



City of Deltona

Mayor
John Masiarczyk

Vice Mayor
Chris Nabicht
District 6

Commissioners:

Mitch Honaker
District 1

Diane Smith
District 2

Heidi Herzberg
District 3

Nancy Schleicher
District 4

Brian Soukup
District 5

City Manager
Jane K. Shang

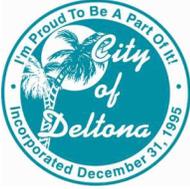
PUBLIC NOTICE

**CITY OF DELTONA
2345 Providence Blvd.
Deltona, FL 32725**

**City Manager Agenda Review Meeting
2nd Floor Conference Room
Tuesday, September 6, 2016
5:30 P.M.**

NOTE: If any person decides to appeal any decision made by the City Commission with respect to any matter considered at this meeting or hearing, he/she will need a record of the proceedings, and for such purpose he/she 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 (F.S. 286.0105).

Individuals with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk, Joyce Raftery 48 hours in advance of the meeting date and time at (386) 878-8500.



City of Deltona

2345 Providence Blvd.
Deltona, FL 32725

Regular Commission Meeting

City Commission

Mayor John C. Masiarczyk Sr.
Vice Mayor Chris Nabicht
Commissioner Heidi Herzberg
Commissioner Gary Mitch Honaker
Commissioner Nancy Schleicher
Commissioner Diane J. Smith
Commissioner Brian Soukup

Tuesday, September 6, 2016

6:30 PM

Deltona Commission Chambers

1. CALL TO ORDER:

2. ROLL CALL – CITY CLERK:

3. INVOCATION AND PLEDGE TO THE FLAG:

- A. [Invocation Presented by Commissioner Schleicher - Rev. Dr. Mark Winkler from Emmaus Lutheran Church.](#)

Background:

At the Regular City Commission Meeting on Monday, October 17, 2011, the City Commission approved to have each Commissioner by District schedule someone to present the invocation at each Regular City Commission meeting rotating each Commissioner by District starting with District #1, #2, #3, #4, #5, #6 and the Mayor

4. APPROVAL OF MINUTES & AGENDA:

- A. [Approval of minutes - Regular Commission Meeting of August 15, 2016 - Joyce Raftery, City Clerk \(386\) 878-8502.](#)

Background:

N/A

5. PRESENTATIONS/AWARDS/REPORTS:

- A. [Presentation - Certificate of Recognition to West Volusia Youth Baseball 2016 Florida T-Ball State Champions](#)

Background:

WVYB won the T-Ball state championship for 2016.

- The team won first place overall.
- Shooter Hess, Kolton Pickens, Noah Lochiatto, Christian Figueroa, Brody Costantine and Alek Abreu placed first in the "Around the Horn" competition.
- In the Base Running challenge Kedian Cruz won first place in

Double Run and Jayden Marcano-Huice placed second in Home run run.

The team was undefeated in pool play:

Game 1: Shalimar 32-1.

Game 2: Bartow 34-24.

Game 3: Wildwood 21-10.

Game 4: Marianna 32-9.

The team was undefeated in tournament play:

Game 1: Wesley Chapel 20-9

Game 2: Okeechobee 28-17

Game 3: Wesley Chapel 21-10.

Every game ended in a run rule and they outscored their opponents 188-80.

Attachments: [WVYB T-Ball Championship](#)

6. CITY COMMISSION SPECIAL REPORTS:

7. PUBLIC FORUM: - Citizen comments limited to items not on the agenda and comments on items listed on the agenda will take place after discussion of each item.

Citizen comments for any items. (4 minute maximum length per speaker)

CONSENT AGENDA: The consent agenda contains items that have been determined to be routine and non-controversial. If anyone in the audience wishes to address a particular item on the consent agenda, now is the opportunity for you to do so. Additionally, if staff or members of the City Commission wish to speak on a consent item, they have the same opportunity.

8. CONSENT AGENDA:

- A. [Request for approval of Interlocal Agreement for the operation, administration and maintenance of reclaimed water interconnects with Volusia County, City of Orange City and the City of Deland. Gerald Chancellor, P.E., Public Works Director, \(386\) 878-8998](#)

[Strategic Goal: Infrastructure](#)

Background:

The West Volusia Water Suppliers (WVWS) consisting of the City of Deltona, Volusia County, City of Orange City and the City of Deland have been working together for joint benefit for the distribution of water resources within our region. A previous agreement was signed for construction which has been recently completed.

This agreement is necessary to establish the operation, administration and maintenance guidelines and establish a cost for the transfer of reclaimed water from one supplier to another.

Attachments: [Interlocal Agreement - Reclaimed Water 2016.pdf](#)

- B. [Request for approval to modify the scope of the License Plate Readers \(LPR's\) system from what was originally presented in the FY 2015/2016 budget - Captain Erik Eagan, VCSO, \(386\) 806-7030](#)

[Strategic Goal: Public Safety](#)

Background:

The original FY 2015/2016 budget included a request for four (4) LPR systems. After review a better option would be to install a covert LPR speed trailer (\$30,000), along with six lanes of static LPR system (\$60,000). This coverage around the City could have a huge impact on enforcement and crime analysis/investigative/intelligence efforts. The Volusia County Sheriff's Office has budgeted to purchase static LPR systems to cover the outskirts of Deltona at four (4) strategic locations. If the City decided to purchase the proposed static LPR systems, they would complement the budgeted LPR systems that VCSO is purchasing.

Therefore, it is the recommendation of staff to modify the scope of the LPR project from the four 4-camera LPR systems to a covert LPR speed trailer and five travel lanes of static LPR systems at approximately the same cost of \$90,000. There would be an annual maintenance cost of approximately 15-17% in future budget cycles.

9. ORDINANCES AND PUBLIC HEARINGS:

- A. [Public Hearing and approval of Resolution No. 2016-42, adopting the Tentative Millage Rate for the levy of ad valorem taxes for FY 2016/2017 - Robert Clinger, Finance Department \(386\) 878-8552.](#)

[Strategic Goal: Fiscal Issues](#)

Background:

State law requires that the City hold a public hearing on the tentative budget and proposed millage rate between 65 and 80 days from the date (July 1, 2016) of certification of taxable value provided by the Property Appraiser. This hearing was publicized via the TRIM Notice mailed by the County Property Appraiser on or about August 17, 2016.

At this hearing, the City will:

- First discuss the percentage increase or decrease in millage over the rolled-back rate. The proposed millage rate of 7.950

reflects a 7.3% increase from the rolled-back rate.

- Adopt a tentative millage (Resolution No. 2016-42) and budget (Resolution No. 2016-43) by separate vote and in that order as required by State law.
- If the tentatively adopted millage rate exceeds the proposed rate presented in the TRIM Notice (7.990), each taxpayer within the City must be notified of the increase by first class mail.
- Prior to adopting the millage-levy resolution, the name of the taxing authority (City of Deltona, Florida), the rolled-back rate (7.412), and the percentage increase or decrease compared to the rolled-back rate (7.3% increase), and the millage rate to be levied (7.950) must be publicly announced. The tentative millage rate and budget will be used to advertise the final budget hearing scheduled for September 19, 2016.

Attachments: [Resolution 2016-42-Tentative Millage Rate](#)

- B. [Public Hearing and approval of Resolution No. 2016-43 adopting the tentative annual budget for FY 2016/2017 - Robert Clinger, Finance Department \(386\) 878-8552.](#)

[Strategic Goal: Fiscal Issues](#)

Background:

State law requires that the City hold a public hearing on the tentative budget and proposed millage rate between 65 and 80 days from the date (July 1, 2016) of certification of taxable value provided by the Property Appraiser. This hearing was publicized via the TRIM Notice mailed by the County Property Appraiser on or about August 17, 2016.

At this hearing, the City:

- May amend the tentative budget and re-compute its proposed millage rate, and publicly announce the percent, if any, by which the recomputed proposed millage exceeds the rolled-back rate.
- Will adopt a tentative millage (Resolution No. 2016-42) and budget (Resolution No. 2016-43), in that order.
- If the tentatively adopted millage rate exceeds the proposed rate presented in the TRIM Notice (7.99), each taxpayer within the City must be notified of the increase by first class mail.
- The adopted tentative millage and budget will be used to advertise the final hearing scheduled for September 19, 2016.

Attachments: [Resolution 2016-43-Tentative Budget](#)

- C. [Request for approval of Resolution No. 2016-47 amending the FY 2015/2016 budget for the General Fund, Capital Equipment Fund, Parks Projects Fund,](#)

[Municipal Complex Fund and Grants Match Fund in order to reallocate anticipated surplus funds to other projects - Robert Clinger, Finance Department - \(386\) 878-8552.](#)

[Strategic Goal: Fiscal Issues](#)

Background:

General Fund revenues are tracking on budget for FY 2015/2016 but expenditures are trending below which is expected to result in an overall surplus.

Several unfunded projects were approved by the City Commission at recent meetings and staff was directed to prepare a budget amendment in order to fund some projects that were not budgeted in the past.

The attached document "Proposed FY 2015/2016 Budget Amendment" provides information regarding the unfunded projects. This reallocation of funds will provide the City Manager with the discretion to utilize the appropriate funds for the general categories and concepts reflected in the attachment while giving the City Manager the discretion to revise some of the specifics contained therein as deemed in the best interests of the City as determined by the City Manager.

Attachments:

[R-2016-47 mid-year budget amendment](#)

[Tentative FY 15-16 budget amendment](#)

[Budget Amendment 2016-092](#)

[Budget Amendment 2016-091](#)

[Budget Amendment 2016-090](#)

[Budget Amendment 2016-089](#)

[Budget Amendment 2016-088](#)

- D. [Request for approval of Resolution 2016-48 to revise the City's Minimum Fund Balance Policy to increase the Grants Match Reserve by \\$500,000 bringing the total for the Grants Match Reserve to \\$1,000,000 - Robert Clinger, Finance \(386\) 878-8552.](#)

[Strategic Goal: Fiscal Issues](#)

Background:

The City adopted Resolution 2014-30 establishing a Grants Match Reserve in the amount of \$500,000 as part of the City's Minimum Fund Balance Policy. To date, none of these funds have been used. Based on Commissioners' input, staff is now proposing increasing this reserve to \$1,000,000.

One of the City's Strategic Goals is to more aggressively pursue

grant opportunities. In moving this goal forward, the City has a contracted Grants Writer who is actively seeking grant opportunities. Many grant opportunities arise throughout the year, long after the City's annual budget has been adopted. This would allow the City to have matching funds available at any time for grant opportunities that staff was not aware of during the budget process and therefore, were not included in the City's annual budget.

Attachments: [R-2016-48 increase grants match FB](#)

- E. [Public Hearing - Resolution No. 2016-41, Southwest Deltona Community Redevelopment Area \(CRA\) Board Action on the Community Redevelopment Plan - Chris Bowley, AICP, Planning and Development Services, \(386\) 878-8602.](#)

[Strategic Goal: Economic Development. Pursue the creation of a CRA for Deltona Blvd.](#)

Background:

The City of Deltona to-date has received the proper Delegation of Authority from the Volusia County Council on July 7, 2016. From August 15-September 6, 2016, it has taken the proper steps to create the Southwest Deltona Community Redevelopment Area (CRA) Redevelopment Agency, have the Planning & Zoning Board as the Local Planning Agency review the Redevelopment Plan, and have the Redevelopment Plan transmitted to the City Commission for review and adoption. Resolution No. 2016-41 is for the City Commission to adoption of the Southwest Deltona Community Redevelopment Area Redevelopment Plan.

Attachments: [Res No. 2016-41 - Adopting Redevelopment Plan](#)
[County Res 2016-092 Deltona CRA 070716](#)
[Southwest Deltona CRA Redev Plan 061016](#)

- F. [Public Hearing - Ordinance No. 31-2016, Southwest Deltona Community Redevelopment Area \(CRA\) Board Action to create the Community Redevelopment Trust Fund, at first reading - Chris Bowley, AICP, Planning and Development Services, \(386\) 878-8602.](#)

[Strategic Goal: Economic Development. Pursue the creation of a CRA for Deltona Blvd.](#)

Background:

The City of Deltona has taken the proper steps to create and establish the Southwest Deltona Community Redevelopment Area and the Redevelopment Agency, and review and approval of the Redevelopment Plan at all levels. The establishment of the

Community Redevelopment Trust Fund is the next step in the process and Ordinance No. 31-2016 provides for that fund creation.

Attachments: [Ord No. 31-2016 - Establishing CRA Trust Fund](#)
[County Res 2016-092 Deltona CRA 070716](#)
[Southwest Deltona CRA Redev Plan 061016](#)

- G. [Public Hearing - Ordinance No. 24-2016, Vineland Reserve RPUD \(RZ15-006\), at second and final reading - Chris Bowley, AICP, Planning and Development Services, \(386\) 878-8602.](#)

[Strategic Goal: Create more diversified and high-quality housing opportunities.](#)

Background:

The ±102.7 acre Vineland Reserve property has development rights assigned in a prior rezoning action to Residential Planned Unit Development (RPUD). The applicant has applied for a zoning amendment to the existing RPUD to create a new RPUD. The prior RPUD approval was for 346 total dwelling units (218 single family and 128 townhomes). The proposed RPUD increases the total dwelling units to 407 (279 single family and 128 townhomes). The RPUD amendment application was reviewed by the Planning & Zoning Board on June 15, 2016, and the Board unanimously voted to recommend denial of the application to the City Commission. The Planning & Zoning Board's comments were based on the following:

1. Add an amenity center that serves the single-family residential portion of the site;
2. More open space is needed within the single-family residential subdivision;
3. Provide more pedestrian connectivity and a connection to the adjacent school;
4. Remove the eastern roadway connection to Collins Road and ensure that the connection shown is for a 20-ft. wide emergency vehicle connection only;
5. Ensure that the City is included in the design review of Doyle Road; and
6. Provide 100% opaque screening along Collins Road to screen the site from nearby less-intensive residential uses.

The City Commission approved Ordinance No. 24-2016 at first reading at their August 1, 2016, public hearing. The ordinance has no changes from that date.

Attachments: [Ordinance No. 24-2016](#)
[Vineland Reserve Development Agreement](#)
[Staff Report 050416](#)
[Vineland Reserve MDP](#)
[Location Map](#)
[Aerial Photo](#)
[Soils Map](#)
[Zoning Map](#)
[Proposed Zoning Map](#)
[Traffic Study 111315](#)

10. OLD BUSINESS:

11. NEW BUSINESS:

- A. [Request Approval for funding the Bullying Prevention Program with Volusia County School Board and Bully Armor, Inc. for the City of Deltona schools - Steve Moore, Parks & Recreation Department, 386-878-8902](#)

[Strategic Goal: Infrastructure - Develop recreational programs in partnership with Volusia County middle school sites utilizing existing infrastructure](#)

Background:

The City of Deltona has a need to offer recreational programs in a full size gymnasium during the evening and weekend timeframes. Staff has met with Volusia County on two separate occasions: April 20th and May 19th at Heritage Middle School, to discuss the potential opportunity for a collaborative partnership.

During the last meeting, it was decided the use of the gymnasium could be made available for the City of Deltona to offer recreational programs, if the City would participate in the cost for the Bullying Program. The City of Deltona could utilize the gymnasium for 30 hours per week, provided City staff is present during that timeframe to monitor and supervise the programs.

In 2014, Bully Armor assisted with the initial participation in five (5) Volusia County Schools: Deltona Lake Elementary, Friendship Elementary, Spirit Elementary, Timbercrest Elementary and Galaxy Middle School. The cost for the City is \$ 23,450.00 (see attached), which is for a three (3) year period, for the remaining eight (8) schools. The remaining schools are Heritage Middle, Pride Elementary, Osteen Elementary, Sunrise Elementary, Deltona Middle, Enterprise Elementary, Forest Lake Elementary, and Discovery Elementary. The Olweus Bullying Prevention Program

(OBPP) is the most researched and best known bullying prevention program available today. With over thirty-five years of research and successful implementation all over the world, OBPP is a whole-school program that has been proven to prevent or reduce bullying throughout a school setting.

The funding for this program is included in the upcoming FY 16/17 Budget and an agreement will follow for consideration, which will be the first step in moving this project forward. Bully Armor Inc., is planning on conducting a fund raising event on September 10, 2016 at Dewey Boster Soccer Complex and has requested a ceremonial check from the City of Deltona, for the \$23,450.00 to promote the Bullying Program.

The program curriculum is offered online and the teachers that are trained in the OBPP can choose what to show that particular day. Mr. Tom Vaughn, Principal of Heritage Middle School has been appointed by Mr. Russell, who has been working with Mr. Nick Pizza of Bully Armor to act as the point of contact for the Bullying Program.

Attachments: [Bullying Prevention Program](#)

12. CITY ATTORNEY COMMENTS:

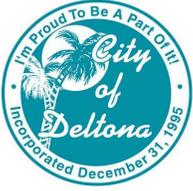
13. CITY MANAGER COMMENTS:

14. CITY COMMISSION COMMENTS:

15. ADJOURNMENT:

NOTE: If any person decides to appeal any decision made by the City Commission with respect to any matter considered at this meeting or hearing, he/she will need a record of the proceedings, and for such purpose he/she 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 (F.S. 286.0105).

Individuals with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk, Joyce Raftery 48 hours in advance of the meeting date and time at (386) 878-8500.



Agenda Memo

AGENDA ITEM: A.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 3 - A

SUBJECT:

Invocation Presented by Commissioner Schleicher - Rev. Dr. Mark Winkler from Emmaus Lutheran Church.

LOCATION:

N/A

BACKGROUND:

At the Regular City Commission Meeting on Monday, October 17, 2011, the City Commission approved to have each Commissioner by District schedule someone to present the invocation at each Regular City Commission meeting rotating each Commissioner by District starting with District #1, #2, #3, #4, #5, #6 and the Mayor

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

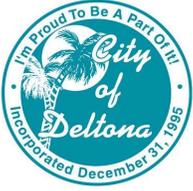
City Manager's Office

STAFF RECOMMENDATION PRESENTED BY:

N/A - Invocation Only

POTENTIAL MOTION:

N/A - Invocation Only



Agenda Memo

AGENDA ITEM: A.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 4 - A

SUBJECT:

Approval of minutes - Regular Commission Meeting of August 15, 2016 - Joyce Raftery, City Clerk (386) 878-8502.

LOCATION:

N/A

BACKGROUND:

N/A

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

City Clerk's Office

STAFF RECOMMENDATION PRESENTED BY:

City Clerk Joyce Raftery - That the Commission approve the minutes of the Regular Commission Meeting of August 15, 2016.

POTENTIAL MOTION:

"I move to approve the minutes of the Regular Commission Meeting of August 15, 2016, as presented."



City of Deltona

2345 Providence Blvd.
Deltona, FL 32725

Minutes

City Commission

Monday, August 15, 2016

6:30 PM

Deltona Commission Chambers

1. CALL TO ORDER:

The meeting was called to order at 6:30 p.m. by Mayor Masiarczyk.

2. ROLL CALL – CITY CLERK:

Present: 8 - Commissioner Herzberg
Commissioner Honaker
Commissioner Schleicher
Commissioner Smith
Vice Mayor Nabicht
Mayor Masiarczyk
City Manager Shang
City Attorney Vose

Excused: 1 - Commissioner Soukup

3. INVOCATION AND PLEDGE TO THE FLAG:

A. Invocation Presented by Commissioner Herzberg

Mayor Masiarczyk stated that Former Commissioner Carl Carey's grandson Austin passed away, services will be Friday from 6:00 to 8:00 p.m. at Allen Summerhill Funeral Homes in DeLand with the funeral services at 10:00 a.m. on Saturday.

Commissioner Herzberg led everyone in the invocation and pledge to the flag.

The National Anthem was sung by Kasia Soto a 10th Grader at Deltona High School and member of the Youth Performing Arts Training Center.

4. APPROVAL OF MINUTES & AGENDA:

A. Approval of minutes - Special Commission Meeting of July 26, 2016 and Regular Commission Meeting of August 1, 2016 - Joyce Raftery, City Clerk (386) 878-8502.

Motion by Commissioner Schleicher, seconded by Commissioner Honaker, to approve the minutes of the Special Commission Meeting of

July 26, 2016 and Regular Commission Meeting of August 1, 2016, as presented. The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

5. PRESENTATIONS/AWARDS/REPORTS:

None.

6. CITY COMMISSION SPECIAL REPORTS:

None.

7. PUBLIC FORUM: - Citizen comments limited to items not on the agenda and comments on items listed on the agenda will take place after discussion of each item.

Lisa Ryals, Boys and Girls Club Flagler/Volusia, 360 Slayton Avenue, South Daytona, thanked the City for all they do for the Boys and Girls Club, she provided an update on the club and she encouraged the Commissioners to visit the Club.

Bill Becton, 1493 E. Hancock Drive, Deltona, thanked the Commission for their service, he provided a history behind buying his home, renters who moved in across the street and the parking issues he has with them, calling code approximately 12 times regarding the issues with the renters, that the renters mulched the side of the home in order to park several vehicles and he asked that the Commission reconsider approving Item 9-A, Off-Street Parking.

Smiley Thurston, 608 Saxon Blvd., Deltona, spoke about Representative Santiago's free produce distribution event which will take place on Friday, August 26th from 9:00 a.m. to Noon at Dewey O. Boster Sports Complex and that it will be a drive through process.

Brandy White, 2926 Chalmer Street, Deltona, spoke about the proposed 3% raise for employees approved across the board, the removal of employee evaluations, concerns about code enforcement violations to include the violation period and the possibility of code enforcement not working on the weekends.

Cindy Kincaid, 619 Sullivan Street, Deltona, spoke about the changes to the trash pick-up, not being aware of the new changes, she questioned what City was used as a model for the changes and how it was implemented, she questioned what the 21% of residents below the poverty level should do when they receive a trash violation, and she suggested attaching the ordinance with the notice/tag.

CONSENT AGENDA: The consent agenda contains items that have been determined to be routine and non-controversial. If anyone in the audience wishes to address a particular item on the consent agenda, now is the opportunity for you to do so. Additionally, if staff or members of the City Commission wish to speak on a consent item, they have the same opportunity.

8. CONSENT AGENDA:

None.

9. ORDINANCES AND PUBLIC HEARINGS:

- A. Public Hearing - Ordinance No. 23-2016, Off-Street Parking Standards for Residential Uses - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.**

Strategic Goal: Economic Development. Promote a customer service environment.

Motion by Commissioner Herzberg, seconded by Commissioner Schleicher, to table Ordinance No. 23-2016. The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Ordinance No. 23-2016 was tabled at 6:50 p.m.

- H. Add-on Agenda Item: Staff is requesting approval of the reallocation of a portion of the anticipated FY 15/16 surplus as reflected in the attached document entitled "Proposed FY 15/16 Budget Amendment". - Robert Clinger, Finance Department (386) 878-8552.**

Strategic Goal: Fiscal Issues

Motion by Vice Mayor Nabicht, seconded by Commissioner Honaker, to approve the \$75,000 that Ms. Shang has proposed to install the electronic sign at Howland Blvd. and S.R. 415. The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Motion by Commissioner Herzberg, seconded by Commissioner

Honaker, to approve the \$25,100 for the Firefighter Reserve Program.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Motion by Commissioner Schleicher, seconded by Commissioner Honaker, to support the parks projects for a cost of \$190,000. The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Motion by Commissioner Herzberg, seconded by Vice Mayor Nabicht, to approve the \$100,000 for the Public Works relocation site engineering.

The motion carried by the following vote:

For: 4 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, and Vice Mayor Nabicht

Against: 2 - Commissioner Smith, and Mayor Masiarczyk

Motion by Vice Mayor Nabicht, seconded by Commissioner Herzberg, to approve the \$3,000 for the IT position. The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Motion by Commissioner Herzberg, seconded by Commissioner Schleicher, to move the \$500,000 to transfer to the match grants fund.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

B. Public Hearing - Ordinance No. 26-2016, Deltona Free Standing Emergency Room BPUD (RZ16-001) - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.

Strategic Goal: Economic Development - Focus on Howland Blvd. as the gateway for commercial growth.

Mathew West, Project Manager with Littlejohn Engineering Associates, 1516 Edgewater

Drive, Orlando, gave a brief presentation to include general information about the site, the project location, future land use, the zoning, master development plan/site plan, traffic information (new Traffic Impact Analysis (TIA) not required), Deltona Village BPUD, Trip generation of Free Standing Emergency Room (FSER), comparison of trip generation rates, a summary of the project and the requested action.

Mayor Masiarczyk opened the public hearing.

Gale Barr, 555 Dustin Terrace, Deltona, spoke in favor of having an emergency type facility, being afraid of the U-turn conditions, and trip counts not being realistic.

Courtney Hernandez, 2102 Nedra Avenue, Deltona, spoke in favor of the emergency facility, to plan for the worse but hope for the best, people being in a panic when there is an emergency situation, not abiding by the traffic laws and going to the nearest emergency facility to them.

Anita Bradford, 2813 Amber Ridge Street, Deltona, spoke about living in the project area, residents' concerns about Halifax being in the area, having two (2) competing facilities, building the City with economic development the right way, major traffic issues in that area with the high school, Dunkin Donuts and the RaceTrac.

Frank DeMarsh, 939 Hollywood Blvd., spoke about the TIA and not understanding them, staff agreeing that the TIA analysis is correct, that the County will not allow anything but a right-in/right-out, that the Commission should approve the Ordinance, the project is a good use, he has spent two (2) or three (3) years getting the traffic impact analysis done and this is what was planned for the area.

Mayor Masiarczyk closed the public hearing.

Motion by Commissioner Honaker, seconded by Vice Mayor Nabicht, to disapprove Ordinance No. 26-2016.

City Attorney Becky Vose read the title of Ordinance No. 26-2016 for the record.

AN ORDINANCE OF THE CITY OF DELTONA AMENDING THE OFFICIAL ZONING MAP TO REZONE APPROXIMATELY 3.24 ACRES OF LAND LOCATED IN THE SOUTHWEST CORNER OF THE INTERSECTION OF HOWLAND BLVD. AND GRAVES AVENUE FROM CITY OF DELTONA BUSINESS PLANNED UNIT DEVELOPMENT TO A NEW CITY OF DELTONA BUSINESS PLANNED UNIT DEVELOPMENT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The motion failed by the following vote:

For: 2 - Commissioner Honaker, and Vice Mayor Nabicht

Against: 4 - Commissioner Herzberg, Commissioner Schleicher, Commissioner Smith, and Mayor Masiarczyk

Ordinance No. 26-2016 failed at 8:24 p.m.

Motion by Commissioner Herzberg, seconded by Commissioner Smith, to approve Ordinance No. 26-2016 by the City Commission, at first reading. The motion carried by the following vote:

For: 4 - Commissioner Herzberg, Commissioner Schleicher, Commissioner Smith, and Mayor Masiarczyk

Against: 2 - Commissioner Honaker, and Vice Mayor Nabicht

Ordinance No. 26-2016 was adopted at 8:26 p.m.

C. Public Hearing - Resolution No. 2016-34, Petition to Vacate Portions Former Realigned Graves Ave. Right-of-Way - Chris Bowley, AICP, Director, Planning and Development Services (386) 878-8602.

Strategic Goal: Economic Development - focus on Howland Blvd. as the gateway for commercial growth.

Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

Motion by Vice Mayor Nabicht, seconded by Commissioner Schleicher, to approve Resolution No. 2016-34, vacating the unused portions of the Graves Ave. extension.

Mayor Masiarczyk read the title of Resolution No. 2016-34 for the record.

A RESOLUTION OF THE CITY OF DELTONA, FLORIDA, VACATING PORTIONS OF RIGHT-OF-WAY ASSOCIATED WITH THE GRAVES AVENUE EXTENSION LYING NORTH OF HOWLAND BLVD; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Resolution No. 2016-34 was adopted at 8:29 p.m.

D. Resolution No. 2016-35: Joint Participation Agreement between the State of Florida Department of Transportation and the City of Deltona - Chris Bowley, AICP, Planning & Development Services Director (386) 878-8602.

Strategic Goal: Internal and External Communication. Continue the partnership with FDOT and I-4 expansion and City beautification and beautify gateways and key locations.

Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

Motion by Vice Mayor Nabicht, seconded by Commissioner Honaker, to approve Resolution No. 2016-35 for the attached Joint Participation Agreement between the State of Florida Department of Transportation and the City of Deltona.

Mayor Masiarczyk read the title of Resolution No. 2016-35 for the record.

A RESOLUTION OF THE CITY OF DELTONA, FLORIDA, FOR THE PURPOSE OF ENTERING INTO A JOINT PARTICIPATION AGREEMENT BETWEEN THE STATE OF FLORIDA AND THE CITY OF DELTONA FOR THE INTERSTATE 4/SR 472 BOLD INITIATIVE LANDSCAPE AND BEAUTIFICATION EFFORT; PROVIDING FOR AN EFFECTIVE DATE.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Resolution No. 2016-35 was adopted at 8:30 p.m.

E. Public Hearing - Resolution No. 2016-36, Program Year 2016-2017 Annual Action Plan (AAP) for the Deltona Community Development Block Grant (CDBG) 2016-2017 Allocation - Chris Bowley, AICP, Director, Planning and Development Services (386) 878-8602.

Strategic Goal: Fiscal Issues - other grants as approved by the City Commission.

Motion by Commissioner Schleicher, seconded by Vice Mayor Nabicht, to move approval of the CDBG budget for 2017. The motion carried by the following vote:

Mayor Masiarczyk read the title of Resolution No. 2016-36 for the record.

A RESOLUTION OF THE CITY OF DELTONA, FLORIDA, APPROVING THE COMMUNITY DEVELOPMENT BLOCK GRANT ANNUAL ACTION PLAN FOR PROGRAM YEAR 2016-2017; AUTHORIZING THE CITY MANAGER TO EXECUTE THE REQUIRED FEDERAL FORMS AND CERTIFICATIONS; AUTHORIZING SUBMITTAL OF THE PLAN; AUTHORIZING THE ADMINISTRATION OF THE PLAN; PROVIDING FOR AN EFFECTIVE DATE.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Resolution No. 2016-36 was adopted at 8:32 p.m.

Mayor Masiarczyk turned the meeting over to Vice Mayor Nabicht at 8:32 p.m. and returned to the meeting at 8:40 p.m.

Motion by Commissioner Schleicher, seconded by Commissioner Smith, to fund \$4,375 to each of the organizations the House Next Door, Futures/Take Stock in Children, the Center for the Visually Impaired and the Four Towns Family YMCA with the understanding that they will also have to meet the methods of accountability for other CDBG funds.

After discussion, Vice Mayor Nabicht called the question.

Mayor Masiarczyk opened the public hearing.

Chasity Hanners, 1686 Hanover Avenue, Deltona, spoke about not being for or against the item, that she was at the budget meeting where the Commission discussed the \$35,000 being proposed for next year's budget for social services and no criteria for that being discussed, and she suggested once the criteria is established then have the organizations re-apply for the funds.

Patty Stephens, The Y (YMCA), 2790 Augustine Court, Deltona, spoke in favor of how the money was awarded and her concern that the money she was applying for was deemed redundant to what the Boys & Girls Club was doing, however, what she proposed was a program for middle and high school children that was a mentoring, as well as a membership program. She stated she felt maybe it was not evaluated properly and at some point she would ask that it be re-evaluated. Also, last year the Commission gave accolades to the Y for giving back \$250,000 to the residents in the form of programs and memberships.

Larry Kent, 235 River Village Drive, Debarry, spoke about looked into the CDBG criteria, that the decisions as to how many points were provided was subjective for each criteria, he checked with professionals in DeLand who provided their forms for the JAG Awards which had a scale of 1 to 5, he thinks Deltona's process for CDBG funding is broken, that there were no presentations provided by the organizations who applied, and he suggested that in the future to look at who is making the decisions regarding the money and what criteria they are looking at.

Mayor Masiarcayk closed the public hearing.

The motion failed by the following vote:

For: 2 - Commissioner Schleicher, and Commissioner Smith

Against: 4 - Commissioner Herzberg, Commissioner Honaker, Vice Mayor Nabicht, and Mayor Masiarczyk

F. Public Hearing - Resolution No. 2016-39, Creation of the Southwest Deltona Community Redevelopment Area (CRA) Redevelopment Agency - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.

Strategic Goal: Economic Development. Pursue the creation of a CRA for Deltona Blvd.

Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

Motion by Commissioner Herzberg, seconded by Vice Mayor Nabicht, to adopt Resolution No. 2016-39 officially creating the Southwest Deltona Community Redevelopment Area Redevelopment Agency.

Mayor Masiarczyk read the title of Resolution No. 2016-39 for the record.

A RESOLUTION OF THE CITY OF DELTONA, FLORIDA, RELATING TO CHAPTER 163, PART III, FLORIDA STATUTES (THE COMMUNITY REDEVELOPMENT ACT), CREATING A COMMUNITY REDEVELOPMENT AGENCY UNDER SECTIONS 163.356 AND 163.357, FLORIDA STATUTES, PROVIDING FOR POWERS AND DUTIES, CONFIRMING THE OFFICIAL BOUNDARY FOR THE SOUTHWEST DELTONA COMMUNITY REDEVELOPMENT AREA; REPEALING RESOLUTIONS IN CONFLICT HERewith; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Resolution No. 2016-39 was adopted at 9:17 p.m.

G. Public Hearing - Resolution No. 2016-40, Designation of the Deltona City Commission as the Southwest Deltona Community Redevelopment Area (CRA) Board - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.

Strategic Goal: Economic Development. Pursue the creation of a CRA for Deltona Blvd.

Mayor Masiarczyk opened and closed the public hearing as there were no public comments.

Motion by Commissioner Herzberg, seconded by Commissioner Honaker, to adopt Resolution No. 2016-40 officially designating the Deltona City Commission as the Southwest Deltona Community Redevelopment Area Board.

Mayor Masiarczyk read the title of Resolution No. 2016-40 for the record.

A RESOLUTION OF THE CITY OF DELTONA, FLORIDA, APPOINTING THE CITY COMMISSION AS THE GOVERNING BODY OF THE SOUTHWEST DELTONA COMMUNITY REDEVELOPMENT AGENCY; REPEALING RESOLUTIONS IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY AND AN EFFECTIVE DATE.

The motion carried by the following vote:

For: 6 - Commissioner Herzberg, Commissioner Honaker, Commissioner Schleicher, Commissioner Smith, Vice Mayor Nabicht, and Mayor Masiarczyk

Resolution No. 2016-40 was adopted at 9:22 p.m.

10. OLD BUSINESS:

None.

11. NEW BUSINESS:

None.

12. CITY ATTORNEY COMMENTS:

None.

13. CITY MANAGER COMMENTS:

None.

14. CITY COMMISSION COMMENTS:

a) Commissioner Schleicher reminded everyone school has started and to watch out for the school kids, early voting starts this Saturday at the Deltona Library and that Deltona Bully Armor will have a family school event on September 10th at Dewey O. Boster Sports Complex between 11:00 a.m. and 5:00 p.m.

b) Commissioner Honaker reminded everyone to watch out for the school kids and that he is glad to be back from vacation.

c) Vice Mayor Nabicht thanked Mike Williams for not being present to sell the

Commission tickets.

d) Mayor Masiarczyk reminded everyone that at the Epic Theater on Friday, the movie Pete's Dragon comes out which was his favorite movie when he was a kid.

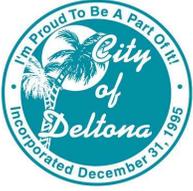
15. ADJOURNMENT:

There being no further business, the meeting adjourned at 9:25 p.m.

John C. Masiarczyk, Sr., MAYOR

ATTEST:

Joyce Raftery, CMC, MMC, CITY CLERK



Agenda Memo

AGENDA ITEM: A.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 5 - A

SUBJECT:

Presentation - Certificate of Recognition to West Volusia Youth Baseball 2016 Florida T-Ball State Champions

LOCATION:

N/A

BACKGROUND:

WVYB won the T-Ball state championship for 2016.

- The team won first place overall.
- Shooter Hess, Kolton Pickens, Noah Lochiatto, Christian Figueroa, Brody Costantine and Alek Abreu placed first in the "Around the Horn" competition.
- In the Base Running challenge Kedian Cruz won first place in Double Run and Jayden Marcano-Huice placed second in Home run run.

The team was undefeated in pool play:

Game 1: Shalimar 32-1.

Game 2: Bartow 34-24.

Game 3: Wildwood 21-10.

Game 4: Marianna 32-9.

The team was undefeated in tournament play:

Game 1: Wesley Chapel 20-9

Game 2: Okeechobee 28-17

Game 3: Wesley Chapel 21-10.

Every game ended in a run rule and they outscored their opponents 188-80.

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

City Manager's Office

AGENDA ITEM: A.

