMENT OF COMMUNITY DEVELOPMENT 2024 PUBLIC HEARING CALENDAR

APPLICATION DEADLINES	PLANNING COMMISSION MEETING DATES	CITY COUNCIL MEETING DATES *
DECEMBER 20, 2023	JANUARY 25, 2024	FEBRUARY 20, 2024
JANUARY 17, 2024	FEBRUARY 22, 2024	MARCH 19, 2024
FEBRUARY 21, 2024	MARCH 28, 2024	APRIL 16, 2024
MARCH 20, 2024	APRIL 25, 2024	MAY 21, 2024
APRIL 17, 2024	MAY 23, 2024	JUNE 18, 2024
MAY 22, 2024	JUNE 27, 2024	JULY 16, 2024
JUNE 18, 2024	JULY 25, 2024	AUGUST 20, 2024
JULY 17, 2024	AUGUST 22, 2024	SEPTEMBER 17, 2024
AUGUST 21, 2024	SEPTEMBER 26, 2024	OCTOBER 15, 2024
SEPTEMBER 18, 2024	OCTOBER 24, 2024	NOVEMBER 12, 2024
OCTOBER 16, 2024	**NOVEMBER 21, 2024	DECEMBER 10, 2024
NOVEMBER 13, 2024	**DECEMBER 12, 2024	JANUARY 21, 2025
DECEMBER 18, 2024	JANUARY 23, 2025	FEBRUARY 18, 2025

* 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 have been rescheduled from regular dates due to holidays or other events.

PLANNING COMMISSION – Meets at 5:30 p.m. at 1000 City Center Circle in the Council Chambers, first floor, City Hall.

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

EXHIBIT B

2024 STAFF DEVELOPMENT REVIEW COMMITTEE (SDRC) CALENDAR

APPLICATION DEADLINES (NO LATER THAN 12:00 NOON)	SDRC MEETING DATES
DECEMBER 13, 2023	JANUARY 3, 2024
DECEMBER 20, 2023	JANUARY 10, 2024
DECEMBER 27, 2023	JANUARY 17, 2024
JANUARY 3, 2024	JANUARY 24, 2024
JANUARY 10, 2024	JANUARY 31, 2024
JANUARY 17, 2024	FEBRUARY 7, 2024
JANUARY 24, 2024	FEBRUARY 14, 2024
JANUARY 31, 2024	FEBRUARY 21, 2024
FEBRUARY 7, 2024	FEBRUARY 28, 2024
FEBRUARY 14, 2024	MARCH 6, 2024
FEBRUARY 21, 2024	MARCH 13, 2024
FEBRUARY 28, 2024	MARCH 20, 2024
MARCH 6, 2024	MARCH 27, 2024
MARCH 13, 2024	APRIL 3, 2024
MARCH 20, 2024	APRIL 10, 2024
MARCH 27, 2024	APRIL 17, 2024
APRIL 3, 2024	APRIL 24, 2024
APRIL 10, 2024	MAY 1, 2024
APRIL 17, 2024	MAY 8, 2024
APRIL 24, 2024	MAY 15, 2024
MAY 1, 2024	MAY 22, 2024
MAY 8, 2024	MAY 29, 2024
MAY 15, 2024	JUNE 5, 2024
MAY 22, 2024	JUNE 12, 2024
MAY 29, 2024	JUNE 18, 2024
JUNE 5, 2024	JUNE 26, 2024
JUNE 12, 2024	JULY 3, 2024
JUNE 18, 2024	JULY 10, 2024
JUNE 26, 2024	JULY 17, 2024
JULY 3, 2024	JULY 24, 2024
JULY 10, 2024	JULY 31, 2024
JULY 17, 2024	AUGUST 7, 2024
JULY 24, 2024	AUGUST 14, 2024
July 31, 2024	AUGUST 21, 2024
AUGUST 7, 2024	AUGUST 28, 2024
AUGUST 14, 2024	SEPTEMBER 4, 2024
AUGUST 21, 2024	SEPTEMBER 11, 2024
AUGUST 28, 2024	SEPTEMBER 18, 2024
SEPTEMBER 4, 2024	SEPTEMBER 25, 2024
SEPTEMBER 11, 2024	OCTOBER 2, 2024
SEPTEMBER 18, 2024	OCTOBER 9, 2024
SEPTEMBER 25, 2024	OCTOBER 16, 2024
OCTOBER 2, 2024	OCTOBER 23, 2024
OCTOBER 9, 2024	OCTOBER 30, 2024
OCTOBER 16, 2024	NOVEMBER 6, 2024
OCTOBER 23, 2024	NOVEMBER 13, 2024
OCTOBER 30, 2024	NOVEMBER 20, 2024
NOVEMBER 6, 2024	NOVEMBER 27, 2024
NOVEMBER 13, 2024	DECEMBER 4, 2024
NOVEMBER 20, 2024	DECEMBER 11, 2024
NOVEMBER 27, 2024	DECEMBER 18, 2024
DECEMBER 4, 2024	DATE TO BE DETERMINED AT TIME OF SUBMITTAL
DECEMBER 11, 2024	DATE TO BE DETERMINED AT TIME OF SUBMITTAL
DECEMBER 18, 2024	JANUARY 8, 2025
DECEMBER 26, 2024	JANUARY 15, 2025

To schedule a pre-application conference, please contact the Planning Division in Community Development at PLANNING@PORT-ORANGE.ORG / (386) 506-5601. If applicable, Planning Commission and City Council meeting dates will be established for each project upon resolution of outstanding technical comments.



2023

CONCURRENCY MANAGEMENT REPORT

Prepared by the
Community Development Department
November 2023

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This 2023 Concurrency Management Report was prepared by the Community Development Department, with assistance from the Finance, Parks & Recreation, Engineering, 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, 2022, through September 30, 2023, the Community Development Department issued Development Orders that secured capacity reservations for 436,150 square feet of new non-residential space and 236 new 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 23/24.

- Traffic: Traffic volumes within the city have increased on some segments and decreased on other segments over the past year. Roads on the west side of I-95 will continue to experience the most traffic growth in the future. The capacity on Williamson Boulevard north of the Pavilion and Taylor Road between Dunlawton Avenue and Clyde Morris Boulevard will need to continue to be monitored as these segments are slightly above or near the Level of Service (LOS) standard established by Volusia County. Throughout the city, roadway capacity improvements are planned or being planned for the next several years to keep pace with anticipated development.
- Sanitary Sewer and Potable Water: These systems continue to have the capacity to support additional growth within the city. The LOS for potable water will be monitored to ensure that the permitted groundwater withdrawal capacity per the 2023 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 1990's (when the city's stormwater regulations were adopted) with respect to being able to treat the runoff from the 25-year, 24-hour storm without causing flooding or polluting the receiving water bodies. The city continues to identify long-term solutions and implement drainage improvement and maintenance programs to enhance the function of the full stormwater system, including those areas developed prior to the adoption of the stormwater regulations.
- Solid Waste: Solid waste generation rates are slightly above the adopted LOS standard. There is no concurrency review for trash collection; however, the city's ability to collect and dispose of this waste is subject to concurrency review. As long as the City has sufficient financial resources to pay for private waste collection and space is available at the landfill, the City will have fulfilled its obligation to ensure that its waste is collected and disposed, regardless of the LOS standard. The amount of solid waste generated by individuals is not something that the city can directly control; however, the city can promote recycling programs to inform residents and businesses about the benefits of reducing the amount of waste generated.
- Recreation and Open Space: The adopted LOS is being met for all recreational facilities except for baseball and softball fields. However, as part of an update to the city's Comprehensive Plan in 2024, staff will be recommending the LOS standard for Parks and Recreation be for only parkland acreage. The change to the LOS standard will allow the city flexibility to provide for various sports and other recreational activities and be more responsive to community needs and trends as it relates to recreational facilities.
- Public Schools: This school year, the school district has returned to including capacity reserved for specific academic programs to show more accurate LOS rates. Therefore, Cypress Creek, Horizon, and Port Orange elementary schools, and Spruce Creek High are projected to be near at or slightly above the LOS standards. The school district has proposed a series of attendance boundary changes for the upcoming 2024-25 school year to alleviate schools that are over-utilized and maximize capacity at schools that are under-utilized outside of Port Orange.

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, 2022, through September 30, 2023, the CD Department conducted concurrency reviews for 17 non-residential projects and 4 residential projects. During this period, Development Orders were issued (or extended), and capacity reservations were secured for a total of 436,150 square feet of new non-residential space and 236 new residential units. As of September 30, 2023, there is 1,336,468 square feet of non-residential space and 1,102 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 parcels 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 the continued safety and efficiency of the transportation system and to mitigate the impacts of the proposed development. While there has been an increase in development within the Port Orange Town Center CRA over the past 5 years, there are no transportation concurrency issues in the area.

Vested Development

Development projects that 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 that 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 2,634 new citizens to Port Orange¹. The current list of remaining vested development, as of September 30, 2023, is listed in Exhibit 1, along with the developments that have current Development Orders and capacity reservations.