STAFF RECOMMENDATION PRESENTED BY:

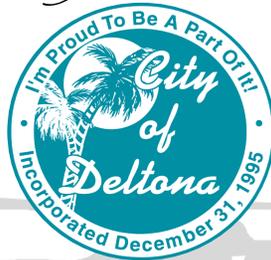
N/A - Presentation Only

POTENTIAL MOTION:

N/A - Presentation Only

City of Deltona

Certificate of Recognition



Presented to

Waylon Hess, Manager

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

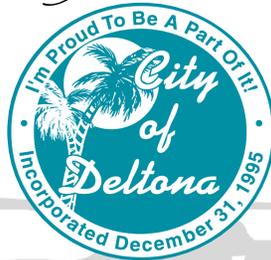
In recognition of your management and leadership abilities
in winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Kenny Pickens, Coach

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

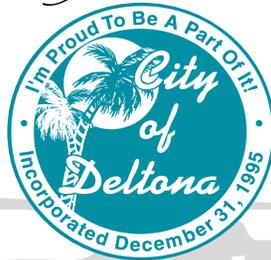
In recognition of your coaching and leadership abilities
in winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Marshall Lochiatto, Coach

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

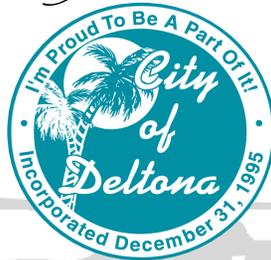
In recognition of your coaching and leadership abilities
in winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Sam Figueroa, Coach

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

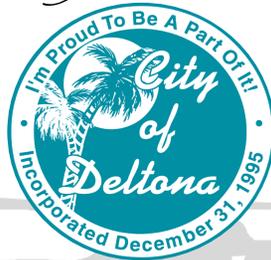
In recognition of your coaching and leadership abilities
in winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Shooter Hess

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

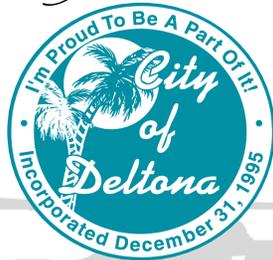
In recognition of you placing 1st in the “Around the Horn” competition
and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Kolton Pickens

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

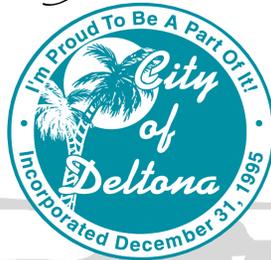
In recognition of you placing 1st in the “Around the Horn” competition
and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Brody Costantine

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

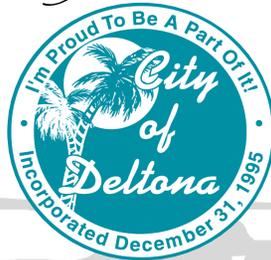
In recognition of you placing 1st in the “Around the Horn” competition
and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Jase Stephenson

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

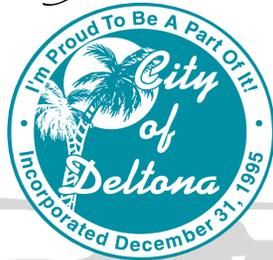
In recognition of you and your team winning
the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Noah Lochiatto

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

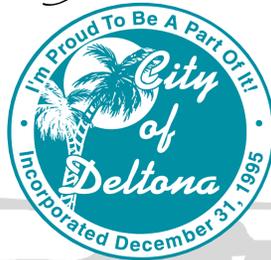
In recognition of you placing 1st in the “Around the Horn” competition
and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Christian Figueroa

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

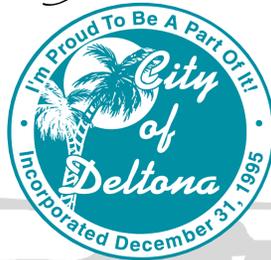
In recognition of you placing 1st in the “Around the Horn” competition
and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Alek Abreu

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

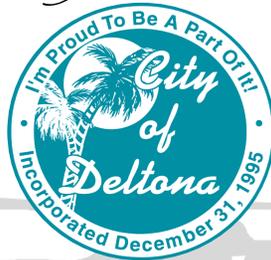
In recognition of you placing 1st in the “Around the Horn” competition
and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Kedian Cruz

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

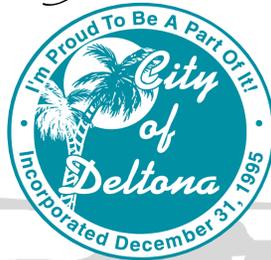
In recognition of you placing 1st in the Double Run Base Running challenge and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Elian Arroyo

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

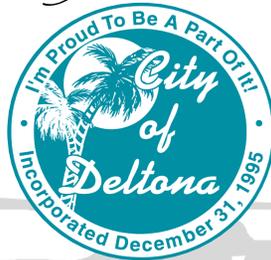
In recognition of you and your team winning
the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Joey Santana

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

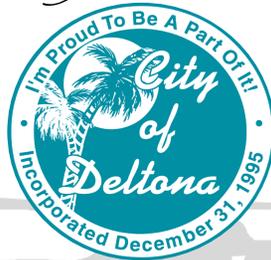
In recognition of you and your team winning
the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Jayden Marcano-Huice

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

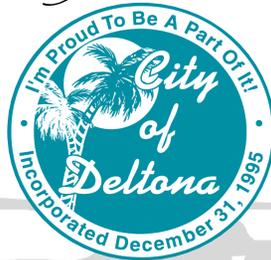
In recognition of you placing 2nd in the Home Run Run Base Running challenge and your team winning the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

Evan Grove

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

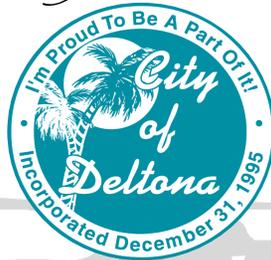
In recognition of you and your team winning
the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor

City of Deltona

Certificate of Recognition



Presented to

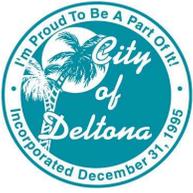
Cash Delle Donne

WEST VOLUSIA YOUTH BASEBALL
T-BALL STATE CHAMPIONS

In recognition of you and your team winning
the 2016 T-Ball State Championship.

September 6, 2016

John Masiarczyk, Mayor



Agenda Memo

AGENDA ITEM: A.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 8 - A

SUBJECT:

Request for approval of Interlocal Agreement for the operation, administration and maintenance of reclaimed water interconnects with Volusia County, City of Orange City and the City of Deland. Gerald Chancellor, P.E., Public Works Director, (386) 878-8998

Strategic Goal: Infrastructure

LOCATION:

See attached map, Figure 1

BACKGROUND:

The West Volusia Water Suppliers (WVWS) consisting of the City of Deltona, Volusia County, City of Orange City and the City of Deland have been working together for joint benefit for the distribution of water resources within our region. A previous agreement was signed for construction which has been recently completed.

This agreement is necessary to establish the operation, administration and maintenance guidelines and establish a cost for the transfer of reclaimed water from one supplier to another.

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

Public Works Department

STAFF RECOMMENDATION PRESENTED BY:

Gerald Chancellor, P.E., Public Works Director - Staff recommends the City Commission approve the Interlocal Agreement pertaining to the operation, administration and maintenance of reclaimed water interconnects with the WVWS.

POTENTIAL MOTION:

"I move to authorize the Mayor to execute the Interlocal Agreement providing for the operation, administration and maintenance of reclaimed water interconnects with the WVWS."

**INTERLOCAL AGREEMENT FOR THE OPERATION,
ADMINISTRATION AND MAINTENANCE OF
RECLAIMED WATER INTERCONNECTS**

This Agreement is made and entered into by and between the City of DeLand (“DeLand”), the City of Deltona (“Deltona”), the City of Orange City (“Orange City”), and the County of Volusia (“Volusia County”), each a (“Supplier”) and collectively referred to herein as the (“Suppliers”).

WHEREAS, the Suppliers have entered into a separate agreement entitled the AGREEMENT BETWEEN THE CITY OF DeLAND, CITY OF DELTONA, CITY OF ORANGE CITY, AND COUNTY OF VOLUSIA TO INSTALL RECLAIMED WATER SYSTEMS INTERCONNECTS (hereinafter referred to as the “Interconnect Installation Agreement”); and

WHEREAS, pursuant to the Interconnect Installation Agreement the Suppliers have agreed to jointly fund (with a 40% match from the St. Johns River Water Management District) the installation of reclaimed water mains and related valves, meters and meter vaults (hereinafter referred to as the “Interconnect Facilities”), for the purpose of being able to exchange water between and amongst the Suppliers’ respective utility systems; and

WHEREAS, DeLand is designated to serve as the project administrator responsible for overseeing construction of the Interconnect Facilities pursuant to the Interconnect Installation Agreement; and

WHEREAS, as more particularly set forth herein and as depicted in the attached Exhibit “A”, DeLand, Deltona and Volusia County shall own and maintain the pipe, valves and related infrastructure located within their respective utility service areas, and to the extent of any discrepancies regarding the exact boundary of the Suppliers’ respective utility service areas, the attached Exhibit “A” shall control for purpose of determining ownership of Interconnect Facilities; and

WHEREAS, DeLand shall own the meter identified as “Meter A” on the attached Exhibit “A” and Deltona shall own the meter identified as “Meter B” on the attached Exhibit “A”; and

WHEREAS, the Suppliers desire by this Agreement to provide for the ownership, maintenance and operation of the Interconnect Facilities.

Now, Therefore, in consideration of the mutual covenants herein contained, the Suppliers hereby agree as follows:

1. Construction of Water System Interconnection. Pursuant to the Interconnect Installation Agreement, the Suppliers are undertaking the construction of the Facilities.
2. Transfer and Ownership of Facilities. Once construction of the Interconnect Facilities is complete and all conditions of the Interconnect Installation Agreement have been met, DeLand, Deltona and Volusia County shall each own and maintain the pipe, valves and related infrastructure located within their respective utility service areas, as more

particularly depicted in the attached Exhibit "A". In the event of any discrepancies between the attached Exhibit "A" and the actual boundary of the utility service area of the respective Supplier, then the attached Exhibit "A" shall control for determining ownership of the corresponding portion of the Interconnect Facilities. DeLand shall own the meter identified as "Meter A" on the attached Exhibit "A" and Deltona shall own the meter identified as "Meter B" on the attached Exhibit "A". DeLand, as the project administrator pursuant to the Interconnect Installation Agreement, shall cause bills of sale or other appropriate documentation to be issued to the respective Suppliers to document the transfer and ownership of the Interconnect Facilities by the respective Suppliers as hereinabove set forth. The vaults and housings shall be made secure and locked with a separate key provided to each of the Suppliers. The Suppliers shall each secure the valves controlling flow through the meter from their system.

3. Operation of Reclaimed Water System Interconnection. The reclaimed water system interconnection is intended for use under the conditions separately agreed to by the individual Suppliers. However, in no instance will any of the Suppliers be required to provide reclaimed water in such quantities that the demand adversely affects their individual system. The Suppliers shall not be responsible for water quality beyond their own distribution system. In the longer-range, where plant conditions/capacities, raw water supply conditions, and distribution system conditions/capacities or overall regional efficiencies dictate, a routine and continuous transfer of reclaimed water between Suppliers or any of them may be established by separate agreement of the Suppliers or any of them. Nothing herein shall be deemed as an obligation for the Suppliers to provide a regular supply of reclaimed water to one another.
4. System Flushing. To maintain flow capacity, each of the Suppliers will schedule routine flushing of the system or may, instead, install automatic flushing valves at appropriate locations.
5. Metered Transfer. All interconnections will be equipped with flow meters. Under emergency and pre-planned conditions, transfer will be initiated only after the flow meter readings have been recorded. Once this is completed, authorized personnel will adjust the flow control valves to establish flow between the two Suppliers' systems in the proper direction and flow rate. Such transfers shall be implemented by representatives of both Suppliers. Under routine, continuous transfer, meter readings will be taken by representatives from both Suppliers at the point of interconnection following a transfer or at such other interval as may be mutually agreed upon by the respective Suppliers. A reconciliation of meter readings shall occur and the resulting water transfer shall be paid by the respective Supplier at the rate established in this Agreement. An annual meter calibration report will be furnished to each of the Suppliers by DeLand and Deltona for their respective meters.
6. Cost, Measure of, and Payment of Water Transferred. The cost of reclaimed water transferred from one Supplier to another shall be \$0.50 per 1,000 gallons for reclaimed water that is used by the receiving entity and placed into rapid infiltration basins and \$1.00 per 1,000 gallons for all other reclaimed water. The foregoing provision regarding the cost of reclaimed water or any other provision of this Agreement notwithstanding,

any two Suppliers are free at any time to agree to any other price for any transfer of water as between those two Suppliers that the said Suppliers deem appropriate. All amounts not paid within 30 days of the date of billing will be assessed interest in accordance with the legal rate established annually by the State of Florida.

7. Term of this Agreement. The term of this Agreement for the purchase and sale of water shall be for a period of five (5) years from date hereof and this contract shall be automatically renewed for additional five (5) year periods unless written notice has been given by any Supplier of its intention to cancel the agreement six (6) months prior to the automatic renewal date.
8. Interpretation/Enforcement. Any disputes concerning the interpretation or enforcement of the provisions of this Agreement shall be resolved by the County or City Managers or their representatives, and if unresolved within a reasonable period, pursuant to Chapter 164, Florida Statutes.
9. Notices.
 - a. All notices required to be given by any Supplier under this Agreement shall be in writing, addressed to all other Suppliers as follows, and delivered by certified mail, return receipt requested, or in person:

City of DeLand
120 South Florida Ave
DeLand, FL 32720

City of Deltona
2345 Providence Blvd.
Deltona, FL 32725

City of Orange City
229 East Graves Ave.
Orange City, FL 32763

Volusia County
123 West Indiana Ave.
DeLand, FL 32720
 - b. Any Supplier may, by written notice to all other Suppliers as provided herein above, change the address for any subsequent notice.
10. Assignment. No Supplier shall assign any rights or duties under this Agreement to any other person or entity without prior written permission of all Suppliers.
11. Waiver. Waiver by any Supplier of a breach of any covenant or provision of this Agreement shall not be deemed to constitute a waiver of any preceding or subsequent breach of the same or any other covenant or provision.

12. Severability. Should any term, provision, covenant, condition, paragraph, sentence or part of this Agreement be held invalid or unenforceable by any court of competent jurisdiction, the remaining terms, provisions, covenants, conditions, paragraphs, sentences and parts shall, nevertheless, remain in full force and effect.
13. Governing Law. Unless otherwise pre-empted by federal law, this Agreement shall be governed by and construed in accordance with the laws of the State of Florida, with venue in Volusia County, Florida.
14. Entire Agreement. This Agreement constitutes the entire agreement between the parties. There are no further or other agreements or understandings, written or oral, in effect between the parties relating to the subject matter of this Agreement.
15. Indemnification, Sovereign Immunity and Third Party Beneficiaries. Each participating party expressly retains all rights, benefits and immunities of sovereign immunity in accordance with Section 768.28; Florida Statutes. Unless otherwise preempted by federal law, this Agreement shall be governed by and construed in accordance with the laws of the State of Florida. This Agreement is not intended to create a joint venture amongst the Suppliers, and in no event shall any Supplier be responsible for the acts of any other Supplier, or such other Supplier's employees, agents or representatives. Each party shall be liable for its own actions and negligence. Notwithstanding anything set forth in any section of this Agreement to the contrary, nothing in this Agreement shall be deemed as a waiver of immunity or limits of liability of any party beyond any statutory limited waiver of immunity or limits of liability which may have been adopted by the Florida Legislature or may be adopted by the Florida Legislature and liability of any party for damages shall not exceed the statutory limits of liability, regardless of the number or nature of any claim which may arise including but not limited to a claim sounding in tort, equity or contract. Nothing in this Agreement shall inure to the benefit of any third party for the purpose of allowing any claim against any party, which would otherwise be barred under the Doctrine of Sovereign Immunity or operation of law.
16. Amendment. This Agreement may be amended or modified only by an instrument of equal formality signed by each of the Suppliers.

IN WITNESS WHEREOF, each of the Suppliers have executed this Agreement as of the date executed by each.

*** Signatures follow on individual pages ***

Executed by the City of DeLand on the ___ day of _____, 2016.

CITY OF DELAND

By: _____
Robert F. Apgar, Mayor

Attest:

Julie A. Hennessy, City Clerk-Auditor

Approved as to legal form:

By: _____
Darren J. Elkind, City Attorney

Executed by the City of Deltona on the ___ day of _____, 2016.

CITY OF DELTONA

By: _____
John C. Masiarczyk, Sr., Mayor

Attest:

Joyce Raftery, CMC, City Clerk-Auditor

Approved as to legal form:

By: _____
Gretchen "Becky" Vose, City Attorney

Executed by the City of Orange City on the ___ day of _____, 2016.

CITY OF ORANGE CITY

By: _____
Tom Laputka, Mayor

Attest:

Debbie Renner, City Clerk-Auditor

Approved as to legal form:

By: _____
William Reischmann, City Attorney

Executed by Volusia County on the ___ day of _____, 2016.

VOLUSIA COUNTY

By: _____
Jason P. Davis, County Chair

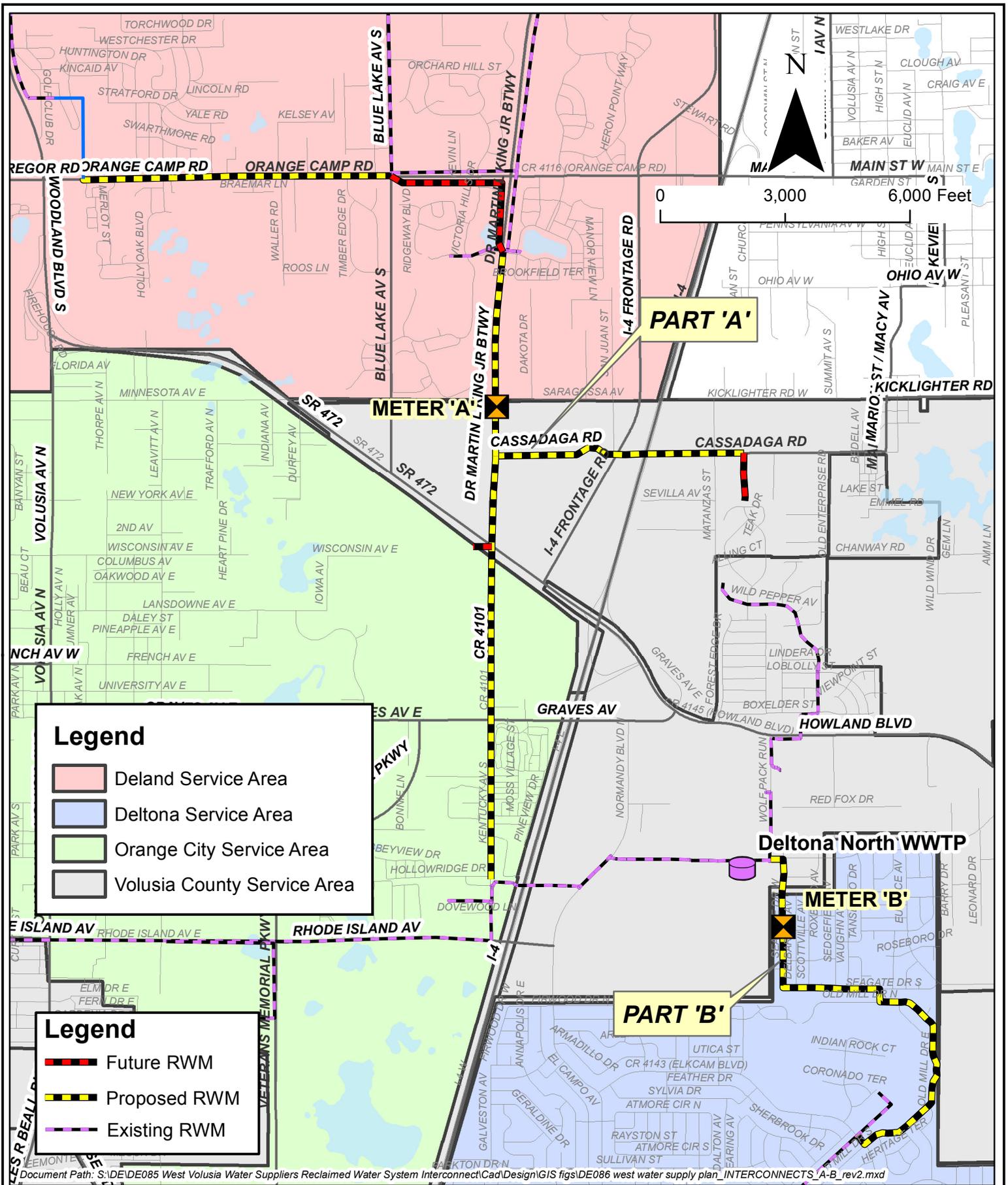
Attest:

James T. Dinneen, County Manager

Approved as to legal form:

By: _____
County Attorney

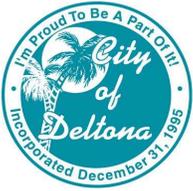
EXHIBIT “A”



QUENTIN L. HAMPTON ASSOCIATES, INC.
 CONSULTING ENGINEERS
 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER: 626
 FAX: 386.761.3977
 P.O. DRAWER 290247 PORT ORANGE, FL 32129-0247
 PHONE: 386.761.6810

WEST VOLUSIA WATER SUPPLIERS RECLAIMED WATER INTERCONNECT

**FIGURE 1
 RECLAIMED WATER
 INTERCONNECTS
 PARTS 'A' AND 'B'**



Agenda Memo

AGENDA ITEM: B.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 8 - B

SUBJECT:

Request for approval to modify the scope of the License Plate Readers (LPR's) system from what was originally presented in the FY 2015/2016 budget - Captain Erik Eagan, VCSO, (386) 806-7030

Strategic Goal: Public Safety

LOCATION:

City-wide

BACKGROUND:

The original FY 2015/2016 budget included a request for four (4) LPR systems. After review a better option would be to install a covert LPR speed trailer (\$30,000), along with six lanes of static LPR system (\$60,000). This coverage around the City could have a huge impact on enforcement and crime analysis/investigative/intelligence efforts. The Volusia County Sheriff's Office has budgeted to purchase static LPR systems to cover the outskirts of Deltona at four (4) strategic locations. If the City decided to purchase the proposed static LPR systems, they would complement the budgeted LPR systems that VCSO is purchasing.

Therefore, it is the recommendation of staff to modify the scope of the LPR project from the four 4-camera LPR systems to a covert LPR speed trailer and five travel lanes of static LPR systems at approximately the same cost of \$90,000. There would be an annual maintenance cost of approximately 15-17% in future budget cycles.

COST:

No budgetary impact

SOURCE OF FUNDS:

FY 2015/2016 budgeted funds

ORIGINATING DEPARTMENT:

Volusia County Sheriff's Office

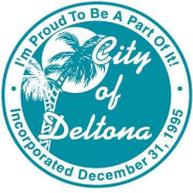
STAFF RECOMMENDATION PRESENTED BY:

Staff recommends approval to modify the scope of the LPR systems program from four 4-camera License Plate Reader systems to a covert LPR speed trailer and a static LPR system for six (6) lanes of traffic.

AGENDA ITEM: B.

POTENTIAL MOTION:

“I hereby move to modify the scope of the LPR systems program from four 4-camera License Plate Reader systems to a covert LPR speed trailer and a static LPR system for six (6) lanes of traffic.”



Agenda Memo

AGENDA ITEM: A.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - A

SUBJECT:

Public Hearing and approval of Resolution No. 2016-42, adopting the Tentative Millage Rate for the levy of ad valorem taxes for FY 2016/2017 - Robert Clinger, Finance Department (386) 878-8552.

Strategic Goal: Fiscal Issues

LOCATION:

City-wide

BACKGROUND:

State law requires that the City hold a public hearing on the tentative budget and proposed millage rate between 65 and 80 days from the date (July 1, 2016) of certification of taxable value provided by the Property Appraiser. This hearing was publicized via the TRIM Notice mailed by the County Property Appraiser on or about August 17, 2016.

At this hearing, the City will:

- First discuss the percentage increase or decrease in millage over the rolled-back rate. The proposed millage rate of 7.950 reflects a 7.3% increase from the rolled-back rate.
- Adopt a tentative millage (Resolution No. 2016-42) and budget (Resolution No. 2016-43) by separate vote and in that order as required by State law.
- If the tentatively adopted millage rate exceeds the proposed rate presented in the TRIM Notice (7.990), each taxpayer within the City must be notified of the increase by first class mail.
- Prior to adopting the millage-levy resolution, the name of the taxing authority (City of Deltona, Florida), the rolled-back rate (7.412), and the percentage increase or decrease compared to the rolled-back rate (7.3% increase), and the millage rate to be levied (7.950) must be publicly announced. The tentative millage rate and budget will be used to advertise the final budget hearing scheduled for September 19, 2016.

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

Finance

AGENDA ITEM: A.

STAFF RECOMMENDATION PRESENTED BY:

Robert Clinger, Finance Department - Staff recommends the approval of Resolution No. 2016-42 adopting the tentative millage rate of 7.950 for the levy of ad valorem taxes for FY 2016/2017.

POTENTIAL MOTION:

"I move to approve Resolution No. 2016-42 adopting a tentative millage rate of 7.950 mills for the levy of ad valorem taxes for FY 2016/2017."

RESOLUTION NO. 2016-42

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA; ADOPTING A TENTATIVE MILLAGE RATE FOR THE 2016-2017 FISCAL YEAR; COMPARING TENTATIVE MILLAGE RATE WITH THE ROLLED-BACK RATE; ESTABLISHING A DATE, TIME, AND PLACE AT WHICH A PUBLIC HEARING WILL BE HELD TO ADOPT A FINAL MILLAGE RATE; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on July 18, 2016, City Commission adopted a proposed millage rate, computed a rolled-back rate, and established a date, time, and place for a public hearing to consider the proposed millage rate and the tentative budget for the 2016-2017 fiscal year; and

WHEREAS, the City Manager has delivered a recommended budget for the 2016-2017 fiscal year; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, as follows:

Section 1. A tentative millage rate of 7.9500 mills is hereby adopted for the 2016-2017 fiscal year.

Section 2. The tentative millage rate of 7.9500 mills is 7.3 percent more than the rolled-back rate of 7.4120 and represents a 7.3 percent increase in property taxes.

Section 3. A public hearing will be held on September 19, 2016 at 6:30 p.m., or as soon thereafter as may be heard, at Deltona City Hall, 2345 Providence Boulevard, Deltona, Florida, to adopt a final millage rate.

Section 4. This resolution shall take effect immediately upon its final adoption by the City Commission.

**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF
DELTONA, FLORIDA, THIS _____ DAY OF _____, 2016.**

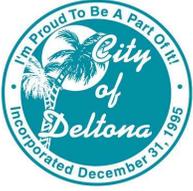
BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, City Clerk

Approved as to form and legality for use
and reliance of the City of Deltona, Florida:

GRETCHEN R. H. VOSE, City Attorney



Agenda Memo

AGENDA ITEM: B.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - B

SUBJECT:

Public Hearing and approval of Resolution No. 2016-43 adopting the tentative annual budget for FY 2016/2017 - Robert Clinger, Finance Department (386) 878-8552.

Strategic Goal: Fiscal Issues

LOCATION:

City-wide

BACKGROUND:

State law requires that the City hold a public hearing on the tentative budget and proposed millage rate between 65 and 80 days from the date (July 1, 2016) of certification of taxable value provided by the Property Appraiser. This hearing was publicized via the TRIM Notice mailed by the County Property Appraiser on or about August 17, 2016.

At this hearing, the City:

- May amend the tentative budget and re-compute its proposed millage rate, and publicly announce the percent, if any, by which the recomputed proposed millage exceeds the rolled-back rate.
- Will adopt a tentative millage (Resolution No. 2016-42) and budget (Resolution No. 2016-43), in that order.
- If the tentatively adopted millage rate exceeds the proposed rate presented in the TRIM Notice (7.99), each taxpayer within the City must be notified of the increase by first class mail.
- The adopted tentative millage and budget will be used to advertise the final hearing scheduled for September 19, 2016.

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

Finance

AGENDA ITEM: B.

STAFF RECOMMENDATION PRESENTED BY:

Robert Clinger, Finance Department - Staff recommends approval of Resolution No. 2016-43 adopting the tentative budget for FY 2016/2017.

POTENTIAL MOTION:

“I move to approve Resolution No. 2016-43 adopting the tentative budget for FY 2016/2017.”

RESOLUTION NO. 2016-43

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA; ADOPTING A TENTATIVE BUDGET FOR THE 2016-2017 FISCAL YEAR; ESTABLISHING A DATE, TIME, AND PLACE AT WHICH A PUBLIC HEARING WILL BE HELD TO ADOPT A FINAL BUDGET; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on July 18, 2016, City Commission adopted a proposed millage rate, computed a rolled-back rate, and established a date, time, and place for a public hearing to consider the proposed millage rate and the tentative budget for the 2016-2017 fiscal year; and

WHEREAS, the City Manager has delivered a recommended budget for the 2016-2017 fiscal year.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, as follows:

Section 1. The City Commission hereby adopts the tentative General Fund, Special Revenue Funds, Enterprise Fund, and Capital Project Funds budgets, which are attached hereto and by reference made a part hereof, of the City of Deltona, Florida, for the fiscal year beginning October 1, 2016, and ending September 30, 2017, said budgets showing combined sources and uses of \$155,991,408.

Section 2. A public hearing will be held on September 19, 2016 at 6:30 p.m., or as soon thereafter as may be heard, at Deltona City Hall, 2345 Providence Boulevard, Deltona, Florida, to adopt a final budget.

Section 3. This resolution shall take effect immediately upon its final adoption by the City Commission.

**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF
DELTONA, FLORIDA, THIS _____ DAY OF _____, 2016.**

BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, City Clerk

Approved as to form and legality for use
and reliance of the City of Deltona, Florida:

GRETCHEN R. H. VOSE, City Attorney



Office of the Deputy
City Manager

Dale Baker, Deputy CM

MEMORANDUM

To: Jane Shang, City Manager

Date: August 29, 2016

Subject: IMPACTS OF REDUCING 2 CODE OFFICERS (14 to 12 officers) AND SPLITTING CODE AND ANIMAL CONTROL OPERATIONS

At the August 11th Special Budget Workshop the Commission directed staff to look at cutting the number of code officers by two (2), possibly reducing the level of service on the weekends and separating the duties of animal control and code. Below are some bulleted points:

- The two (2) officers will not be absorbed by new positions. They either do not meet the minimum qualifications or they would be required take a 31% pay cut.
- I was asked how many calls we get on Sundays. From January 1st to date we have opened on average thirty four (34) new cases every Sunday. This is compared to an average of forty seven (47) new cases on other days. The number of Sunday calls indicates the Community expects service seven (7) days per week. Many other communities expect service from Monday-Saturday.
- This year 10,522 cases have been opened to date. Out of those cases only 2.75% (290) of the cases resulted in a citation or being scheduled to go before the special magistrate. I believe we are working very hard on our goal of volunteer compliance via education. Further, many calls are not logged (i.e. considered as a case) when the officers are passing out educational flyers or scheduling bulk trash pickups for the citizens. This protocol deflates the actual amount of work performed by Code Enforcement. Generally, an officer has a workload of approximately 75 cases at any given time.
- During the same time period officers spent a lot of time passing out education flyers (approximately 4,000) and talking to citizens about solid waste, no cases were opened. Door hangers (approximately 5,000) were also distributed. Officers are now spending approximately 25% of their time on solid waste issues.
- Reducing the number of code officers conflicts with the City Strategic Plan:
 - Public Safety: strengthen code enforcement
 - Review the need for additional staff
- Code officers are vital to achieving the following strategic goals:
 - Public Safety: City's beautification program
 - Public Safety: demolition program

- Public Safety: sign ordinance
- General code violations (high grass, debris, fencing, littering, parking and inoperative vehicles, food vendors, standing green pool water, etc.)

Separating the duties will result in the following: (six code and six animal control officers)

- Sending two officers out to a property will result in more complaints. Officer goes out for an animal issue and observes a code violation. Code officer now goes out; citizen complains we are harassing them. Not very efficient to send two people out.
- Animal control will not maintain their code certifications and in time won't know the codes. Same applies for code, won't be certified animal control and won't be able to respond.
- This action will result in a staffing level we had in 1998, one animal control officer was on vacation and the other was in Daytona at the humane society. No officer within the city limits.
- Eliminating two code officers and cutting service will result in the need for four (4) vehicles. This is a capital cost of approximately \$120,000 which has the effect of adding costs rather than reducing costs. The additional vehicles will be required if we go to five (5) or six (6) days a week. We will have more officers working on the same days.

RECOMMENDATION: I recommend we maintain the same level of service and not eliminate the two (2) officers. Further, the Department will refocus its efforts as follows:

- Education as a means to achieve compliance
- Attend neighborhood watch and other various public outreach meetings to change the public perception of Code Enforcement
- Develop a comprehensive tracking system that will reflect all calls received and the actual amount of work performed by Code Enforcement
- Allocate 25% of work schedule to be proactive rather than reactive
- Provide an annual report identifying workload, return calls/follow-up and case closure.
- Priority issues that support the City's beautification program are:
 - Blight and dilapidated structures
 - Debris, grass, hoarding, trash
 - Green swimming pools (to address Zika virus and mosquitoes)
 - Parking and inoperative vehicles
 - TNR program and domestic animals
 - Notifying both the tenant and landlord/landowner of the code violation



**MANAGEMENT
ADVISORY
GROUP INTL., INC.**

MANAGEMENT CONSULTING SERVICES

August 25, 2016

Richard Adams, SPHR, SHRM-SCP
Human Resources Director
City of Deltona
2345 Providence Blvd.
Deltona, FL 32725

Dear Mr. Adams:

Management Advisory Group International, Inc. (MAG) is pleased to present this *Benefits Review* to the City of Deltona.

As you know, the RFP for this project included a reference to the review of benefits within the scope of the study. MAG's proposal did not make reference to the provision of a comprehensive review of benefits, so, in a workshop with the City Commission, I had indicated that a review of benefits was not part of the project. That was incorrect. In response, MAG has completed a very comprehensive and more extensive review of the benefits offered by your competitors.

Employees anticipate a competitive level of wages. The compensation levels that are recommended in the compensation and classification study provided to the City refer only to compensation levels. Those recommended compensation levels will ensure that the City will be competitive on all positions within the pay structure. The City should review the provision of compensation levels and the provision of benefits independently, and, if any adjustments are needed, they should be adjusted separately.

It is also our view that it is in the City's best interests to adopt the compensation plan and the recommendations as a whole. The entire structure is relational, and internal relationships, grade levels, and salaries need to be maintained in order to retain a proper balance.

Richard Adams, SPHR, SHRM-SCP
Human Resources Director
August 25, 2016
Page Two

Benefits are very difficult to capture from respondents, since the responses typically come from several sources within the target organization. Responding also typically takes more time, so the number of responses can be limited. MAG often is required to go beyond the target agencies used in the compensation survey. We did that for Deltona, although the agencies are within the same region. We believe this approach makes the information richer and more useful for review.

As you know, there are many reasons why employees come to work for an employer. It could be the base salary, or benefits, or location, or other family reasons. Younger employees are typically more interested in base salaries, while older employees value benefits to a greater degree. An organization has to find a balance that ensures the ability to both recruit and retain qualified employees.

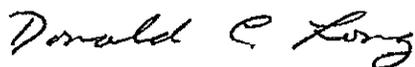
MAG has provided a compensation program with recommended pay ranges for all positions within the City. Those base pay levels, when adopted, will ensure that the City is able to recruit and retain qualified employees. At the same time, the City should be competitive in the benefits provided. While the combination of base pay and benefits yields a total compensation amount, in terms of seeking the balance of pay and benefits, they are reviewed independently.

The City's compensation program should be competitive. In terms of the benefits offered, the City is a little high in some areas, yet lags in other areas. Most offerings are competitive to the market. One of the key findings is that the percentage of cost of benefits is nearly identical to the market findings. This means that the overall cost of the City's benefits, relative to the cost of base compensation, is right on target with the market.

In conclusion, the benefits do not affect the proposed pay ranges and MAG recommends implementing the new pay ranges as proposed to ensure competitiveness.

MAG would like to express our thanks to all employees and staff who have participated in this important project. We look forward to your questions and input. Please feel free to contact us at (703) 590-7250, or via email, as needed.

Sincerely,



Donald C. Long, Ph.D.

President
Management Advisory Group International, Inc.
13580 Groupe Drive, Suite 200
Woodbridge, VA 22192

Employee Benefits study overview

Benefits as percentage of total compensation. Deltona cost of benefits slightly lower than the average:

Deltona: 37%

Average: 38%

Lag the market	Ahead of the market	In Line with market
Tuition Assistance <ul style="list-style-type: none"> Deltona – not offered. All others (except 1) offer. 	Annual Leave <ul style="list-style-type: none"> Deltona slightly higher for employees with longevity of 10 years plus and including Sr. Management Benefit. 	Cafeteria Plan
Educational Incentive Pay <ul style="list-style-type: none"> Deltona – Offered for FF only. Most other City's offer to all employees. 	Maximum Accrual reimbursement at term <ul style="list-style-type: none"> Deltona slightly higher including employees with 10 or more years of service (Maximum). Employees leaving before 10 years receive no sick time payout. 	PT Employee benefits
		Bereavement Leave
		Shift Differentials
		On-call compensation
		Acting/Temporary Comp
		Comp time
		Retirement Plan
		Health Insurance

Compensation Study Update

09/06/2016

Richard Adams, BSBA, SPHR, SHRM-SCP, SSGBC
Director of Human Resources
City of Deltona

Benefits

- A benefits survey was completed by MAG as well as an In-House survey by the HR Department.
- Both studies showed that our benefits are competitive overall by comparing the average benefit load factor percentage.
- The Pay Ranges in the compensation study are not affected by the Benefits survey.
- Benefits and Pay ranges remain independent of each other.
- Benefits are used in conjunction with the Pay Grades for recruitment and retention purposes.

Updated Demographics

- Of the 227 employees in the study, 83, or **36%** would receive an adjustment.
- **64% of the employees would not receive an adjustment** to minimum or market per the compensation study.
- **71** of the employees receiving an adjustment are hourly employees, which accounts for 78% of the total compensation study implementation cost.(\$102,940)
- **Only 12** of the employees receiving an adjustment are supervisors and above, which accounts for 22% of the total compensation study implementation cost.(\$30,721)
- 1 Department Head is recommended for an adjustment out of the 12.