¹ Average household size is 2.39, per the 2020 Census. Previous censuses 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, 2023)

RESIDENTIAL DEVELOPMENT		NON-RESIDENTIAL DEVELOPMENT	
<u>SINGLE-FAMILY SUBDIVISIONS</u>	<u>NUMBER LOTS</u>	<u>DEVELOPMENT</u>	<u>SQUARE FEET</u>
Angler's Cove	4	Astro Roofing	2,100
Cambridge Acres	2	Catfish Commons Retail Building	6,404
Carter Woods	2	Christ The King Community Church	9,112
Countryside I-XII	2	Crane Lakes Depot	66,064
Golden Pond Estates	1	Del Taco	2,304
Hidden Oaks at Spruce Creek	2	Dr. Obeng Building Addition	1,230
Ken Bern	1	Dunamis Storage	111,606
Kings Landing I	22	Eastport, Lot 5 (BIK Hydraulics)	15,620
Kings Landing II	45	Eastport, Lot 9A	22,983
Kingswood I-III	1	Eastport, Lot 9B	20,000
Leila's Hammock	6	Eddin Medical Office	1,816
Madeline Commons	149	Eddin Retail	2,880
Northern Lites	3	Extra Space Storage	112,270
Oakland Park I-III	1	Halifax Health at Oakwater	29,736
Palms Del Mar	1	Halifax Health Expansion	6,979
Pheasant Run West	1	Hampton Manor	83,374
Reedy Creek Acres	1	Holiday Inn Express	51,504
Reedy Creek North	2	Miller's Ale House	7,265
The Sanctuary on Spruce Creek I-III	2	New Port, Lot 3	7,982
Sawgrass Point I-III	1	New Port, Lot 5 (O2B Kids)	11,050
Skylake II-III	1	Olsen Custom Homes	9,965
Sleepy Hollow II	1	Pavilion at Port Orange (Lot 5)	124,903
Spruce Creek Woods	1	Port Orange Field Ops Facility	28,072
Sugar Forest III	1	Port Orange Neighborhood Storage	103,314
Summertrees South I-III	2	Raydon, Phase II	66,557
Sweetwater Estates	8	Stor-It Self Storage	209,104
Syford Acres	2	Thompson Pump	162,141
Viking I-II	1	Thrive Church, Phase 2	8,425
Woodhaven I	13	Town Park PCD Property	29,600
Woodhaven II	175	Unatin Office Bldg.	8,300
Woodlake	2	Woodhaven Phase 2 Amenity Center	1,300
<u>TOTAL</u>	<u>456</u>	Woodspring Suites	12,508
<u>MOBILE HOME LOTS/SPACES</u>		<u>GRAND TOTAL</u>	<u>1,336,468</u>
Bayview	3		
Crane Lakes	8		
Halifax Estates	8		
Laurelwood I-IV	1		
Pickwick Village	2		
Spruce Creek Village	5		
Twin Gates	3		
<u>TOTAL</u>	<u>30</u>		
<u>MULTI-FAMILY/TOWNHOUSE/DUPLEX UNITS</u>			
Bella Oaks	22		
Canalview Place	20		
Coastal Oaks	4		
Hawks Mill Apartments	360		
Hidden Village	1		
Oak Cove Villas	12		
Potato Patch	1		
Southern Oaks	6		
Trailwood I	8		
Villa Nova Townhomes	77		
Woodhaven I	5		
Woodhaven II	100		
<u>TOTAL</u>	<u>616</u>		
<u>GRAND TOTAL</u>	<u>1,102</u>		

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.

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. The adopted LOS Standard is set by the maintaining agency for the roadway.

Exhibit 2: Adopted Roadway Level-of-Service Standards

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

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

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

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

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

All City Roads and County Arterial and Collector Facilities – LOS “E”

The city’s LOS standard for city roads and the Volusia County LOS standard for county roads is LOS “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 are poor, and driver frustration is high. Small increases in traffic volume or other minor problems, such as a stalled, vehicle can cause traffic delays.

Design Capacity LOS and Existing Level-of-Service

The capacity of a roadway is based on roadway characteristics for urbanized areas described in Table 1 of the latest edition of the Quality Level of Service Handbook (2023) published by FDOT. The volume-to-capacity ratio or VC ratio measures the amount of traffic on a given roadway relative to the amount of traffic the roadway was designed to accommodate. The volume to Capacity Ratio compares roadway demand (vehicular volume) with roadway supply (carrying capacity). The Volume to Capacity Ratio varies from a low of 0 (free flow) to values sometimes greater than 1.0 (severely/heavily congested). 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 2020 and 2021 for state and county roadways and between 2022 and 2023 for city roadways.

Traffic Counts and Trends

According to the latest traffic count volumes available to the city for the roads within the city, there were moderate increases on some road segments and decreases on other road segments (see Exhibit 3). The volumes indicated in Exhibit 3 are presented as average daily trips. The most recent daily traffic counts available were taken in April 2023 for city roads and in 2021 for county and state roads. There is one roadway segment along Williamson Boulevard (Willow Run Boulevard to Town West Boulevard) operating slightly above the adopted Volusia County LOS standard. All other city, county, and state roads within the city are operating below their adopted LOS standard.

State Roads (2021 Data)

There were no state-maintained roadway segments that exceeded the adopted LOS standard. Of the 14 state count stations, 3 showed a traffic volume increase, while the remaining count stations showed a decrease or no change in traffic volume. Capacity remains on these roadway segments, and staff will continue to monitor traffic volume counts in this area. Overall, there was a 6.26% increase in total trips on the state’s roads within the city from 2020 to 2021.

If the traffic counts for I-95 were removed from the traffic volume calculation for state roads, there would be a -1.46% decrease on State Roads (Ridgewood Avenue, Dunalwton Avenue, and Nova Road). There was a 30.84% increase in traffic volume on I-95 from 2020 to 2021.

County Roads (2021 Data)

There is one county-maintained roadway segment that is slightly above the adopted LOS standard; the segment is Williamson Boulevard between Willow Run Boulevard and Town West Boulevard. Of the 24 county count stations, 16 showed traffic volume increases, 6 showed traffic volume decreases, and two showed no change. Overall, there was a 4.37% increase in total trips on Volusia County roads within the city from 2020 to 2021.

City Roads (2023 Data)

There were no local maintained roadway segments that exceeded the adopted LOS standard. Of the 42 city count stations, 13 stations showed increases in traffic, 16 stations showed decreases, and 13 showed no change or did not have a past traffic county to compare to. Overall, there was a 0.19% decrease in total trips on City roadways from 2022 to 2023. In 2023, the city added 11 new traffic count stations to capture additional counts for streets that had not previously been included, such as Halifax Drive, Riverside Drive, Oak Street, and Jackson Street.

Exhibit 3: Roadway Counts, Functional Classification and LOS (Blue = State Road/count; Yellow = County Road/count; White = City Road/count)