Summary

- Plan A is to implement the wages and pay grade adjustments for the 71 hourly employees.
- Plan B would be to avoid any potential liability issues and also implement the wages and pay grade adjustments for the remaining 12 employees.

DeptName	PositionPropClassTitle	MinAdj	Time in position	Total Adj
HUMAN RESOURCES	HUMAN RESOURCES MANAGER	\$0.00	\$1,758.00	\$1,758.00
PARKS & RECREATION	RECREATION PROGRAM MGR.	\$258.00	\$2,050.00	\$2,308.00
DWS ADMINISTRATION	PUBLIC WORKS DIRECTOR-ADM.	\$185.00	\$3,770.00	\$3,955.00
PARKS & RECREATION	ASS'T PARKS & REC DIRECTOR	\$0.00	\$5,385.00	\$5,385.00
PARKS & RECREATION	PARKS & RECREATION DIRECTOR	\$0.00	\$1,860.00	\$1,860.00
HUMAN RESOURCES	RISK MANAGER	\$0.00	\$1,367.00	\$1,367.00
PARKS & RECREATION	PARKS MAINTENANCE SUPERVISOR	\$0.00	\$1,506.00	\$1,506.00
		\$443.00	\$17,696.00	\$18,139.00

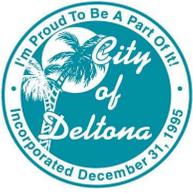
DeptName	PositionPropClassTitle	MinAdj	Time in position	Total Adj
DWS FIELD OPS	UTILITY SYSTEMS MANAGER	\$0.00	\$709.00	\$709.00
DWS-CUSTOMER SERVICE	UTILITY BILLING SUPERVISOR	\$0.00	\$1,562.00	\$1,562.00
DWS-CUSTOMER SERVICE	UTILITY CUSTOMER SRV SUP	\$3,482.00	\$0.00	\$3,482.00
STORM WATER MANAGEMENT	STORM WATER MANAGER	\$0.00	\$4,356.00	\$4,356.00
STORM WATER MANAGEMENT	STORM WATER SUPERVISOR	\$0.00	\$2,473.00	\$2,473.00
		\$3,482.00	\$9,100.00	\$12,582.00

TOTAL ADJUSTMENT for MGRS \$3,925.00 \$26,796.00 \$30,721.00

TOTAL ADJ for NON MANAGERS \$ 41,376.00 \$ 61,564.00 \$ 102,940.00

TOTAL COMP STUDY ADJ. \$ 45,301.00 \$ 88,360.00 \$ 133,661.00

MGMT % to TOTAL 8.66% 30.33% 22.98%



Agenda Memo

AGENDA ITEM: C.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - C

SUBJECT:

Request for approval of Resolution No. 2016-47 amending the FY 2015/2016 budget for the General Fund, Capital Equipment Fund, Parks Projects Fund, Municipal Complex Fund and Grants Match Fund in order to reallocate anticipated surplus funds to other projects - Robert Clinger, Finance Department - (386) 878-8552.

Strategic Goal: Fiscal Issues

LOCATION:

City-wide

BACKGROUND:

General Fund revenues are tracking on budget for FY 2015/2016 but expenditures are trending below which is expected to result in an overall surplus.

Several unfunded projects were approved by the City Commission at recent meetings and staff was directed to prepare a budget amendment in order to fund some projects that were not budgeted in the past.

The attached document "Proposed FY 2015/2016 Budget Amendment" provides information regarding the unfunded projects. This reallocation of funds will provide the City Manager with the discretion to utilize the appropriate funds for the general categories and concepts reflected in the attachment while giving the City Manager the discretion to revise some of the specifics contained therein as deemed in the best interests of the City as determined by the City Manager.

COST:

No City-wide net budgetary impact.

SOURCE OF FUNDS:

Anticipated FY 2015/2016 budgeted surplus.

ORIGINATING DEPARTMENT:

Finance

STAFF RECOMMENDATION PRESENTED BY:

Robert Clinger, Finance Director - Staff recommends approval of Resolution No. 2016-47 amending the FY 2015/2016 budget for the General Fund, Capital Equipment Fund, Parks Projects Fund, Municipal Complex Fund and Grants Match Fund in order to reallocate anticipated surplus funds to

AGENDA ITEM: C.

other projects - Robert Clinger, Finance Department - (386) 878-8552.

POTENTIAL MOTION:

"I hereby move to approve Resolution No. 2016-47 amending the FY 2015/2016 budget for the General Fund, Capital Equipment Fund, Parks Projects Fund, Municipal Complex Fund and Grants Match Fund in order to reallocate anticipated surplus funds to other projects.

RESOLUTION NO. 2016-47

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA; AMENDING THE ANNUAL GENERAL FUND, CAPITAL EQUIPMENT FUND, PARKS PROJECTS FUND, MUNICIPAL COMPLEX FUND AND GRANTS MATCH FUND BUDGETS FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2015, AND ENDING SEPTEMBER 30, 2016 BY ADJUSTING REVENUE AND EXPENSES; REPEALING ALL RESOLUTIONS OR PARTS OF RESOLUTIONS IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on September 21, 2015, City Commission adopted a budget for the 2015/2016 fiscal year specifying certain projected revenues and expenditures; and

WHEREAS, from time-to-time circumstances and events may require the original budget to be revised; and

WHEREAS, Section 6.3 of the Charter of the City of Deltona, Florida provides for Appropriation Amendments During the Fiscal Year upon written request of the City Manager, and the City Council may, by resolution approve (a) Supplemental Appropriations, (b) Reduction of Appropriations, and (c) Transfer of Appropriations; and

WHEREAS, based on a review, the City Manager has delivered a recommended budget amendment for the 2015/2016 fiscal year; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, as follows:

Section 1. That the annual operating budget of the City of Deltona as adopted for the fiscal year beginning October 1, 2015, is hereby revised and amended to provide for transfer of appropriations as provided in Exhibit "A" attached hereto and incorporated herein by this reference.

Section 2. That all resolutions or parts of resolutions in conflict herewith be repealed.

Section 3. This resolution shall take effect immediately upon its final adoption by the City Commission.

**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY
OF DELTONA, FLORIDA, THIS _____ DAY OF _____, 2016.**

BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, City Clerk

Approved as to form and legality for use and
reliance of the City of Deltona, Florida:

GRETCHEN R.H. VOSE, City Attorney

**Proposed
FY 15/16 Budget Amendment**

Electric sign @ Howland / 415	\$75,000
Firefighter Reserve Program	25,100
Park Projects (transfer funds to Parks Projects):	190,000
Public Works Relocation – Site Engineering	100,000
IT Help Desk staff position- Post/hire by FYE	3,000
Transfer to Grants Match Fund	500,000
Total request	<u>\$893,100</u>

Electric sign @ Howland / 415

The City is currently working with Volusia County to review the viability and complete the necessary engineering of the County's existing corner clip property at the corner of Howland Blvd. and SR 415. This project encompasses the review and installation of an electronic sign similar to those currently located at the main entrances to our City.

Firefighter Reserve Program

This would kick-start the City's Reserve program. The program would consist of 10 Reservists: 6 would be certified firefighters/ EMT's working alongside shift members enhancing services; 4 would assist in support positions that can serve in the administrative division. This would affect both Fire and HR budgets.

Park Projects (transfer funds to Parks Projects):

- Basketball court – Manny Rodriguez 45,000
- Basketball court – Timber Ridge 45,000
- Neighborhood Park 100,000

Manny Rodriguez: the basketball court is cracked and has several depressions where attention is required from a risk exposure standpoint. It will be necessary to replace the sub structure layer and apply a new surface.

Timber Ridge: the basketball court is cracked and there are several depressions where attention is required from a risk exposure standpoint. It will be necessary to replace the sub structure layer and apply a new surface.

Neighborhood Park: the scope of this project includes creating an open green space area, adding a small playground, park benches and picnic area in order to provide a gathering place for the residents within the neighborhood. Location: Montecito.

Public Works Relocation – Site Engineering

This project is the initial step in determining the viability of the site for the relocation of the current Public Works facility from 201 Howland Blvd to the 122 acre site. The intent would be to have Public Works and Stormwater to relocate to the new facility and review the option of also co-location the water utility divisions to the site as well.

IT Help Desk staff position- Post/hire by FYE

This would be a new position which would help provide front line coverage with Help Desk tickets for all City users. Help Desk tickets usually require immediate attention; therefore, this position would allow senior staff to focus on higher level duties and not focus on so much on Help Desk. This position would also help with after-hours and weekend coverage/emergencies.

Grants Match – Future Potential Grants

This would be a transfer from General Fund anticipated surplus funds into the City's Grants Match Fund Balance Reserve Fund. Funds are not specifically ear-marked but would allow the City to easily fund grants matches that may arise in the future.

City of Deltona
Exhibit A
Budget Amendment
Fiscal Year 2015-2016

Amendment #: 2016-91 Date: September 6, 2016
Fund: Park Projects Fund Agenda Item: _____

		<u>Increase</u>	<u>Decrease</u>
Account #:	302 381001	Amount: 190,000	
Description:	<u>OPERATING TRSFER IN - GEN FUND</u>		
Account #:	302652 650100 03022	Amount: 45,000	
Description:	<u>GENERAL-MANNY RODRIQUEZ PARK</u>		
Account #:	302652 650100 03010	Amount: 45,000	
Description:	<u>GENERAL-TIMBERRIDGE</u>		
Account #:	302652 650100 03121	Amount: 100,000	
Description:	<u>NEIGHBORHOOD PARK - MONTECITO</u>		
Account #:		Amount:	
Description:	_____		
Account #:		Amount:	
Description:	_____		
Account #:		Amount:	
Description:	_____		
Account #:		Amount:	
Description:	_____		
Account #:		Amount:	
Description:	_____		

Description: This amendment results in no change in Budgetary Fund Balance.

Reason: **To reallocate funds in the FY 2015/2016 budget per Commission directive.**

ATTEST:

Joyce Raftery, City Clerk

John C. Masiarczyk, Sr., Mayor

City of Deltona

Exhibit A

Budget Amendment

Fiscal Year 2015-2016

Amendment #:	<u>2016-90</u>	Date:	<u>September 6, 2016</u>
Fund:	<u>Municipal Complex</u>	Agenda Item:	<u></u>

			<u>Increase</u>	<u>Decrease</u>
Account #:	301 381001	Amount:	100,000	
Description:	<u>OPERATING TRSFR IN - GEN FUND</u>			
Account #:	301 650100 30201	Amount:	100,000	
Description:	<u>PUBLIC WORKS DEPOT</u>			
Account #:		Amount:		
Description:	<u></u>			
Account #:		Amount:		
Description:	<u></u>			
Account #:		Amount:		
Description:	<u></u>			
Account #:		Amount:		
Description:	<u></u>			
Account #:		Amount:		
Description:	<u></u>			
Account #:		Amount:		
Description:	<u></u>			

Description: This amendment results in no change in Budgetary Fund Balance.

Reason: **To reallocate funds in the FY 2015/2016 budget per Commission directive.**

ATTEST:

Joyce Raftery, City Clerk

John C. Masiarczyk, Sr., Mayor

City of Deltona

Exhibit A

Budget Amendment

Fiscal Year 2015-2016

Amendment #:	2016-88	Date:	September 6, 2016	
Fund:	General	Agenda Item:		
			<u>Increase</u>	<u>Decrease</u>
Account #:	001190 910301	Amount:	100,000	
Description:	OPERATING TRSF OUT TO MUNICOMP			
Account #:	001190 910302	Amount:	190,000	
Description:	OPERATING TRFR OUT TO PARK PRO			
Account #:	001190 910150	Amount:	500,000	
Description:	OPERATING TRSF OUT TO GRANT MA			
Account #:	001190 910501	Amount:	75,000	
Description:	CAPITAL OUTLAY - REPLACEMENT			
Account #:	001131 511200	Amount:	3,000	
Description:	SALARIES & WAGES			
Account #:	001222 525206	Amount:	4,500	
Description:	UNIFORMS			
Account #:	001160 524910	Amount:	5,000	
Description:	BACKGROUNDS/PHYSICALS/WELLNESS			
Account #:	001160 524910	Amount:	3,000	
Description:	BACKGROUNDS/PHYSICALS/WELLNESS			
Account #:	001222 525400	Amount:	1,100	
Description:	PUBLICATIONS, MEMBERSHIP, TRAINING			
Account #:	001222 525204	Amount:	11,500	
Description:	BUNKER GEAR			
Account #:	001130 511200	Amount:		55,000
Description:	SALARIES & WAGES			
Account #:	001155 511200	Amount:		45,000
Description:	SALARIES & WAGES			
Account #:	001157 511200	Amount:		35,000
Description:	SALARIES & WAGES			
Account #:	001160 511200	Amount:		65,000
Description:	SALARIES & WAGES			

City of Deltona

Exhibit A

Budget Amendment

Fiscal Year 2015-2016

Amendment #:	<u>2016-88</u>	Date:	<u>September 6, 2016</u>	
Fund:	<u>General</u>	Agenda Item:	<u></u>	
			<u>Increase</u>	<u>Decrease</u>
Account #:	001190 511200	Amount:		5,000
Description:	SALARIES & WAGES			
Account #:	001196 511200	Amount:		60,000
Description:	SALARIES & WAGES			
Account #:	001221 511200	Amount:		90,000
Description:	SALARIES & WAGES			
Account #:	001414 511200	Amount:		20,000
Description:	SALARIES & WAGES			
Account #:	001415 511200	Amount:		9,000
Description:	SALARIES & WAGES			
Account #:	001416 511200	Amount:		8,000
Description:	SALARIES & WAGES			
Account #:	001417 511200	Amount:		5,000
Description:	SALARIES & WAGES			
Account #:	001419 512300	Amount:		15,000
Description:	HEALTH/DENTAL/LIFE INSURANCE			
Account #:	001720 511200	Amount:		150,000
Description:	SALARIES & WAGES			
Account #:	001110 524801	Amount:		4,000
Description:	PROMOTIONAL ACTIVITIES			
Account #:	001121 524102	Amount:		30,800
Description:	POSTAGE			
Account #:	001125 523101	Amount:		10,000
Description:	PROFESSIONAL SERVICES - OTHER			
Account #:	001130 523101	Amount:		5,000
Description:	PROFESSIONAL SERVICES - OTHER			
Account #:	001131 523101	Amount:		50,000
Description:	PROFESSIONAL SERVICES - OTHER			

City of Deltona
Exhibit A
Budget Amendment
Fiscal Year 2015-2016

Amendment #: 2016-88 Date: September 6, 2016
Fund: General Agenda Item: _____

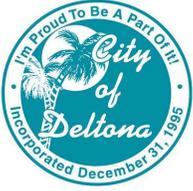
		<u>Increase</u>	<u>Decrease</u>
Account #:	001155 523101	Amount:	100,000
Description:	PROFESSIONAL SERVICES - OTHER		
Account #:	001160 523404	Amount:	14,400
Description:	SOFTWARE/NETWORK MAINTENANCE		
Account #:	001196 523411	Amount:	50,000
Description:	ANIMAL KENNEL FEES		
Account #:	001222 525201	Amount:	15,900
Description:	FUEL & OIL		
Account #:	001416 525201	Amount:	20,000
Description:	FUEL & OIL		
Account #:	001416 525301	Amount:	10,000
Description:	ROAD MATERIALS & SUPPLIES		
Account #:	001416 523101	Amount:	1,000
Description:	PROFESSIONAL SERVICES - OTHER		
Account #:	001720 525201	Amount:	20,000
Description:	FUEL & OIL		
Description:	This amendment results in no change in Budgetary Fund Balance.		

Reason: **To reallocate funds in the FY 2015/2016 budget per Commission directive.**

ATTEST:

Joyce Raftery, City Clerk

John C. Masiarczyk, Sr., Mayor



Agenda Memo

AGENDA ITEM: D.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - D

SUBJECT:

Request for approval of Resolution 2016-48 to revise the City's Minimum Fund Balance Policy to increase the Grants Match Reserve by \$500,000 bringing the total for the Grants Match Reserve to \$1,000,000 - Robert Clinger, Finance (386) 878-8552.

Strategic Goal: Fiscal Issues

LOCATION:

City-wide

BACKGROUND:

The City adopted Resolution 2014-30 establishing a Grants Match Reserve in the amount of \$500,000 as part of the City's Minimum Fund Balance Policy. To date, none of these funds have been used. Based on Commissioners' input, staff is now proposing increasing this reserve to \$1,000,000.

One of the City's Strategic Goals is to more aggressively pursue grant opportunities. In moving this goal forward, the City has a contracted Grants Writer who is actively seeking grant opportunities. Many grant opportunities arise throughout the year, long after the City's annual budget has been adopted. This would allow the City to have matching funds available at any time for grant opportunities that staff was not aware of during the budget process and therefore, were not included in the City's annual budget.

COST:

N/A - Reserve designation only

SOURCE OF FUNDS:

General Fund FY 15/16 anticipated budgeted surplus

ORIGINATING DEPARTMENT:

Finance

STAFF RECOMMENDATION PRESENTED BY:

Robert Clinger, Finance Director - Staff recommends approval of Resolution 2016-48 to change the City's Minimum Fund Balance Policy to increase the Grants Match Reserve by \$500,000 bringing the total for the Grants Match Reserve to \$1,000,000.

POTENTIAL MOTION:

AGENDA ITEM: D.

I move to approve of Resolution 2016-48 to change the City's Minimum Fund Balance Policy to increase the Grants Match Reserve by \$500,000 bringing the total for the Grants Match Reserve to \$1,000,000.

RESOLUTION NO. 2016-48

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA; TO REVISE THE CITY'S MINIMUM FUND BALANCE POLICY TO INCREASE THE GRANTS MATCH RESERVE IN CONFLICT HEREWITH; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, The City of Deltona desires to expand its Minimum Fund Balance Policy; and

WHEREAS, the City of Deltona desires to increase the Grant Match Reserve to \$1,000,000 from \$500,000 as part of the City's Minimum Fund Balance Policy defined in Resolutions 2011-31, 2012-29, 2014-30 for the purposes of increasing the City's available funds to match future grant matching funds as needed to enable the City to apply for grants that may arise at any time throughout the year that were not included in the annual budget process, and

WHEREAS, this Grant Match Reserve continues to be a one-time reserve and will not be replenished as it is consumed by Commission directive, unless directed otherwise by the Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, as follows:

Section 1 The City Manager is hereby authorized to increase the Grants Match Reserve by \$500,000 to \$1,000,000 until such time as the funds are depleted by

Commission directive.

Section 2. That all resolutions or parts of resolutions in conflict herewith be repealed.

Section 3. This resolution shall take effect immediately upon its final adoption by the City Commission.

**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY
OF DELTONA, FLORIDA, THIS _____ DAY OF _____, 2016.**

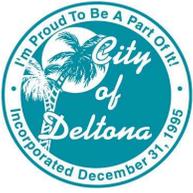
BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, City Clerk

Approved as to form and legality for use and
reliance of the City of Deltona, Florida:

GRETCHEN R.H. VOSE, City Attorney



Agenda Memo

AGENDA ITEM: E.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - E

SUBJECT:

Public Hearing - Resolution No. 2016-41, Southwest Deltona Community Redevelopment Area (CRA) Board Action on the Community Redevelopment Plan - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.

Strategic Goal: Economic Development. Pursue the creation of a CRA for Deltona Blvd.

LOCATION:

City-wide.

BACKGROUND:

The City of Deltona to-date has received the proper Delegation of Authority from the Volusia County Council on July 7, 2016. From August 15-September 6, 2016, it has taken the proper steps to create the Southwest Deltona Community Redevelopment Area (CRA) Redevelopment Agency, have the Planning & Zoning Board as the Local Planning Agency review the Redevelopment Plan, and have the Redevelopment Plan transmitted to the City Commission for review and adoption. Resolution No. 2016-41 is for the City Commission to adoption of the Southwest Deltona Community Redevelopment Area Redevelopment Plan.

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

Planning and Development Services

STAFF RECOMMENDATION PRESENTED BY:

Chris Bowley, AICP, Director, Planning and Development Services - Staff recommends adoption of Resolution No. 2016-41 by the City Commission.

POTENTIAL MOTION:

"I hereby move to adoption of Resolution No. 2016-41, the Southwest Deltona Community Redevelopment Area Redevelopment Plan."

RESOLUTION NO. 2016-41

**A RESOLUTION OF THE CITY OF DELTONA, FLORIDA,
RELATING TO COMMUNITY REDEVELOPMENT;
MAKING FINDINGS; ADOPTING A COMMUNITY
REDEVELOPMENT PLAN; REPEALING RESOLUTIONS
IN CONFLICT HEREWITH; PROVIDING FOR
SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, the Florida Legislature duly enacted Chapter 163, Part III, Florida Statutes (the "Community Redevelopment Act") establishing the conditions and procedures for the establishment of community redevelopment areas and agencies.

WHEREAS, a community redevelopment plan as contemplated by Part III, Chapter 163, Florida Statutes, has been prepared which addresses the redevelopment needs in the Community Redevelopment Area.

WHEREAS, on July 20, 2015, the City adopted Resolution No. 2015-28 by which the City (1) ascertained, determined and declared certain Finding of Necessity as required by law; created the Southwest Deltona Community Redevelopment Area, also referred to as the Southwest Volusia Community Redevelopment Area ("Redevelopment Area"); and determined that the Redevelopment Area constituted a "blighted area" as defined in Section 163.340(8), Florida Statutes, (2) expressed the creation of the Southwest Deltona Community Redevelopment Agency ("Agency"), pursuant to Section 163.356, Florida Statutes to promote and encourage rehabilitation, conservation and redevelopment within the Redevelopment Area, and (3) sought approval from the County that the Redevelopment Area meets the criteria described in Section 163.340(8) and 163.355, Florida Statutes and requested delegation of authority to create the Agency, adopt a Community Redevelopment Plan and establish a Redevelopment Trust Fund.

WHEREAS, on December 17, 2015, the City submitted the Redevelopment Plan attached hereto in Exhibit "A" to the County for review and approval; and requested delegation of authority to create the Redevelopment Area.

WHEREAS, on July 7, 2016, the County found and determined that the establishment of the Redevelopment Area would serve a public purpose and would be consistent with the goals, objectives and policies of the Local Comprehensive Plan, and will otherwise be consistent with

the controlling provisions of State law. Pursuant to Section 163.410, Florida Statutes, the County adopted Resolution No. 2016-092 which delegates to the City such authority, rights, and responsibilities conferred upon the County pursuant to Part III, Chapter 163, Florida Statutes to adopt the Redevelopment Plan.

WHEREAS, on August 15, 2016, Resolution No. 2016-39, the City Commission created the Southwest Deltona Community Redevelopment Agency to carry out the community redevelopment contemplated by Part III, Chapter 163, Florida Statutes.

WHEREAS, on August 17, 2016, the Planning and Zoning Board of the City of Deltona as the local planning agency for purposes of the Local Government Comprehensive Planning and Land Development Regulation Act, determined that the proposed Southwest Deltona CRA Community Redevelopment Plan is in conformity with the City's Comprehensive Plan and recommended that the City Commission approve the proposed plan.

WHEREAS, the City found within the Community Redevelopment Area that the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public health, safety, morals, or welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA:

Section 1. Finding of Conformance with Comprehensive Plan.

Based upon the evidence, data, analysis and facts presented to it, the City Commission hereby determines and declares that the community redevelopment plan conforms to the City's Comprehensive Plan.

Section 2. Adoption of Community Redevelopment Plan.

The City Commission hereby adopts the Community Redevelopment Plan attached hereto in Exhibit "A" as the community redevelopment plan for the Southwest Deltona Community Redevelopment Area and authorizes and directs the Southwest Deltona Community Redevelopment Agency to proceed with the implementation of the Plan.

Section 3. Severability.

If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications of the

Resolution, which can be given effect without the invalid provision or application, and to this end the provisions of this Resolution, are declared severable.

Section 4. Repeal of Conflicting Resolutions.

All resolutions or parts of resolutions in conflict herewith are hereby repealed.

Section 5. Effective Date.

This resolution shall take effect immediately upon its final adoption by the City Commission.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, THIS _____ DAY OF _____, 2016.

JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, CMC, MMC, City Clerk

Approved as to form and legality for use
and reliance of the City of Deltona, Florida:

GRETCHEN R. H. VOSE, City Attorney

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

RESOLUTION 2016- 092

A RESOLUTION OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, DELEGATING TO THE CITY OF DELTONA, FLORIDA, LIMITED COMMUNITY REDEVELOPMENT POWERS WITHIN A PORTION OF THE CITY, PROVIDING AN EFFECTIVE DATE

BE IT RESOLVED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, THIS 7TH DAY OF JULY, 2016, AS FOLLOWS

SECTION 1 *Delegation of Authority* The county council delegates the community redevelopment powers conferred upon it by chapter 163, part III, Florida Statutes, to the City of Deltona for 20 years within that portion of the city legally described in exhibit A, subject to statutory requirements and the terms of this resolution. The city may not expand or modify the delegation. The county council reserves its right to revoke or amend the delegation.

SECTION 2 *Finding of necessity, creation of agency, adoption and review, and amendment of plan*

a The county council authorizes the city commission to find necessity pursuant to section 163 355 and 340(8), Florida Statutes, and approves and ratifies the city's July 20, 2015, finding made by exhibit B, within the boundaries for which authority is delegated.

b The city may create a community redevelopment agency, pursuant to 163 356, Florida Statutes, provided that the members of the city commission shall serve as members of the agency body pursuant to 163 357, Florida Statutes. The city commission as the governing body of the municipality shall adhere to the provisions of section 163 358, Florida Statutes.

c The city commission may adopt a community redevelopment plan, substantially in the form of exhibit C, pursuant to sections 163 358 and 360, Florida Statutes, provided that the plan approval shall be limited to only 20 years.

d Neither the city nor the agency shall deviate from the projects set forth in the plan, including their nature, size, design, location, schedule and estimated cost, without a plan

1 amendment The agency shall review the plan annually and update it every five years The
2 agency prior to adoption shall submit to the county council for its review and approval any plan
3 amendment which alters the use of the county increment for capital projects

4 SECTION 3 *Redevelopment Trust Fund*

5 a The city commission by ordinance shall establish a redevelopment trust fund
6 pursuant to section 163 387, Florida Statutes, to which no other taxing district than the county or
7 city need contribute The county shall contribute to the trust fund only from its general fund, not
8 from any other, at a millage rate which does not exceed that of the city millage rate used to
9 compute its contribution The most recent assessment roll used in connection with the taxation
10 of property prior to adoption of the ordinance shall constitute the base year to compute the
11 amount of any contribution by the county and the city

12 b Of the incremental revenue computed annually pursuant to the statute, the
13 county shall pay 95% up to \$1 million, 75% between \$1 million and \$2 million, and 50% above
14 \$2 million (For example, the county shall contribute \$950,000 of the first \$1 million increment)

15 c The county contribution will be used solely to fund the direct cost of any publicly
16 owned capital projects identified in the redevelopment plan other than water, wastewater, and
17 stormwater Direct cost may include the fully loaded compensation of city employees for time
18 attributable directly to project design, survey, engineering, construction, testing and inspection,
19 but shall not include any expenditure for administrative, supervisory, clerical, legal and support
20 services Landscaping shall be considered a capital item only as subsidiary component of
21 construction The county contribution shall fund no more than 50% of the direct cost of any
22 capital project

23 d The city contribution may be used for the direct cost, as limited in c above, of
24 any public infrastructure described in the redevelopment plan

1 e Neither county nor city contribution shall be used for personnel, administrative, or
2 overhead costs of the agency, or for any other purpose of whatsoever nature

3 SECTION 4 *Reporting, budget*

4 a The agency shall conform to a uniform system of reporting established from time
5 to time by the county and not less than annually shall make a presentation to the county
6 council

7 b The agency shall submit its proposed budget for the next fiscal year to the county
8 for review and comment prior to agency adoption and no later than August 1 of each year The
9 county will respond with any questions or comments within 30 days of receipt of the proposed
10 budget The agency shall not make any material changes to its budget without prior notice to the
11 county

12 SECTION 5 *Coordination, Recognition*

13 a The agency shall ensure that the designated county representatives, including the
14 appropriate Volusia County Council district member and a county staff representative shall be
15 given timely notice, at least contemporaneously with the notice given to CRA board members,
16 prior to any CRA meeting and given an opportunity to attend and participate

17 b The agency will include the county when recognizing contributing partners in print
18 and electronic media as well as formal events such as groundbreakings, ribbon cuttings and
19 activities celebrating CRA successes, including the following

- 20 1 Participation in planning and updating process,
- 21 2 Printed material including newsletters, flyers, advertisements and invitations,
- 22 3 Digital materials including websites, email campaigns and announcements,
- 23 and
- 24 4 Construction signs

1 SECTION 6 *Agreements* The agency may enter into agreements, including
2 agreements with developers of real estate located within the boundaries of the redevelopment
3 area, only as contemplated by and provided in the plan

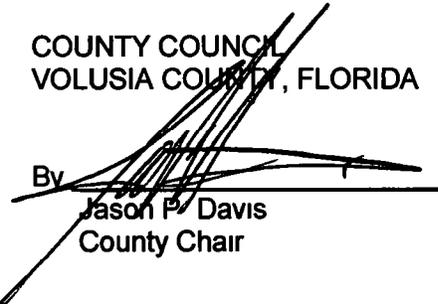
4 SECTION 7 *No county liability* Nothing contained herein shall impose any liability upon
5 the county for any acts of the city or the agency

6 SECTION 8 *Non-severability* The provisions of this resolution are not severable If any
7 part of this instrument is held invalid by a court of law or is superseded by statute, this resolution
8 shall be deemed void and of no further effect

9 SECTION 9 *Effective date* This Resolution shall become effective immediately upon
10 adoption

11
12
13 DONE AND ORDERED IN OPEN MEETING

14
15 COUNTY COUNCIL
16 VOLUSIA COUNTY, FLORIDA

17
18 By 
19 Jason P. Davis
20 County Chair

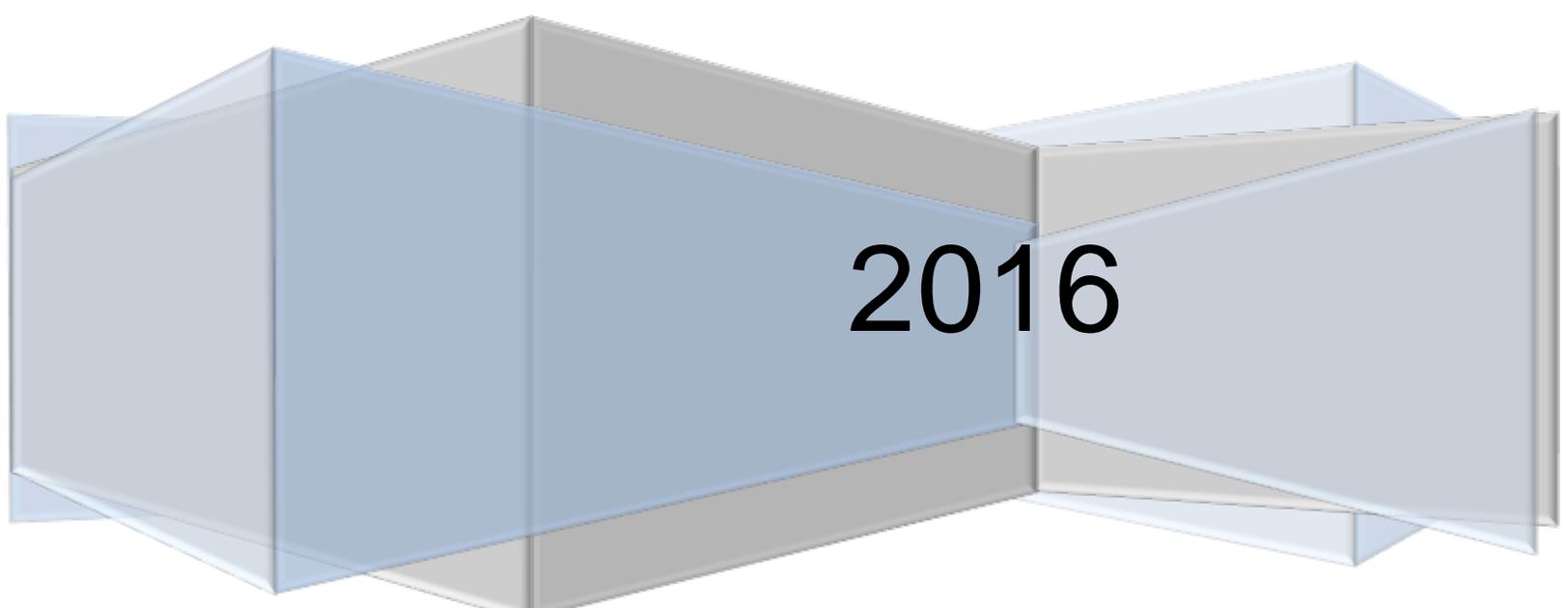
21
22 ATTEST

23
24 By 
25 James T. Dimheen
26 County Manager
27



City of Deltona

**City of Deltona
Southwest Deltona CRA
Redevelopment Plan**



2016

CHAPTER 1 COMMUNITY REDEVELOPMENT PLAN ADOPTION

1.1 PREPARATION OF COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360(4), Florida Statutes, states that a municipality or Community Redevelopment Agency (CRA) may prepare a Community Redevelopment Plan. In a home rule charter county such as Volusia, the City of Deltona (City) must request delegation of authority to create a CRA and establish a Redevelopment Trust Fund.

The City will submit the Finding of Necessity and the Community Redevelopment Plan (Plan) to Volusia County Council for review and approval, and request for delegation of authority to create a CRA, and establish a Redevelopment Trust Fund. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort among the City, local residents, and the County.

Community input and direction were provided from Visioning Workshops conducted on October 17, 2015, and November 7, 2015, where the elected officials, City staff and citizens came together to begin the discussion of Deltona's vision for the future of the City. This interactive workshop was the initial step in the visioning process and developing a unified strategy to overcome barriers, such as challenges associated with the Deltona/Normandy/Saxon Boulevards CRA. Attached as **Exhibit C** is a draft of the proposed strategic plan that captures the essence of the visioning sessions.

1.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, Florida Statutes, outlines the procedure for considering and adopting the Southwest Deltona Community Redevelopment Plan.

This Plan will be forwarded to the Deltona Planning and Zoning Board for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the City Planning and Zoning Board is expected to submit written recommendations to the City Commission with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan, which City staff will format.

Upon receipt of comment from the City Planning and Zoning Board, the City is required to submit this Plan, together with any written recommendations, to the governing body of each taxing authority levying ad valorem taxes on real estate contained within the Redevelopment Area.

The City will also submit the Finding of Necessity and the Community Redevelopment Plan to Volusia County Council for review and approval, and request for delegation of authority to create a Community Redevelopment Area, a Community Redevelopment Agency, and establish a Redevelopment Trust Fund.

After receiving delegation of authority from Volusia County Council, the City must provide proper notice to each of the governing bodies having the ability to impose taxes within the

Redevelopment Area and publish the notice as prescribed by Statute at least 15 days before such proposed action. The CRA redevelopment agency may only then consider and approve this Plan at a public hearing. After approval of the Plan, the CRA redevelopment agency can establish a Redevelopment Trust Fund under Section 163.387, Florida Statutes.

1.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The City requests the delegation of authority from Volusia County to create a CRA Community Redevelopment Agency, adopt a Community Redevelopment Plan, establish a Redevelopment Trust Fund, and carry out the implementation of the Plan, as specified by Section 163.356, 163.360, 163.361 and 163.387, Florida Statutes (2012). The City views the request from the County as a partnership between the County and the City that represents a sound investment that will pay dividends for both units of governments.

The City Commission shall assume its capacity as the governing body of the Southwest Deltona CRA, pursuant to Section 163.356 and 163.357, Florida Statutes (2012). The CRA shall consist of the seven members of the City Commission, pursuant to Section 163.357(1)(c), Florida Statutes. If the City Commission appoints a CRA Advisory Board, such Board shall have County representation of at minimum one member appointed by the County Council. Such Advisory Board shall meet at least as often as the CRA holds its regular meetings and shall meet prior to meetings of the CRA in order to review and provide recommendations on matters to be considered by the CRA.

The City also requests specific powers from the County to promote and encourage investment, rehabilitation, and redevelopment within the Redevelopment Area, pursuant to Section 163.370 and Section 163.410, Florida Statutes. However, certain powers may not be granted to the Southwest Deltona CRA, pursuant to Section 163.358, Florida Statutes. The City recognizes that Volusia County retains exclusive authority to adopt, amend or modify a community redevelopment plan to change the boundaries, create a new redevelopment area or exercise any power under the Community Redevelopment Act outside the CRA, pursuant to Volusia County Resolution 2010-20 and 2015-046. Finally, there are no parking facilities planned to be funded as part of the CRA. Therefore, the parking fee language contained in County Resolution No. 2015-78 would not apply to the Southwest Deltona CRA.

CHAPTER 2 REDEVELOPMENT VISION, OBJECTIVES, AND STRATEGIES

2.1 APPROACH

This Chapter presents the vision for the Redevelopment Area. In addition, this Chapter identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of Deltona, the CRA, and private enterprise in implementing this vision.

Projects, costs, or budgets provided in the Southwest Community Redevelopment Plan are estimated, and will be refined as additional research, plans, and documents are prepared to implement the particular objectives, strategies, resulting programs, and projects. The costs given for budgeting purposes establish the framework for the financial planning analysis.

Costs or budgets should not be construed as exclusively the burden of the public sector. Costs or budgets are intended to be total costs with potential allocations to the public and private sectors assigned on the basis of the encouragement of private enterprise as a tool to carry out a significant portion of this Plan and apparent benefit, value, revenues, or other relevant factors.

2.2 VISION FOR THE COMMUNITY REDEVELOPMENT AREA

The vision for the Redevelopment Area focuses on creating a sustainable commercial/mixed-use corridor that offer visitors and residents a high quality local destination featuring a safe transportation network, pedestrian connections and public space/recreation facilities in a manner that promotes a positive environment for the City. At the same time, redevelopment efforts shall be complimented with maintaining affordable housing options for residents of low or moderate income, including the elderly. The CRA will support infrastructure and not impact the City's ability to provide an adequate level of service within the Redevelopment Area.

The Redevelopment Area is envisioned to consist of a mix of medium to small service and retail stores, such as a supermarket, specialty retail uses, restaurants, art galleries, professional offices and institutional uses. Opportunity will be available for mixed use development formats with residential and office uses contained within the same buildings or neighborhoods.

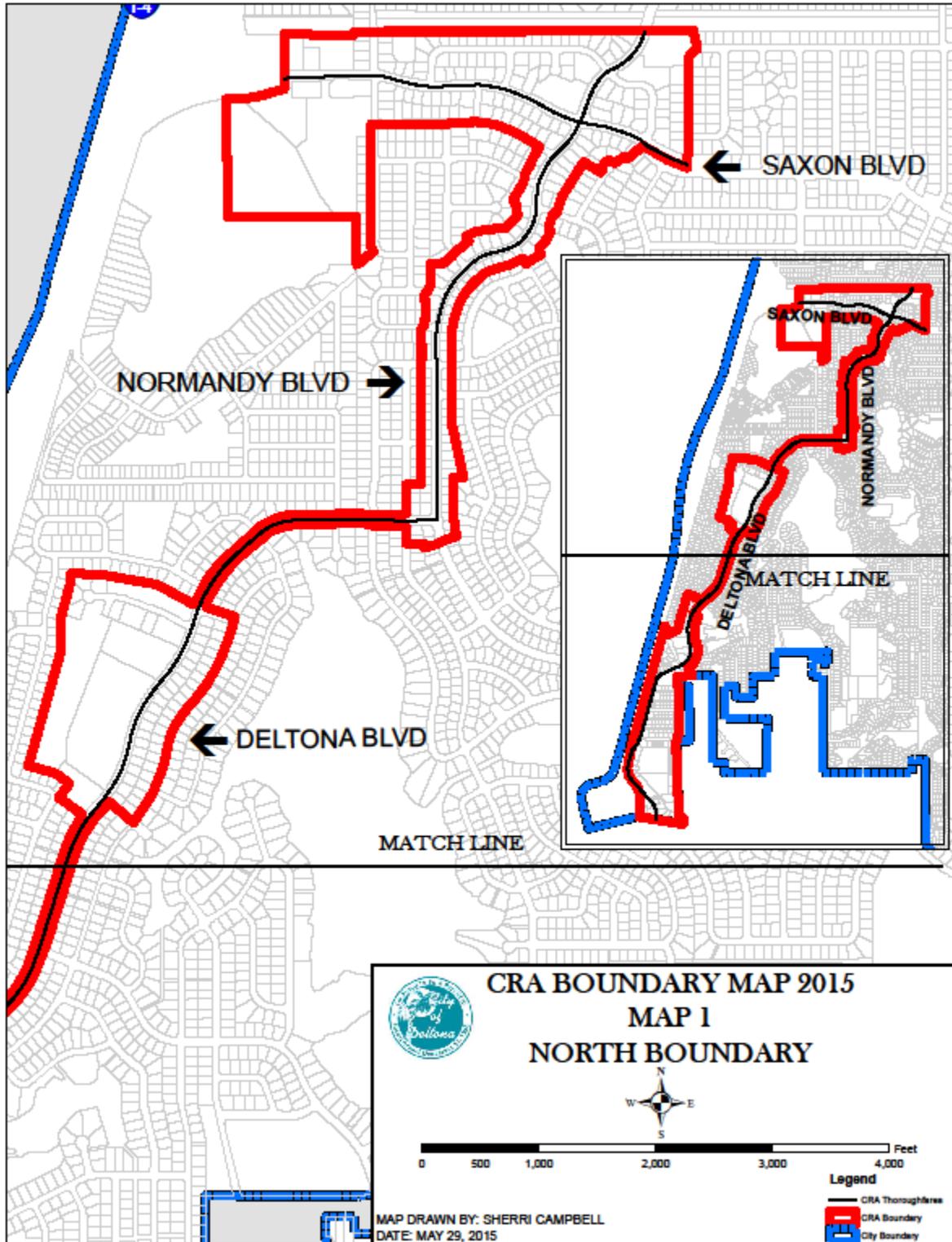
The development of certain segments of the subject corridors will lead to the conversion of the existing, non-sustainable, haphazard development pattern that has occurred along the corridors. The CRA will be treated with improved infrastructure intended to promote area rehabilitation and ultimately the highest and best use of structures. Landmarks will be developed at key intersections to identify entry to serve as focal points for the Community Redevelopment Area. Linear features will be beautified with landscape improvements and hardscapes.

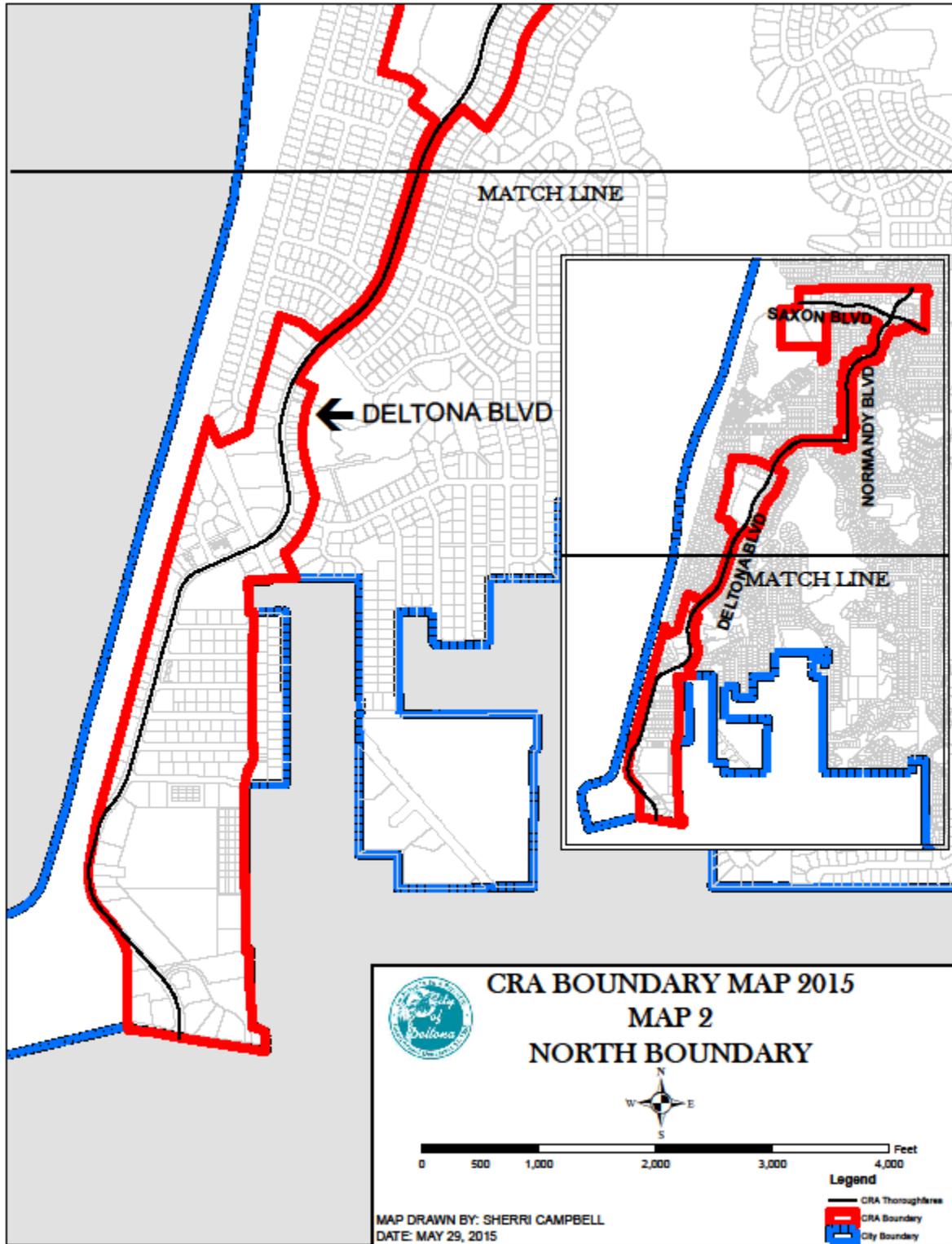
The intent of this Plan is to serve as a framework for guiding development and redevelopment in the Redevelopment Area. This Plan identifies redevelopment objectives, and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove blight documented in the Findings of Necessity. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding/financing strategies, and administrative opportunities will continue to be refined as they are implemented. It is clearly understood that grants and other revenues (impact fees, general revenue, etc.) need be used in conjunction with available increment revenues to achieve these stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

The focus of the Plan is the mitigation or correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical, and economic conditions could warrant the modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, Florida Statutes and applicable County Resolutions.

As the redevelopment process unfolds, a Conceptual Diagram will be generated to illustrate specific improvements planned. The elements shown in the Conceptual Diagram may be relocated or realigned as part of future planning initiatives, so long as modifications are generally consistent with the vision articulated in this Plan. The Conceptual Diagram will consistently be evaluated and developed into a base Master Plan. This Master Plan will guide the redevelopment of the Redevelopment Area as it relates to function and aesthetics. The City Land Development Code (LDC) shall address the redevelopment area's urban design framework.

The CRA Boundary is depicted on the following map series.





2.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and the County, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted conditions within the Redevelopment Area by leveraging public assets to improve the overall economic condition and the physical condition of the Redevelopment Area. Creating safe, viable, and sustainable corridors along Deltona/Normandy/Saxon Boulevards featuring more attractive mixed use and commercial opportunity will greatly enhance the quality of life not only for the residents but the population of the City and County at large.

Strategic initiatives are to be identified and placed into action to address, reverse, and remove the blighted area conditions, which have substantially impaired reinvestment activity within the Redevelopment Area; and ultimately will be substantially redeveloped and revitalized as a community focal point to the benefit of Deltona residents, businesses, property owners, and visitors through the implementation of this Redevelopment Plan.

Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted area conditions within the Redevelopment Area identified by the City within the Finding of Necessity Report. The community objectives are secondary to the principal focus of this Plan and are intended to pave the way for the redevelopment. Nonetheless, the community objectives are important and will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise.

2.2.1 PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Improve transportation facilities within the Redevelopment Area including sidewalks, crosswalks, bike paths, and other multi-modal options to enhance regional connection. These strategies will correct the blighted conditions of defective or inadequate street layout (*Pgs. 17, 18, 19, 20 and 23 of the Finding of Necessity Report*), roadways and public transportation facilities (*Pg. 19 and 23 of the Finding of Necessity Report*); and unsafe conditions (*Pgs. 21, 22, 23 and 25 of the Finding of Necessity Report*).

Strategies:

1. The transportation component for the Redevelopment Area will focus on developing an effective, safe, and efficient transportation system which will include multi-modal options.
2. The Primary Corridors along Deltona/Normandy/Saxon Boulevards enables the creation of gateways and focal points into the Redevelopment Area. Explore designing three (3) gateways/focal points. One at the north end (Saxon Boulevard near the I-4 interchange), the intersection of Normandy and Deltona Boulevard, and south end of the Redevelopment Area at or near the DeBary/Deltona Boulevard intersection.
3. Roadway and streetscape improvements will improve safety, access, and traffic flow characteristics. Such improvements will also provide for pedestrian and bicycle facilities and foster community beautification. The following will be considered as guidelines for roadway and streetscape improvements.
 - a. Undertake roadway and streetscape improvements along the Primary Corridors (Deltona/Normandy/Saxon Boulevards).

- b. Explore innovative intersection designs to alleviate traffic congestion along Deltona and Normandy Boulevards, such as roundabouts and signalization timing for better traffic flow.
 - c. Undertake roadway, sidewalk, and lighting improvements on appropriate streets, and provide safe pedestrian routes.
 - d. Implement roadway and streetscape improvements based on a phasing plan which emphasizes visual impact in addition to improved access and circulation.
 - e. Provide the ability for vehicles, pedestrians, and bicyclists to access an enhanced internal transportation network which connects, if applicable, the neighborhoods to services and commercial corridors.
 - f. Develop and incorporate landscape and lighting design standards to create a safe and inviting environment.
 - g. Integrate traffic calming techniques throughout the internal roadway system to enhance safety and facilitate a pedestrian/bicycle friendly environment. Traffic calming techniques may include the use of pavers or decorative concrete, raised pavement, roundabouts, change of landscape treatment, and the creation of pedestrian nodes at major intersection, mid-block crossings and other locations where potential conflicts exist between vehicles, pedestrians and bicyclists. Creative options to cross major streets should be investigated. Pedestrian safety and crime prevention design standards should be employed along with aesthetic considerations when evaluating, designing, and implementing pedestrian crossings.
 - h. Traffic lights, crosswalks, and regulatory/wayfinding signage will be used to enhance the safety of vehicles, pedestrians, and bicyclists in key locations throughout the Redevelopment Area
4. Improving transportation and pedestrian safety will positively transform the visual and real perception of the City of Deltona. The CRA shall develop transportation and pedestrian safety design guidelines and/or standards to focus on the following:
 - a. Establish driveway spacing to prevent a motorist from encountering more than one conflict at a time.
 - b. Address corner clearance and, wherever practical, control distance between driveways and the corner of an intersection.
 - c. Develop driveway designs to allow vehicles to quickly exit the through lane.
 - d. Encourage the use of roadway medians to provide a safe space for pedestrians to control turning movements, help to provide positive guidance to motorists, and allow beautification.
 - e. Promote shared parking and cross access easements to alleviate the traffic congestion along the three primary corridors.
 - f. Implement and incorporate lighting and landscape standards to design a safe and inviting environment.
 5. Promote the Redevelopment Area through designing and implementing a signage and wayfinding system directing traffic to and from the Redevelopment Area, the major connectors, and destinations in the region.
 6. Explore opportunities to partner with the Volusia Transportation Planning Organization (TPO), the County, and Votran to recognize/enhance connections to SunRail, and provide local and regional public transportation and associated facilities, such as bus stops, shelters, and hubs.

Primary Objective 2: Identify and promote a workable means to fund, finance, and deliver utility and infrastructure improvements needed for the redevelopment effort. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 23 – 25 of the Finding of Necessity Report*); and deterioration of site or other improvements.

Strategies:

1. Concurrent with roadway construction and repaving activities, the City/CRA shall coordinate the delivery of infrastructure and utility improvements (i.e., drainage structures, underground and overhead utilities, etc.).
2. The City/CRA shall implement and adhere to requisite stormwater and flood management requirements.
3. Design stormwater management and above ground utility features to serve as amenities to the Redevelopment Area and to improve aesthetics.
4. Increase central sewer coverage in the Redevelopment Area, to encourage more intensive development including expanded commercial opportunities. The goal is that by the sunset of the CRA, all commercial uses will be served by central sewer.
6. Upgrade undersized waterlines to continue to provide adequate flows, including fire flows, for the customers served and to foster redevelopment.

Primary Objective 3: Deliver an overall urban design and infrastructure initiative, which enhances basic utilities, and creates a positive identity. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs.23-25 the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16-20 of the Finding of Necessity Report*).

Strategies:

1. A conceptual diagram for redevelopment activities will be developed as part of this project. The elements that will be shown on the conceptual diagram may be relocated or realigned as a result of future planning initiatives and related evaluations. This Redevelopment Plan will guide the redevelopment of the Redevelopment Area as it relates to function and aesthetics. The City LDC shall be implemented to address the envisioned urban design framework.
2. The City and the CRA shall encourage improved appearance through appropriate design for all projects both public and private. The City of Deltona Urban Design Pattern Book, City Land Development Regulations and, as applicable, Enterprise Development Standards (Sec. 110-320) shall provide guidance with regard to the location and design of streetscapes, architectural elements, building mass and location, landscaping, signage, public art, etc. The intent is to provide visual continuity and a positive environment throughout an area for both new and existing facilities. The City's Comprehensive Plan addresses land use intent, intensities, densities, open space, and conservation. The LDC shall balance aesthetic values with functional and economic considerations to create an attractive and safe environment for pedestrians, bicyclists, and motorists.

Primary Objective 4: Ensure regulatory measures are in place to promote the redevelopment of attractive, safe, viable, and sustainable commercial nodes along Deltona/Normandy/Saxon Boulevards. These strategies will correct the blighted conditions

of defective or unsafe conditions (*Pgs. 23-25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16-20 of the Finding of Necessity Report*).

Strategy:

1. Where feasible, implement Land Development Code and Comprehensive Plan mixed use urban design/development standards for the primary commercial corridors. The standards will address the incorporation of parking lot layout, building design, landscaping, signage, pedestrian connections, and linkages between land uses through a functional cross access system.

Primary Objective 5: Create attractive, safe, viable, and sustainable commercial corridors along Deltona/Normandy/Saxon Boulevards. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23, and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 23 – 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17 and 24 of the Finding of Necessity Report*).

Strategies:

1. Establish roadway beautification plans to improve the appearance of CRA corridors.
2. The commercial development shall be designed to provide safe vehicular access, as well as pedestrian and bicycle-friendly streets.
3. The City/CRA shall develop a streetscape plan for the commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers, and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA will implement the Streetscape Plan.
4. Innovative design which integrates environmentally sound best practices (e.g., green building design, dual water systems, and xeriscape) will be encouraged.

Primary Objective 6: Ensure regulatory measures are in place to promote the redevelopment of vibrant urban mixed-use corridors consisting of retail stores, supermarkets, restaurants, art galleries, professional offices, and service businesses with a potential for a mixture of residential and office in the same buildings or within the same neighborhood. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 19, and 21 - 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17, 20, and 24 of the Finding of Necessity Report*).

Strategies:

1. Investigate designating areas of the CRA with the Mixed Use Land Use Category.
2. Implement urban design/development standards such as criteria within the Land Development Code and if applicable, the Urban Design Pattern Book to integrate land uses to transportation corridors.

Primary Objective 7: Create a vibrant urban “Commercial Corridor” area with mixed-use developments. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 19 and 21 - 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17, 20 and 24 of the Finding of Necessity Report*).

Strategies:

1. The Deltona Boulevard Corridor shall consist of a mix of retail stores, supermarkets, restaurants, art galleries, professional offices, and service businesses with some areas earmarked for medium to high density residential. Mixed use development patterns may also be contemplated with residential and commercial contained within the same building or located in the same neighborhood.
2. Mixed use development shall be processed as a Planned Unit Development.
3. Deltona Boulevard Corridor shall be developed with destination-oriented uses to promote a synergistic commercial environment.
4. Commercial and mixed use developments shall be designed to be pedestrian and bicycle friendly and promote safe, convenient and comfortable access.
5. The City shall develop a streetscape plan for commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers, and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA in partnership with other agencies, as deemed appropriate, will implement the Streetscape Plan.
6. Innovative design which integrates environmentally sound best practices (e.g., green building design and xeriscape) will be encouraged.

Primary Objective 8: Encourage parcel assembly to facilitate redevelopment of the redevelopment area within commercial nodes along the Saxon/Normandy/Deltona Corridors. The below strategies will correct the blighted conditions of faulty lot layout in relation to size, adequacy, accessibility, or usefulness (*Pgs. 18, 19, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Pursuant to the Community Redevelopment Act, Section 163.335(3), Florida Statutes, all public land acquisitions done for community redevelopment purposes will be done for public purposes. There is anticipation that public land acquisition will be limited to accommodate transportation improvements.
2. Pursuant to the Community Redevelopment Act, Section 163.360 (8) 4 (b), Florida Statutes - *"In the event the area is to be developed in whole or part for nonresidential uses, the governing body determines that: 1. Such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives"*.
3. Provide incentives such as City funded infrastructure improvements or enhanced land use entitlement for private properties to facilitate the aggregation of specially targeted or adjacent lots with multiple owners to create a single owner.
4. When feasible, the City should encourage acquisition and subsequent redevelopment by the private market. Other related activities that may be undertaken by the City include:
 - a. Map and index all commercial properties in the Redevelopment Area to provide detailed information on parcel boundaries, sizes, and ownership.
 - b. Identify and inventory all relevant substandard properties.
 - c. Document and analyze parking demands and infrastructure constraints throughout the Redevelopment Area.

- d. Document site criteria for modern mixed-use developments by business type to facilitate the understanding of contemporary developer site and parking requirements.
- e. The City may facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
- f. The City may assist in the purchase, sale, negotiation, and coordination of land assembly. However, the City shall not use eminent domain to acquire land that will be ultimately used or transferred for private development.
- g. Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the community redevelopment area and to spur other growth. Two (2) catalyst areas have been identified:
 1. Deltona Plaza
 2. Saxon Blvd. Corridor

Primary Objective 10: Incorporate housing revitalization through housing maintenance programs and rehabilitation services. These strategies funded through the SHIP and CDBG programs will help correct the blighted conditions of unsanitary or unsafe conditions associated with residential uses (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. By addressing the problems associated with substandard and dilapidated housing, the City/CRA will mitigate contributing blight conditions within the Redevelopment Area.
2. In the same manner, redevelopment efforts shall be complimented with efforts to provide affordable/workforce housing to residents of low to moderate income, including the elderly.
3. Promote programs for homeowners to rehabilitate their homes. Such programs include zero interest loans or information on other funding sources for the repair of single and multi-family homes depending on the applicant’s income.
4. Assist low income households through the SHIP program with down payment and closing costs assistance. The assistance may be for the purchase of an existing structure.
5. Infrastructure improvements such as roadway improvements, stormwater, wastewater, and potable water make properties more conducive for development. The City may undertake infrastructure improvements in partnership with private entities. If determined improving the infrastructure of certain properties is beneficial to the City for housing revitalization and blight mitigation within the Redevelopment Area, the CRA may undertake capital improvements on these individual properties.

Primary Objective 11: Establish a creative, equitable, efficient and practical funding and financing mechanism to properly implement this Plan. These strategies will correct the blighted conditions of defective or inadequate street layout (*Pgs. 19, 20 and 23 of the Finding of Necessity Report*), parking facilities (*Pgs. 23 and 24 of the Finding of Necessity Report*), roadways and public transportation facilities (*Pgs. 19, 20, 23 and 24 of the Finding of Necessity Report*); faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*);

Report); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. It is important the City/CRA identify and secure all effective sources of funding including, but not necessarily limited to, increment revenues, non-ad valorem assessments, and grant funding revenue.
2. The City/CRA must be willing to contemplate the issuance of bonds, secure other financial instruments, seek and utilize grants, and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of Deltona, ad valorem taxes imposed for municipal purposes through a municipal services taxing unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors consistent with the Florida Constitution.

2.2.2 COMMUNITY OBJECTIVES AND STRATEGIES

Community Objective 1: Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the Redevelopment Area. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. The City will review, consistent with City Land Development Regulations, plans for development within the Redevelopment Area, and coordinate with effected land owners to ensure the vision articulated in this Plan is achieved. The City will assign dedicated staff to coordinate and approve applicable development plans proposed for properties located within the Redevelopment Area.
2. Mixed-use redevelopment land use proposals will be processed as a PUD and will be associated with development/design standards for site, building, landscape, signage, and public areas for the commercial properties along the three corridors. The City's Pattern Design Book will act as a guideline to assist developers, builders, property owners, and individuals in preparing design/construction documents.
3. The City/CRA will assign staff or personnel to oversee the integrity of the CRA vision of the Redevelopment Area.

Community Objective 2: Ensure the Redevelopment Area is safe and clean over a period of time. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. The Community Redevelopment Act encourages "community policing innovations." This concept is defined as policing techniques or strategies designed to decrease crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood watch programs, citizen patrol, foot patrol, or intensified motorized patrol. The City will review these

programs to improve the actual and perceived security, building safety, and appearance of the Redevelopment Area.

2. The City will identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, entries, and commercial uses along the three corridors.

Community Objective 3: The City may plan, design, and deliver additional infrastructure improvements or services within the Redevelopment Area, if deemed those improvements enhance the quality or attractiveness of the Redevelopment Area especially with regard to public amenities. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Such additional infrastructure may include undergrounding utilities in certain areas to achieve a desired visual impact, upgrading technology, and telecommunications availability to attract businesses or the enhancement of landscape areas. Such additional improvements will complement the redevelopment plans for the Redevelopment Area.
2. Additional services may include extraordinary right-of-way or other public area maintenance, planning, and implementing cultural, charitable or place-making activities, events and related services which showcase the Redevelopment Area.
3. The City shall expand central sewer service for commercial areas of the CRA. The first priority will be the north side of the Saxon Blvd. corridor located west of the Saxon Blvd. and Normandy Blvd. intersection.

Community Objective 4: Establish a unique identity to promote the vision for the Redevelopment Area through branding and marketing programs. These strategies will correct the blighted conditions of deterioration of site or other improvements (*Pgs.18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Create page on the City website, which can be used to identify the Redevelopment Area.
2. Investigate branding the CRA area to be used on literature, banners, gateways and all types of promotional campaigns.
3. As deemed appropriate, support special events designed to attract residents and visitors to Deltona Boulevard.
4. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events.

CHAPTER 3 STATUTORY COMPLIANCE

3.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, Florida Statutes requires every community redevelopment plan contain specific information relevant to its particular redevelopment initiative. This Chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City for the Redevelopment Area.

This Plan is consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), Florida Statutes. The City Land Development Code and Comprehensive Plan demonstrates: (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements.

The development program discussed in Chapter 2 further describes the urban design intent and components of the developed landscape and how those areas could receive public improvements.

3.2 APPROXIMATE AMOUNT OF PARKS AND OPEN SPACE

There are no park facilities within the CRA. The Redevelopment Area has an opportunity through investments in infrastructure to design a linear park that would utilize existing and planned sidewalk infrastructure. The linear park concept would provide connectivity between the commercial areas of the CRA and surrounding residential neighborhoods.

3.3 STREET LAYOUT

The transportation component for the Redevelopment Area is expected to focus both on vehicular and pedestrian traffic expanding upon existing infrastructure within the CRA. Widened streets, intersection improvements, roadway design improvements along with sidewalk upgrades will create a pedestrian and bicyclist friendly, convenient, and safe travel environment. The ease of vehicle traffic through the Redevelopment Area enables the creation of gateways and wayfinding signage. The gateway and wayfinding signs will direct visitors and residents toward a revitalized Deltona Boulevard. The Redevelopment Area street improvements will enhance connectivity and produce pedestrian and bicycle amenities.

3.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, DENSITY AND PROPOSED USE OF BUILDINGS

The Redevelopment Area will be redeveloped as a commercial and residential corridor, utilizing distinct individual land use characteristics such as residential, commercial, institutional, and public. The overall vision embodies sound planning and design principles,

which focus on creating a sustainable community. The following provides development parameters for the Redevelopment Area.

1. The Redevelopment Area shall include residential neighborhoods offering a variety of housing options and price ranges. The existing residential densities will remain the same as specified by the Future Land Use Map:
 - a. Low Density Residential - 0 to 6 dwelling units per acre
 - b. Medium Density Residential – 6.1 - 12 dwelling units per acre
 - c. High Density Residential – 12.1 to 20 dwelling units per acre
2. The City may consider mixed use development formats with residential densities of up to 9.9 dwelling units per acre and allow a floor area ratio of 0.50. to achieve the overall vision for the Redevelopment Area. Any density modifications shall require amendment to the Future Land Use Map of the Comprehensive Plan.
3. Deltona Boulevard will be redeveloped to include a variety of non-residential uses including commercial, professional office, entertainment and service business uses. To promote more dense development patterns, the City may contemplate allowing floor area ratios of up to 0.55 through the planned unit development (PUD) zoning process.
4. Parcel assemblage of at least 1 acre is recommended to accommodate mixed use development formats.
5. Residential dwelling units will be allowed in the same buildings as office or commercial uses when associated with multi-use development sites.
6. Multi-use development on the same parcel must be compatible with surrounding land uses.
7. Commercial uses shall be limited to areas specifically classified as Commercial on the City of Deltona's Future Land Use Map. Parcel assemblage of at least 1 acre is recommended for a sustainable commercial development.
8. Building design, including height and location, is expected to reinforce a pedestrian-oriented character and include linkages between land uses through a functional bicycle-pedestrian system.
9. The City's Urban Development Pattern Design Book will serve as a guideline for building and development design.
10. In general, the land uses shall abide by the overall goals, objectives, policies, and standards, as outlined in the City's Comprehensive Plan.

3.5 INTENDED USE OF PROPERTY FOR PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES, AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, bicycle paths/sidewalks, streets, and utilities shall be located throughout the community in a manner which offers convenient and safe access to public services and facilities while enhancing the aesthetic character of the Redevelopment Area. Utility lines shall be placed underground, wherever feasible. If above ground structures such as water tanks or transformer boxes must remain within the Redevelopment Area, they should be located and treated in a manner that is safe and aesthetically pleasing.

3.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), Florida Statutes, requires that if a Community Redevelopment Area contains low or moderate income housing a neighborhood impact element shall be prepared to describe the impact of redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, and the effect on school population. The creation of the Redevelopment Area is mostly focused on non-residential development and is expected to generate minimum impact to existing neighborhoods.

Secondary impact on the residents relating to traffic circulation, environmental quality, availability of community services and facilities, effect on school population, and other matters affecting the physical and social quality of CRA neighborhoods are minimal. Impacts may involve temporary construction detours, noise, and dust. Overall, impacts are expected to be minimal while the benefits of redevelopment are long-lasting adding a higher quality of life to the City's residents and visitors.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods. Redevelopment planning efforts will not be directed towards large scale demolition and removal of existing structures. Rather, plans call for systematic improvement through a concerted effort aimed at rehabilitating homes and infill development, and creating identifiable neighborhoods.

3.7 REPLACEMENT HOUSING/RELOCATION

The Community Redevelopment Act, Section 163.362, Florida Statutes, states the Community Redevelopment Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Redevelopment Area. The intent of this Plan is to create a revitalized commercial corridor with options for a mixed-use development format. This will improve the visual character of the area, which promotes a positive image for the City. Relocation is not anticipated. If relocation is required as a result of improvement activities, the City and the CRA will adhere to applicable laws and regulations, and provide assistance to minimize hardships to those being displaced, as appropriate.

3.8 DEMOLITION, CLEARANCE AND SITE PREPARATION

The City does not intend to demolish, clear buildings, etc. within the CRA unless the clearing/demolition is associated with the provision of public facilities. The CRA is authorized to install and construct, or cause to be installed or constructed, the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits and in compliance with all applicable laws.

3.9 DURATION

Consistent with the provisions of the Community Redevelopment Act, Section 163.362(10), Florida Statutes, all redevelopment activities financed by increment revenues from the Redevelopment Trust Fund shall occur within 20 years after the fiscal year in which the Plan is approved or adopted. The duration of this Plan shall be for the maximum period allowed

by the Community Redevelopment Act and County Ordinance and shall expire and terminate 20 years after the creation of the CRA trust fund unless extended by mutual agreement of the City and the County. This 20-year duration is necessary due to the extent of defunct infrastructure; the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment. This shows the need to use leverage and other funding sources for the improvements. It is further noted that the estimated revenues by year 20 will be a little over \$8 million.

The City believes that it will take, at minimum, 20 years to realize the dollars necessary to undertake some of the redevelopment initiatives identified within the Plan. However, the City understands the County's desire to manage the duration of community redevelopment areas. It is possible that economic conditions may improve more quickly than the increment revenue forecast currently demonstrates. As well, the City may be fortunate to obtain other funding sources, yet to be identified. Understanding this, the City suggests a sunset review with the County in year 20 (2036). The intent of the 2036 review is to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions as described within the *"Finding of Necessity"* and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent Plan Update, then the date for the sunset for the Community Redevelopment Area can be re-established for a period greater than 20 years.

3.10 REDEVELOPMENT PLAN MODIFICATION

The Southwest Deltona Community Redevelopment Plan may be modified in a manner consistent with Section 163.361 Florida Statutes. After providing proper notice, the City of Deltona shall hold a public hearing for all modifications.

CHAPTER 4 FINANCIAL ANALYSIS AND PLANNING

4.1 ESTIMATING INCREMENT REVENUES

Estimates of prospective increment revenues that might be derived from the Redevelopment Area and paid into the Southwest Community Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") were prepared by Strategic Planning Group, Inc. (SPG) (See **Appendix A**). The stream of prospective revenue is dependent on several factors, including the pace of redevelopment and development in the Redevelopment Area; the content of the development; the assessed and taxable values; the millage levied against the taxable base; the rate of appreciation in the existing tax base; and the level of public intervention. Together, these many variables suggest a wide range of outcomes. All are possible depending on the specific conditions imputed into the analysis.

Input from the City generated a possible scenario for the increment revenue projections based on a very conservative format. The information outlined in this Chapter is suitable for planning purposes particularly given the range of valuations and estimated improvements costs. However, as the Plan is executed, continual input and examination will be required to refine and update this analysis.

4.2 METHODOLOGY AND APPROACH

The analysis is based on tax roll data obtained from the Volusia County Property Appraiser and expectations about the Development Plan. The data from the most recent assessment roll, used in connection with taxation by the Property Appraiser and the Tax Collector, will provide the base year taxable value. The base year will be determined using the assessment roll in use immediately prior to the adoption of the ordinance establishing the Redevelopment Trust Fund.

It is assumed for the purposes of this Plan, the base year will reflect the sum as the base year valuation. However, any differences that may occur through inclusion or exclusion are relatively immaterial in the context of the total valuation. A higher or lower base sum would, of course affect the ultimate tax collections to some degree. The actual number will be officially certified by the Volusia County Property Appraiser upon adoption of the Plan and the establishment of the Redevelopment Trust Fund, as part of the statutorily required administrative process.

Specific increases in the tax base are shown in terms of expected development and its value. This expected development is based exclusively on past patterns of activity. These programmatic assumptions offer a baseline for comparison with future potential development.

For this analysis, the City's 2015 millage rate has been used, and it is held constant over the planning horizon. For the last several years, the operating millage of the City has been relatively unchanged.

As for the revenues which may accrue, only the taxable value(s) net of the base year taxable value is considered in calculating current or future increment revenues. The general procedures used to calculate available revenues are shown in the following equations:

1. Assessed values, including new construction, LESS exemptions or exclusions EQUAL current taxable values;
2. Current taxable values LESS established base year taxable values EQUAL net valuations subject to applicable jurisdictional millages;
3. Net valuations MULTIPLIED by applicable millages EQUAL increment revenues. Pursuant to the Community Redevelopment Act, Section 163.387, Florida Statutes, the maximum revenue available to the Redevelopment Trust Fund will be 95% of the calculated increment revenues. The financial indicators, assumptions and results used in preparing this increment revenue analysis are attached hereto as **Appendix A**.

4.3 INCREMENT REVENUE ANALYSIS

The availability of potential increment revenues is among the most attractive of the redevelopment tools provided in the Community Redevelopment Act. Increment revenues become available as the result of focused and continuing redevelopment activities within a community redevelopment area, and it may be used to fund or finance a variety of community redevelopment related capital and service initiatives. Increment revenues, when leveraged and combined by interlocal agreement with municipal service taxes or non-ad valorem assessments from a community redevelopment area, provide a particularly powerful tool to help Florida's local governments address and redevelop slum or blight in redevelopment areas.

This analysis focuses only on increment revenues, not other significant revenues and structural opportunities, which can be leveraged, combined and deployed in concert with increment revenues, and the leveraging affects they generate. A variety of local, state and federal programs may be connected to the increment revenues in a manner which leverages the increment revenues or obtains other dollars for redevelopment used for acquisition. Potentially, increment revenues may be used independently to service debt. They may be paired with a deliberately constructed non-ad valorem assessment program, which leverages the expected flow of increment revenues and uses the investment revenues to offset or buy down special assessments used to finance capital improvements.

Increment revenue forecasts in an area of future concentrated ownership, such as the Redevelopment Area, are extremely vulnerable to imminent development, land amendment, permitting, or any other activity which can quickly change the content of the tax roll. Once a generalized timing and development strategy is implemented, these projections will need to be re-examined periodically in the context of actual redevelopment and development activity. Re-examination is proposed at year 10, 15, 20, and if extended, every five years after to ensure revenue projects and appropriateness of projects. The revised increment revenues will be used to update the capital work program and the Plan.

4.4 INCREMENT REVENUE SCENARIO

The scenario for the increment revenue projections for the City of Deltona was based on a very conservative format. The scenario (known as "anticipated growth scenario") identified the inclusion of anticipated development with an average yearly increase of four (4) percent. Assessed values from comparable structures within Volusia County were applied to

determine the estimated taxable values for each improved property. Under this scenario, approximately \$8,021,807 (*total City and County increment revenue contributions*) may be generated for the CRA over the next 20 years. In addition, the City agrees to set a ceiling on County's increment revenue contributions of no more than \$10,000,000 as stipulated in County Resolution 2015-046. Also, the Tax Increment Finance information as **Appendix A** utilizes a County millage rate of 6.8709 which is less than the City 7.99 millage rate used to project revenues. The lesser County millage rate is also consistent with County Resolution 2015-046. The County and the City will be the only taxing authorities contributing to the CRA TIF.