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2020 VOLUME	2021 VOLUME	2022 VOLUME	2023 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Airport Road	Pioneer Trail-Williamson	65	2	CO	E	27,980	14,519	16,050	16,202	16,124	C	-0.48%	57.63%
Canal View Blvd.*	Nova Rd. to Spruce Creek Rd.	201	2	CO	E	17,920	1,967	2,050	1,229*	1,969	C	60.21%*	10.99%
Central Park Blvd.	Hensel Rd. to Spruce Creek Rd.	2201	2	local	E	17,920	2,644	2,449	2,822	2,548	C	-9.71%	14.22%
Charles St.	Ridgewood Ave. to FEC Railroad	301	2	local	E	17,920	1,879	1,408	1,615	1,670	C	3.41%	9.32%
Charles St.	FEC Railroad to McDonald Rd.	302	2	local	E	17,920	2,114	2,158	2,239	2,246	C	0.31%	12.53%
City Center Pkwy.	Dunlawton Ave. to City Center Cir.	2401	2	local	E	17,360	3,995	4,341	5,157	4,816	C	-6.61%	27.74%
City Center Blvd.	Clyde Morris to City Center Cir.	2402	2	local	E	17,360	3,478	3,875	4,534	4,639	C	2.32%	26.72%
City Center Dr.	Herbert St. to City Center Cir.	2403	2	local	E	17,360	1,883	2,210	2,335	2,405	C	3.00%	13.85%
Clyde Morris Blvd.	N. City Limits to Madeline Ave.	335	4	UPA	E	37,970	21,160	21,520	N/A	N/A	C	1.70%	56.68%
Clyde Morris Blvd.	Madeline Ave. to Willow Run	333	4	UPA	E	37,970	18,820	23,390	N/A	N/A	C	24.28%	61.60%
Clyde Morris Blvd.	Willow Run Blvd. to Dunlawton Ave.	332	4	UPA	E	37,970	16,850	19,360	N/A	N/A	C	14.90%	50.99%
Clyde Morris Blvd.	Dunlawton Ave. to Taylor Rd.	330	2	UMA	E	17,050	8,210	9,150	N/A	N/A	C	11.45%	53.67%
Commonwealth Blvd.	Spruce Creek Rd. to FEC Railroad	360	2	MA	E	13,640	5,260	5,510	N/A	N/A	C	4.75%	40.40%
Commonwealth Blvd.	FEC Railroad to Ridgewood Ave.	361	2	MA	E	13,640	3,850	3,830	N/A	N/A	C	-0.52%	28.08%
Coraci Blvd.	N. of Town West Blvd.	130	2	local	E	17,920	1,623	2,041	1,912	1,897	C	-0.78%	10.59%
Country Ln.	Village Trail to Smokerise Blvd.	601	2	local	E	17,920	5,273	5,394	5,535	5,577	C	0.76%	31.12%
Country Ln.	Smokerise Blvd. to Taylor Rd.	602	2	local	E	17,920	4,289	4,212	4,357	4,545	C	4.31%	31.12%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2020 VOLUME	2021 VOLUME	2022 VOLUME	2023 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Down Under	W. of Peninsula Dr.	82	2	local	E	17,360	N/A	N/A	N/A	1,437	B	N/A	8.28%
Dunlawton Ave.	Peninsula Dr. to Ridgewood Ave.	427	4	PA	D	32,400	24,500	24,500	N/A	N/A	D	0.00%	75.62%
Dunlawton Ave.	Ridgewood to Spruce Creek Rd.	5181	4	PA	D	39,800	25,500	25,500	N/A	N/A	C	0.00%	64.07%
Dunlawton Ave.	Spruce Creek Rd. to Nova Rd.	1015	4	PA	D	39,800	32,000	32,000	N/A	N/A	C	0.00%	80.40%
Dunlawton Ave.	Nova Rd. to Clyde Morris Blvd.	1014	6	PA	D	59,900	39,000	39,000	N/A	N/A	C	0.00%	65.11%
Dunlawton Ave.	Clyde Morris Blvd. to I-95	517	6	PA	D	59,900	52,000	52,000	N/A	N/A	C	0.00%	86.81%
Halifax Dr.	S. of Dunlawton Ave.	83	2	CO	E	17,920	N/A	N/A	N/A	1,331	C	N/A	7.43%
Hensel Rd.	Taylor Rd. to Central Park Blvd.	1001	2	local	E	17,920	6,713	6,268	6,757	7,006	C	3.69%	39.10%
Herbert St.	E. of Ridgewood Ave.	901	2	CO	E	17,920	456	576	634	634	B	0.00%	3.54%
Herbert St.	Ridgewood Ave. to Lafayette St.	85	2	CO	E	17,920	N/A	N/A	N/A	4,935	C	N/A	27.54%
Herbert St.	Lafayette St. to FEC Railroad	84	2	CO	E	17,920	N/A	N/A	N/A	4,719	C	N/A	26.33%
Herbert St.	FEC Railroad to Nova Rd.	903	2	CO	E	17,920	5,714	6,403	7,050	7,467	C	5.91%	41.67%
Herbert St.	Nova Rd. to City Center Dr.	904	2	CO	E	17,920	7,173	8,159	8,385	8,694	C	3.69%	48.52%
Herbert St.	City Center Dr. to Clyde Morris	905	2	CO	E	17,360	6,710	7,129	8,183	7,919	C	-3.23%	45.62%
Hidden Lakes Dr.	S. of Willow Run Blvd.	86	2	local	E	17,920	N/A	N/A	N/A	6,975	C	N/A	38.92%
Jackson St.	S. of Madeline Ave.	1101	2	local	E	17,920	N/A	N/A	N/A	1,913	C	N/A	10.68%
McDonald Rd.	Charles St. to Madeline Ave.	1201	2	local	E	17,360	2,656	2,924	2,979	2,942	C	-1.24%	16.95%
McGinnis Ave.	W. of Williamson Blvd.	120	2	local	E	23,520	1,658	1,821	1,939	1,981	C	-1.24%	8.42%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2020 VOLUME	2021 VOLUME	2022 VOLUME	2023 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Madeline Ave.	Sauls Rd. to Nova Rd.	1164/1301	2	MA	E	17,920	4,652	4,414	5,059	4,562	B	-9.82%	25.46%
Madeline Ave.	Nova Rd. to Clyde Morris Blvd.	1163/1303	2	MA	E	17,360	8,098	9,033	9,319	9,883	C	6.05%	56.93%
Madeline Ave.	Clyde Morris Blvd. to Town Park Dr.	1161/1304	2	MA	E	27,980	10,701	12,233	13,943	13,081	D	-6.18%	46.75%
Madeline Ave.	Town Park Dr. to Williamson Blvd.	88	4	MA	E	27,980	N/A	N/A	N/A	11,425	C	N/A	40.83%
Main Street	E of Bayshore Dr.	81	2	local	E	17,920	N/A	N/A	N/A	776	B	N/A	4.33%
Nova Rd.	Madeline Ave. to Dunlawton Ave.	1017	4	UPA	D	39,800	18,000	18,000	N/A	N/A	C	0.00%	45.23%
Nova Rd.	Dunlawton to Spruce Creek Rd.	1016	4	UPA	D	39,800	27,000	27,000	N/A	N/A	C	0.00%	67.84%
Nova Rd.	Spruce Creek Rd. to Ridgewood Av.	458	4	UPA	D	39,800	20,500	18,200	N/A	N/A	C	-11.22%	45.73%
Oak St.	E. of Railroad Tracks	89	2	local	E	17,920	N/A	N/A	N/A	3,255	B	N/A	18.16%
Pioneer Trail	Airport-Turnbull Bay Rd.	1465	2	UC	E	13,640	6,320	7,380	N/A	N/A	C	16.77%	54.11%
Reed Canal Rd.	Nova Rd-Clyde Morris Rd.	1561	2	UC	E	13,640	6,350	6,460	N/A	N/A	D	1.73%	47.36%
Ridgewood Ave.	N. City Limits to Dunlawton Ave.	213	4	UPA	D	39,800	24,000	24,000	N/A	N/A	C	0.00%	60.30%
Ridgewood Ave.	Dunlawton Ave. to Oak St.	5057	4	UPA	D	39,800	20,200	17,600	N/A	N/A	C	-12.87%	44.22%
Ridgewood Ave.	Oak St. to Nova Rd.	152	4	UPA	D	39,800	15,500	15,700	N/A	N/A	C	1.29%	39.45%
Ridgewood Ave.	Nova Rd. to S. City Limits	13	4	UPA	D	65,600	23,500	23,500	N/A	N/A	B	0.00%	35.82%
Riverside Dr.	N. of Niver St.	90	2	local	E	17,920	N/A	N/A	N/A	725	C	N/A	4.05%
Sauls St.	N. of Madeline Ave.	91	2	local	E	17,920	N/A	N/A	N/A	2,420	C	N/A	13.50%
Spruce Creek Rd.	Central Park Blvd. to Merrimac Dr.	1701	2	CO	E	17,920	5,689	5,839	6,384	6,110	B	-4.29%	34.10%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2020 VOLUME	2021 VOLUME	2022 VOLUME	2023 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Spruce Creek Rd.	Merrimac Dr. to Taylor Rd.	1702	2	CO	E	17,920	9,476	9,773	10,938	10,739	C	-1.82%	59.93%
Spruce Creek Rd.	Taylor Rd. to Nova Rd.	1751	4	UMA	E	37,970	13,180	14,740	N/A	N/A	C	11.84%	38.82%
Spruce Creek Rd.	Nova Rd. to Commonwealth	1752	2	MA	E	13,640	7,780	8,500	N/A	N/A	D	9.25%	62.31%
Spruce Creek Rd.	Commonwealth to Dunlawton Ave.	92	2	MA	E	17,360	N/A	N/A	N/A	7,025	C	N/A	40.47%
Spruce Creek Rd.*	Dunlawton Ave. to Canal View Blvd.	1708	2	CO	E	17,360	2,541	2,535	1,519	2,493	C	64.12%	14.36%
Taylor Rd.	Hensel Rd. to Spruce Creek Road	1826	4	MA	E	37,970	14,760	14,800	N/A	N/A	C	0.27%	38.98%
Taylor Rd.	Clyde Morris Blvd. to Hensel Rd.	1824	4	MA	E	37,970	16,970	16,970	N/A	N/A	C	0.00%	44.69%
Taylor Rd.	Dunlawton Av. to Clyde Morris Blvd.	1823	2	MA	E	14,040	14,710	12,780	N/A	N/A	D	-13.12%	91.03%
Taylor Rd.	Williamson Blvd. to I-95	1814	5	UPA	E	47,560	48,950	44,340	N/A	N/A	D	-9.42%	93.23%
Taylor Rd.	Summer Trees Rd. to Williamson Blvd.	1813	4	UPA	E	37,970	17,200	18,120	N/A	N/A	C	5.35%	47.72%
Taylor Rd.	Crane Lakes Blvd. to Summer Trees Rd.	1812	2	UPA	E	17,050	15,000	14,840	N/A	N/A	C	-1.07%	87.04%
Town West Blvd.	Williamson Blvd. to Coraci Blvd.	100	2	CO	E	17,920	7,094	7,909	8,022	8,140	B	1.47%	45.47%
Town West Blvd.	Coraci Blvd. to Tomoka Farms Rd.	110	2	CO	E	17,920	3,564	3,973	4,298	4,278	B	-0.47%	23.90%
Victoria Gardens Blvd.	S. of Dunlawton Ave.	2501	2	local	E	17,360	2,732	3,255	3,342	3,327	B	-0.45%	20.89%
Victoria Gardens Blvd.	E. of Clyde Morris Blvd.	2502	2	local	E	17,360	1,794	2,232	2,391	2,324	B	-2.80%	14.59%
Village Trail	Dunlawton Ave. to Country Ln.	1901	2	local	E	17,920	7,027	6,597	7,081	6,577	B	-7.12%	41.29%
Village Trail	Country Ln. to Nova Rd.	1902	2	local	E	17,920	8,624	7,782	7,965	7,739	B	-2.84%	48.58%
Willow Run	Clyde Morris Blvd. to Hidden Lakes	2013	3	CO	E	27,980	8,851	10,243	10,480	10,385	B	-0.91%	37.12%

ROAD	LOCATION	COUNT STATION	NO. OF LANES	FUNCT. CLASS ^A	ADOPTED LOS STANDARD	ADOPTED LOS CAPACITY	2020 VOLUME	2021 VOLUME	2022 VOLUME	2023 VOLUME	EXISTING LOS	% Change ^B	VC Ratio ^C
Willow Run	Hidden Lakes Dr. to Williamson Blvd.	2010	2	CO	E	17,920	6,355	7,502	7,797	7,778	C	-0.24%	43.40%
Williamson Blvd.	N. City Limits to Madeline Ave.	1993	2	UPA	E	17,050	15,200	14,430	N/A	N/A	D	-5.07%	84.63%
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	2	UPA	E	17,050	15,200	14,840	N/A	N/A	D	-2.37%	87.04%
Williamson Blvd.	Willow Run Blvd. to Town West	1991	2	UPA	E	17,050	15,880	17,140	N/A	N/A	F	7.93%	100.53%
Williamson Blvd.	Town West Blvd. to Taylor Rd.	1990	2	UPA	E	37,970	18,330	19,440	N/A	N/A	C	6.06%	51.20%
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66	4	UPA	E	37,970	20,920	25,040	N/A	N/A	C	19.69%	65.95%
Williamson Blvd.	Spruce Creek Bridge to Airport Rd.	65	4	UPA	D	37,970	20,130	22,550	N/A	N/A	C	12.02%	59.39%
Williamson Blvd.	Airport Rd. to Pioneer Trail	1989	4	UPA	D	37,970	5,940	6,100	N/A	N/A	C	2.69%	16.07%
Yorktowne Blvd.	North of Dunlawton Ave.	2080	2	CO	E	17,920	3,188	3,334	3,921	3,467	B	-11.58%	19.35%
I-95	Beville Rd. to Dunlawton Ave.	492	4	SIS	D	111,800	58,000	81,500	N/A	N/A	C	40.52%	72.90%
I-95	Dunlawton Ave. to SR 44	133	4	SIS	D	111,800	43,036	50,700	N/A	N/A	B	17.81%	45.35%
Total City Counts							147,330	156,210	166,270	165,960		-0.19%	
Total County Counts*							361,489	377,280				4.37%	
Total State Counts**							422,736	449,200				6.26%	
Total of All Roadways							931,555	982,690					

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 2020 to 2021 for the State and County and from 2022 to 2023 for the City.

C Volume to Capacity Ratio compares roadway demand (vehicular volume) with roadway supply (carrying capacity). The Volume to Capacity Ratio varies from a low of 0 (free flow) to values sometimes greater than 1.0 (severely/heavily congested)

Blue = State Facility or Counts; Data derived from Volusia County Traffic Engineering, 2021; Yellow = County Facility or Counts; Data derived from Volusia County Traffic Engineering, 2021

White = City Facility or Counts; Data derived from Traffic Engineering Data Solutions, Inc., 2023;

*Canal View Blvd. was closed during 2022 traffic counts to local traffic only.

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 2023 Quality/Level of Service Handbook; Traffic Engineering Data Solutions, Inc., 2023; and Volusia County Traffic Engineering, 2022.

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

Based on the latest traffic count data, only the roadway segment of Williamson Boulevard between Willow Run Boulevard to Town West Boulevard (county thoroughfare road) slightly exceeds the adopted level-of-service. The city and Volusia County will continue to monitor the traffic volume on Williamson Boulevard along with several other key roadways, such as Dunlawton Avenue, Clyde Morris Boulevard, Nova Road, Taylor Road, and Madeline Avenue, and will continue to work with FDOT, Volusia County, and the River to Sea Transportation Planning Organization (R2CTPO) to identify and construct improvements to improve roadway capacity and LOS.

The future widening of Williamson Boulevard from Town West Boulevard to Beville Road is a long-term improvement that will need to be a roadway project programmed by Volusia County. By widening this segment, the capacity at the adopted Volusia County LOS standard is anticipated to increase from 17,050 daily trips to approximately 37,970 daily trips. The Williamson Boulevard widening project is included in the TPO's 2040 Long Range Transportation Plan, but it is not currently funded.

The future widening of Williamson Boulevard from Beville Road to Madeline Avenue is currently under design in FY23/24 by Volusia County. The design work will include widening the section between Beville Road and Madeline Avenue from 2 undivided lanes to 4 divided lanes, design of future widening through the I-95 crossing south of Willow Run Boulevard, and conceptual design of the stormwater systems for that section of Williamson Boulevard. Volusia County currently does not have a construction schedule at this time.

Public or Private Improvements to the System during the Past Fiscal Year (FY 22/23) and Its Impact on Capacity and LOS:

There were no roadway improvement projects completed in FY22/23.

Proportionate Fair-Share Ordinance

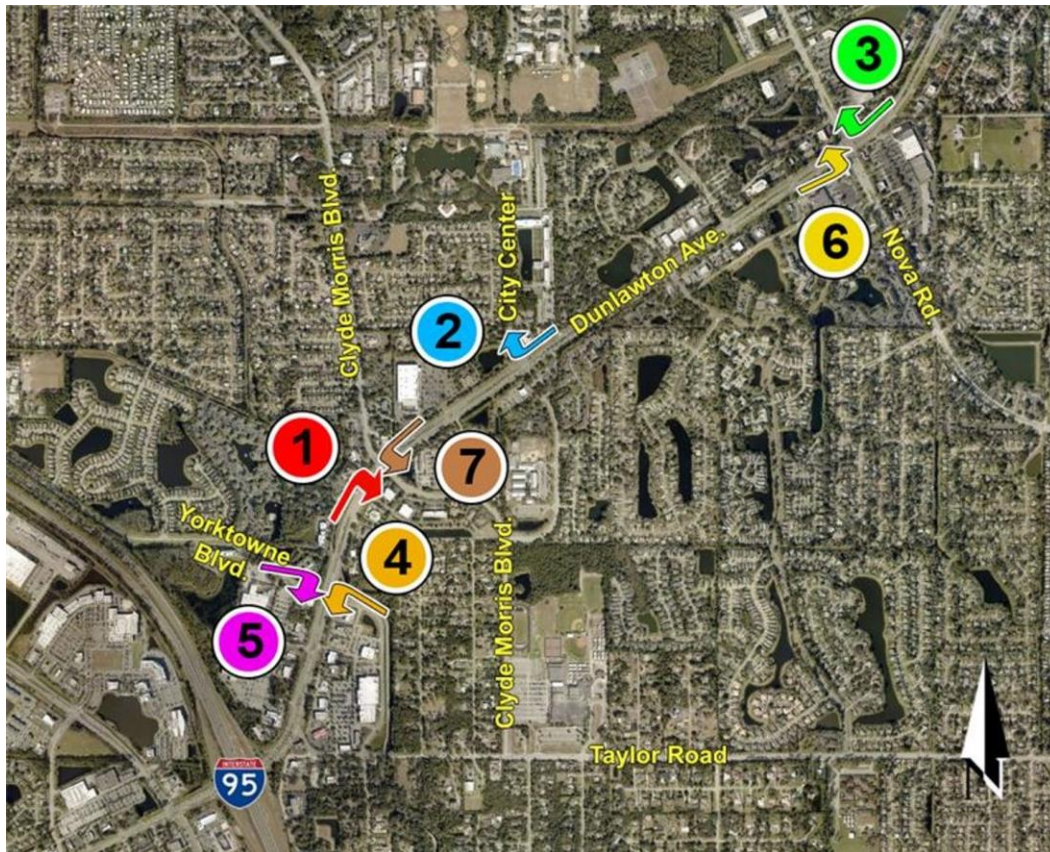
In 2006, the City Council adopted a Proportionate Fair-Share Ordinance. The city has entered into Concurrency and Fair-Share Agreements with several developers. City initiated projects funded through the fair-share process and the status of each of these projects is listed below. As of September 30, 2023, the city has received \$7,181,690 in proportionate fair-share.

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

Public or Private Improvements to the System during the Current Fiscal Year (FY 23/24) and its Impact on Capacity and LOS:

Dunlawton Avenue Turn Lanes Design for the following turn lanes along Dunlawton Avenue will be completed in 2024 and construction is anticipated in 2026 The turn lanes will improve traffic flow and roadway capacity, reduce delays for turning and through vehicles and improve intersection safety.