CHAPTER 5 CAPITAL PLANNING

5.1 REDEVELOPMENT

Using contemporary planning methods and urban design techniques, the intent is the Redevelopment Area will represent a vibrant, urban area with safe, viable and sustainable commercial corridors; pedestrian-friendly, affordable, and attractive neighborhoods; and provide multi-modal transportation opportunities.

The central concepts represented by the redevelopment are as follows:

1. Explore innovative intersection designs to improve safety and alleviate traffic congestion along Saxon/Normandy/Deltona Boulevards. Intersection designs/improvements include, but are not limited to, roundabouts, signalization schemes for better and effective management of the junction delays, etc. Specific intersection locations include the following:
 - a. N. Normandy Blvd. and Deltona Blvd.
 - b. N. Normandy Blvd. and Saxon Blvd.
 - c. Deltona Blvd. and Enterprise Rd.
 - d. Deltona Blvd. and Dirksen Rd.
2. The redesign of primary corridors shall be enhanced in a manner which promotes internal, as well as regional connectivity to overall community aesthetics and function. This will present the City of Deltona as a destination place. Streetscape plans should be implemented along the corridors.
3. The primary corridors should be appropriately landscaped, incorporate traffic calming features, and contain pedestrian and bicycle facilities including attractive bus shelters, bicycle lanes and safe crossings.
4. The Redevelopment Area internal access network will include pedestrian facilities and bicycle ways, which will enhance interconnectivity and promote development.
5. Undertake roadway, sidewalk, landscaping and lighting improvements on all other streets to provide safe and pedestrian friendly connections.
6. Opportunities should be provided to integrate gathering places through pedestrian connections, bike paths/multi-use trails, open space and streetscapes.
7. Wayfinding and community identification gateways should be provided at major entry points into and within the Redevelopment Area.
 - a. Wayfinding signs at strategic locations to direct visitors to key destinations.
 - b. Gateways at the north (Saxon Boulevard), the Normandy/Deltona intersection and south end of the Redevelopment Area.
8. Create attractive, safe, viable and sustainable commercial corridors.
9. The Redevelopment Area will be redeveloped with a mixed-use Deltona Boulevard corridor with a distinct character featuring areas of residential and commercial land uses.
10. The mixed-use Deltona Blvd. corridor incorporates a wide mix of retail stores, such as markets, antiques shops, restaurants, art galleries, professional offices and service businesses with residential or office above these commercial uses.
11. Appropriate buffering techniques should be implemented between the higher density uses and the single family residential areas.
12. Potential redevelopment of catalyst sites to cause an early and precedent-setting change in the Deltona Boulevard corridor and to spur further growth.

5.2 CAPITAL PROJECTS

The Community Redevelopment Act, Section 163.362(4), Florida Statutes, requires identification of publicly funded capital projects to be undertaken within the Redevelopment Area. Such capital projects may include, but not limited to, the capital improvement program within **Appendix B**.

5.3 PROJECTED CAPITAL COSTS

The Community Redevelopment Act, Section 163.362(9), Florida Statutes requires the Plan to contain a detailed statement of projected costs related to the redevelopment initiative, including the amount to be expended on publicly funded capital projects in the Redevelopment Area and any indebtedness of the City of Deltona or CRA proposed to be incurred for such redevelopment if the indebtedness is to be repaid with revenues from the Redevelopment Trust Fund. To implement the Plan, it will be necessary to combine both public and private sources of capital, using both long and short term financing options. All projects financed by or in part through increment revenues will be completed prior to the sunset of the Community Redevelopment Area in year 20 (2036).

The Capital Work Plan projects and dollar amounts are primarily based on contemporary pricing. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only, and are considered to be relatively conservative. The recommended costs for capital improvement projects include design and construction costs, as well as contingent costs for additional studies, data manipulation, or research needed to implement each project. The costs may not include costs of land acquisition and/or consolidation. In addition, the City will not use any County TIF contribution for administrative/overhead costs. Also, the County TIF will be earmarked for uses to be limited to roadway improvements.

The various costs associated with implementing the Redevelopment Plan have been identified as being either primarily a public responsibility. Public costs are those necessary to ensure that the general framework of the Development Plan is developed in the spirit and intention of the Redevelopment Area.

Those items identified as primarily public costs will be structured in a manner which private resources are committed in conjunction with, or in advance of public resources. In some cases, public expenditures will not be required to support the Plan. In other cases, these expenditures can be phased in accordance with the scale of the redevelopment effort, in a manner where costs are advantageously matched to the expected stream of increment revenues or other available revenues.

Due to the current and projected economic environment demonstrated through the increment revenue forecasts (see **Appendix A**) and the shortage of the dollars required to implement the intent of the Plan, it is critical that the City consider funding the projects identified within this Plan via the leverage of the increment dollars. The CRA can “package” many financial programs in order to have enough resources, especially when newly enacted to jump-start the Plan. While the bond market is not strong for CRA’s, many in Florida use a bank held Letter of Credit to fund large scale projects. Local governments commonly loan their CRA’s start-up funds as well, paid back over time as the increment revenues grow

from private investment. The following list shows other potential resources that can be coupled with or used to fund the projects outlined in the Redevelopment Plan.

1. Special revenue bonds.
2. General obligation bonds: for roadway improvements; curb and gutter addition/repair; intersection improvements; streetscaping; water, sewer and stormwater improvements; and a multi-use trail system.
3. Grants and loans to the agency from the City's special or general funds for start-up costs. This is a common practice for such planning, design and community objectives.
4. Commercial Loans: The CRA may directly borrow funds from local lending institutions, utilizing both short term and long term borrowing.
5. Private Contributions: While the direct infusion of private funds are not anticipated, the City would still be interested in matching grant arrangements for improvements to building facades, landscaping, signs, etc. In addition, voluntary contributions by private companies, foundations, and individuals are potential sources of income to the CRA. Although such contributions may account for only a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits. The City's current land development code provides mechanisms to achieve this participation on such projects as roadway, streetscape and infrastructure improvements, including incentives and participating grants.
6. Special Assessment Districts: The City may also establish special assessment districts and Municipal Service Taxing Units (MSTU), (Florida Statutes Chapter 170) for the purpose of funding various capital improvements within an area or for the construction of a particular project. This may be an effective mechanism to support stormwater, water, and sanitary sewer improvements. However, it is noted that assessments may be difficult to pass without concessions on the City's millage rate, thus reducing overall revenues.
7. Grants from State and Federal funding sources are leveraged within CRA districts, many of which get extra points for being used to fund economic development and redevelopment projects. Specific projects for which grants will be sought include, but not limited to, trails, parks, streetscape, roadway, and environmental improvements. The world of grants is evolving, requiring local governments to be vigilant in the grants arena. Local matches are of utmost importance to be grant competitive.

The principal and interest on such advances, funds, and indebtedness may be paid from tax increments or any other funds available to the CRA. Advances and loans for operating capital may be provided by the City until adequate tax increment or other funds are available to repay the advances and loans, and to permit borrowing adequate working capital from sources other than the City. The City may also, at the request of the CRA, supply additional assistance through loans and grants for various public projects. The CRA will seek all funding sources to leverage increment revenues. However, the dollars generated through these programs are nearly impossible to forecast, therefore specific dollars from these programs have not been identified.

5.4 NON-CAPITAL PROGRAMS

After the creation of the CRA, resources can be used for administrative expenses and overhead of the CRA, and other non-capital programs, including the development and implementation of community policing innovations, pursuant to Section 263.356(3)(d),

Florida Statutes. Such non-capital programs may include, but not be limited to, the following:

1. Regulatory, operational and management;
2. Marketing, promotions, special events, economic development; and
3. Facade/property improvement grants.

No Volusia County increment revenues will be used for non-capital programs and the City does not plan to expend increment revenues on community policing. The non-capital programs are subject to revisions, updates and prioritization as community redevelopment implementation occurs.

CHAPTER 6 GENERAL

6.1 COMMUNITY REDEVELOPMENT TRUST FUND

The City of Deltona needs to submit the Finding of Necessity and the Community Redevelopment Plan to Volusia County Council for review and approval, and request for the delegation of authority to create a Community Redevelopment Agency, and to establish a Redevelopment Trust Fund through an appropriate ordinance. The Redevelopment Trust Fund will receive all increment revenues, grants, gifts or revenues generated by redevelopment activities. The Redevelopment Trust Fund must remain in place until all indebtedness from redevelopment activities is paid.

The annual funding of the Redevelopment Trust Fund will result from additional incremental revenues collected in the Redevelopment Area by the County of Volusia and the City of Deltona. The increment available will be determined annually in an amount equal to 95% (ninety-five percent) of the difference between:

1. The amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of the Redevelopment Area; and
2. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the County, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the Redevelopment Area. This is taxable real property as shown upon the most recent assessment roll, used in connection with the taxation of such property by the County prior to the effective date of the ordinance providing for the funding of the Redevelopment Trust Fund.

6.2 SAFEGUARDS, CONTROLS, RESTRICTIONS OR COVENANTS

Redevelopment activities identified herein will not be initiated until they are found to be consistent with the Comprehensive Plan and applicable land development regulations. In order to assure that redevelopment will take place in conformance with the projects, objectives, and strategies expressed in this Plan, the CRA will utilize the regulatory devices, instruments, and systems used by the City to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the Comprehensive Plan, the Land Development Code, design guidelines, and City authorized development review, permitting, and approval processes, and any other applicable adopted codes, standards, and policies.

In order to leverage the increment revenues, the City may contemplate imposing non-ad valorem assessments. The imposition of special assessments for capital improvements and essential services is covered by well settled case law and specific statutory provisions authorizing collection of non-ad valorem assessments on the same bill as ad valorem taxes. Such provisions require extraordinary notice to all affected property owners.

The County's increment revenues contribution would be based on a millage rate that does not exceed the millage rate used by the City to calculate its increment revenue contribution, regardless of the existing rate, pursuant to Volusia County Resolution 2010-20. The County increment revenue contributions will be used solely on capital projects with a maximum cap

of \$10,000,000 until the sunset date of 2036 (see **Appendix A** for total City and County increment revenue contributions).

6.3 CONSISTENCY WITH CITY OF DELTONA COMPREHENSIVE PLAN

This Plan articulates the vision for the Redevelopment Area as a safe, economically sustainable, accessible destination for residents and visitors, with a vibrant urban mixed use Deltona Boulevard corridor; promoting safe, viable pedestrian-friendly, multi-modal transportation system; affordable and attractive neighborhoods; and bicycle paths/sidewalks connecting to services, recreation facilities, commercial corridors and the Corridors. These improvements will feature people oriented urban design principles. This Redevelopment Plan also encourages a mixture of housing types and price ranges to implement affordable to moderate rate housing initiatives.

The following are Goals, Objectives and Policies in the City of Deltona Comprehensive Plan, which are specifically addressed by the Community Redevelopment Plan. The usage of terms is directly quoted from the 2010 City of Deltona Comprehensive Plan (EAR Based Amendment).

FUTURE LAND USE ELEMENT (2010)

GOAL FLU1

Ensure that future growth is timed and located to maximize efficient and cost effective use of public infrastructure.

9J-5.006(3)(a)

Policy FLU1-1.6

All neighborhood, community and regional shopping centers shall include bicycle parking areas, and where appropriate, bus cut outs or shelters to encourage alternative transportation modes.

9J-5.006(3)(c)(4)

Policy FLU1-1.8

Sites for development shall be accessible to the following essential public facilities and services at the levels of service adopted in this Comprehensive Plan: fire services, transportation, potable water, an appropriate wastewater treatment facility, solid waste and stormwater management.

9J-5.006(3)(c)(3)

Policy FLU1-1.11

The following public facilities and services shall be available for new development in all areas: roadways, solid waste collection, stormwater management, fire and police protection, emergency medical services, potable water, sanitary sewer service, and public schools as defined in the Public School Facilities Element.

9J-5.006(3)(c)(4)

OBJECTIVE FLU1-2

The City shall encourage compact, mixed-use developments in appropriate locations in order to discourage urban sprawl, facilitate energy efficiency and provide the full-range of uses and services in walkable, vertically and horizontally-integrated, design-unified environments.

Policy FLU1-2.1

The City of Deltona shall establish and require level of service standards as set in the Transportation, Infrastructure, Capital Improvements, and Public School Facilities Elements. 9J-5.006(3)(c)(4)

Policy FLU1-2.2

Development orders cannot be issued unless the services are provided at the adopted level of service consistent with the concurrency provisions. 9J-5.006(3)(c)(4)

Policy FLU1-2.3

In order to direct growth and development away from valuable natural resources, the City shall utilize development bonuses, incentives, and other methods as deemed appropriate (i.e. transfer of development rights) to promote infill development and redevelopment projects. 9J-5.006(3)(c)(1,2,6)

Policy FLU1-2.4

The City shall expand commercial, industrial, and mixed-use developments in appropriate locations in order to discourage sprawl and to promote energy efficient development patterns.

OBJECTIVE FLU1-7

The City of Deltona shall appropriately allocate land uses to adequately meet the current and future population needs while maximizing land use compatibility. The City shall promote a variety of land uses including residential, commercial, industrial, pedestrian oriented mixed-use, recreational, conservation, and public facilities. 9J-5.006(3)(b)(1)

Policy FLU1-7.23

The City shall seek to ensure that its Future Land Use Plan Map provides for a minimum of six acres of commercial lands and four acres of industrial lands per 1,000 residents, with a goal of providing 10 or more acres of commercial lands and six or more acres of industrial lands per 1,000 residents by 2025.

Policy FLU1-7.24

The City shall implement strategies to ensure that new development and redevelopment contains a strong mixed-use component, defined as a mixture of at least two different land uses in a design-unified, vertically and/or horizontally integrated, pedestrian-friendly environment, or otherwise demonstrably furthers the achievement of specific goals, objectives and/or policies of the Comprehensive Plan.

Policy FLU1-7.25

The City shall require that development be designed consistent with the August 4, 2008 Urban Design Pattern Book as it may be amended from time to time.

TRANSPORTATION ELEMENT (2010)

GOAL T1

The City of Deltona shall develop programs to ensure that current and future land uses are served by adequate transportation and multi-modal system options. 9J-5.019(4)(a)

Policy T1-1.3

The City of Deltona shall maintain a City-wide network of thoroughfare and related transportation system corridors. 9J-5.019(4)(c)(4)

Policy T1-1.7

The City of Deltona shall provide incentives which encourage compact, energy efficient urban development, in appropriate places, through coordination with the Future Land Use Element.

9J-5.019(4)(c)(7,9,12)

Policy T1-1.10

The City of Deltona shall coordinate with the MPO and other entities, as deemed appropriate, to further develop City-wide bicycle and pedestrian infrastructure through the Parks and Recreation Master Plan or other programs to accomplish the following transportation oriented initiatives:

- a. Expand, with the intent of establishing connections to commercial, institutional and recreational nodes, the multi-modal trail system within the City for bicycle and pedestrian use;
- b. Expand the City sidewalk system;
- c. Promote the use of existing and future pedestrian and bicycle infrastructure by disseminating information to the public concerning the City pedestrian and bicycle system.

Policy T1-1.14

The City of Deltona shall assess the existing sidewalk network to locate specific problem areas related to interconnectivity, obstructions, damaged sidewalks, lack of crosswalks, inappropriate widths, the need for handicap ramps and other improvements.

OBJECTIVE T1-2

The City of Deltona shall provide for the separation of local traffic from through traffic to facilitate efficient and safe vehicular movement. 9J-5.019(4)(b)(1)

Policy T1-2.1

Traffic circulation shall be coordinated with the Future Land Use Element to ensure compatibility between land use and the transportation system. 9J-5.019(4)(c)(9)

Policy T1-3.1

The City of Deltona Transportation Element shall be coordinated with the Future Land Use Element and all other applicable elements to ensure compatibility between land use and the transportation system necessary to support it. 9J-5.019(4)(c)(5,9&12)

OBJECTIVE T1-4

The City of Deltona shall establish, achieve and maintain peak hour level of service standards on the transportation system. 9J-5.019(4)(b)(2)

Policy T1-4.3

Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following PM peak hour level of service standards:

<u>Functional Classification</u>	<u>Acceptable Standard</u>
I-4	As determined by FDOT
Arterial	E
Collector	E
Local	D

Policy T1-5.3

The City of Deltona shall study and undertake feasible intersection improvements as an interim solution to existing transportation system deficiencies. 9J-5.019(4)(c)(1,7)

Infrastructure

GOAL I1

Provide safe efficient, cost effective and adequate public supply, treatment, and distribution of potable water for the City of Deltona.

9J-5.011(2)(a)

Policy I1-PW1.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 300 gallons of potable water per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water consumption specified by Land Development regulations.

9J-5.011(2)(c)(2d)

OBJECTIVE I1-PW2

The City of Deltona shall provide for an adequate level of service standard for potable water service to meet the needs of current and future residents of the City of Deltona. *(Amended by Ordinance 32-2000 adopted by the Deltona City Commission at second reading March 19, 2001)*

9J-5.011(2)(b)(4)

OBJECTIVE I1-PW3

Throughout the planning period the City of Deltona shall encourage the use of existing and future facilities, so as to discourage urban sprawl. 9J-5.011(2)(b)(3)

Policy I1-PW3.5

The "infilling" of developed areas shall be directed to locations where an existing central system of potable water is available and where capacity is adequate to service the intended development or to those areas where funds have been committed for the provision of adequate capacity.

9J-5.011(2)(c)(1)

Policy I1-PW4.2

The City of Deltona shall coordinate the utility and transportation planning efforts to take advantage of the most economical construction and maintenance costs possible when installing utility lines and roads.

GOAL I2

Provide safe adequate cost effective and environmentally acceptable sanitary sewer systems for the City of Deltona.

Policy I2-SS1.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 284 gallons of domestic wastewater per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water and wastewater service as illustrated in City land development regulations. 9J-5.011(2)(c)(1)

Policy I1-SS1.10

The City shall further expand its wastewater treatment capacity to support new development and redevelopment activities within the City.

Policy I1-SS1.11

The City shall investigate methods, including funding sources, to retrofit areas of the City that are currently served by septic systems. A priority for such retrofit activity, if deemed feasible, will be as follows:

- a. Correct threats to public health and safety;
- b. Improve the environmental conditions of surface and ground water resources; and
- c. Encourage sustainable redevelopment and compact urban development patterns.

OBJECTIVE I2-SS2

Throughout the planning period, the City of Deltona shall maximize the use of existing facilities within sewer service areas, so as to discourage urban sprawl.

9J-5.011(2)(b)(3)

GOAL I4

To protect the health and safety of the public by ensuring stormwater management facilities and services are properly maintained, environmentally sound, cost effective, and meet the community's present and future demands.

Policy I4-STW1.3

All land use and development approval decisions which impact water resources in Deltona shall conform to the comprehensive surface and groundwater watershed management plan, when approved by the City Commission.

Level of Service for Storm Water Quantity and Quality:

a. **Closed Basing LOS:** The City will establish a Level of Service design standard in closed drainage basins as follows: All development shall meet the minimum volume of retention equivalent to one-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 100 year frequency storm.

b. **Basins with Outfall LOS:** The City will establish a Level of Service design standard in non-closed basins as follows: All development shall meet the minimum volume of retention equivalent to on-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 25 year frequency storm.

Policy I4-STW2.1

The City of Deltona shall identify and prioritize drainage systems in need of retrofitting and upgrade of these systems, as funding becomes available. Watershed studies will be used to identify and prioritize systems in need of retrofitting. The City of Deltona may apply for any grants and loans available from the DEP Revolving Loan Fund. 9J-5.011(2)(c)(1,4,5)

INTERGOVERNMENTAL COORDINATION ELEMENT (2010)

GOAL IC1

The City of Deltona shall initiate and/or participate in the intergovernmental coordination mechanisms necessary to ensure the city identifies consistency and compatibility issues among governmental agencies, plans and policies and to resolve any conflicts that may arise.

9J-5.015(a)

OBJECTIVE IC1-1

The City of Deltona shall coordinate with adjacent cities, counties, federal, state and regional agencies, and other governmental agencies, via effective formal and informal coordination mechanisms. This will ensure consistency in planning related matters and coordinating the impacts of development. The formal and informal mechanisms shall include membership in appropriate area-wide organizations, inter-agency staff communication and other methods as deemed appropriate.

9J-5.015(b)(1&2)

CAPITAL IMPROVEMENTS ELEMENT

GOAL CIE1

Public facilities shall be provided efficiently, safely, and cost effectively to promote timely, compact development, which is compatible with existing and designated land uses, and with the natural environment.

9J-5.016(3)(a)

OBJECTIVE CIE1-1

Deltona shall concentrate public facilities and services to areas that are delineated on the Future Land Use Map to provide, compact, efficient and cost-effective provision of services as a means necessary to meet existing deficiencies, accommodate future growth and replace obsolete or worn out facilities. 9J-5.016(3)(b)(1)

Policy CIE1-1.1

Deltona shall provide and maintain the necessary capital improvements to eliminate existing deficiencies and repair, renovate or replace its worn out capital stock by establishing a rational system for evaluating and reviewing Capital Improvement projects. 9J-5.016(3)(c)(3)

Policy CIE1-1.3

The City shall maximize the use of existing public facilities and target funding to services that are deficit or distressed in the development of its five year capital program. 9J-5.016(3)(c)(1,3,4,6&7)

OBJECTIVE CIE1-2

The City will coordinate land use decisions and fiscal resources with a schedule of capital improvements, which maintains adopted level of service standards and meets the existing and future facility needs. 9J-5.016(3)(b)(3)

Policy CIE1-4.6

The City shall achieve and maintain standards for peak hour levels of service on the thoroughfare system. 9J-5.016(3)(c)(6)

Policy CIE1-4.7

Public facilities and services shall meet or exceed level of service standards and must be available concurrent with development. 9J-5.016(3)(c)(4&6)

6.4 CONCLUSION

The Community Redevelopment Plan provides a framework for rehabilitation and redevelopment of the Redevelopment Area as an attractive, inviting, easily accessible, and economically successful community, which promotes a positive image for the City of Deltona. This Plan deliberately and reasonably addresses the blighted area conditions observed through the "*Finding of Necessity Report*" which has been ratified, and confirmed by the City Commission. To realize the redevelopment vision of the Plan, community

leaders, business persons and residents are encouraged to support the redevelopment objectives and continue the commitment over time in order for the vision to be successfully implemented into reality.

Realization of the Redevelopment Plan is a 20-year effort. The CRA will perform an annual review of the Plan and prepare an annual report and budget. The CRA may elect to update and amend the Plan every five years contingent on County review and approval.

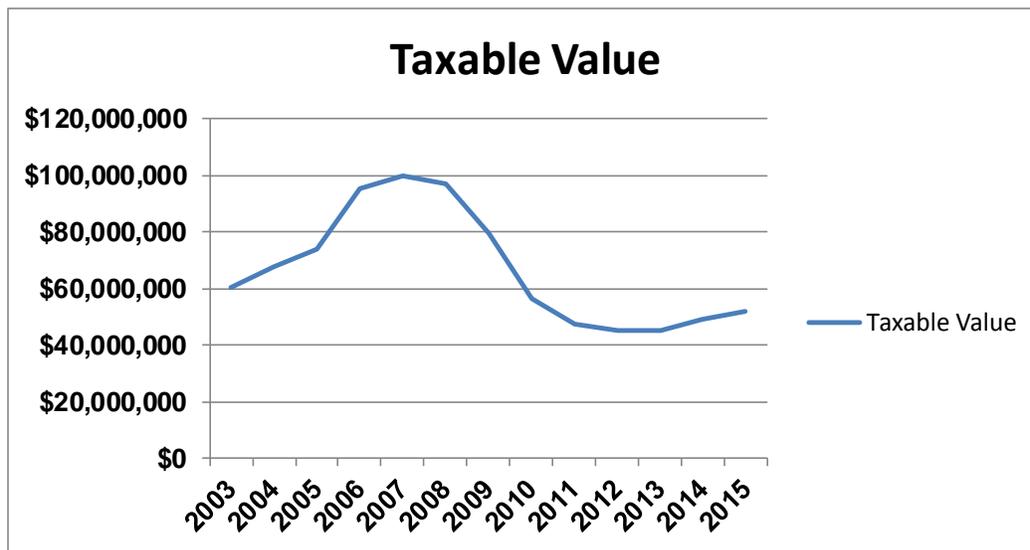
This 20-year duration is necessary due to the extent of defunct infrastructure; and the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue to use to leverage other funding sources for the improvements. It is further noted that the estimated increment revenues by year 20 will be \$8,021,807 and that amount will be used to strategically create safer corridors.

It is important to note that the increment revenue estimates over the 20-year period fall short of the estimated costs to undertake the projects identified in this Plan to mitigate and reverse blight factors. The City believes that it will take the full 20 years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan. However, the City understands the County's desire to limit the duration of community redevelopment areas to something less than the maximum allowed. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, and the City may be fortunate to acquire other funding sources, yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 2036. The intent of 2036 review is to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions as described within the *"Finding of Necessity Report"* and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent updates, then the date for the sunset for the Redevelopment Area can be re-established for a period of 20 years.

APPENDIX A TAX INCREMENT FINANCING

Using information from the City and Volusia County, SPG performed numerous analyses based on different growth scenarios. Volusia County and the City of Deltona experience significant ad valorem revenue (property taxes) as a result of the Great Recession. The historic ad valorem revenue stream for the City since 2003 has been impacted by two major events: the “Housing Bubble” and the “Great Recession”. The City of Deltona and the proposed CRA area experienced significant growth in ad valorem tax revenue until its peak in 2007 after which revenues declined significantly to below the 2003¹ levels. Revenue bottomed out in 2013.

Figure 1, Historical Taxable Values



Source: Strategic Planning Group, Inc., 2015

Both the “Housing Bubble” and “Great Recession” are unique events which should not occur again, at least not in the Plan’s 20 year horizon. If one were to use this 2003-2015 historic trend line to forecast future revenues, the result would result in declining revenue trends which does not reflect the trends of the last two years.

While CRA ad valorem revenue bottomed out in 2013 they are significantly below even 2003 (12 years) taxable values. SPG, for analytical reasons only, forecast future revenues using various short term growth rates (2012-2015, 2013-2015 and 2014-2015). The calculations are based on the following millage rates:

- City 7.99 mills
- County 6.8709 mills

¹ Last data available to SPG.

Table 1, Different TIF Calculations using recent growth in taxable property values

Growth Rate Year	Based on 2012-2015 4.4177%					Based on 2014-2015 5.7634%					Based on 2013-2015 7.1790%				
	Growth in Taxable Value					Growth in Taxable Value					Growth in Taxable Value				
		Tax Increment		City TIF Revenue	County TIF Revenue		Tax Increment @		City TIF Revenue	County TIF Revenue		Tax Increment @		City TIF Revenue	County TIF Revenue
	\$51,771,627	@ .95%			\$51,771,627	.95%				\$51,771,627	.95%				
2015															
2016	\$54,058,742	\$2,172,759	\$17,360	\$14,946	\$54,755,457	\$2,834,639	\$22,649	\$19,499	\$55,488,312	\$3,530,851	\$28,211	\$24,289			
2017	\$56,446,895	\$4,441,505	\$35,488	\$30,553	\$57,911,259	\$5,832,650	\$46,603	\$40,123	\$59,471,818	\$7,315,181	\$58,448	\$50,321			
2018	\$58,940,550	\$6,810,477	\$54,416	\$46,849	\$61,248,943	\$9,003,450	\$71,938	\$61,935	\$63,741,300	\$11,371,189	\$90,856	\$78,222			
2019	\$61,544,366	\$9,284,102	\$74,180	\$63,865	\$64,778,993	\$12,356,998	\$98,732	\$85,004	\$68,317,288	\$15,718,378	\$125,590	\$108,127			
2020	\$64,263,212	\$11,867,006	\$94,817	\$81,633	\$68,512,496	\$15,903,825	\$127,072	\$109,402	\$73,221,786	\$20,377,651	\$162,817	\$140,178			
2021	\$67,102,168	\$14,564,014	\$116,366	\$100,186	\$72,461,177	\$19,655,073	\$157,044	\$135,207	\$78,478,378	\$25,371,413	\$202,718	\$174,530			
2022	\$70,066,540	\$17,380,168	\$138,868	\$119,558	\$76,637,438	\$23,622,521	\$188,744	\$162,499	\$84,112,341	\$30,723,678	\$245,482	\$211,348			
2023	\$73,161,870	\$20,320,731	\$162,363	\$139,786	\$81,054,396	\$27,818,631	\$222,271	\$191,364	\$90,150,766	\$36,460,182	\$291,317	\$250,810			
2024	\$76,393,942	\$23,391,199	\$186,896	\$160,908	\$85,725,923	\$32,256,581	\$257,730	\$221,893	\$96,622,689	\$42,608,509	\$340,442	\$293,104			
2025	\$79,768,797	\$26,597,311	\$212,513	\$182,963	\$90,666,691	\$36,950,311	\$295,233	\$254,181	\$103,559,232	\$49,198,225	\$393,094	\$338,435			
2026	\$83,292,743	\$29,945,060	\$239,261	\$205,992	\$95,892,217	\$41,914,561	\$334,897	\$288,330	\$110,993,749	\$56,261,016	\$449,526	\$387,020			
2027	\$86,972,366	\$33,440,703	\$267,191	\$230,039	\$101,418,914	\$47,164,923	\$376,848	\$324,448	\$118,961,990	\$63,830,845	\$510,008	\$439,092			
2028	\$90,814,545	\$37,090,772	\$296,355	\$255,147	\$107,264,139	\$52,717,886	\$421,216	\$362,646	\$127,502,272	\$71,944,112	\$574,833	\$494,904			
2029	\$94,826,459	\$40,902,090	\$326,808	\$281,365	\$113,446,250	\$58,590,892	\$468,141	\$403,047	\$136,655,660	\$80,639,831	\$644,312	\$554,721			
2030	\$99,015,607	\$44,881,781	\$358,605	\$308,742	\$119,984,664	\$64,802,385	\$517,771	\$445,776	\$146,466,170	\$89,959,815	\$718,779	\$618,834			
2031	\$103,389,820	\$49,037,283	\$391,808	\$337,327	\$126,899,916	\$71,371,875	\$570,261	\$490,967	\$156,980,976	\$99,948,881	\$798,592	\$687,548			
2032	\$107,957,272	\$53,376,363	\$426,477	\$367,176	\$134,213,725	\$78,319,993	\$625,777	\$538,763	\$168,250,640	\$110,655,062	\$884,134	\$761,196			
2033	\$112,726,500	\$57,907,130	\$462,678	\$398,343	\$141,949,062	\$85,668,563	\$684,492	\$589,314	\$180,329,354	\$122,129,840	\$975,817	\$840,131			
2034	\$117,706,419	\$62,638,052	\$500,478	\$430,887	\$150,130,220	\$93,440,663	\$746,591	\$642,778	\$193,275,198	\$134,428,392	\$1,074,083	\$924,733			
2035	\$122,906,335	\$67,577,973	\$539,948	\$464,869	\$158,782,895	\$101,660,705	\$812,269	\$699,324	\$207,150,424	\$147,609,857	\$1,179,403	\$1,015,408			
			\$4,902,876	\$4,221,137				\$7,046,278	\$6,066,502			\$9,748,462	\$8,392,950		
			Total TIF	\$9,124,013				Total TIF	\$13,112,780			Total TIF	\$18,141,412		

Source: Strategic Planning Group, Inc., 2015

Using the 2012-2015 growth trend, the CRA would not reach its 2007 peak valuation until 2031. The 2014-15 growth trend would not reach its 2007 peak until 2027, while the 2013-2015 growth rate would reach the peak 2007 taxable value by 2025.

Based on the calculations above, taxable property values increases from 4.4177% to 7.1790%, resulting in the CRA TIF revenues (over the 20 year planning period) ranges from \$9.1 million to \$18.1 million.

The results of the improvements to the CRA transportation network as well as major improvements to the existing visual and structural blight, should improve the overall economic vitality of the area. Even given this assumption, SPG believes a conservative TIF revenue generation rate below the above referenced calculations should be used. For the purpose of this Plan, a 4% growth rate was assumed. Using the 4% growth in taxable property values, the CRA's TIF revenues is projected at a little over \$8 million.

Table 2, TIF 20 Year Estimates

Growth Rate Year	Best Conservative Estimate			
	4.00%			
		Tax Increment @ .95%	City TIF Revenue	County TIF Revenue
2015	\$51,771,627			
2016	\$53,842,492	\$1,967,322	\$15,719	\$13,533
2017	\$55,996,192	\$4,013,337	\$32,067	\$27,608
2018	\$58,236,039	\$6,141,192	\$49,068	\$42,245
2019	\$60,565,481	\$8,354,161	\$66,750	\$57,468
2020	\$62,988,100	\$10,655,650	\$85,139	\$73,300
2021	\$65,507,624	\$13,049,197	\$104,263	\$89,765
2022	\$68,127,929	\$15,538,487	\$124,153	\$106,889
2023	\$70,853,046	\$18,127,348	\$144,838	\$124,698
2024	\$73,687,168	\$20,819,764	\$166,350	\$143,219
2025	\$76,634,655	\$23,619,877	\$188,723	\$162,481
2026	\$79,700,041	\$26,531,993	\$211,991	\$182,514
2027	\$82,888,043	\$29,560,595	\$236,189	\$203,347
2028	\$86,203,565	\$32,710,341	\$261,356	\$225,014
2029	\$89,651,707	\$35,986,076	\$287,529	\$247,548
2030	\$93,237,775	\$39,392,841	\$314,749	\$270,983
2031	\$96,967,286	\$42,935,876	\$343,058	\$295,356
2032	\$100,845,978	\$46,620,633	\$372,499	\$320,703
2033	\$104,879,817	\$50,452,781	\$403,118	\$347,065
2034	\$109,075,010	\$54,438,214	\$434,961	\$374,480
2035	\$113,438,010	\$58,583,064	\$468,079	\$402,993
			\$4,310,595	\$3,711,212
			Total TIF	\$8,021,807

Source: Strategic Planning Group, Inc., 2015

APPENDIX B CAPITAL IMPROVEMENT PLAN

Southwest Deltona 20- Year CRA with 5-Year Capital Plan(s): 2016-2036						Totals	TIFF Contribution City/County
	FY: 2016-2021 Capital Budget	FY: 2022-2026 Capital Planned	FY: 2027-2031 Capital Planned	FY: 2032-2036 Capital Planned	Proj. Total Capital - 2036		
CRA 20-YEAR PROJECT SCHEDULE AND COSTS ESTIMATE							
YEAR	Enter project titles below				Enter 5-Year Increment Totals		Total cost of projects will total here (across)
1st 5YR: Item 1	9% Survey, Engineering, Permitting, etc.	202,500				202,500	
1st 5YR: Item 2	6% CEI Services	134,900				134,900	
1st 5YR: TOTAL	Subtotal First Phase-First 5 Years	337,400				337,400	\$337,400.00 CITY
2nd 5YR: Item 1	Saxon North of Normandy-Water, Reclaimed Water, Sewer		1,425,000			1,425,000	
2nd 5YR: Item 2	3% Mobilization, Bonds, Indemnity, etc.		67,500			67,500	
2nd 5YR: TOTAL	Subtotal Second Phase-Second 5 Years		1,492,500			1,492,500	\$1,492,500.00 CITY
3rd 5YR: Item 1	Estimated Land Acquisition			500,000		500,000	
3rd 5YR: Item 2	Normandy & Deltona Intersection Improvements			1,000,000		1,000,000	
3rd 5YR: Item 3	S. Deltona (Entprse-Dirksen) 4-Lane & Reconst. w/in 80' ROW			4,750,000		4,750,000	
3rd 5YR: Item 4	Deltona/Dirksen intersection improvement and mast arm			450,000		450,000	
3rd 5YR: Item 5	Deltona/Enterprise intersection improvements and mast arm			450,000		450,000	
3rd 5YR: Item 6	3% Mobilization, Bonds, Indemnity, etc.			169,500		169,500	
3rd 5YR: Item 7	9% Survey, Engineering, Permitting, etc.			508,500		508,500	
3rd 5YR: Item 8	6% CEI Services			339,000		339,000	
3rd 5YR: TOTAL	SubTotal Third Phase- Third 5 Years			8,167,000		8,167,000	\$4,083,500.00 CITY/COUNTY (Grant Match)
4th 5YR: Item 1	Normandy Blvd. Reconstruction and 4 Laning				4,250,000	4,250,000	
4th 5YR: Item 2	3% Mobilization, Bonds, Indemnity, etc.				127,500	127,500	
4th 5YR: Item 3	9% Survey, Engineering, Permitting, etc.				382,500	382,500	
4th 5YR: Item 4	6% CEI Services				155,000	155,000	
4th 5YR: Item 5	Estimated ROW Land Acquisition				600,000	600,000	
4th 5YR: TOTAL	SubTotal Fourth Phase-Fourth 5 Years				5,515,000	5,515,000	\$2,757,000.00 CITY/COUNTY (Grant Match)
4th-5							
TOTAL	Totals 20-Year CRA [suggest add 10%]	\$ 337,400	\$ 1,492,500	\$ 8,167,000	\$ 5,515,000	\$ 15,511,900	\$8,670,400.00

APPENDIX C STRATEGIC PLAN

**A List of Targeted
Objectives to Achieve
within 5-Years**

**City of Deltona
Strategic Plan**



Chris Bowley, AICP, Planning Director



I. Introduction

The City of Deltona (City) is a relatively young community, historically speaking, having been established as an incorporated community in 1995. Although it has physically been a community since the early 1960s, it has grown into the largest city in Volusia County, with a population of over 87,000 residents in a short period of time. This rapid growth has led to the need to identify community goals that galvanize and focus City efforts for both short-range and long-range planning horizons.

The purpose of this Strategic Plan is to identify targeted achievable goals for a short-range planning horizon (no greater than 5 years). The City employed the assistance of Ms. Marilyn Crotty of the Florida Institute of Government at the University of Central Florida to facilitate a community vision to create common goals and objectives to place into this Strategic Plan. The Strategic Plan will also be used to create an Economic Development Element within the City's Comprehensive Plan to expand the short-range planning horizon into a longer-range version.

Two Community Visioning and Strategic Planning Workshops were conducted, one on October 17th and one on November 7th, 2015. The first meeting on October 17th was with residents and interested members of the community to create the topics to present to the City Commission for further focus. The second meeting on November 7th was with the City Commission and representatives of each City department to review the information provided from the community and to narrow it into a short list of priority objectives, to achieve within five years, as follows:

Strategic Issues

1. **Economic Development:** Provide a strategic focused effort towards economic development throughout the City to enhance existing businesses and attract new businesses.
2. **Fiscal Issues:** Maintain current fiscal stability, maximize alternative funding sources, and promote an effective system of checks and balances.
3. **Infrastructure:** Focus on the expansion of park facilities, commercial utilities, technology, roadways and trails to make Deltona a more sustainable community.
4. **Internal and External Communication:** Provide consistent and effective communication that promotes economic development, civic pride and service delivery.
5. **Public Safety:** To provide quality high-level public safety services to the community through consistent regulations within a coordinated management plan process.
6. **Social Services:** Continue to foster a wide variety of effective and targeted social services for City residents. *Note: no priority objectives were listed for this issue.*



The names of the department per task are listed next to each objective, with a projected time period to complete, if not an on-going or already completed effort.

II. Priority Objectives

From the above listed strategic issues, the following ranked priority objectives were created *(with the number of City Commissioner preferences listed in parentheses, where listed)*:

1. **Fiscal Issues** – create a grants management program: find and write grants, administer grants, and provide quarterly updates and pursue new/alternate revenue sources (6) – a grant writer was selected and will begin to assist on the following tasks: *Status: Brought on the City's Grant Writer through the City's procurement process and working with her to have and maintain a focus and ranked priority on projects.*
 - New Senior Community Center – *Planning & Development Services; contact person Chris Bowley. Two year project completing in 2017. Status: Underway with design, permitting in mid-2016, contractor selection late 2016, and construction completion in late 2017.*
 - Improvements to the existing Community Center – *Parks & Recreation Department; contact person Steve Moore. Two year project following the new Senior Center.*
 - Transportation/CIP (i.e. Tivoli Dr. expansion, Normandy Blvd. construction, Howland Blvd./Catalina Dr. intersection, TPO listed roads, sidewalks, trails/bike lanes) – *Public Works Department; contact person Gerald Chancellor. Start Normandy Blvd. and Tivoli Dr. in 2016.*
 - Thornby Park HERE Project – *City Manager's Office; contact persons Jerry Mayes and Lee Lopez. Project based on available funding with decision in 2016.*
 - Veteran's Museum – *Parks & Recreation Department; contact person Steve Moore. On-going with available funding.*
 - Overall beautification grants – *Varies by department. Underway and on-going effort. Status: Wrote the FDOT Bold Initiative Grant with an update, received \$125,000 for SR 472 (double the original grant award), received \$750,000 (verbally) for Interstate 4 at SR 472, and modified the 100% construction plans for the Saxon Blvd. interchange.*
 - Other grants as approved by the City Commission – *Varies by department. On-going per grant opportunities, as they are available. Status: Working with City staff in other departments to have their issues addressed through grant searches by the Grant Writer.*
2. **Economic Development** – update the economic development plan (including the Land Development Code) (5) – underway with real estate analysis with TVEDC and Phase III of the LDC to be adopted in 2016. *Status: Phase III of the Land Development Code amendments was brought to the City Commission and adopted as Ordinance No. 04-2016. Staff is coordinating with Team Volusia staff to complete the highest and best use analysis and bring it to the City Commission at the May 9th workshop.*
 - Team Volusia coordination and creation of a database of commercial properties on the Team Volusia website and City website (market analysis of available properties) – *Planning & Development Services; contact person Chris Bowley. Underway with completion in 2016. Status: See above pertaining to working with Team Volusia.*
 - Determine the business niche for the City to target/pursue (i.e. medical campus/offices/business park) – *Planning & Development Services; contact person*



- Chris Bowley. Underway with completion in 2016. Status: See above pertaining to working with Team Volusia.*
- Focus on Howland Boulevard as the gateway for commercial growth (create a City Center and pursue acquisition of Casey property) – *Planning & Development Services; contact person Chris Bowley. On-going until all parcels are developed. Status: The focus on Howland Blvd. as the gateway is being done in conjunction with the Parks Department and the consultant team to determine a sports niche, as well as through the product of Team Volusia.*
 - Work with existing businesses to expand/grow, including a questionnaire and one-on-one site visits – *City Manager's Office; contact person Jerry Mayes. Questionnaire to be completed in 2016 and site visits on-going.*
 - Promote customer service environment, including creation of a one-stop shop concept and any required staff development/training to achieve it – *City Manager's Office; contact persons Jerry Mayes and Dale Baker. Underway with completion in 2016.*
 - Construct a Senior Community Center and prepare a business pro forma, including the need for an events manager – *Planning & Development Services; contact person Chris Bowley. Two year project completing in 2017. Status: The design team, including the project engineer, has been selected and is underway with design. The development program has been finalized without a gymnasium and with an expanded assembly room. The Final Site Plan and Construction Plans are being worked on.*
 - Pursue the creation of CRA for Deltona Boulevard – *Planning & Development Services; contact person Ron Paradise. CRA submitted and obtain CRA authority/set-up within 2016. Status: The Southwest Deltona CRA requests for additional information were submitted to Volusia County and there is an anticipated awarding of the CRA in 2016 that needs County Council approval.*
 - Create more diversified and high-quality housing opportunities to provide for all market demands – *Planning & Development Services; contact person Chris Bowley. Underway and on-going. Status: The City approved Phase V of Arbor Ridge and Lake Baton Estates master planned communities. Both offer a variety of housing types to meet a broad spectrum of the real estate market. The Arbor Ridge project offers a more urban neighborhood with smaller lots on a central sewer system. The homes are conveniently located to schools. Lake Baton Estates, also on central sewer, offers a much larger home and is adjacent to Spirit Elementary.*
3. **Economic Development** – analyze City-owned properties and determine their highest and best use, need for land acquisition/disposition, etc. (4) – underway with three efforts for real estate, parks, and utility master planning. *Status: Staff is coordinating with Team Volusia staff to complete the highest and best use analysis and bring it to the City Commission at the May 9th workshop.*
- Obtain master planning services, once the niche is determined – *Planning & Development Services; contact person Chris Bowley. Underway with completion in 2016. Status: See above.*
 - Review relocation of existing facilities (i.e. Public Works) – *Public Works Department; contact person Gerald Chancellor. Analyze properties in 2016, with funding, relocation within two years from funding date.*



4. **Public Safety** – strengthen code enforcement (abandoned properties, rental properties) (5) – underway with actions taken to notify residents of trash pick-up timing and letters sent to property owners to take action on sites in disrepair. *Status: Ongoing until June 1st.*
 - Focus on the City’s beautification program (landscaping, trash removal, seasonal/holiday themes at the gateways, and major intersections) – *Enforcement Services; contact person Dale Baker. Status: Underway and on-going.*
 - Fund and implement a demolition program for homes in disrepair. *Enforcement Services; contact person Dale Baker. Status: Underway and on-going; 4 houses taken down to date.*
 - Review the need for additional staff – *Enforcement Services; contact person Dale Baker. Status: Underway and to be completed in 2016. Part of the budget process.*
 - Sign ordinance amendment/rewrite the sign code – *Planning & Development Services; contact person Chris Bowley. Underway with completion in 2016. Status: Sign Code draft was written and distributed to City staff, special interest groups, and sign contractors. The draft will be attached to an ordinance draft with comments received and brought to the City Commission at a workshop.*

5. **Public Safety** – pursue the ability of the City to be able to provide medical transport (4).
 - Prepare a fire assessment fee cost-benefit analysis – *Fire Department; contact person Chief Chris Sievert. Underway with completion in 2016.*
 - Begin dialogue with Volusia County officials/staff – *Fire Department; contact person Chief Chris Sievert. Underway and on-going.*
 - Review the need for additional staff – *Fire Department; contact person Chief Chris Sievert. Underway and to be completed in 2016.*
 - Prepare a medical transport cost-benefit analysis – *Fire Department; contact person Chief Chris Sievert. To be completed in 2016.*

6. **Internal and External Communication** – improve intergovernmental coordination (advocacy, proper courthouse annex location) (4) – always a top priority and on-going effort.
 - Proactively contact agencies and review mailing lists (especially for invitations to special events) – *City Manager’s Office; contact person Jerry Mayes. Underway and on-going.*
 - Conduct partnering sessions with County staff and State Legislature, with trips to Tallahassee, and review of lobbyist contract – *City Manager’s Office; contact person Jane Shang. Underway and on-going.*
 - Update the City’s media (City website) and broaden Deltona TV outreach – *City Manager’s Office; contact person Lee Lopez. Underway and on-going.*
 - Mayor’s Annual State of the City Address – *City Manager’s Office; contact person Jane Shang. Underway and on-going.*

7. **Internal and External Communication** – develop a Deltona brand and improve image (4) – efforts underway since 2007 with request to update that information.
 - Continue the partnership with FDOT for I-4 expansion and City beautification – *Planning & Development Services; contact person Chris Bowley. On-going with Bold Initiative Grant awarded in 2015. Status: The Bold Initiative Grant previously awarded by FDOT was doubled from \$63,000 to \$125,000 and the planting area expanded to between Interstate 4 and Graves Ave. The FDOT is also considering adding \$750,000 in landscaping to the I-4/SR 472 interchange within the travel lane area.*



- Beautify gateways and key locations – Howland Blvd./Graves Ave., Normandy Blvd./Saxon Blvd., Saxon Blvd./I-4, DeBary Ave./Deltona Blvd., City Hall, and City facilities (including lift stations, stormwater ponds, park entrances, etc.) – *Parks & Recreation Department; contact person Steve Moore. Underway and on-going.*
 - Solicit partnerships with businesses, schools, hospitals, and residents for information dissemination – *City Manager's Office; contact person Jerry Mayes. Underway and on-going.*
 - Create a new branding slogan and implement a new marketing campaign – *City Manager's Office; contact persons Jerry Mayes and Lee Lopez. Underway with completion in 2016.*
 - Conduct a needs assessment for social services and communicate resources for public benefit – *Planning & Development Services; contact person Chris Bowley. Two social services summits held with the third to be in February 2016. Coordination for expanded 211/HMIS. Status: The three initial Social Services Summits were conducted and achieved the mission to gather as many local human service agencies together that serve Deltona residents and to disseminate information in the most broad and accessible means possible. The two sources identified were the United Way 211 for access and the HMIS for a tracking database. The United Way staff began working directly with the local agencies. The AHAC is focused on future summits, continued 211 use, and use of the HMIS.*
8. **Infrastructure** – update the Parks and Recreation Master Plan (4) – combining efforts for parks and utility master plan for efficient land use planning.
- Engage a consultant for parks master planning – *Parks & Recreation; contact person Steve Moore. Underway and will be completed in 2016.*
 - Determine a sports facility niche for the City (define the 'stadium' concept) – *Parks & Recreation; contact person Steve Moore. Included in parks master planning in 2016.*
 - Expand existing park facilities (including lighting at Dwight Hawkins and Manny Rodriguez Parks) – *Parks & Recreation; contact person Steve Moore. Included in parks master planning in 2016.*
 - Work with schools, YMCA, and Council on Aging to develop recreational programs in partnership at Volusia County middle school sites utilizing existing infrastructure – *Parks & Recreation; contact person Steve Moore. Included in parks master planning in 2016.*
 - Review the amphitheater agreement for Lyonia Library – *City Attorney's Office; contact person Becky Vose. To be completed in 2016.*
9. **Infrastructure** – create a utility master plan consistent with zoning (water, sewer, natural gas, information technology, etc.) (4) – to be worked jointly with the parks and real estate master planning for greatest efficiency in long-range planning.
- Create a map that identifies existing infrastructure – *Planning & Development Services; contact person Chris Bowley. Underway and to be completed in 2016. Status: See the above concerning the Homeland Security Act. The City has the GIS layers and attribute tables for this information in its system.*
 - Upon completion of a master development plan for the City, identify areas for utility expansion – *Public Works; contact person Gerald Chancellor. Underway and to be completed in 2016.*



- Preserve and increase the City's water supply (Farmton/SJRWMD/Deltona North) – *Public Works Department; contact person Gerald Chancellor. Underway and on-going.*
- Include requirements for utilities when reviewing site plans for permitting – *Public Works Department; contact person Gerald Chancellor. Underway and on-going.*
- Implement Phase I of the Transportation CIP program and develop Phase II of the Transportation CIP program for roads and sidewalks – *Public Works Department; contact person Gerald Chancellor. Underway and on-going.*
- Support a ½-cent to 1 cent sales tax for transportation projects, upon agreement of a methodology for distribution and eligible projects within the TPO – *Planning & Development Services; contact person Ron Paradise. Begin dialogue with the TPO in 2016. Status: Attendance at the TPOs meetings has been consistent and three projects were added to the TPOs call for projects list. The Long Range Transportation Plan includes City projects and the ranking methodology was changed to award more points per a ±32.5% match. Staff is creating a ranking projects list.*

III. On-going Projects & Other Priority Objectives Identified

On-going Projects

- Granicus implementation – *City Clerk; contact person Joyce Raftery.*
- TNR program – *Enforcement Services; contact person Dale Baker.*
- Health insurance alternative access (2) – *Human Resources; contact person Cara Burgess. Status: Presented various options to the Commission at a workshop on April 25th. Direction was to go to RFP this year for fully insured health care plan and to explore options such as plan design and contribution methods as ways to help reduce employee and City cost. We will continue to enhance the Wellness Program to help lower insurance claims by prevention. The Employee Health Insurance Committee will meet to review information and make recommendations.*

Other Priority Objectives Identified

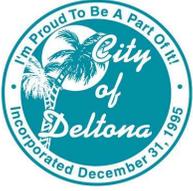
- City engagement and two-way communication (social media, advisory boards) (3) – *City Manager's Office; contact person Wendi Jackson.*
- Employee development and training (2); education and bonuses – *Human Resources; contact person Cara Burgess. Status: Employee Supervisory Training was completed in April. Staff continues to explore options for an employee incentive program and education incentive.*
- Explore multi-modal transportation opportunities with other government entities (2) – *Planning & Development Services; contact person Chris Bowley. Status: Planning staff is a member of the Volusia Transit Connector Study Project Advisory Group and has been making recommendations for increased ridership and multi-modal potential. The transportation consultant for Volusia County has ranked the SR 472 at I-4 interchange as an optimal location for a multi-modal station.*
- Community services summit for the provision of social services (2) and a needs assessment (1) – *Planning & Development Services; contact person Chris Bowley. Status: The three initial Social Services Summits were conducted and achieved the mission to gather as many local human service agencies together that serve Deltona residents and to disseminate information in the most broad and accessible means possible. The two sources identified were the United Way 211 for access and the HMIS*



CITY OF DELTONA STRATEGIC PLAN
Strategic Goals for FY 15/16 - FY 16/17
Revised April 27, 2016

for a tracking database. The United Way staff began working directly with the local agencies. The AHAC is focused on future summits, continued 211 use, and use of the HMIS.

- Maintain a balanced budget, reserves, and investments (1) – *Finance; contact person Bob Clinger.*
- Expand special events (1) – *Parks & Recreation; contact person Steve Moore.*
- Review the City's annexation policy (1) – *City Attorney's Office; contact person Becky Vose.*
- Support an Emergency Management Plan (1) – *Fire Department; contact person Chief Chris Sievert.*
- Continue to support the public safety education program/plan – *Fire Department; contact person Chief Chris Sievert.*



Agenda Memo

AGENDA ITEM: F.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - F

SUBJECT:

Public Hearing - Ordinance No. 31-2016, Southwest Deltona Community Redevelopment Area (CRA) Board Action to create the Community Redevelopment Trust Fund, at first reading - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.

Strategic Goal: Economic Development. Pursue the creation of a CRA for Deltona Blvd.

LOCATION:

City-wide.

BACKGROUND:

The City of Deltona has taken the proper steps to create and establish the Southwest Deltona Community Redevelopment Area and the Redevelopment Agency, and review and approval of the Redevelopment Plan at all levels. The establishment of the Community Redevelopment Trust Fund is the next step in the process and Ordinance No. 31-2016 provides for that fund creation.

COST:

N/A

SOURCE OF FUNDS:

N/A

ORIGINATING DEPARTMENT:

Planning and Development Services

STAFF RECOMMENDATION PRESENTED BY:

Chris Bowley, AICP, Director, Planning and Development Services - Staff recommends approval of Ordinance No. 31-2016 by the City Commission, at first reading.

POTENTIAL MOTION:

"I hereby move to approve Ordinance No. 31-2016, the Southwest Deltona Community Redevelopment Area Community Redevelopment Trust Fund, at first reading."

ORDINANCE NO. 31-2016

AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, ESTABLISHING A REDEVELOPMENT TRUST FUND; PROVIDING FOR THE FUNDING OF A REDEVELOPMENT TRUST FUND FOR COMMUNITY REDEVELOPMENT WITHIN THE SOUTHWEST DELTONA COMMUNITY REDEVELOPMENT AREA; PROVIDING FOR ADMINISTRATION OF THE REDEVELOPMENT TRUST FUND; DETERMINING THE INCREMENT REVENUE TO BE DEPOSITED IN THE REDEVELOPMENT TRUST FUND; ESTABLISHING THE BASE YEAR FOR DETERMINING ASSESSED VALUES OF PROPERTY IN THE COMMUNITY REDEVELOPMENT AREA FOR INCREMENT REVENUE PURPOSES; PROVIDING FOR THE ANNUAL APPROPRIATIONS OF THE INCREMENT REVENUE BY TAXING AUTHORITIES IN THE COMMUNITY REDEVELOPMENT AREA; APPOINTING THE GOVERNING BODY OF THE SOUTHWEST DELTONA COMMUNITY REDEVELOPMENT AGENCY AS THE TRUSTEE OF THE REDEVELOPMENT TRUST FUND; AND PROVIDING FOR CONFLICTS, SEVERABILITY AND EFFECTIVE DATE.

WHEREAS, the Community Redevelopment Act of 1969 as codified in Part III of Chapter 163, Florida Statutes, the Redevelopment Act ("Act"), empowers counties and municipalities to undertake community redevelopment in order to eliminate, remedy or prevent slums and blighted areas and to provide affordable housing.

WHEREAS, Volusia County, Florida ("County") has adopted a home rule charter and it is necessary for the City Commission of the City of Deltona ("City") to obtain a delegation of the powers conferred upon the County by the Redevelopment Act, so that the City may exercise the authority and powers conferred by such act within the community redevelopment area ("Redevelopment Area") in the City.

WHEREAS, on July 20, 2015, the City adopted Resolution No. 2015-28 by which the City (1) ascertained, determined and declared certain Findings of Necessity as required by law; created the Southwest Deltona Community Redevelopment Area, also referred to as the Southwest Volusia Community Redevelopment Area ("Redevelopment Area"); and determined that the Redevelopment Area constituted a "blighted area" as defined in Section 163.340(8), Florida Statutes, (2) expressed the creation of the Southwest Deltona Community Redevelopment Agency ("Agency"), pursuant to Section 163.356, Florida Statutes to promote and encourage rehabilitation, conservation and redevelopment within the Redevelopment Area, and (3) sought approval from the County that the Redevelopment Area meets the criteria described in Section 163.340(8) and 163.355, Florida Statutes and requested delegation of authority to create the Agency, adopt a Community Redevelopment Plan and establish a Redevelopment Trust Fund.

WHEREAS, on December 17, 2015, the City submitted the Redevelopment Plan to the County for review and approval; and requested delegation of authority to create the Redevelopment Area.

WHEREAS, on July 7, 2016, the County found and determined that the establishment of the Redevelopment Area would serve a public purpose and would be consistent with the goals, objectives and policies of the Local Comprehensive Plan, and will otherwise be consistent with the controlling provisions of State law. Pursuant to Section 163.410, Florida Statutes, the County adopted Resolution No. 2016-092 which delegates to the City such authority, rights, and responsibilities conferred upon the County pursuant to Part III, Chapter 163, Florida Statutes to adopt the Redevelopment Plan.

WHEREAS, on August 17, 2016, the Planning and Zoning Board of the City of Deltona made findings that the Redevelopment Plan was conforms to the Local Comprehensive Plan.

WHEREAS, by Resolution No. 2016-41 adopted by the City Commission on September 6, 2016, the City Commission adopted the Redevelopment Plan for the Redevelopment Area as fully described in the Resolution and in Exhibit "A".

WHEREAS, in order to plan and implement the community redevelopment within the Redevelopment Area, it is necessary that a Redevelopment Trust Fund be established and created for said area as provided in Section 163.387, Florida Statutes.

WHEREAS, notice of the City Commission's intention to create a Redevelopment Trust Fund has been published in a local newspaper of general circulation and mailed to all "taxing authorities" in accordance with Section 163.346, Florida Statutes.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, as follows:

Section 1. The City Commission has the authority to adopt this Ordinance pursuant to Article VII of the Constitution of the State of Florida and Chapters 163 and 166, Florida Statutes.

Section 2. There is hereby established and created, in accordance with the provisions of the Act, a Community Redevelopment Trust Fund ("Trust Fund") for the Redevelopment Area, which Trust Fund shall be utilized and expended for the purposes of and in accordance with the Redevelopment Plan, including any amendments or modifications thereto, including any "community redevelopment" as that term is defined in Section 163.340(9), Florida Statutes, under the Plan.

Section 3. The monies to be allocated to and deposited into the Trust Fund shall be used to finance "community redevelopment" within the Redevelopment Area according to increment revenues attributed to the Redevelopment Area, which shall be appropriated by the Agency. The Agency shall utilize the funds and revenues paid into and earned by the Trust Fund for community redevelopment purposes as provided in the Redevelopment Plan and as permitted by law. The Trust Fund shall exist for the duration of the "community redevelopment" undertaken by the Agency pursuant to the Redevelopment Plan to the extent permitted by the Act

as stated in the Redevelopment Plan. Monies shall be held in the Trust Fund by the City, for and on behalf of the Agency, and disbursed from the Trust Fund as provided by the Agency.

Section 4. There shall be paid into the Trust Fund each year by each of the "taxing authorities" (City of Deltona and Volusia County), as that term is defined in Section 163.340(24), Florida Statutes, levying ad valorem taxes within the Redevelopment Area, a sum equal to ninety-five percent (95%) of the incremental increase in ad valorem taxes levied each year by that taxing authority, as calculated in accordance with Section 6 of this Ordinance and the Act, based on the base year established in Section 5 of this Ordinance (such annual sum being hereinafter referred to as the "tax increment"). There shall be a ceiling on annual County contributions of 95% of the tax increment share up to \$1 million; and 75% of the tax increment share over \$1 million up to \$2 million; and 50% over \$2 million until the sunset date.

Section 5. The most recent assessment roll used in connection with the taxation of property prior to the effective date of this Ordinance shall be the preliminary assessment roll of taxable real property in Volusia County, Florida, prepared by the Property Appraiser of Volusia County, Florida, and certified pursuant to Section 193.122, Florida Statutes reflecting valuation of real property for purposes of ad valorem taxation as of January 1, 2016 ("base year value") and all deposits into the Trust Fund shall be in the amount of tax increment calculated as provided in Section 6 hereof based upon the increases in valuation of taxable real property in the Area, prepared by the Property Appraiser of Volusia County, Florida, filed with the Department of Revenue pursuant to Section 193.1142, Florida Statutes.

Section 6. The annual funding of the Trust Fund shall be in an amount not less than that increment in the income, proceeds, revenues, and funds from the City and County in connection with the undertaking and carrying out of community redevelopment. Such increment shall be determined annually and shall be that amount equal to ninety-five percent (95%) the difference between:

- (a) The amount of ad valorem taxes levied each year by each taxing authority, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of the Redevelopment Area; and
- (b) The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for each taxing authority, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the Redevelopment Area as shown upon the most recent assessment roll used in the connection with the taxation of such property by each taxing authority prior to the effective date of this Ordinance providing for the funding of the Trust Fund (see Section 5 for such dates).

Section 7. All taxing authorities shall annually appropriate to and cause to be deposited in the Trust Fund the increment revenue determined pursuant to the Act and Section 6 of this Ordinance at the beginning of each fiscal year thereof as provided in the Act. The obligation of each taxing authority to annually appropriate the tax increment for deposit in the

Trust Fund shall commence immediately upon the effective date of this Ordinance and continue to the extent permitted by the Act so long as any indebtedness pledging "increment revenue" is to be paid and so long as the Redevelopment Plan is in effect.

Section 8. The Trust Fund shall be established and maintained as a separate trust fund by the Agency so that the Trust Fund may be promptly and effectively administered and utilized by the Agency expeditiously and without undue delay for its statutory purpose pursuant to the Redevelopment Plan.

Section 9. The governing body of the Agency shall be the trustee of the Trust Fund and shall be responsible for the receipt, custody, disbursement, accountability, management, investment and proper application of all monies paid into the Trust Fund.

Section 10. The Agency shall provide for an audit of the Trust Fund each fiscal year and a report of such audit to be prepared by an independent certified public accountant or firm. Such report shall describe the amount and source of deposits into, and the amount and purpose of withdrawals from, the Trust Fund during such fiscal year and the amount of principal and interest paid during such year on any indebtedness to which increment revenues are pledged and the remaining amount of the indebtedness. The Agency shall provide by registered mail a copy of the report to each taxing authority.

Section 11. The issuance of revenue bonds, notes or other obligations shall not create a pledge of the faith and credit of the County, but shall be payable solely from the increment revenues deposited in the Trust Fund together with any other non ad valorem revenues of the City or Agency as provided in the Plan.

Section 12. The City Clerk of the City is hereby authorized and directed to send a certified copy of this Ordinance to each of the taxing authorities and to the Property Appraiser of Volusia County, Florida.

Section 13. Conflict. All Ordinances or parts of Ordinances insofar as they are inconsistent or in conflict with the provisions of this Ordinance are hereby repealed to the extent of any conflict.

Section 14. Severability. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect any other provision or application of this ordinance which can be given effect without the invalid provision or application.

Section 15. Effective Date. This Ordinance shall take effect immediately upon its final adoption by the City Commission.

**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF
DELTONA, FLORIDA THIS _____ DAY OF _____, 2016.**

First Reading: _____

Advertised: _____

Second Reading: _____

BY: _____
JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, CMC, City Clerk

Approved as to form and legality
for use and reliance of the City of
Deltona, Florida

GRETCHEN R. H. VOSE, ESQ., City Attorney

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31

RESOLUTION 2016- 092

A RESOLUTION OF THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, DELEGATING TO THE CITY OF DELTONA, FLORIDA, LIMITED COMMUNITY REDEVELOPMENT POWERS WITHIN A PORTION OF THE CITY, PROVIDING AN EFFECTIVE DATE

BE IT RESOLVED BY THE COUNTY COUNCIL OF VOLUSIA COUNTY, FLORIDA, THIS 7TH DAY OF JULY, 2016, AS FOLLOWS

SECTION 1 *Delegation of Authority* The county council delegates the community redevelopment powers conferred upon it by chapter 163, part III, Florida Statutes, to the City of Deltona for 20 years within that portion of the city legally described in exhibit A, subject to statutory requirements and the terms of this resolution. The city may not expand or modify the delegation. The county council reserves its right to revoke or amend the delegation.

SECTION 2 *Finding of necessity, creation of agency, adoption and review, and amendment of plan*

a The county council authorizes the city commission to find necessity pursuant to section 163 355 and 340(8), Florida Statutes, and approves and ratifies the city's July 20, 2015, finding made by exhibit B, within the boundaries for which authority is delegated.

b The city may create a community redevelopment agency, pursuant to 163 356, Florida Statutes, provided that the members of the city commission shall serve as members of the agency body pursuant to 163 357, Florida Statutes. The city commission as the governing body of the municipality shall adhere to the provisions of section 163 358, Florida Statutes.

c The city commission may adopt a community redevelopment plan, substantially in the form of exhibit C, pursuant to sections 163 358 and 360, Florida Statutes, provided that the plan approval shall be limited to only 20 years.

d Neither the city nor the agency shall deviate from the projects set forth in the plan, including their nature, size, design, location, schedule and estimated cost, without a plan

1 amendment The agency shall review the plan annually and update it every five years The
2 agency prior to adoption shall submit to the county council for its review and approval any plan
3 amendment which alters the use of the county increment for capital projects

4 SECTION 3 *Redevelopment Trust Fund*

5 a The city commission by ordinance shall establish a redevelopment trust fund
6 pursuant to section 163 387, Florida Statutes, to which no other taxing district than the county or
7 city need contribute The county shall contribute to the trust fund only from its general fund, not
8 from any other, at a millage rate which does not exceed that of the city millage rate used to
9 compute its contribution The most recent assessment roll used in connection with the taxation
10 of property prior to adoption of the ordinance shall constitute the base year to compute the
11 amount of any contribution by the county and the city

12 b Of the incremental revenue computed annually pursuant to the statute, the
13 county shall pay 95% up to \$1 million, 75% between \$1 million and \$2 million, and 50% above
14 \$2 million (For example, the county shall contribute \$950,000 of the first \$1 million increment)

15 c The county contribution will be used solely to fund the direct cost of any publicly
16 owned capital projects identified in the redevelopment plan other than water, wastewater, and
17 stormwater Direct cost may include the fully loaded compensation of city employees for time
18 attributable directly to project design, survey, engineering, construction, testing and inspection,
19 but shall not include any expenditure for administrative, supervisory, clerical, legal and support
20 services Landscaping shall be considered a capital item only as subsidiary component of
21 construction The county contribution shall fund no more than 50% of the direct cost of any
22 capital project

23 d The city contribution may be used for the direct cost, as limited in c above, of
24 any public infrastructure described in the redevelopment plan

1 e Neither county nor city contribution shall be used for personnel, administrative, or
2 overhead costs of the agency, or for any other purpose of whatsoever nature

3 SECTION 4 *Reporting, budget*

4 a The agency shall conform to a uniform system of reporting established from time
5 to time by the county and not less than annually shall make a presentation to the county
6 council

7 b The agency shall submit its proposed budget for the next fiscal year to the county
8 for review and comment prior to agency adoption and no later than August 1 of each year The
9 county will respond with any questions or comments within 30 days of receipt of the proposed
10 budget The agency shall not make any material changes to its budget without prior notice to the
11 county

12 SECTION 5 *Coordination, Recognition*

13 a The agency shall ensure that the designated county representatives, including the
14 appropriate Volusia County Council district member and a county staff representative shall be
15 given timely notice, at least contemporaneously with the notice given to CRA board members,
16 prior to any CRA meeting and given an opportunity to attend and participate

17 b The agency will include the county when recognizing contributing partners in print
18 and electronic media as well as formal events such as groundbreakings, ribbon cuttings and
19 activities celebrating CRA successes, including the following

- 20 1 Participation in planning and updating process,
- 21 2 Printed material including newsletters, flyers, advertisements and invitations,
- 22 3 Digital materials including websites, email campaigns and announcements,
- 23 and
- 24 4 Construction signs

1 SECTION 6 *Agreements* The agency may enter into agreements, including
2 agreements with developers of real estate located within the boundaries of the redevelopment
3 area, only as contemplated by and provided in the plan

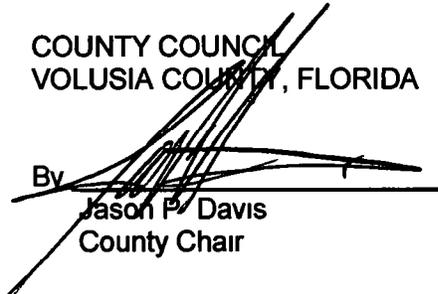
4 SECTION 7 *No county liability* Nothing contained herein shall impose any liability upon
5 the county for any acts of the city or the agency

6 SECTION 8 *Non-severability* The provisions of this resolution are not severable If any
7 part of this instrument is held invalid by a court of law or is superseded by statute, this resolution
8 shall be deemed void and of no further effect

9 SECTION 9 *Effective date* This Resolution shall become effective immediately upon
10 adoption

11
12
13 DONE AND ORDERED IN OPEN MEETING

14
15 COUNTY COUNCIL
16 VOLUSIA COUNTY, FLORIDA

17
18 By 
19 Jason P. Davis
20 County Chair

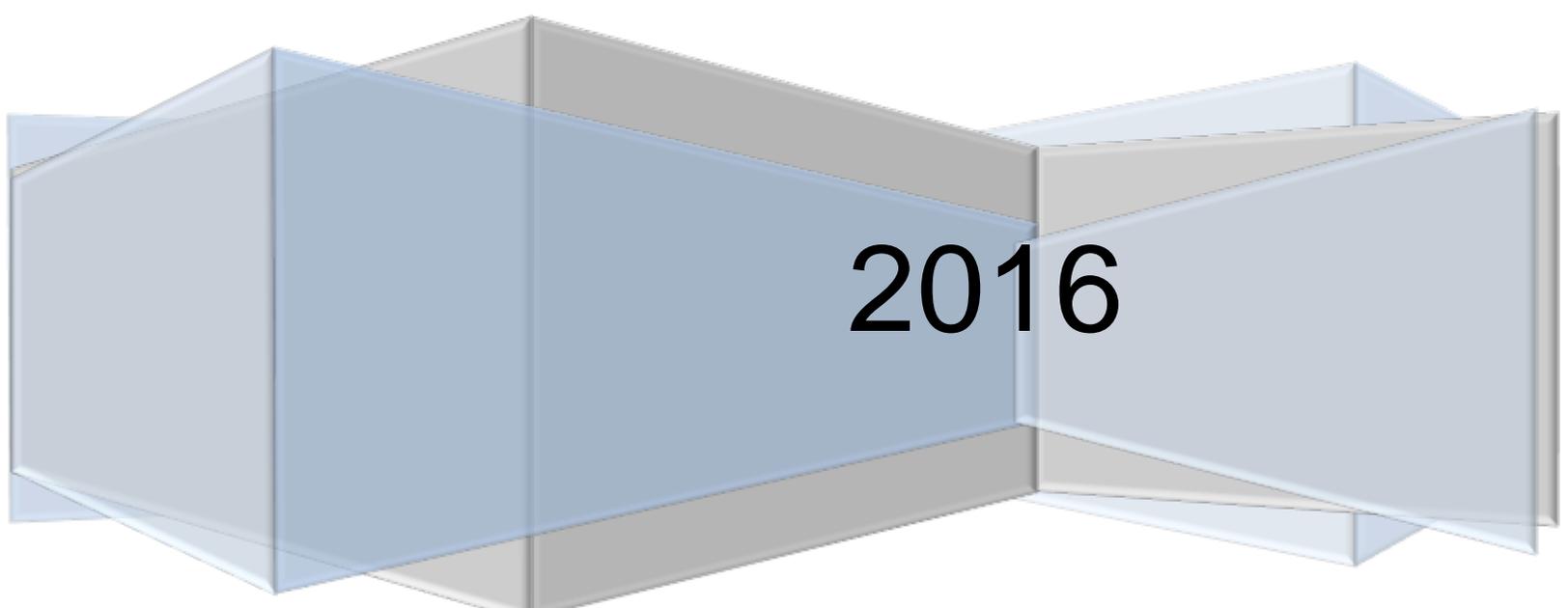
21
22 ATTEST

23
24 By 
25 James T. Dimheen
26 County Manager
27



City of Deltona

**City of Deltona
Southwest Deltona CRA
Redevelopment Plan**



2016

CHAPTER 1 COMMUNITY REDEVELOPMENT PLAN ADOPTION

1.1 PREPARATION OF COMMUNITY REDEVELOPMENT PLAN

The Community Redevelopment Act, Section 163.360(4), Florida Statutes, states that a municipality or Community Redevelopment Agency (CRA) may prepare a Community Redevelopment Plan. In a home rule charter county such as Volusia, the City of Deltona (City) must request delegation of authority to create a CRA and establish a Redevelopment Trust Fund.

The City will submit the Finding of Necessity and the Community Redevelopment Plan (Plan) to Volusia County Council for review and approval, and request for delegation of authority to create a CRA, and establish a Redevelopment Trust Fund. This Plan has been prepared at the direction of the City Commission and represents a collaborative effort among the City, local residents, and the County.

Community input and direction were provided from Visioning Workshops conducted on October 17, 2015, and November 7, 2015, where the elected officials, City staff and citizens came together to begin the discussion of Deltona's vision for the future of the City. This interactive workshop was the initial step in the visioning process and developing a unified strategy to overcome barriers, such as challenges associated with the Deltona/Normandy/Saxon Boulevards CRA. Attached as **Exhibit C** is a draft of the proposed strategic plan that captures the essence of the visioning sessions.

1.2 PROCEDURE FOR CONSIDERING AND ADOPTING THE PLAN

The Community Redevelopment Act, Section 163.360, Florida Statutes, outlines the procedure for considering and adopting the Southwest Deltona Community Redevelopment Plan.

This Plan will be forwarded to the Deltona Planning and Zoning Board for review and recommendation as to its conformity within the Comprehensive Plan. Upon reviewing this Plan, the City Planning and Zoning Board is expected to submit written recommendations to the City Commission with respect to the conformity of the proposed Community Redevelopment Plan with the Comprehensive Plan, which City staff will format.