1. Eastbound right-turn lane at Clyde Morris Boulevard for traffic heading south towards Taylor Rd.
2. Westbound right-turn lane at City Center Parkway for traffic heading into the City Center Complex.
3. Westbound right-turn lane at Nova Road for traffic heading north toward Daytona Beach.
4. Southbound right-turn lane on Yorktowne Boulevard for traffic heading south on Yorktowne Boulevard and turning toward the I-95 interchange.
5. Northbound left-turn lane on Yorktowne Boulevard for traffic heading north on Yorktowne Boulevard from Taylor Road and turning toward the I-95 interchange.
6. Northbound left-turn lane extension at Nova Road for traffic heading north toward Daytona Beach.
7. Westbound left-turn lane extension at Clyde Morris Boulevard for traffic heading south toward Taylor Road.



Location map of seven turn lane projects along the Dunlawton Avenue (SR421) corridor

Summer Trees Road and S. Williamson Boulevard Intersection Improvements

As part of the Shoppes at Summer Trees commercial development project, a second left-turn lane for Eastbound traffic from Summer Trees Road onto northbound S. Williamson Boulevard will be built. The additional turn lane will add additional storage capacity at the intersection.

Capacities Reserved for Approved but Un-built Development:

According to Exhibit 1, there are 1,102 vested but un-built residential units, which are estimated to generate 8,783 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 1,336,468 square feet of non-residential construction is also vested but un-built.

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

Bikeway/Pedestrian Improvements during the Past Fiscal Year:

There were no bikeway or pedestrian improvement projects completed in FY22/23.

² 9.43 trips per day for each single-family residential unit, 7.12 per mobile home 7.20 per duplex or townhouse and 6.74 per multi-family unit. Source: ITE Trip Generation Manual, 11th Edition.

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 114 standard public pump stations (lift stations), 24 “grinder” stations, and an estimated 375 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 26,381, and the number of permitted ELU’s connected to the system is 49,437. The Wastewater Treatment Plant currently has a committed capacity of 7.91 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 4).

Exhibit 4: Capacity of the Wastewater Treatment Plant

	MGD*	ELU**
Maximum Capacity	12.0	75,000
Committed Capacity	7.91	49,437
Remaining Capacity	+4.09	+25,563

*MGD - Million Gallons per Day

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

Source: Port Orange Public Utilities Department, November 2023 and FDEP Waste Treatment Plant Permit Application.

As indicated in Exhibits 5 and 6 (see next page), wastewater generation rates have generally been increasing since FY 15/16. The increase is consistent with the increase in population. Exhibit 5 presents a summary of the actual wastewater generation throughout the entire service area since FY 13/14 and the projection through 2045. A Facility Plan for the Wastewater Treatment Plant was recently completed that included a flow projection through 2045, with the projected flow in 2045 to be at 8.50 MGD. Exhibit 6 shows a comparison between the average wastewater generation daily flow and the city’s population since 2013.

Exhibit 5: Wastewater Generation

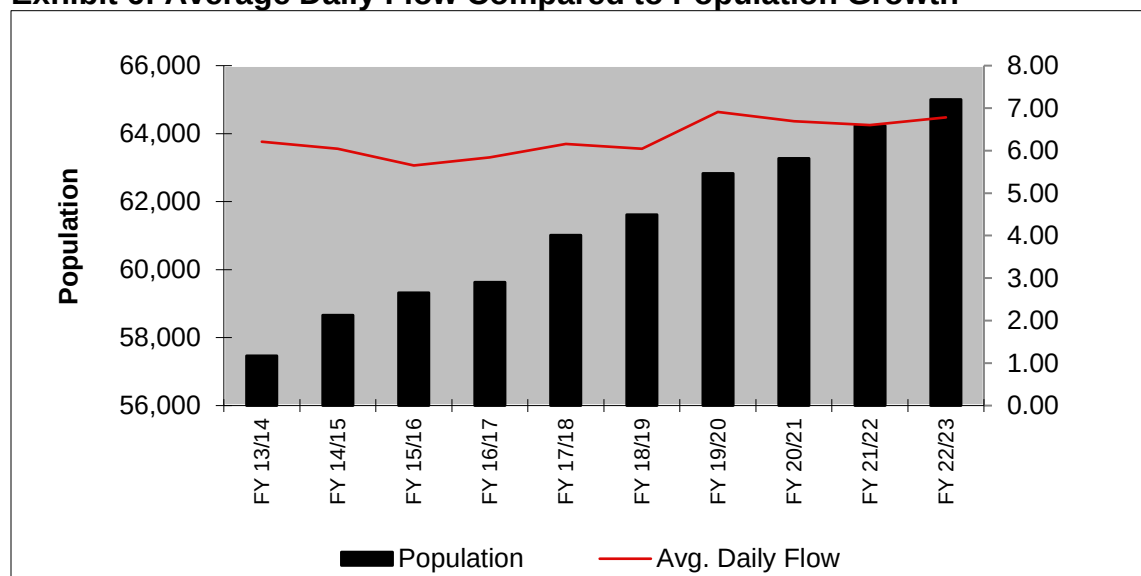
YEAR	AVERAGE DAILY FLOW
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FY 13/14 (actual)	6.21 MGD
FY 14/15 (actual)	6.04 MGD
FY 15/16 (actual)	5.65 MGD
FY 16/17 (actual)	5.84 MGD
FY 17/18 (actual)	6.16 MGD
FY 18/19 (actual)	6.04 MGD
FY 19/20 (actual)	6.91 MGD
FY 20/21 (actual)	6.69 MGD
FY 21/22 (actual)	6.60 MGD
FY 22/23 (actual)	6.78 MGD*
2025 (projected)	6.80 MGD
2030 (projected)	7.30 MGD
2035 (projected)	7.70 MGD
2040 (projected)	8.10 MGD
2045 (projected)	8.50 MGD

*Average Daily Flow pending final verification by DEP.

Source: Port Orange Public Utilities Department, October 2023 and DEP Waste Treatment Plant Permit Application.

Exhibit 6: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, October 2023. 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 on Page 6, the vested and reserved capacity includes the volume needed for 1,102 residential units and 1,336,468 SF of 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

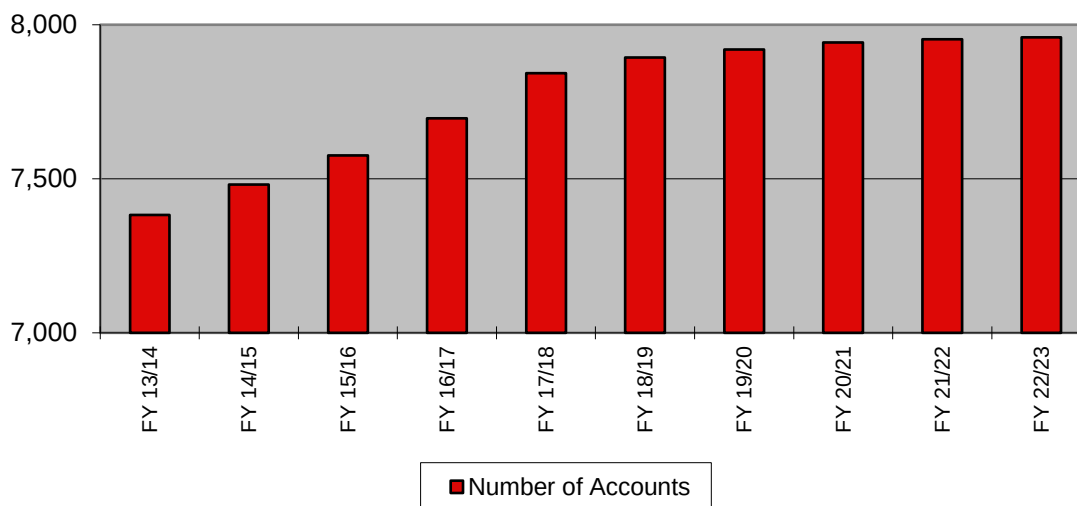
total demand by 309,967 gallons per day (0.31 MGD). According to Exhibit 5, sufficient capacity exists for the development with vested and reserved capacity (Exhibit 1, page 6). Further demand may also be generated by growth within the service area outside of the city limits and will be analyzed with each concurrency review and annually through this report.

Reclaimed Water:

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

The number of metered reclaimed water accounts within the city has continued to increase over the years, with the present total number of reclaimed water accounts at 7,959 (see Exhibit 7).

Exhibit 7: Number of Reclaimed Accounts



Source: City of Port Orange Finance Department, October 2023

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

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

Public or Private Improvements to the System during the Past Fiscal Year (FY 22/23) and Impacts on Capacity and LOS:

Replacement of the lift station near Atlantic High School in conjunction with the Eden Apartments development.

Proposed Public or Private Improvements to the System in the Current Fiscal Year (FY 23/24) and its Impact on Capacity and LOS:

Lift Station Capacity Projects:

The following projects are for the continuation of capacity to maintain the current level of service for the City's sewer system:

- Replacement of the Master Lift Station at Herbert Street and Nova Road is anticipated to be complete in early 2024.
- Design for rehabilitation and improvements to the Williamson Regional Lift Station, Lowe's Lift Station and the Sugar Forest Lift Station will begin in 2024.