Upon receipt of comment from the City Planning and Zoning Board, the City is required to submit this Plan, together with any written recommendations, to the governing body of each taxing authority levying ad valorem taxes on real estate contained within the Redevelopment Area.

The City will also submit the Finding of Necessity and the Community Redevelopment Plan to Volusia County Council for review and approval, and request for delegation of authority to create a Community Redevelopment Area, a Community Redevelopment Agency, and establish a Redevelopment Trust Fund.

After receiving delegation of authority from Volusia County Council, the City must provide proper notice to each of the governing bodies having the ability to impose taxes within the

Redevelopment Area and publish the notice as prescribed by Statute at least 15 days before such proposed action. The CRA redevelopment agency may only then consider and approve this Plan at a public hearing. After approval of the Plan, the CRA redevelopment agency can establish a Redevelopment Trust Fund under Section 163.387, Florida Statutes.

1.3 COMMUNITY REDEVELOPMENT AGENCY POWERS

The City requests the delegation of authority from Volusia County to create a CRA Community Redevelopment Agency, adopt a Community Redevelopment Plan, establish a Redevelopment Trust Fund, and carry out the implementation of the Plan, as specified by Section 163.356, 163.360, 163.361 and 163.387, Florida Statutes (2012). The City views the request from the County as a partnership between the County and the City that represents a sound investment that will pay dividends for both units of governments.

The City Commission shall assume its capacity as the governing body of the Southwest Deltona CRA, pursuant to Section 163.356 and 163.357, Florida Statutes (2012). The CRA shall consist of the seven members of the City Commission, pursuant to Section 163.357(1)(c), Florida Statutes. If the City Commission appoints a CRA Advisory Board, such Board shall have County representation of at minimum one member appointed by the County Council. Such Advisory Board shall meet at least as often as the CRA holds its regular meetings and shall meet prior to meetings of the CRA in order to review and provide recommendations on matters to be considered by the CRA.

The City also requests specific powers from the County to promote and encourage investment, rehabilitation, and redevelopment within the Redevelopment Area, pursuant to Section 163.370 and Section 163.410, Florida Statutes. However, certain powers may not be granted to the Southwest Deltona CRA, pursuant to Section 163.358, Florida Statutes. The City recognizes that Volusia County retains exclusive authority to adopt, amend or modify a community redevelopment plan to change the boundaries, create a new redevelopment area or exercise any power under the Community Redevelopment Act outside the CRA, pursuant to Volusia County Resolution 2010-20 and 2015-046. Finally, there are no parking facilities planned to be funded as part of the CRA. Therefore, the parking fee language contained in County Resolution No. 2015-78 would not apply to the Southwest Deltona CRA.

CHAPTER 2 REDEVELOPMENT VISION, OBJECTIVES, AND STRATEGIES

2.1 APPROACH

This Chapter presents the vision for the Redevelopment Area. In addition, this Chapter identifies potential objectives and strategies, and lays a foundation for the programs and projects to be considered by the City of Deltona, the CRA, and private enterprise in implementing this vision.

Projects, costs, or budgets provided in the Southwest Community Redevelopment Plan are estimated, and will be refined as additional research, plans, and documents are prepared to implement the particular objectives, strategies, resulting programs, and projects. The costs given for budgeting purposes establish the framework for the financial planning analysis.

Costs or budgets should not be construed as exclusively the burden of the public sector. Costs or budgets are intended to be total costs with potential allocations to the public and private sectors assigned on the basis of the encouragement of private enterprise as a tool to carry out a significant portion of this Plan and apparent benefit, value, revenues, or other relevant factors.

2.2 VISION FOR THE COMMUNITY REDEVELOPMENT AREA

The vision for the Redevelopment Area focuses on creating a sustainable commercial/mixed-use corridor that offer visitors and residents a high quality local destination featuring a safe transportation network, pedestrian connections and public space/recreation facilities in a manner that promotes a positive environment for the City. At the same time, redevelopment efforts shall be complimented with maintaining affordable housing options for residents of low or moderate income, including the elderly. The CRA will support infrastructure and not impact the City's ability to provide an adequate level of service within the Redevelopment Area.

The Redevelopment Area is envisioned to consist of a mix of medium to small service and retail stores, such as a supermarket, specialty retail uses, restaurants, art galleries, professional offices and institutional uses. Opportunity will be available for mixed use development formats with residential and office uses contained within the same buildings or neighborhoods.

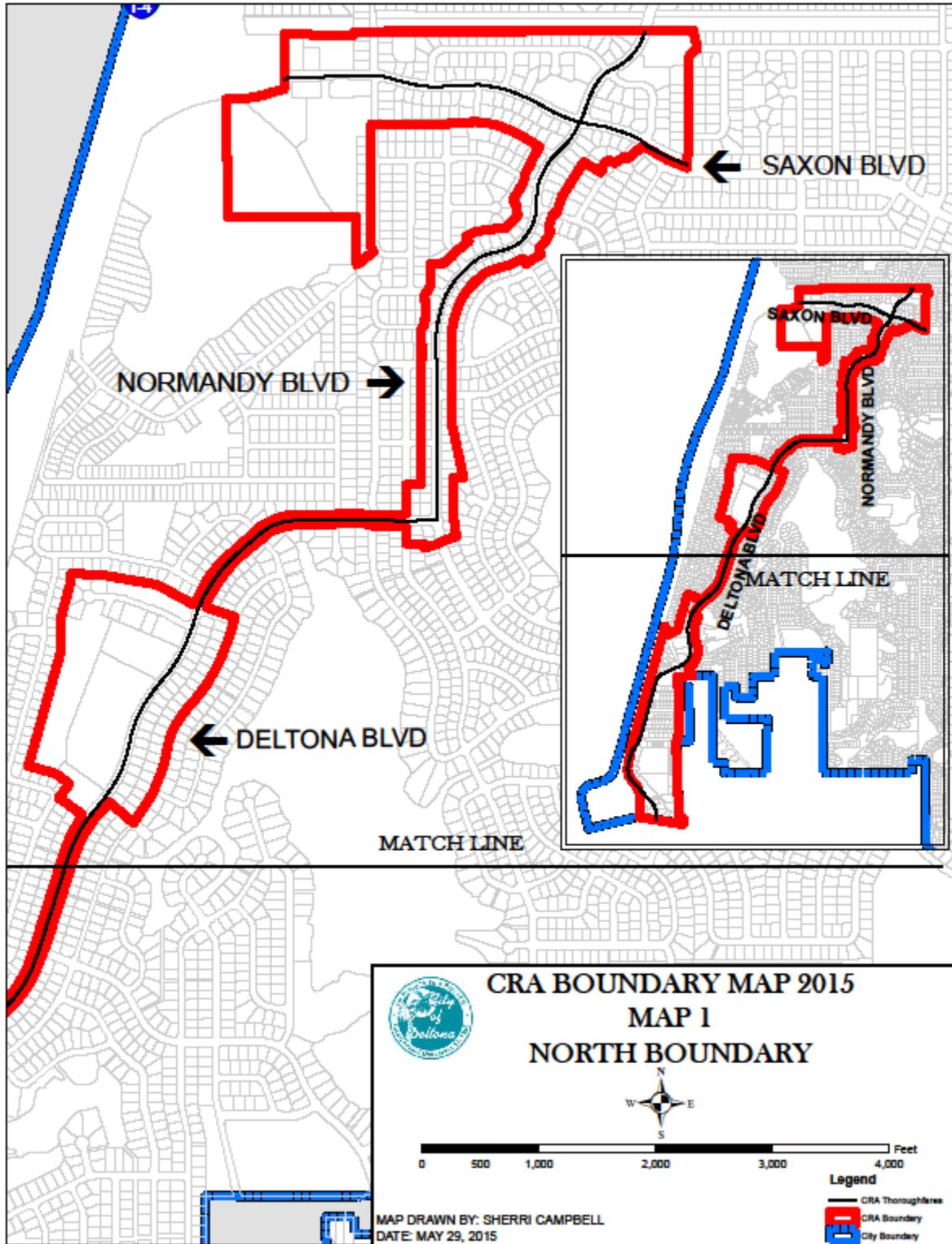
The development of certain segments of the subject corridors will lead to the conversion of the existing, non-sustainable, haphazard development pattern that has occurred along the corridors. The CRA will be treated with improved infrastructure intended to promote area rehabilitation and ultimately the highest and best use of structures. Landmarks will be developed at key intersections to identify entry to serve as focal points for the Community Redevelopment Area. Linear features will be beautified with landscape improvements and hardscapes.

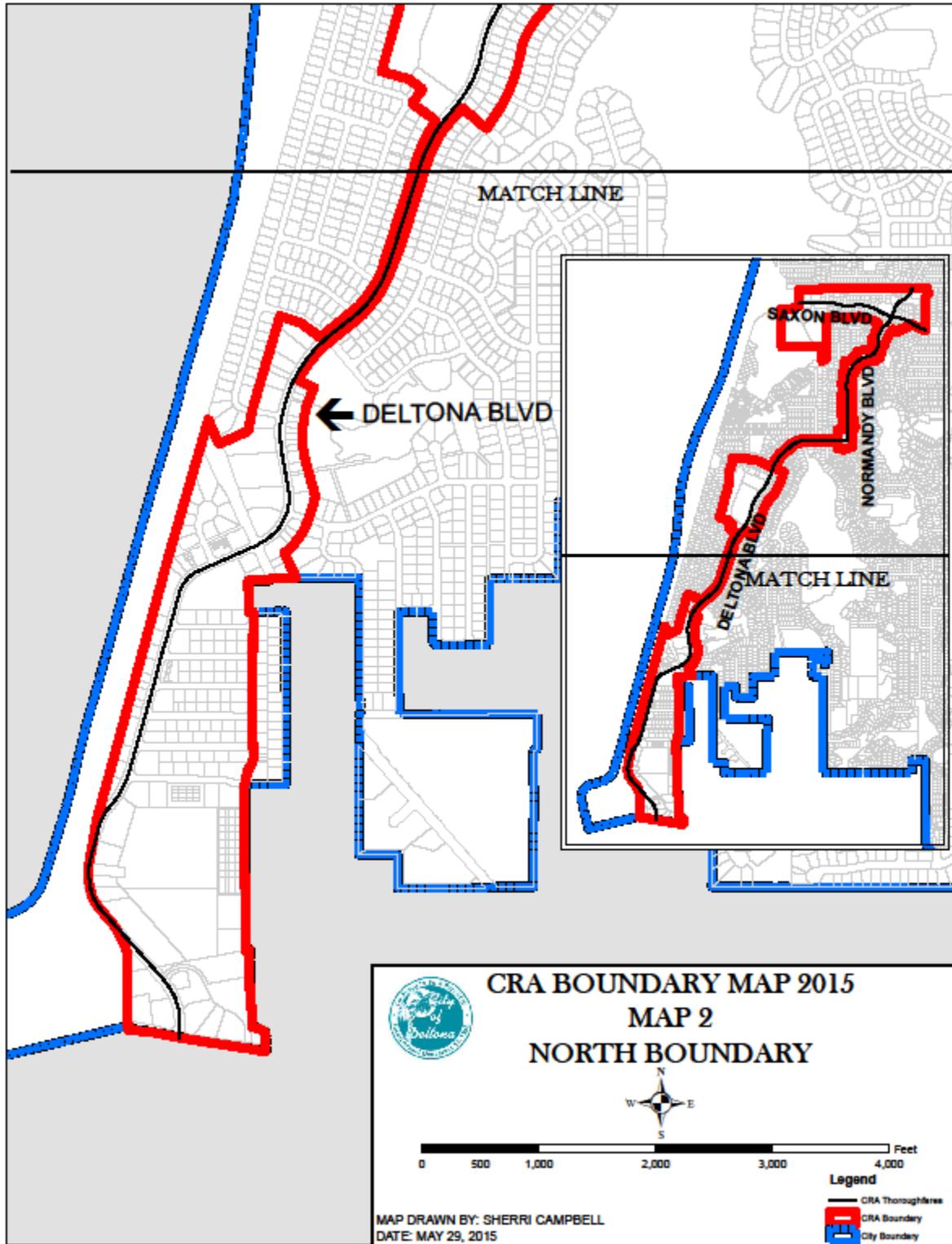
The intent of this Plan is to serve as a framework for guiding development and redevelopment in the Redevelopment Area. This Plan identifies redevelopment objectives, and lays the foundation for programs and capital projects to be undertaken, which will reverse and remove blight documented in the Findings of Necessity. This Plan addresses financing and implementation strategies as well as management and administrative opportunities. These programs, projects, funding/financing strategies, and administrative opportunities will continue to be refined as they are implemented. It is clearly understood that grants and other revenues (impact fees, general revenue, etc.) need be used in conjunction with available increment revenues to achieve these stated goals. While based on the most accurate data available, the various strategies and costs identified in this Plan will require additional study as specific programs and projects are initiated, refined, and implemented.

The focus of the Plan is the mitigation or correction of the various blighted area conditions documented in the adopted Finding of Necessity Report. Changing social, physical, and economic conditions could warrant the modification of this Plan. If the Plan is modified, the CRA must comply with Section 163.361, Florida Statutes and applicable County Resolutions.

As the redevelopment process unfolds, a Conceptual Diagram will be generated to illustrate specific improvements planned. The elements shown in the Conceptual Diagram may be relocated or realigned as part of future planning initiatives, so long as modifications are generally consistent with the vision articulated in this Plan. The Conceptual Diagram will consistently be evaluated and developed into a base Master Plan. This Master Plan will guide the redevelopment of the Redevelopment Area as it relates to function and aesthetics. The City Land Development Code (LDC) shall address the redevelopment area's urban design framework.

The CRA Boundary is depicted on the following map series.





2.3 REDEVELOPMENT OBJECTIVES AND STRATEGIES

In partnership with private enterprise and the County, the redevelopment initiative embodied in this Plan will reverse and remove the observed blighted conditions within the Redevelopment Area by leveraging public assets to improve the overall economic condition and the physical condition of the Redevelopment Area. Creating safe, viable, and sustainable corridors along Deltona/Normandy/Saxon Boulevards featuring more attractive mixed use and commercial opportunity will greatly enhance the quality of life not only for the residents but the population of the City and County at large.

Strategic initiatives are to be identified and placed into action to address, reverse, and remove the blighted area conditions, which have substantially impaired reinvestment activity within the Redevelopment Area; and ultimately will be substantially redeveloped and revitalized as a community focal point to the benefit of Deltona residents, businesses, property owners, and visitors through the implementation of this Redevelopment Plan.

Objectives have been identified as either "primary" or "community." The primary objectives are deemed the most important in addressing, removing, or mitigating blighted area conditions within the Redevelopment Area identified by the City within the Finding of Necessity Report. The community objectives are secondary to the principal focus of this Plan and are intended to pave the way for the redevelopment. Nonetheless, the community objectives are important and will be implemented as revenues or other resources permit. The objectives anticipate maximizing the use of private enterprise.

2.2.1 PRIMARY OBJECTIVES AND STRATEGIES

Primary Objective 1: Improve transportation facilities within the Redevelopment Area including sidewalks, crosswalks, bike paths, and other multi-modal options to enhance regional connection. These strategies will correct the blighted conditions of defective or inadequate street layout (*Pgs. 17, 18, 19, 20 and 23 of the Finding of Necessity Report*), roadways and public transportation facilities (*Pg. 19 and 23 of the Finding of Necessity Report*); and unsafe conditions (*Pgs. 21, 22, 23 and 25 of the Finding of Necessity Report*).

Strategies:

1. The transportation component for the Redevelopment Area will focus on developing an effective, safe, and efficient transportation system which will include multi-modal options.
2. The Primary Corridors along Deltona/Normandy/Saxon Boulevards enables the creation of gateways and focal points into the Redevelopment Area. Explore designing three (3) gateways/focal points. One at the north end (Saxon Boulevard near the I-4 interchange), the intersection of Normandy and Deltona Boulevard, and south end of the Redevelopment Area at or near the DeBary/Deltona Boulevard intersection.
3. Roadway and streetscape improvements will improve safety, access, and traffic flow characteristics. Such improvements will also provide for pedestrian and bicycle facilities and foster community beautification. The following will be considered as guidelines for roadway and streetscape improvements.
 - a. Undertake roadway and streetscape improvements along the Primary Corridors (Deltona/Normandy/Saxon Boulevards).

- b. Explore innovative intersection designs to alleviate traffic congestion along Deltona and Normandy Boulevards, such as roundabouts and signalization timing for better traffic flow.
 - c. Undertake roadway, sidewalk, and lighting improvements on appropriate streets, and provide safe pedestrian routes.
 - d. Implement roadway and streetscape improvements based on a phasing plan which emphasizes visual impact in addition to improved access and circulation.
 - e. Provide the ability for vehicles, pedestrians, and bicyclists to access an enhanced internal transportation network which connects, if applicable, the neighborhoods to services and commercial corridors.
 - f. Develop and incorporate landscape and lighting design standards to create a safe and inviting environment.
 - g. Integrate traffic calming techniques throughout the internal roadway system to enhance safety and facilitate a pedestrian/bicycle friendly environment. Traffic calming techniques may include the use of pavers or decorative concrete, raised pavement, roundabouts, change of landscape treatment, and the creation of pedestrian nodes at major intersection, mid-block crossings and other locations where potential conflicts exist between vehicles, pedestrians and bicyclists. Creative options to cross major streets should be investigated. Pedestrian safety and crime prevention design standards should be employed along with aesthetic considerations when evaluating, designing, and implementing pedestrian crossings.
 - h. Traffic lights, crosswalks, and regulatory/wayfinding signage will be used to enhance the safety of vehicles, pedestrians, and bicyclists in key locations throughout the Redevelopment Area
4. Improving transportation and pedestrian safety will positively transform the visual and real perception of the City of Deltona. The CRA shall develop transportation and pedestrian safety design guidelines and/or standards to focus on the following:
 - a. Establish driveway spacing to prevent a motorist from encountering more than one conflict at a time.
 - b. Address corner clearance and, wherever practical, control distance between driveways and the corner of an intersection.
 - c. Develop driveway designs to allow vehicles to quickly exit the through lane.
 - d. Encourage the use of roadway medians to provide a safe space for pedestrians to control turning movements, help to provide positive guidance to motorists, and allow beautification.
 - e. Promote shared parking and cross access easements to alleviate the traffic congestion along the three primary corridors.
 - f. Implement and incorporate lighting and landscape standards to design a safe and inviting environment.
 5. Promote the Redevelopment Area through designing and implementing a signage and wayfinding system directing traffic to and from the Redevelopment Area, the major connectors, and destinations in the region.
 6. Explore opportunities to partner with the Volusia Transportation Planning Organization (TPO), the County, and Votran to recognize/enhance connections to SunRail, and provide local and regional public transportation and associated facilities, such as bus stops, shelters, and hubs.

Primary Objective 2: Identify and promote a workable means to fund, finance, and deliver utility and infrastructure improvements needed for the redevelopment effort. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 23 – 25 of the Finding of Necessity Report*); and deterioration of site or other improvements.

Strategies:

1. Concurrent with roadway construction and repaving activities, the City/CRA shall coordinate the delivery of infrastructure and utility improvements (i.e., drainage structures, underground and overhead utilities, etc.).
2. The City/CRA shall implement and adhere to requisite stormwater and flood management requirements.
3. Design stormwater management and above ground utility features to serve as amenities to the Redevelopment Area and to improve aesthetics.
4. Increase central sewer coverage in the Redevelopment Area, to encourage more intensive development including expanded commercial opportunities. The goal is that by the sunset of the CRA, all commercial uses will be served by central sewer.
6. Upgrade undersized waterlines to continue to provide adequate flows, including fire flows, for the customers served and to foster redevelopment.

Primary Objective 3: Deliver an overall urban design and infrastructure initiative, which enhances basic utilities, and creates a positive identity. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs.23-25 the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16-20 of the Finding of Necessity Report*).

Strategies:

1. A conceptual diagram for redevelopment activities will be developed as part of this project. The elements that will be shown on the conceptual diagram may be relocated or realigned as a result of future planning initiatives and related evaluations. This Redevelopment Plan will guide the redevelopment of the Redevelopment Area as it relates to function and aesthetics. The City LDC shall be implemented to address the envisioned urban design framework.
2. The City and the CRA shall encourage improved appearance through appropriate design for all projects both public and private. The City of Deltona Urban Design Pattern Book, City Land Development Regulations and, as applicable, Enterprise Development Standards (Sec. 110-320) shall provide guidance with regard to the location and design of streetscapes, architectural elements, building mass and location, landscaping, signage, public art, etc. The intent is to provide visual continuity and a positive environment throughout an area for both new and existing facilities. The City's Comprehensive Plan addresses land use intent, intensities, densities, open space, and conservation. The LDC shall balance aesthetic values with functional and economic considerations to create an attractive and safe environment for pedestrians, bicyclists, and motorists.

Primary Objective 4: Ensure regulatory measures are in place to promote the redevelopment of attractive, safe, viable, and sustainable commercial nodes along Deltona/Normandy/Saxon Boulevards. These strategies will correct the blighted conditions

of defective or unsafe conditions (*Pgs. 23-25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16-20 of the Finding of Necessity Report*).

Strategy:

1. Where feasible, implement Land Development Code and Comprehensive Plan mixed use urban design/development standards for the primary commercial corridors. The standards will address the incorporation of parking lot layout, building design, landscaping, signage, pedestrian connections, and linkages between land uses through a functional cross access system.

Primary Objective 5: Create attractive, safe, viable, and sustainable commercial corridors along Deltona/Normandy/Saxon Boulevards. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23, and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 23 – 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17 and 24 of the Finding of Necessity Report*).

Strategies:

1. Establish roadway beautification plans to improve the appearance of CRA corridors.
2. The commercial development shall be designed to provide safe vehicular access, as well as pedestrian and bicycle-friendly streets.
3. The City/CRA shall develop a streetscape plan for the commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers, and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA will implement the Streetscape Plan.
4. Innovative design which integrates environmentally sound best practices (e.g., green building design, dual water systems, and xeriscape) will be encouraged.

Primary Objective 6: Ensure regulatory measures are in place to promote the redevelopment of vibrant urban mixed-use corridors consisting of retail stores, supermarkets, restaurants, art galleries, professional offices, and service businesses with a potential for a mixture of residential and office in the same buildings or within the same neighborhood. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 19, and 21 - 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17, 20, and 24 of the Finding of Necessity Report*).

Strategies:

1. Investigate designating areas of the CRA with the Mixed Use Land Use Category.
2. Implement urban design/development standards such as criteria within the Land Development Code and if applicable, the Urban Design Pattern Book to integrate land uses to transportation corridors.

Primary Objective 7: Create a vibrant urban “Commercial Corridor” area with mixed-use developments. These strategies will correct the blighted conditions of faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsafe conditions (*Pgs. 19 and 21 - 25 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 16, 17, 20 and 24 of the Finding of Necessity Report*).

Strategies:

1. The Deltona Boulevard Corridor shall consist of a mix of retail stores, supermarkets, restaurants, art galleries, professional offices, and service businesses with some areas earmarked for medium to high density residential. Mixed use development patterns may also be contemplated with residential and commercial contained within the same building or located in the same neighborhood.
2. Mixed use development shall be processed as a Planned Unit Development.
3. Deltona Boulevard Corridor shall be developed with destination-oriented uses to promote a synergistic commercial environment.
4. Commercial and mixed use developments shall be designed to be pedestrian and bicycle friendly and promote safe, convenient and comfortable access.
5. The City shall develop a streetscape plan for commercial corridors. The Streetscape Plan may include site furnishings, lighting, landscaping, decorative pavers, and signage. Roadway and streetscape planning must include a phasing/prioritization plan to construct the recommended improvements. The CRA in partnership with other agencies, as deemed appropriate, will implement the Streetscape Plan.
6. Innovative design which integrates environmentally sound best practices (e.g., green building design and xeriscape) will be encouraged.

Primary Objective 8: Encourage parcel assembly to facilitate redevelopment of the redevelopment area within commercial nodes along the Saxon/Normandy/Deltona Corridors. The below strategies will correct the blighted conditions of faulty lot layout in relation to size, adequacy, accessibility, or usefulness (*Pgs. 18, 19, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Pursuant to the Community Redevelopment Act, Section 163.335(3), Florida Statutes, all public land acquisitions done for community redevelopment purposes will be done for public purposes. There is anticipation that public land acquisition will be limited to accommodate transportation improvements.
2. Pursuant to the Community Redevelopment Act, Section 163.360 (8) 4 (b), Florida Statutes - "*In the event the area is to be developed in whole or part for nonresidential uses, the governing body determines that: 1. Such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives*".
3. Provide incentives such as City funded infrastructure improvements or enhanced land use entitlement for private properties to facilitate the aggregation of specially targeted or adjacent lots with multiple owners to create a single owner.
4. When feasible, the City should encourage acquisition and subsequent redevelopment by the private market. Other related activities that may be undertaken by the City include:
 - a. Map and index all commercial properties in the Redevelopment Area to provide detailed information on parcel boundaries, sizes, and ownership.
 - b. Identify and inventory all relevant substandard properties.
 - c. Document and analyze parking demands and infrastructure constraints throughout the Redevelopment Area.

- d. Document site criteria for modern mixed-use developments by business type to facilitate the understanding of contemporary developer site and parking requirements.
- e. The City may facilitate aggregation and redevelopment of “problem” or constrained parcels or groups of parcels.
- f. The City may assist in the purchase, sale, negotiation, and coordination of land assembly. However, the City shall not use eminent domain to acquire land that will be ultimately used or transferred for private development.
- g. Identify catalyst sites to serve as important strategic assets to cause an early and precedent-setting change in the community redevelopment area and to spur other growth. Two (2) catalyst areas have been identified:
 1. Deltona Plaza
 2. Saxon Blvd. Corridor

Primary Objective 10: Incorporate housing revitalization through housing maintenance programs and rehabilitation services. These strategies funded through the SHIP and CDBG programs will help correct the blighted conditions of unsanitary or unsafe conditions associated with residential uses (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. By addressing the problems associated with substandard and dilapidated housing, the City/CRA will mitigate contributing blight conditions within the Redevelopment Area.
2. In the same manner, redevelopment efforts shall be complimented with efforts to provide affordable/workforce housing to residents of low to moderate income, including the elderly.
3. Promote programs for homeowners to rehabilitate their homes. Such programs include zero interest loans or information on other funding sources for the repair of single and multi-family homes depending on the applicant’s income.
4. Assist low income households through the SHIP program with down payment and closing costs assistance. The assistance may be for the purchase of an existing structure.
5. Infrastructure improvements such as roadway improvements, stormwater, wastewater, and potable water make properties more conducive for development. The City may undertake infrastructure improvements in partnership with private entities. If determined improving the infrastructure of certain properties is beneficial to the City for housing revitalization and blight mitigation within the Redevelopment Area, the CRA may undertake capital improvements on these individual properties.

Primary Objective 11: Establish a creative, equitable, efficient and practical funding and financing mechanism to properly implement this Plan. These strategies will correct the blighted conditions of defective or inadequate street layout (*Pgs. 19, 20 and 23 of the Finding of Necessity Report*), parking facilities (*Pgs. 23 and 24 of the Finding of Necessity Report*), roadways and public transportation facilities (*Pgs. 19, 20, 23 and 24 of the Finding of Necessity Report*); faulty lot layout (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Report); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. It is important the City/CRA identify and secure all effective sources of funding including, but not necessarily limited to, increment revenues, non-ad valorem assessments, and grant funding revenue.
2. The City/CRA must be willing to contemplate the issuance of bonds, secure other financial instruments, seek and utilize grants, and seek out other sources and alternatives to aid in implementing this Plan. Such sources and alternatives may include, but are not limited to, special assessments imposed by the City of Deltona, ad valorem taxes imposed for municipal purposes through a municipal services taxing unit, or the imposition and pledge of ad valorem taxes upon a vote of the electors consistent with the Florida Constitution.

2.2.2 COMMUNITY OBJECTIVES AND STRATEGIES

Community Objective 1: Implement an aesthetic and planning review program to guide redevelopment and maintenance activities within the Redevelopment Area. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. The City will review, consistent with City Land Development Regulations, plans for development within the Redevelopment Area, and coordinate with effected land owners to ensure the vision articulated in this Plan is achieved. The City will assign dedicated staff to coordinate and approve applicable development plans proposed for properties located within the Redevelopment Area.
2. Mixed-use redevelopment land use proposals will be processed as a PUD and will be associated with development/design standards for site, building, landscape, signage, and public areas for the commercial properties along the three corridors. The City's Pattern Design Book will act as a guideline to assist developers, builders, property owners, and individuals in preparing design/construction documents.
3. The City/CRA will assign staff or personnel to oversee the integrity of the CRA vision of the Redevelopment Area.

Community Objective 2: Ensure the Redevelopment Area is safe and clean over a period of time. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. The Community Redevelopment Act encourages "community policing innovations." This concept is defined as policing techniques or strategies designed to decrease crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of law enforcement in the community, including, but not limited to, community mobilization, neighborhood watch programs, citizen patrol, foot patrol, or intensified motorized patrol. The City will review these

programs to improve the actual and perceived security, building safety, and appearance of the Redevelopment Area.

2. The City will identify, execute, and coordinate special maintenance standards and programs for public facilities, roadways, open space areas, entries, and commercial uses along the three corridors.

Community Objective 3: The City may plan, design, and deliver additional infrastructure improvements or services within the Redevelopment Area, if deemed those improvements enhance the quality or attractiveness of the Redevelopment Area especially with regard to public amenities. These strategies will correct the blighted conditions of unsanitary or unsafe conditions (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*); and deterioration of site or other improvements (*Pgs. 18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Such additional infrastructure may include undergrounding utilities in certain areas to achieve a desired visual impact, upgrading technology, and telecommunications availability to attract businesses or the enhancement of landscape areas. Such additional improvements will complement the redevelopment plans for the Redevelopment Area.
2. Additional services may include extraordinary right-of-way or other public area maintenance, planning, and implementing cultural, charitable or place-making activities, events and related services which showcase the Redevelopment Area.
3. The City shall expand central sewer service for commercial areas of the CRA. The first priority will be the north side of the Saxon Blvd. corridor located west of the Saxon Blvd. and Normandy Blvd. intersection.

Community Objective 4: Establish a unique identity to promote the vision for the Redevelopment Area through branding and marketing programs. These strategies will correct the blighted conditions of deterioration of site or other improvements (*Pgs.18, 23 and 24 of the Finding of Necessity Report*).

Strategies:

1. Create page on the City website, which can be used to identify the Redevelopment Area.
2. Investigate branding the CRA area to be used on literature, banners, gateways and all types of promotional campaigns.
3. As deemed appropriate, support special events designed to attract residents and visitors to Deltona Boulevard.
4. Create a business recruitment package that is updated regularly with a listing of available properties, maps, building profiles, and information for current and planned events.

CHAPTER 3 STATUTORY COMPLIANCE

3.1 STATUTORY COMPLIANCE

The Community Redevelopment Act according to Sections 163.360 and 163.362, Florida Statutes requires every community redevelopment plan contain specific information relevant to its particular redevelopment initiative. This Chapter supplements and addresses the informational requirements articulated in the Community Redevelopment Act and serves to further describe the objectives and strategies presented in this Plan to implement the redevelopment initiative envisioned by the City for the Redevelopment Area.

This Plan is consistent with the requirements of the Community Redevelopment Act, Section 163.362(2), Florida Statutes. The City Land Development Code and Comprehensive Plan demonstrates: (1) the approximate amount of open space to be provided and street layout, (2) limitations on the type, size, height, number, and proposed use of buildings, (3) the approximate number of dwelling units, and (4) such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements.

The development program discussed in Chapter 2 further describes the urban design intent and components of the developed landscape and how those areas could receive public improvements.

3.2 APPROXIMATE AMOUNT OF PARKS AND OPEN SPACE

There are no park facilities within the CRA. The Redevelopment Area has an opportunity through investments in infrastructure to design a linear park that would utilize existing and planned sidewalk infrastructure. The linear park concept would provide connectivity between the commercial areas of the CRA and surrounding residential neighborhoods.

3.3 STREET LAYOUT

The transportation component for the Redevelopment Area is expected to focus both on vehicular and pedestrian traffic expanding upon existing infrastructure within the CRA. Widened streets, intersection improvements, roadway design improvements along with sidewalk upgrades will create a pedestrian and bicyclist friendly, convenient, and safe travel environment. The ease of vehicle traffic through the Redevelopment Area enables the creation of gateways and wayfinding signage. The gateway and wayfinding signs will direct visitors and residents toward a revitalized Deltona Boulevard. The Redevelopment Area street improvements will enhance connectivity and produce pedestrian and bicycle amenities.

3.4 LIMITATIONS ON THE TYPE, SIZE, HEIGHT, NUMBER, DENSITY AND PROPOSED USE OF BUILDINGS

The Redevelopment Area will be redeveloped as a commercial and residential corridor, utilizing distinct individual land use characteristics such as residential, commercial, institutional, and public. The overall vision embodies sound planning and design principles,

which focus on creating a sustainable community. The following provides development parameters for the Redevelopment Area.

1. The Redevelopment Area shall include residential neighborhoods offering a variety of housing options and price ranges. The existing residential densities will remain the same as specified by the Future Land Use Map:
 - a. Low Density Residential - 0 to 6 dwelling units per acre
 - b. Medium Density Residential – 6.1 - 12 dwelling units per acre
 - c. High Density Residential – 12.1 to 20 dwelling units per acre
2. The City may consider mixed use development formats with residential densities of up to 9.9 dwelling units per acre and allow a floor area ratio of 0.50. to achieve the overall vision for the Redevelopment Area. Any density modifications shall require amendment to the Future Land Use Map of the Comprehensive Plan.
3. Deltona Boulevard will be redeveloped to include a variety of non-residential uses including commercial, professional office, entertainment and service business uses. To promote more dense development patterns, the City may contemplate allowing floor area ratios of up to 0.55 through the planned unit development (PUD) zoning process.
4. Parcel assemblage of at least 1 acre is recommended to accommodate mixed use development formats.
5. Residential dwelling units will be allowed in the same buildings as office or commercial uses when associated with multi-use development sites.
6. Multi-use development on the same parcel must be compatible with surrounding land uses.
7. Commercial uses shall be limited to areas specifically classified as Commercial on the City of Deltona's Future Land Use Map. Parcel assemblage of at least 1 acre is recommended for a sustainable commercial development.
8. Building design, including height and location, is expected to reinforce a pedestrian-oriented character and include linkages between land uses through a functional bicycle-pedestrian system.
9. The City's Urban Development Pattern Design Book will serve as a guideline for building and development design.
10. In general, the land uses shall abide by the overall goals, objectives, policies, and standards, as outlined in the City's Comprehensive Plan.

3.5 INTENDED USE OF PROPERTY FOR PUBLIC PARKS, RECREATION AREAS, STREETS, PUBLIC UTILITIES, AND PUBLIC IMPROVEMENTS

Public facilities such as parks, recreational facilities, bicycle paths/sidewalks, streets, and utilities shall be located throughout the community in a manner which offers convenient and safe access to public services and facilities while enhancing the aesthetic character of the Redevelopment Area. Utility lines shall be placed underground, wherever feasible. If above ground structures such as water tanks or transformer boxes must remain within the Redevelopment Area, they should be located and treated in a manner that is safe and aesthetically pleasing.

3.6 NEIGHBORHOOD IMPACT ELEMENT

The Community Redevelopment Act, Section 163.362(3), Florida Statutes, requires that if a Community Redevelopment Area contains low or moderate income housing a neighborhood impact element shall be prepared to describe the impact of redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, and the effect on school population. The creation of the Redevelopment Area is mostly focused on non-residential development and is expected to generate minimum impact to existing neighborhoods.

Secondary impact on the residents relating to traffic circulation, environmental quality, availability of community services and facilities, effect on school population, and other matters affecting the physical and social quality of CRA neighborhoods are minimal. Impacts may involve temporary construction detours, noise, and dust. Overall, impacts are expected to be minimal while the benefits of redevelopment are long-lasting adding a higher quality of life to the City's residents and visitors.

Redevelopment planning efforts are focused on the improvement and strengthening of existing neighborhoods. Redevelopment planning efforts will not be directed towards large scale demolition and removal of existing structures. Rather, plans call for systematic improvement through a concerted effort aimed at rehabilitating homes and infill development, and creating identifiable neighborhoods.

3.7 REPLACEMENT HOUSING/RELOCATION

The Community Redevelopment Act, Section 163.362, Florida Statutes, states the Community Redevelopment Plan shall assure that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Redevelopment Area. The intent of this Plan is to create a revitalized commercial corridor with options for a mixed-use development format. This will improve the visual character of the area, which promotes a positive image for the City. Relocation is not anticipated. If relocation is required as a result of improvement activities, the City and the CRA will adhere to applicable laws and regulations, and provide assistance to minimize hardships to those being displaced, as appropriate.

3.8 DEMOLITION, CLEARANCE AND SITE PREPARATION

The City does not intend to demolish, clear buildings, etc. within the CRA unless the clearing/demolition is associated with the provision of public facilities. The CRA is authorized to install and construct, or cause to be installed or constructed, the public improvements and public utilities necessary to carry out the Plan, subject to obtaining necessary permits and in compliance with all applicable laws.

3.9 DURATION

Consistent with the provisions of the Community Redevelopment Act, Section 163.362(10), Florida Statutes, all redevelopment activities financed by increment revenues from the Redevelopment Trust Fund shall occur within 20 years after the fiscal year in which the Plan is approved or adopted. The duration of this Plan shall be for the maximum period allowed

by the Community Redevelopment Act and County Ordinance and shall expire and terminate 20 years after the creation of the CRA trust fund unless extended by mutual agreement of the City and the County. This 20-year duration is necessary due to the extent of defunct infrastructure; the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue increment. This shows the need to use leverage and other funding sources for the improvements. It is further noted that the estimated revenues by year 20 will be a little over \$8 million.