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

Sewer System Rehabilitation: Reduce inflow and infiltration (I&I) by cleaning, videoing, and curing in place lining of various gravity sewer lines identified in a previous I&I study. Cured In-Place Pipe lining is a trenchless rehabilitation method used to repair existing pipelines that reduces time and restoration costs. This program is on-going through FY 23/24.

Water Reclamation Facility (WRF):

- East Master Lift Station Rehabilitation – Replace existing pumps and piping and upgrades to the electrical and controls. The project is currently under construction and scheduled for completion in late FY24.

Lift Stations/Transmission System: Convert the mechanical equipment for lift stations from the surface mounted pump systems to submersible pumps at the following locations:

- Townhomes West - Design complete and will go out for bid November 2023.

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, Wilbur-By-The-Sea (unincorporated area), and other non-designated unincorporated areas adjacent to the city.

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 daily 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 29,568 potable water connections, equivalent to 43,219 ELUs (Equivalent Living Unit). Based on an LOS standard of 180 gallons per ELU, the capacity currently committed is 7.80 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 8).

Exhibit 8: Remaining Capacity at the Garnsey Water Treatment Plant

	MGD*	ELU**
Maximum Plant Capacity	15.00	83,333
Committed Capacity	7.80	43,219
Remaining Capacity	7.20	40,114

*MGD- Million Gallons Per Day

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

Source: Port Orange Public Utilities Department, November 2023

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 2023 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 current CUP is a 20-year permit that was issued in 2023 and will expire in 2043. With the new CUP, there is no longer a maximum permitted peak day withdrawal, only an annual average. The CUP permits an annual average and average daily groundwater withdrawal of 7.33 MGD through 2043.

Exhibit 9 shows the actual average daily flow and permitted average daily flow in 2023 and the proposed permitted average daily flow allowed by the CUP in 2024. Based on this measure, the city is below the maximum water withdrawal allowed by the CUP.

Exhibit 9: Permitted and Actual Average Daily Flow

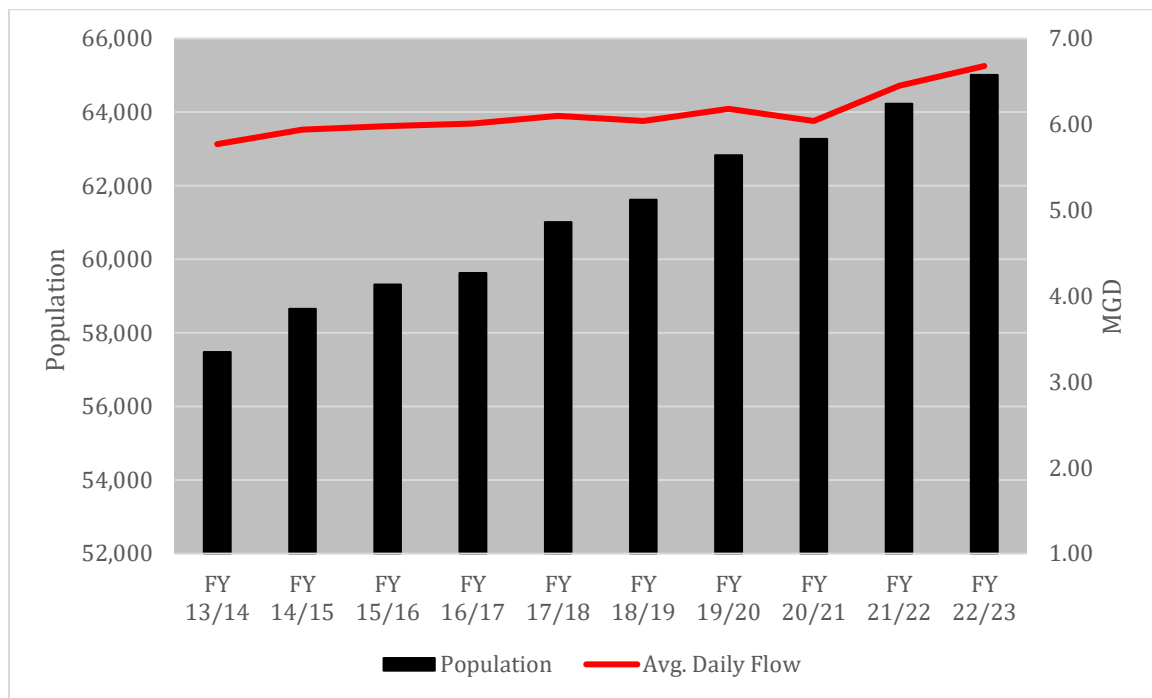
	2023	2024
Permitted Average Daily Flow	8.97 MGD	7.33 MGD
Actual Average Daily Flow	6.68 MGD	N/A

MGD- Million Gallons per Day

Source: Port Orange Public Utilities Department, November 2023

As indicated in the graph in Exhibit 10, the average daily flow has remained generally constant relative to the increase in the city's population.

Exhibit 10: Average Daily Flow Compared to Population Growth



Source: Port Orange Public Utilities Department, November 2023

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 constant. The adopted LOS standard for water storage is 50% of average daily flow. With an average daily flow of 6.68 MGD in 2023, the LOS standard water storage volume would be 3.34 MGD. Present potable water storage facilities for the Port Orange system can accommodate 5.5 million gallons. Therefore, the city has sufficient surplus storage capacity to support new development.

Existing Minimum Water Pressure:

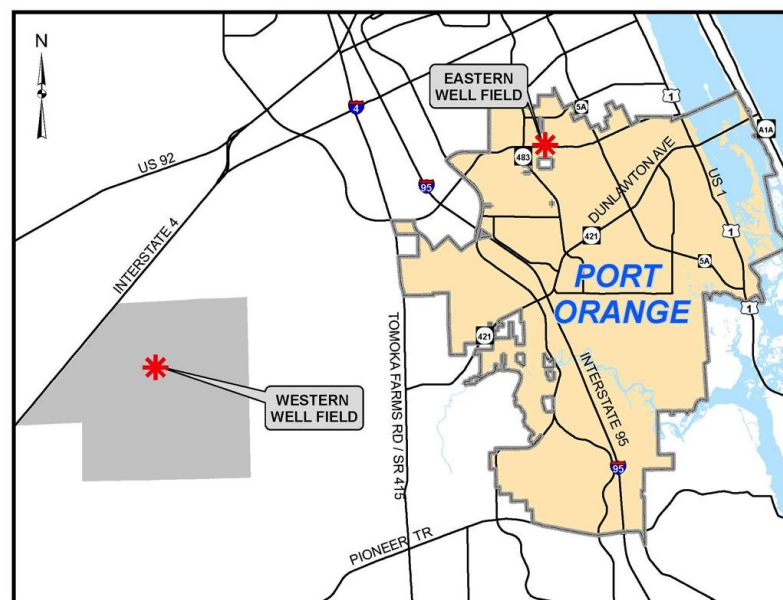
The existing water pressure fluctuates from an absolute low of 40 pounds per square inch (psi) (non-fire flow) to a high of 70 psi with the normal operating pressure being between 60 and 70 psi. The system's minimum pressure during fire flow³ is presently 20 psi, which also meets the city's adopted LOS 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 11):

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

Exhibit 11: 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 12 shows the number of wells needed to supply the raw water peak daily flow demand in 2023. The number of wells required includes an allowance for two wells out of service, which is within the adopted LOS standard.

Exhibit 12: Raw Water Supply Wells Required for the Port Orange Service Area

Year	Peak Day Demand*	Number of Wells Required**	Wells Available	Excess (+) or Deficiency
2023	10.0 MGD	21	40	19

*Conservative estimate of peak day demand

** Average output for each well is 0.527 MGD

Source: Port Orange Public Utilities Department, November 2023

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

According to Exhibit 1, the vested and reserved capacity includes the volume needed for 1,102 residential units and 1,336,468 square feet of 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 332,006 gallons per day (0.33 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 (FY 23/24) and its Impact on Capacity and LOS:

There are no proposed Public Improvements to the Potable Water system in FY 23/24 that impact capacity and LOS. Staff will continue to maintain the existing Potable Water Facilities and infrastructure to ensure continuity of service for the residents of the city and the service area.

STORMWATER DRAINAGE

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

Within Port Orange there are currently 569 stormwater ponds and only nine (9) of those ponds have the capability to be lowered either by pump or gates.

- 135 stormwater ponds are city-maintained
- 416 stormwater ponds are privately maintained ponds
- 9 stormwater ponds are county-maintained
- 9 stormwater ponds are FDOT-maintained

The City maintains approximately 26 miles of open ditch, 6.5 miles of major canals, 135 miles of stormwater pipe, and 4,500 drainage structures throughout the City.

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 1990'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 and flooding. This is accomplished through the development review process for new developments to ensure they meet or exceed the minimum LOS standard, responding to citizen complaints, and coordinating with other jurisdictions to identify areas in need of improvements within the Port Orange system.

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

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

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

Public or Private Improvements to the System during the Past Fiscal Year (22/23) and Impacts on Capacity and LOS:

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

Cured In-Place Pipe Lining: Cured In-Place Pipe lining is a trenchless rehabilitation method used to repair existing pipelines that reduces time and restoration costs. Staff performed approximately 1,900 linear feet of Cured In-Place Pipe lining throughout the city.

Proposed Public Improvements to the System in the Current Fiscal Year (FY 23/24) and Impacts on Capacity and LOS:

On-going Maintenance: Staff will continue to monitor the drainage system which will include street sweeping, removal of sediment from inlets and pipes, ditch restoration and maintenance, emergency pipe replacement, and erosion repairs. The following areas are scheduled for be improved in FY 23/24:

- Jackson Street and Oak Street Drainage Improvements: Install pipe in the open ditch on the west side of Jackson Street from Oak Street to Canal View Boulevard and the open ditch on south side of Oak Street from Jackson Street to Dunlawton Avenue. Construction is expected to begin in early winter 2024.
- Boggs Ford Road Drainage Improvements: Improve the roadway drainage along Boggs Ford Rd. for 500 feet south of Taylor Rd. by replacing undersized inlets and culvert pipes. Construction anticipated to be completed in Spring 2024.
- Design for improvements to the Cambridge Stormwater Pump Station will begin in early 2024.
- A feasibility study for the Nova Canal Regional Pump Station will begin in 2024.

City's Stormwater Master Plan Update: The city-wide Stormwater Master Plan Update project began in August 2023 and is expected to be completed by June 2025. This is necessary to ensure that level-of-service standards for stormwater drainage are maintained.

Other Stormwater Programs:

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

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

As part of its NPDES permit, the city is to develop a schedule of specific activities to address the State adopted and EPA approved TMDL for review and approval by FDEP. The TMDL to be reduced are fecal coliform, nutrients, and dissolved oxygen in Spruce Creek, the B-19 Canal, and Nova Canal. Coordination with watershed contributors Volusia County, New Smyrna Beach and Ponce Inlet is required. A study to determine the pollutant sources and sampling point locations is required prior to development of the Basin Managements Plan. The study to determine the City's pollutant loading contribution to Spruce Creek will begin in January 2024 and anticipated to be complete in summer 2024.

National Flood Insurance Program (NFIP) and Community Rating System (CRS): The city is one of 468 communities in the state of Florida and one of 22,000 communities nationwide that participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS). This program provides incentives for communities to go beyond the minimum floodplain management requirements to develop extra measures to provide protection from flooding. The incentives are in the form of flood insurance premium discounts. FEMA recognizes Port Orange as a Class 5 CRS Community. With this designation, all property owners with flood insurance qualify to receive a 25% discount on their annual FEMA flood insurance policy premium.

In addition, the city participates in Volusia County's Multi-Jurisdictional 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. The LMS mitigation action plan includes application to FEMA for acquisition, reconstruction, and elevation of homes in Port Orange that were flooded in 2022 and required mitigation. No infrastructure projects are on the LMS mitigation action plan at this time.

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 per day for non-residential development. 2,545 residential units were serviced per crew, per day in FY 22/23, which meets the collection 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. 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 (2021-2026) with Waste Pro to provide household solid waste, recycling, and yard waste collection services. The contract provides residents with five weekly pick-ups: two for garbage, two for yard waste and large items, and one for recyclables. 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 13. The 3.34 pounds per capita, of solid waste generated daily by each Port Orange resident during FY 22/23 is above the solid waste LOS standard of 3.21 pounds.

Exhibit 13: Residential and Commercial Waste Generation Figures (FY 22/23)

	Residential	Commercial ⁴	Residential and Commercial
Solid Waste	2.26 lb. per capita, per day	1.08 lb. per capita, per day	3.34 lb. per capita, per day
Recycled Items	0.11 lb. per capita, per day	0.05 lb. per capita, per day	0.16 lb. per capita, per day
Yard Waste	0.62 lb. per capita, per day	0.30 lb. per capita, per day	0.92 lb. per capita, per day
Total	2.99 lb. per capita, per day	1.43 lb. per capita, per day	4.42 lb. per capita, per day

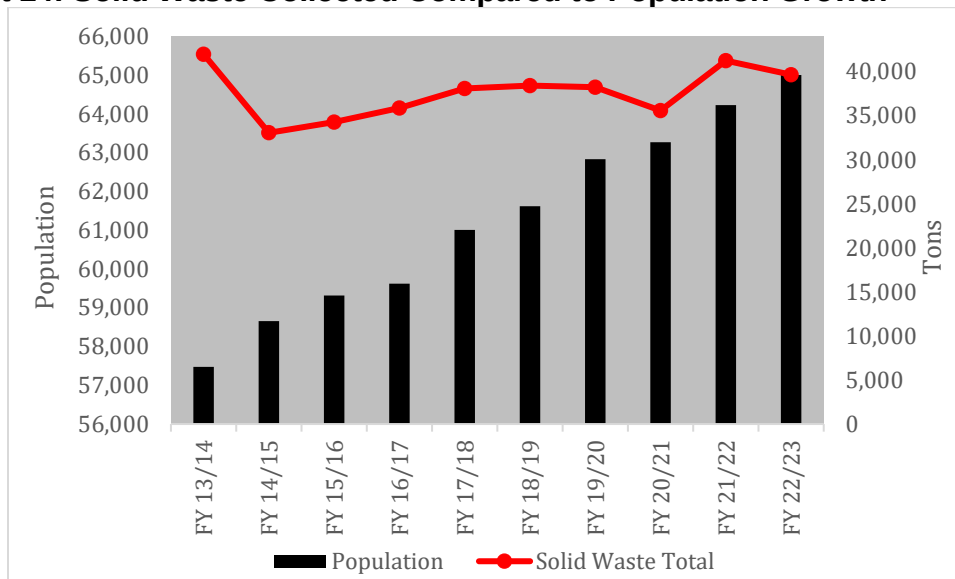
Source: Public Works Department, City of Port Orange, October 2023

There was an overall decrease in the total amount of residential and commercial waste generation back to pre-2022 rates, with decreases in solid waste and yard waste and an increase in recycling. The increase in solid waste in the previous year was likely due to clean-up of household debris after the Fall 2023 hurricanes. The amount of solid waste generation has generally increased with the increase in population. The city will need to continue to

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.

monitor the amount of solid waste generated and explore options to encourage waste reduction and expand recycling programs.

Exhibit 14: Solid Waste Collected Compared to Population Growth



Source: Public Works Department, City of Port Orange, October 2023

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 2,634 additional people and 1,336,438 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 3,982 tons per year. The capacity at the landfill is projected to be sufficient to accommodate waste from Volusia County until the year 2050.

Changes to Solid Waste Collection in the Current Fiscal Year (FY 23/24) and its Impact on Capacity and LOS:

There are no anticipated changes to solid waste collection in the current fiscal year.

RECREATION AND OPEN SPACE

During FY 22/23, the following project or improvement was completed to existing parks facilities that increased the capacity of the recreational facility system:

- The REC: Renovation of the existing gymnasium building into a Recreation, Education, and Cultural (REC) facility for the residents of Port Orange. The existing 20,000 square foot building containing three gym courts and offices was expanded by 10,000 square feet to include an indoor playground, game room, multi-purpose rooms and activity space, offices, and meeting spaces.

Exhibit 15. The Port Orange “REC” Facility



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 16 and the status of the recreational facility levels-of-service capacities are outlined in Exhibit 17.

Exhibit 16: Recreational Facility Table

Facility Name	Location	Acreage	Ten./ Pick.	Bask	Bb./ Soft.	Multi.	Neigh C.
Regional Facilities							
Causeway Park	93 Dunlawton Avenue	30					
Cypress Head Golf Course	6231 Palm Vista Street	216.9					1
Riverwalk Park and Trail	3459 Ridgewood Avenue	10					1
Community Facilities							
Airport Road Park	6731 Airport Road	25	12	2		1	
Adult Activity Center	4790 Ridgewood Avenue	5.1	8			1	1
City Center Complex/REC	1000 City Center Circle	49		3	5	6	2
Coraci Park	5200 Coraci Boulevard	36			4	6	
Lakeside Comm. Center	1999 City Center Circle	2					1
Russell Property	6060 Deer Feed Trail	17					
Spruce Creek Rec. Area	5959 Spruce Creek Road	40	6	1	2	2	
Neighborhood Facilities							
Buschman Park	4575 Spruce Creek Road	27.5					
Creekside Middle School	6801 Airport Road	15					
Depot Park	415 Herbert Street	1					
Frederick Street Park	5210 Frederick Street	5					
Harbor Oaks	5937 Riverside Drive	0.2		1			
Ken Bern Park	850 Canal View Boulevard	5					
Larry Haines Park	5550 W Bayshore Drive	0.4					
Memorial Park	3801 Jackson Street	12.6					
Silver Sands Middle School	1300 Herbert Street	22.9	2	4		1	
Southwinds Park	1200 Richel Road	10				2	
Willow Run Park	1351 Schoolhouse Drive	10	2	6			
TOTALS		540.6	30	17	11	19	6

Ten./Pick. – Tennis Court

Bask. – Basketball Court

Bb./Soft. – Baseball/Softball Field

Multi. – Multipurpose Field (soccer, play, etc.)

Neigh C. – Neighborhood Center

Source: Park & Recreation Department, City of Port Orange, October 2023

Exhibit 17: Public Recreational Facilities Capacities and Level of Service (LOS)

FACILITY	AMOUNT REQUIRED FOR ADOPTED LOS*	CURRENT SUPPLY**	EXCESS (+) OR DEFICIENT (-) CAPACITY
Parkland (acres)	473.5 acres	540.6 acres	+67.1 acres
<i>Baseball/Softball Fields</i>	<i>14 fields</i>	<i>11 fields</i>	<i>- 3 fields</i>
Basketball Courts	17 courts	17 courts	0 courts
Multipurpose Fields	19 fields	19 fields	0 fields
Tennis Courts	17 courts	30 courts	+ 13 courts
Neighborhood Centers	5 centers	6 centers	+1 centers

Notes:

* Estimated City Population = 65,008 based on the University of Florida Bureau of Economic and Business Research, and anticipated population increases (2,634) from vested and reserved development. Total population to be served = 67,642

** Refer to Exhibit 16, Recreation Facilities Inventory, for individual facility listings.

Source: Parks and Recreation Department and Community Development Department, October 2023

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 2023 estimated city population is 65,008. Anticipated population increases from vested and reserved residential development is approximately 2,634, which equals a total population to be served of 67,642. As indicated in Exhibit 17, the city is deficient in the Baseball/Softball Fields facilities category and is at capacity in Basketball Courts and Multipurpose Fields for the current population or additional population from vested and reserved development. Since the 2022 report was prepared, several Port Orange school sites have been removed from the Recreational Facility inventory list since the schools no longer allow the public to access courts or fields on school property. Therefore, the change in supply was due to lack of accessibility to facilities that were previously accessible, and not due to the change in population from the previous year.

Previously, in the State of Florida, recreation concurrency was mandated statewide, requiring the establishment and maintenance of level(s) of service related to recreation to guide development and evaluate project and community needs. Since the City's last major Comprehensive Plan update in 2010, statutory changes removed the statewide mandatory concurrency requirement for recreation facilities (Florida Statutes 163.3180).

As part of an update to the city's Comprehensive Plan in 2024, staff will be recommending the LOS standard for Parks and Recreation be for only parkland acreage, at a ratio of 1 acre per 1,000 people. The change to the LOS standard will allow the city flexibility to provide for various sports and be more responsive to community needs and trends as it relates to recreational facilities.

Proposed Public and Private Improvements to Recreation Facilities in the Current Fiscal Year (FY 23/24) and its Impact on Capacity and LOS:

There are no proposed Public or Private Improvements to Recreation Facilities in FY 23/24 that impact Capacity and LOS.

Staff will continue to maintain the existing Public Recreational Facilities to ensure all facilities are available to residents of Port Orange.

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 (SY 2022/23 – 2026/27) for schools located in Port Orange. Last year's five-year work plan included dollars programmed for several renovations at various schools throughout the district, master plans for various schools, and ten classroom additions.

Existing Facilities:

Exhibit 18 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 as a whole. The adopted LOS for the Halifax Planning Area CSA is 120%. This year Spruce Creek High School is at 131% permanent FISH capacity; however, the Halifax Planning Area CSA for high schools is below the adopted LOS of 120% with an average utilization of 114.6%. The School District anticipates the utilization to continue to balance out some across the Halifax Planning Area High Schools with the addition of academy programs that have opened at some of the other High Schools.

The elementary schools and middle schools within Port Orange currently meet the LOS standards (115% of permanent FISH capacity) except for Horizon Elementary which is at 118% this year.

In previous years, the school district calculated utilization based on a school's permanent capacity as reported in the Florida Inventory of School Houses and capacity reserved for specific academic programs such as I.B., gifted, and academic academy was not part of the level of service (LOS) assessments, despite being part of the criteria for LOS standards. For the 2023/24 school year, the school district has returned to including capacity reserved for specific academic programs along with permanent capacity to show a more accurate LOS.

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

Therefore; Cypress Creek, Horizon, and Port Orange elementary schools, and Spruce Creek High School are projected to be at or above the LOS standards. The school district has proposed a series of attendance boundary changes for the upcoming 2024-25 school year to relieve schools that are over-utilized and to maximize capacity at schools that are under-utilized.

Student Enrollment Trends

According to the Volusia County School District, the overall enrollment in all Volusia County schools has recovered to pre-pandemic levels. In the current 2023-24 school year, enrollment counts dropped slightly but are projected to slightly increase over the next several school years. The growth for Volusia County in school year 2024-25 is expected to reach more than 64,000 students and is anticipated to rise to more than 64,500 by the school year 2027-28.

Based on the latest projections available for Port Orange area schools from the Volusia County School District, the elementary, middle, and high schools are anticipated to experience a slight increase in enrollment over the next several school years.

Proposed Public and Private Improvements to School Facilities in the Current Fiscal Year (FY 23/24) and its Impact on Capacity and LOS:

There are no planned capacity projects in the current fiscal year for schools in Port Orange.

Exhibit 18: PORT ORANGE PUBLIC SCHOOL ENROLLEMENT & CAPACITY SUMMARY REPORT

	Prior Year			Current Year					Projected				
	2022/2023			2023/2024					2024*2025				
School	Enroll*	Cap**	Util****	Enroll*	Cap***	Util***	Reserve	Util w/ Res*****	Enroll*	Cap***	Util***	Reserve	Util w/ Res*****
Elementary (LOS = 115%)													
Cypress Creek	818	754	108%	794	712	112%	33	116.2%	788	712	111%	33	115.3%
Horizon	779	725	107%	739	627	118%	0	117.9%	778	627	124%	0	124.1%
Port Orange	366	344	106%	370	322	115%	3	115.8%	371	322	115%	3	116.1%
Spruce Creek	783	827	95%	780	731	107%	0	106.7%	833	731	114%	0	114.0%
Sugar Mill	616	623	99%	564	547	103%	49	112.1%	637	547	116%	49	125.4%
Sweetwater	699	725	96%	663	653	102%	0	101.5%	699	653	107%	0	107.0%
Total	4061	3998		3910	3592		85		4106	3592		85	
Middle (LOS = 115%)													
Creekside	1232	1182	105%	1161	1124	103%	19	105.0%	1239	1124	110%	19	111.9%
Silver Sands	1171	1131	104%	1096	1055	104%	41	107.8%	1056	1055	100%	41	104.0%
Total	2409	2313		2257	2179		60		2295	2179		60	
High (LOS = 120% for the overall Halifax Planning Area CSA)													
Atlantic	1275	1389	92%	1249	1221	102%	52	106.6%	1267	1221	104%	52	108%
Mainland	1866	2359	79%	1919	2257	85%	448	104.9%	2123	2257	94%	448	113.9%
Seabreeze	1679	1749	96%	1720	1677	103%	189	113.8%	1644	1677	98%	189	109.3%
Spruce Creek	2571	2072	124%	2591	1976	131%	37	133.0%	2562	1976	130%	37	131.5%
Total	7391	7569	97.8%	7479	7131		726	114.6%	7596	7131		726	115.7%

Notes: **Red** – over LOS standard

* Student enrollment

** Permanent FISH capacity (does not include portables)

*** Permanent Capacity with Specific Academic Programs accounted for

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

***** Utilization includes reserved capacity for proposed development

Source: Volusia County School District School Capacity Report, November 2023

IV. SUMMARY AND CONCLUSIONS

The data indicates all public facilities and services subject to concurrency review are at sufficient levels for FY 23/24. As new development and redevelopment occurs, the level of service will need to be addressed, along with the monitoring of all city facilities and services to ensure capacity is available.

Traffic volumes within the city have slightly increased on some segments and decreased on other segments over the past year. As the city continues to develop, roads on the west side of I-95 will likely experience the most traffic growth in the future. The capacity on Williamson Boulevard (north city limit to Town West Boulevard) will need to be monitored as segments of this road are near or above its LOS standards. Staff will need to continue to monitor roadways such as Dunlawton Avenue, Nova Road, Clyde Morris Boulevard, Taylor Road, and Madeline Avenue to maintain or improve roadway traffic. Roadway improvements are planned for the next several years to keep pace with anticipated development specifically along Dunlawton Avenue, Clyde Morris Boulevard, and Williamson Boulevard.

Sanitary sewer and potable water system capacity exists to support additional growth within the city. The city's 2023 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 1990'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 stormwater system including those areas developed prior to the adoption of the stormwater regulations.

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

The adopted LOS is being met for all recreational facilities except for baseball and softball fields. However, as part of an update to the city's Comprehensive Plan in 2024, staff will be recommending the LOS standard for Parks and Recreation be for only parkland acreage. The change to the LOS standard will allow the city flexibility to provide for various sports and be more responsive to community needs and trends as it relates to recreational facilities.

This school year, the school district has returned to including capacity reserved for specific academic programs to show a more accurate LOS rates. Therefore, Cypress Creek, Horizon, and Port Orange elementary schools, and Spruce Creek High are presently projected to be near or above the LOS standards. The school district has proposed a series of attendance boundary changes for the upcoming 2024-25 school year to alleviate schools that are over-utilized and maximize capacity at schools that are under-utilized outside of Port Orange.