The City believes that it will take, at minimum, 20 years to realize the dollars necessary to undertake some of the redevelopment initiatives identified within the Plan. However, the City understands the County's desire to manage the duration of community redevelopment areas. It is possible that economic conditions may improve more quickly than the increment revenue forecast currently demonstrates. As well, the City may be fortunate to obtain other funding sources, yet to be identified. Understanding this, the City suggests a sunset review with the County in year 20 (2036). The intent of the 2036 review is to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions as described within the *"Finding of Necessity"* and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent Plan Update, then the date for the sunset for the Community Redevelopment Area can be re-established for a period greater than 20 years.

3.10 REDEVELOPMENT PLAN MODIFICATION

The Southwest Deltona Community Redevelopment Plan may be modified in a manner consistent with Section 163.361 Florida Statutes. After providing proper notice, the City of Deltona shall hold a public hearing for all modifications.

CHAPTER 4 FINANCIAL ANALYSIS AND PLANNING

4.1 ESTIMATING INCREMENT REVENUES

Estimates of prospective increment revenues that might be derived from the Redevelopment Area and paid into the Southwest Community Redevelopment Trust Fund (herein referred to as the "Redevelopment Trust Fund") were prepared by Strategic Planning Group, Inc. (SPG) (See **Appendix A**). The stream of prospective revenue is dependent on several factors, including the pace of redevelopment and development in the Redevelopment Area; the content of the development; the assessed and taxable values; the millage levied against the taxable base; the rate of appreciation in the existing tax base; and the level of public intervention. Together, these many variables suggest a wide range of outcomes. All are possible depending on the specific conditions imputed into the analysis.

Input from the City generated a possible scenario for the increment revenue projections based on a very conservative format. The information outlined in this Chapter is suitable for planning purposes particularly given the range of valuations and estimated improvements costs. However, as the Plan is executed, continual input and examination will be required to refine and update this analysis.

4.2 METHODOLOGY AND APPROACH

The analysis is based on tax roll data obtained from the Volusia County Property Appraiser and expectations about the Development Plan. The data from the most recent assessment roll, used in connection with taxation by the Property Appraiser and the Tax Collector, will provide the base year taxable value. The base year will be determined using the assessment roll in use immediately prior to the adoption of the ordinance establishing the Redevelopment Trust Fund.

It is assumed for the purposes of this Plan, the base year will reflect the sum as the base year valuation. However, any differences that may occur through inclusion or exclusion are relatively immaterial in the context of the total valuation. A higher or lower base sum would, of course affect the ultimate tax collections to some degree. The actual number will be officially certified by the Volusia County Property Appraiser upon adoption of the Plan and the establishment of the Redevelopment Trust Fund, as part of the statutorily required administrative process.

Specific increases in the tax base are shown in terms of expected development and its value. This expected development is based exclusively on past patterns of activity. These programmatic assumptions offer a baseline for comparison with future potential development.

For this analysis, the City's 2015 millage rate has been used, and it is held constant over the planning horizon. For the last several years, the operating millage of the City has been relatively unchanged.

As for the revenues which may accrue, only the taxable value(s) net of the base year taxable value is considered in calculating current or future increment revenues. The general procedures used to calculate available revenues are shown in the following equations:

1. Assessed values, including new construction, LESS exemptions or exclusions EQUAL current taxable values;
2. Current taxable values LESS established base year taxable values EQUAL net valuations subject to applicable jurisdictional millages;
3. Net valuations MULTIPLIED by applicable millages EQUAL increment revenues. Pursuant to the Community Redevelopment Act, Section 163.387, Florida Statutes, the maximum revenue available to the Redevelopment Trust Fund will be 95% of the calculated increment revenues. The financial indicators, assumptions and results used in preparing this increment revenue analysis are attached hereto as **Appendix A**.

4.3 INCREMENT REVENUE ANALYSIS

The availability of potential increment revenues is among the most attractive of the redevelopment tools provided in the Community Redevelopment Act. Increment revenues become available as the result of focused and continuing redevelopment activities within a community redevelopment area, and it may be used to fund or finance a variety of community redevelopment related capital and service initiatives. Increment revenues, when leveraged and combined by interlocal agreement with municipal service taxes or non-ad valorem assessments from a community redevelopment area, provide a particularly powerful tool to help Florida's local governments address and redevelop slum or blight in redevelopment areas.

This analysis focuses only on increment revenues, not other significant revenues and structural opportunities, which can be leveraged, combined and deployed in concert with increment revenues, and the leveraging affects they generate. A variety of local, state and federal programs may be connected to the increment revenues in a manner which leverages the increment revenues or obtains other dollars for redevelopment used for acquisition. Potentially, increment revenues may be used independently to service debt. They may be paired with a deliberately constructed non-ad valorem assessment program, which leverages the expected flow of increment revenues and uses the investment revenues to offset or buy down special assessments used to finance capital improvements.

Increment revenue forecasts in an area of future concentrated ownership, such as the Redevelopment Area, are extremely vulnerable to imminent development, land amendment, permitting, or any other activity which can quickly change the content of the tax roll. Once a generalized timing and development strategy is implemented, these projections will need to be re-examined periodically in the context of actual redevelopment and development activity. Re-examination is proposed at year 10, 15, 20, and if extended, every five years after to ensure revenue projects and appropriateness of projects. The revised increment revenues will be used to update the capital work program and the Plan.

4.4 INCREMENT REVENUE SCENARIO

The scenario for the increment revenue projections for the City of Deltona was based on a very conservative format. The scenario (known as "anticipated growth scenario") identified the inclusion of anticipated development with an average yearly increase of four (4) percent. Assessed values from comparable structures within Volusia County were applied to

determine the estimated taxable values for each improved property. Under this scenario, approximately \$8,021,807 (*total City and County increment revenue contributions*) may be generated for the CRA over the next 20 years. In addition, the City agrees to set a ceiling on County's increment revenue contributions of no more than \$10,000,000 as stipulated in County Resolution 2015-046. Also, the Tax Increment Finance information as **Appendix A** utilizes a County millage rate of 6.8709 which is less than the City 7.99 millage rate used to project revenues. The lesser County millage rate is also consistent with County Resolution 2015-046. The County and the City will be the only taxing authorities contributing to the CRA TIF.

CHAPTER 5 CAPITAL PLANNING

5.1 REDEVELOPMENT

Using contemporary planning methods and urban design techniques, the intent is the Redevelopment Area will represent a vibrant, urban area with safe, viable and sustainable commercial corridors; pedestrian-friendly, affordable, and attractive neighborhoods; and provide multi-modal transportation opportunities.

The central concepts represented by the redevelopment are as follows:

1. Explore innovative intersection designs to improve safety and alleviate traffic congestion along Saxon/Normandy/Deltona Boulevards. Intersection designs/improvements include, but are not limited to, roundabouts, signalization schemes for better and effective management of the junction delays, etc. Specific intersection locations include the following:
 - a. N. Normandy Blvd. and Deltona Blvd.
 - b. N. Normandy Blvd. and Saxon Blvd.
 - c. Deltona Blvd. and Enterprise Rd.
 - d. Deltona Blvd. and Dirksen Rd.
2. The redesign of primary corridors shall be enhanced in a manner which promotes internal, as well as regional connectivity to overall community aesthetics and function. This will present the City of Deltona as a destination place. Streetscape plans should be implemented along the corridors.
3. The primary corridors should be appropriately landscaped, incorporate traffic calming features, and contain pedestrian and bicycle facilities including attractive bus shelters, bicycle lanes and safe crossings.
4. The Redevelopment Area internal access network will include pedestrian facilities and bicycle ways, which will enhance interconnectivity and promote development.
5. Undertake roadway, sidewalk, landscaping and lighting improvements on all other streets to provide safe and pedestrian friendly connections.
6. Opportunities should be provided to integrate gathering places through pedestrian connections, bike paths/multi-use trails, open space and streetscapes.
7. Wayfinding and community identification gateways should be provided at major entry points into and within the Redevelopment Area.
 - a. Wayfinding signs at strategic locations to direct visitors to key destinations.
 - b. Gateways at the north (Saxon Boulevard), the Normandy/Deltona intersection and south end of the Redevelopment Area.
8. Create attractive, safe, viable and sustainable commercial corridors.
9. The Redevelopment Area will be redeveloped with a mixed-use Deltona Boulevard corridor with a distinct character featuring areas of residential and commercial land uses.
10. The mixed-use Deltona Blvd. corridor incorporates a wide mix of retail stores, such as markets, antiques shops, restaurants, art galleries, professional offices and service businesses with residential or office above these commercial uses.
11. Appropriate buffering techniques should be implemented between the higher density uses and the single family residential areas.
12. Potential redevelopment of catalyst sites to cause an early and precedent-setting change in the Deltona Boulevard corridor and to spur further growth.

5.2 CAPITAL PROJECTS

The Community Redevelopment Act, Section 163.362(4), Florida Statutes, requires identification of publicly funded capital projects to be undertaken within the Redevelopment Area. Such capital projects may include, but not limited to, the capital improvement program within **Appendix B**.

5.3 PROJECTED CAPITAL COSTS

The Community Redevelopment Act, Section 163.362(9), Florida Statutes requires the Plan to contain a detailed statement of projected costs related to the redevelopment initiative, including the amount to be expended on publicly funded capital projects in the Redevelopment Area and any indebtedness of the City of Deltona or CRA proposed to be incurred for such redevelopment if the indebtedness is to be repaid with revenues from the Redevelopment Trust Fund. To implement the Plan, it will be necessary to combine both public and private sources of capital, using both long and short term financing options. All projects financed by or in part through increment revenues will be completed prior to the sunset of the Community Redevelopment Area in year 20 (2036).

The Capital Work Plan projects and dollar amounts are primarily based on contemporary pricing. The projects and numbers listed in the work plan and operating budget have been used for budgetary purposes only, and are considered to be relatively conservative. The recommended costs for capital improvement projects include design and construction costs, as well as contingent costs for additional studies, data manipulation, or research needed to implement each project. The costs may not include costs of land acquisition and/or consolidation. In addition, the City will not use any County TIF contribution for administrative/overhead costs. Also, the County TIF will be earmarked for uses to be limited to roadway improvements.

The various costs associated with implementing the Redevelopment Plan have been identified as being either primarily a public responsibility. Public costs are those necessary to ensure that the general framework of the Development Plan is developed in the spirit and intention of the Redevelopment Area.

Those items identified as primarily public costs will be structured in a manner which private resources are committed in conjunction with, or in advance of public resources. In some cases, public expenditures will not be required to support the Plan. In other cases, these expenditures can be phased in accordance with the scale of the redevelopment effort, in a manner where costs are advantageously matched to the expected stream of increment revenues or other available revenues.

Due to the current and projected economic environment demonstrated through the increment revenue forecasts (see **Appendix A**) and the shortage of the dollars required to implement the intent of the Plan, it is critical that the City consider funding the projects identified within this Plan via the leverage of the increment dollars. The CRA can “package” many financial programs in order to have enough resources, especially when newly enacted to jump-start the Plan. While the bond market is not strong for CRA’s, many in Florida use a bank held Letter of Credit to fund large scale projects. Local governments commonly loan their CRA’s start-up funds as well, paid back over time as the increment revenues grow

from private investment. The following list shows other potential resources that can be coupled with or used to fund the projects outlined in the Redevelopment Plan.

1. Special revenue bonds.
2. General obligation bonds: for roadway improvements; curb and gutter addition/repair; intersection improvements; streetscaping; water, sewer and stormwater improvements; and a multi-use trail system.
3. Grants and loans to the agency from the City's special or general funds for start-up costs. This is a common practice for such planning, design and community objectives.
4. Commercial Loans: The CRA may directly borrow funds from local lending institutions, utilizing both short term and long term borrowing.
5. Private Contributions: While the direct infusion of private funds are not anticipated, the City would still be interested in matching grant arrangements for improvements to building facades, landscaping, signs, etc. In addition, voluntary contributions by private companies, foundations, and individuals are potential sources of income to the CRA. Although such contributions may account for only a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits. The City's current land development code provides mechanisms to achieve this participation on such projects as roadway, streetscape and infrastructure improvements, including incentives and participating grants.
6. Special Assessment Districts: The City may also establish special assessment districts and Municipal Service Taxing Units (MSTU), (Florida Statutes Chapter 170) for the purpose of funding various capital improvements within an area or for the construction of a particular project. This may be an effective mechanism to support stormwater, water, and sanitary sewer improvements. However, it is noted that assessments may be difficult to pass without concessions on the City's millage rate, thus reducing overall revenues.
7. Grants from State and Federal funding sources are leveraged within CRA districts, many of which get extra points for being used to fund economic development and redevelopment projects. Specific projects for which grants will be sought include, but not limited to, trails, parks, streetscape, roadway, and environmental improvements. The world of grants is evolving, requiring local governments to be vigilant in the grants arena. Local matches are of utmost importance to be grant competitive.

The principal and interest on such advances, funds, and indebtedness may be paid from tax increments or any other funds available to the CRA. Advances and loans for operating capital may be provided by the City until adequate tax increment or other funds are available to repay the advances and loans, and to permit borrowing adequate working capital from sources other than the City. The City may also, at the request of the CRA, supply additional assistance through loans and grants for various public projects. The CRA will seek all funding sources to leverage increment revenues. However, the dollars generated through these programs are nearly impossible to forecast, therefore specific dollars from these programs have not been identified.

5.4 NON-CAPITAL PROGRAMS

After the creation of the CRA, resources can be used for administrative expenses and overhead of the CRA, and other non-capital programs, including the development and implementation of community policing innovations, pursuant to Section 263.356(3)(d),

Florida Statutes. Such non-capital programs may include, but not be limited to, the following:

1. Regulatory, operational and management;
2. Marketing, promotions, special events, economic development; and
3. Facade/property improvement grants.

No Volusia County increment revenues will be used for non-capital programs and the City does not plan to expend increment revenues on community policing. The non-capital programs are subject to revisions, updates and prioritization as community redevelopment implementation occurs.

CHAPTER 6 GENERAL

6.1 COMMUNITY REDEVELOPMENT TRUST FUND

The City of Deltona needs to submit the Finding of Necessity and the Community Redevelopment Plan to Volusia County Council for review and approval, and request for the delegation of authority to create a Community Redevelopment Agency, and to establish a Redevelopment Trust Fund through an appropriate ordinance. The Redevelopment Trust Fund will receive all increment revenues, grants, gifts or revenues generated by redevelopment activities. The Redevelopment Trust Fund must remain in place until all indebtedness from redevelopment activities is paid.

The annual funding of the Redevelopment Trust Fund will result from additional incremental revenues collected in the Redevelopment Area by the County of Volusia and the City of Deltona. The increment available will be determined annually in an amount equal to 95% (ninety-five percent) of the difference between:

1. The amount of ad valorem taxes levied each year by the County, exclusive of any amount from any debt service millage, on taxable real property contained within the geographic boundaries of the Redevelopment Area; and
2. The amount of ad valorem taxes which would have been produced by the rate upon which the tax is levied each year by or for the County, exclusive of any debt service millage, upon the total of the assessed value of the taxable real property in the Redevelopment Area. This is taxable real property as shown upon the most recent assessment roll, used in connection with the taxation of such property by the County prior to the effective date of the ordinance providing for the funding of the Redevelopment Trust Fund.

6.2 SAFEGUARDS, CONTROLS, RESTRICTIONS OR COVENANTS

Redevelopment activities identified herein will not be initiated until they are found to be consistent with the Comprehensive Plan and applicable land development regulations. In order to assure that redevelopment will take place in conformance with the projects, objectives, and strategies expressed in this Plan, the CRA will utilize the regulatory devices, instruments, and systems used by the City to permit development and redevelopment within its jurisdiction. These regulatory devices, etc., include but are not limited to the Comprehensive Plan, the Land Development Code, design guidelines, and City authorized development review, permitting, and approval processes, and any other applicable adopted codes, standards, and policies.

In order to leverage the increment revenues, the City may contemplate imposing non-ad valorem assessments. The imposition of special assessments for capital improvements and essential services is covered by well settled case law and specific statutory provisions authorizing collection of non-ad valorem assessments on the same bill as ad valorem taxes. Such provisions require extraordinary notice to all affected property owners.

The County's increment revenues contribution would be based on a millage rate that does not exceed the millage rate used by the City to calculate its increment revenue contribution, regardless of the existing rate, pursuant to Volusia County Resolution 2010-20. The County increment revenue contributions will be used solely on capital projects with a maximum cap

of \$10,000,000 until the sunset date of 2036 (see **Appendix A** for total City and County increment revenue contributions).

6.3 CONSISTENCY WITH CITY OF DELTONA COMPREHENSIVE PLAN

This Plan articulates the vision for the Redevelopment Area as a safe, economically sustainable, accessible destination for residents and visitors, with a vibrant urban mixed use Deltona Boulevard corridor; promoting safe, viable pedestrian-friendly, multi-modal transportation system; affordable and attractive neighborhoods; and bicycle paths/sidewalks connecting to services, recreation facilities, commercial corridors and the Corridors. These improvements will feature people oriented urban design principles. This Redevelopment Plan also encourages a mixture of housing types and price ranges to implement affordable to moderate rate housing initiatives.

The following are Goals, Objectives and Policies in the City of Deltona Comprehensive Plan, which are specifically addressed by the Community Redevelopment Plan. The usage of terms is directly quoted from the 2010 City of Deltona Comprehensive Plan (EAR Based Amendment).

FUTURE LAND USE ELEMENT (2010)

GOAL FLU1

Ensure that future growth is timed and located to maximize efficient and cost effective use of public infrastructure.

9J-5.006(3)(a)

Policy FLU1-1.6

All neighborhood, community and regional shopping centers shall include bicycle parking areas, and where appropriate, bus cut outs or shelters to encourage alternative transportation modes.

9J-5.006(3)(c)(4)

Policy FLU1-1.8

Sites for development shall be accessible to the following essential public facilities and services at the levels of service adopted in this Comprehensive Plan: fire services, transportation, potable water, an appropriate wastewater treatment facility, solid waste and stormwater management.

9J-5.006(3)(c)(3)

Policy FLU1-1.11

The following public facilities and services shall be available for new development in all areas: roadways, solid waste collection, stormwater management, fire and police protection, emergency medical services, potable water, sanitary sewer service, and public schools as defined in the Public School Facilities Element.

9J-5.006(3)(c)(4)

OBJECTIVE FLU1-2

The City shall encourage compact, mixed-use developments in appropriate locations in order to discourage urban sprawl, facilitate energy efficiency and provide the full-range of uses and services in walkable, vertically and horizontally-integrated, design-unified environments.

Policy FLU1-2.1

The City of Deltona shall establish and require level of service standards as set in the Transportation, Infrastructure, Capital Improvements, and Public School Facilities Elements. 9J-5.006(3)(c)(4)

Policy FLU1-2.2

Development orders cannot be issued unless the services are provided at the adopted level of service consistent with the concurrency provisions. 9J-5.006(3)(c)(4)

Policy FLU1-2.3

In order to direct growth and development away from valuable natural resources, the City shall utilize development bonuses, incentives, and other methods as deemed appropriate (i.e. transfer of development rights) to promote infill development and redevelopment projects. 9J-5.006(3)(c)(1,2,6)

Policy FLU1-2.4

The City shall expand commercial, industrial, and mixed-use developments in appropriate locations in order to discourage sprawl and to promote energy efficient development patterns.

OBJECTIVE FLU1-7

The City of Deltona shall appropriately allocate land uses to adequately meet the current and future population needs while maximizing land use compatibility. The City shall promote a variety of land uses including residential, commercial, industrial, pedestrian oriented mixed-use, recreational, conservation, and public facilities. 9J-5.006(3)(b)(1)

Policy FLU1-7.23

The City shall seek to ensure that its Future Land Use Plan Map provides for a minimum of six acres of commercial lands and four acres of industrial lands per 1,000 residents, with a goal of providing 10 or more acres of commercial lands and six or more acres of industrial lands per 1,000 residents by 2025.

Policy FLU1-7.24

The City shall implement strategies to ensure that new development and redevelopment contains a strong mixed-use component, defined as a mixture of at least two different land uses in a design-unified, vertically and/or horizontally integrated, pedestrian-friendly environment, or otherwise demonstrably furthers the achievement of specific goals, objectives and/or policies of the Comprehensive Plan.

Policy FLU1-7.25

The City shall require that development be designed consistent with the August 4, 2008 Urban Design Pattern Book as it may be amended from time to time.

TRANSPORTATION ELEMENT (2010)

GOAL T1

The City of Deltona shall develop programs to ensure that current and future land uses are served by adequate transportation and multi-modal system options. 9J-5.019(4)(a)

Policy T1-1.3

The City of Deltona shall maintain a City-wide network of thoroughfare and related transportation system corridors. 9J-5.019(4)(c)(4)

Policy T1-1.7

The City of Deltona shall provide incentives which encourage compact, energy efficient urban development, in appropriate places, through coordination with the Future Land Use Element.

9J-5.019(4)(c)(7,9,12)

Policy T1-1.10

The City of Deltona shall coordinate with the MPO and other entities, as deemed appropriate, to further develop City-wide bicycle and pedestrian infrastructure through the Parks and Recreation Master Plan or other programs to accomplish the following transportation oriented initiatives:

- a. Expand, with the intent of establishing connections to commercial, institutional and recreational nodes, the multi-modal trail system within the City for bicycle and pedestrian use;
- b. Expand the City sidewalk system;
- c. Promote the use of existing and future pedestrian and bicycle infrastructure by disseminating information to the public concerning the City pedestrian and bicycle system.

Policy T1-1.14

The City of Deltona shall assess the existing sidewalk network to locate specific problem areas related to interconnectivity, obstructions, damaged sidewalks, lack of crosswalks, inappropriate widths, the need for handicap ramps and other improvements.

OBJECTIVE T1-2

The City of Deltona shall provide for the separation of local traffic from through traffic to facilitate efficient and safe vehicular movement. 9J-5.019(4)(b)(1)

Policy T1-2.1

Traffic circulation shall be coordinated with the Future Land Use Element to ensure compatibility between land use and the transportation system. 9J-5.019(4)(c)(9)

Policy T1-3.1

The City of Deltona Transportation Element shall be coordinated with the Future Land Use Element and all other applicable elements to ensure compatibility between land use and the transportation system necessary to support it. 9J-5.019(4)(c)(5,9&12)

OBJECTIVE T1-4

The City of Deltona shall establish, achieve and maintain peak hour level of service standards on the transportation system. 9J-5.019(4)(b)(2)

Policy T1-4.3

Unless a thoroughfare is designated separately within the LOS Roadway Segment Table of this document for a level of service standard, the City of Deltona shall establish the following PM peak hour level of service standards:

<u>Functional Classification</u>	<u>Acceptable Standard</u>
I-4	As determined by FDOT
Arterial	E
Collector	E
Local	D

Policy T1-5.3

The City of Deltona shall study and undertake feasible intersection improvements as an interim solution to existing transportation system deficiencies. 9J-5.019(4)(c)(1,7)

Infrastructure

GOAL I1

Provide safe efficient, cost effective and adequate public supply, treatment, and distribution of potable water for the City of Deltona.

9J-5.011(2)(a)

Policy I1-PW1.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 300 gallons of potable water per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water consumption specified by Land Development regulations.

9J-5.011(2)(c)(2d)

OBJECTIVE I1-PW2

The City of Deltona shall provide for an adequate level of service standard for potable water service to meet the needs of current and future residents of the City of Deltona. *(Amended by Ordinance 32-2000 adopted by the Deltona City Commission at second reading March 19, 2001)*

9J-5.011(2)(b)(4)

OBJECTIVE I1-PW3

Throughout the planning period the City of Deltona shall encourage the use of existing and future facilities, so as to discourage urban sprawl. 9J-5.011(2)(b)(3)

Policy I1-PW3.5

The "infilling" of developed areas shall be directed to locations where an existing central system of potable water is available and where capacity is adequate to service the intended development or to those areas where funds have been committed for the provision of adequate capacity.

9J-5.011(2)(c)(1)

Policy I1-PW4.2

The City of Deltona shall coordinate the utility and transportation planning efforts to take advantage of the most economical construction and maintenance costs possible when installing utility lines and roads.

GOAL I2

Provide safe adequate cost effective and environmentally acceptable sanitary sewer systems for the City of Deltona.

Policy I2-SS1.1

The City of Deltona adopts a level of service standard providing for an annual average daily volume of 284 gallons of domestic wastewater per equivalent residential unit. Projected flow for commercial, industrial, and institutional land uses will be calculated utilizing Deltona Water equivalent residential unit factors for water and wastewater service as illustrated in City land development regulations. 9J-5.011(2)(c)(1)

Policy I1-SS1.10

The City shall further expand its wastewater treatment capacity to support new development and redevelopment activities within the City.

Policy I1-SS1.11

The City shall investigate methods, including funding sources, to retrofit areas of the City that are currently served by septic systems. A priority for such retrofit activity, if deemed feasible, will be as follows:

- a. Correct threats to public health and safety;
- b. Improve the environmental conditions of surface and ground water resources; and
- c. Encourage sustainable redevelopment and compact urban development patterns.

OBJECTIVE I2-SS2

Throughout the planning period, the City of Deltona shall maximize the use of existing facilities within sewer service areas, so as to discourage urban sprawl.

9J-5.011(2)(b)(3)

GOAL I4

To protect the health and safety of the public by ensuring stormwater management facilities and services are properly maintained, environmentally sound, cost effective, and meet the community's present and future demands.

Policy I4-STW1.3

All land use and development approval decisions which impact water resources in Deltona shall conform to the comprehensive surface and groundwater watershed management plan, when approved by the City Commission.

Level of Service for Storm Water Quantity and Quality:

a. **Closed Basing LOS:** The City will establish a Level of Service design standard in closed drainage basins as follows: All development shall meet the minimum volume of retention equivalent to one-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 100 year frequency storm.

b. **Basins with Outfall LOS:** The City will establish a Level of Service design standard in non-closed basins as follows: All development shall meet the minimum volume of retention equivalent to on-half inch of depth over the entire project area and the discharge hydrograph produced for the developed or redeveloped site shall not exceed, in terms of peak flow and total volume, the hydrograph produced by conditions existing before development or redevelopment for a 24 hour, 25 year frequency storm.

Policy I4-STW2.1

The City of Deltona shall identify and prioritize drainage systems in need of retrofitting and upgrade of these systems, as funding becomes available. Watershed studies will be used to identify and prioritize systems in need of retrofitting. The City of Deltona may apply for any grants and loans available from the DEP Revolving Loan Fund. 9J-5.011(2)(c)(1,4,5)

INTERGOVERNMENTAL COORDINATION ELEMENT (2010)

GOAL IC1

The City of Deltona shall initiate and/or participate in the intergovernmental coordination mechanisms necessary to ensure the city identifies consistency and compatibility issues among governmental agencies, plans and policies and to resolve any conflicts that may arise.

9J-5.015(a)

OBJECTIVE IC1-1

The City of Deltona shall coordinate with adjacent cities, counties, federal, state and regional agencies, and other governmental agencies, via effective formal and informal coordination mechanisms. This will ensure consistency in planning related matters and coordinating the impacts of development. The formal and informal mechanisms shall include membership in appropriate area-wide organizations, inter-agency staff communication and other methods as deemed appropriate.

9J-5.015(b)(1&2)

CAPITAL IMPROVEMENTS ELEMENT

GOAL CIE1

Public facilities shall be provided efficiently, safely, and cost effectively to promote timely, compact development, which is compatible with existing and designated land uses, and with the natural environment.

9J-5.016(3)(a)

OBJECTIVE CIE1-1

Deltona shall concentrate public facilities and services to areas that are delineated on the Future Land Use Map to provide, compact, efficient and cost-effective provision of services as a means necessary to meet existing deficiencies, accommodate future growth and replace obsolete or worn out facilities. 9J-5.016(3)(b)(1)

Policy CIE1-1.1

Deltona shall provide and maintain the necessary capital improvements to eliminate existing deficiencies and repair, renovate or replace its worn out capital stock by establishing a rational system for evaluating and reviewing Capital Improvement projects. 9J-5.016(3)(c)(3)

Policy CIE1-1.3

The City shall maximize the use of existing public facilities and target funding to services that are deficit or distressed in the development of its five year capital program. 9J-5.016(3)(c)(1,3,4,6&7)

OBJECTIVE CIE1-2

The City will coordinate land use decisions and fiscal resources with a schedule of capital improvements, which maintains adopted level of service standards and meets the existing and future facility needs. 9J-5.016(3)(b)(3)

Policy CIE1-4.6

The City shall achieve and maintain standards for peak hour levels of service on the thoroughfare system. 9J-5.016(3)(c)(6)

Policy CIE1-4.7

Public facilities and services shall meet or exceed level of service standards and must be available concurrent with development. 9J-5.016(3)(c)(4&6)

6.4 CONCLUSION

The Community Redevelopment Plan provides a framework for rehabilitation and redevelopment of the Redevelopment Area as an attractive, inviting, easily accessible, and economically successful community, which promotes a positive image for the City of Deltona. This Plan deliberately and reasonably addresses the blighted area conditions observed through the "*Finding of Necessity Report*" which has been ratified, and confirmed by the City Commission. To realize the redevelopment vision of the Plan, community

leaders, business persons and residents are encouraged to support the redevelopment objectives and continue the commitment over time in order for the vision to be successfully implemented into reality.

Realization of the Redevelopment Plan is a 20-year effort. The CRA will perform an annual review of the Plan and prepare an annual report and budget. The CRA may elect to update and amend the Plan every five years contingent on County review and approval.

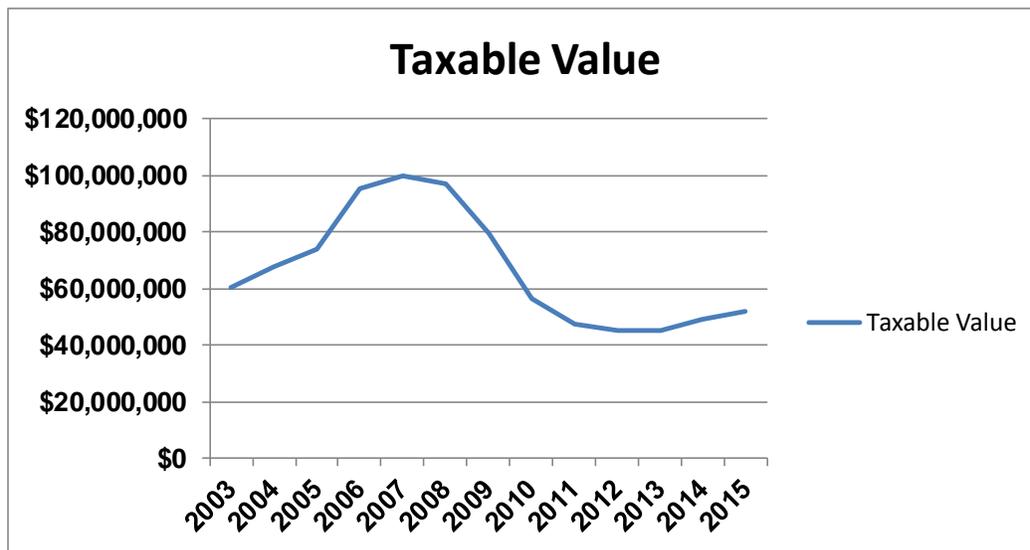
This 20-year duration is necessary due to the extent of defunct infrastructure; and the low increment revenue projections, which will take nearly 10 years to start realizing appreciable revenue to use to leverage other funding sources for the improvements. It is further noted that the estimated increment revenues by year 20 will be \$8,021,807 and that amount will be used to strategically create safer corridors.

It is important to note that the increment revenue estimates over the 20-year period fall short of the estimated costs to undertake the projects identified in this Plan to mitigate and reverse blight factors. The City believes that it will take the full 20 years to realize the dollars necessary to undertake the redevelopment initiatives identified within the Plan. However, the City understands the County's desire to limit the duration of community redevelopment areas to something less than the maximum allowed. It is possible that economic conditions may improve more than what the increment revenue forecast currently demonstrates, and the City may be fortunate to acquire other funding sources, yet to be identified. Understanding this, the City suggests completing a sunset review with the County in year 2036. The intent of 2036 review is to determine if the redevelopment objectives, initiatives, and projects have been successful in reversing blight conditions as described within the *"Finding of Necessity Report"* and the Plan. If it is jointly determined that the CRA has accomplished the primary objectives outlined in the Plan, or most recent updates, then the date for the sunset for the Redevelopment Area can be re-established for a period of 20 years.

APPENDIX A TAX INCREMENT FINANCING

Using information from the City and Volusia County, SPG performed numerous analyses based on different growth scenarios. Volusia County and the City of Deltona experience significant ad valorem revenue (property taxes) as a result of the Great Recession. The historic ad valorem revenue stream for the City since 2003 has been impacted by two major events: the “Housing Bubble” and the “Great Recession”. The City of Deltona and the proposed CRA area experienced significant growth in ad valorem tax revenue until its peak in 2007 after which revenues declined significantly to below the 2003¹ levels. Revenue bottomed out in 2013.

Figure 1, Historical Taxable Values



Source: Strategic Planning Group, Inc., 2015

Both the “Housing Bubble” and “Great Recession” are unique events which should not occur again, at least not in the Plan’s 20 year horizon. If one were to use this 2003-2015 historic trend line to forecast future revenues, the result would result in declining revenue trends which does not reflect the trends of the last two years.

While CRA ad valorem revenue bottomed out in 2013 they are significantly below even 2003 (12 years) taxable values. SPG, for analytical reasons only, forecast future revenues using various short term growth rates (2012-2015, 2013-2015 and 2014-2015). The calculations are based on the following millage rates:

- City 7.99 mills
- County 6.8709 mills

¹ Last data available to SPG.

Table 1, Different TIF Calculations using recent growth in taxable property values

Growth Rate Year	Based on 2012-2015 4.4177%					Based on 2014-2015 5.7634%					Based on 2013-2015 7.1790%				
	Growth in Taxable Value					Growth in Taxable Value					Growth in Taxable Value				
		Tax Increment		City TIF Revenue	County TIF Revenue		Tax Increment @		City TIF Revenue	County TIF Revenue		Tax Increment @		City TIF Revenue	County TIF Revenue
	\$51,771,627	@ .95%			\$51,771,627	.95%				\$51,771,627	.95%				
2015															
2016	\$54,058,742	\$2,172,759	\$17,360	\$14,946	\$54,755,457	\$2,834,639	\$22,649	\$19,499	\$55,488,312	\$3,530,851	\$28,211	\$24,289			
2017	\$56,446,895	\$4,441,505	\$35,488	\$30,553	\$57,911,259	\$5,832,650	\$46,603	\$40,123	\$59,471,818	\$7,315,181	\$58,448	\$50,321			
2018	\$58,940,550	\$6,810,477	\$54,416	\$46,849	\$61,248,943	\$9,003,450	\$71,938	\$61,935	\$63,741,300	\$11,371,189	\$90,856	\$78,222			
2019	\$61,544,366	\$9,284,102	\$74,180	\$63,865	\$64,778,993	\$12,356,998	\$98,732	\$85,004	\$68,317,288	\$15,718,378	\$125,590	\$108,127			
2020	\$64,263,212	\$11,867,006	\$94,817	\$81,633	\$68,512,496	\$15,903,825	\$127,072	\$109,402	\$73,221,786	\$20,377,651	\$162,817	\$140,178			
2021	\$67,102,168	\$14,564,014	\$116,366	\$100,186	\$72,461,177	\$19,655,073	\$157,044	\$135,207	\$78,478,378	\$25,371,413	\$202,718	\$174,530			
2022	\$70,066,540	\$17,380,168	\$138,868	\$119,558	\$76,637,438	\$23,622,521	\$188,744	\$162,499	\$84,112,341	\$30,723,678	\$245,482	\$211,348			
2023	\$73,161,870	\$20,320,731	\$162,363	\$139,786	\$81,054,396	\$27,818,631	\$222,271	\$191,364	\$90,150,766	\$36,460,182	\$291,317	\$250,810			
2024	\$76,393,942	\$23,391,199	\$186,896	\$160,908	\$85,725,923	\$32,256,581	\$257,730	\$221,893	\$96,622,689	\$42,608,509	\$340,442	\$293,104			
2025	\$79,768,797	\$26,597,311	\$212,513	\$182,963	\$90,666,691	\$36,950,311	\$295,233	\$254,181	\$103,559,232	\$49,198,225	\$393,094	\$338,435			
2026	\$83,292,743	\$29,945,060	\$239,261	\$205,992	\$95,892,217	\$41,914,561	\$334,897	\$288,330	\$110,993,749	\$56,261,016	\$449,526	\$387,020			
2027	\$86,972,366	\$33,440,703	\$267,191	\$230,039	\$101,418,914	\$47,164,923	\$376,848	\$324,448	\$118,961,990	\$63,830,845	\$510,008	\$439,092			
2028	\$90,814,545	\$37,090,772	\$296,355	\$255,147	\$107,264,139	\$52,717,886	\$421,216	\$362,646	\$127,502,272	\$71,944,112	\$574,833	\$494,904			
2029	\$94,826,459	\$40,902,090	\$326,808	\$281,365	\$113,446,250	\$58,590,892	\$468,141	\$403,047	\$136,655,660	\$80,639,831	\$644,312	\$554,721			
2030	\$99,015,607	\$44,881,781	\$358,605	\$308,742	\$119,984,664	\$64,802,385	\$517,771	\$445,776	\$146,466,170	\$89,959,815	\$718,779	\$618,834			
2031	\$103,389,820	\$49,037,283	\$391,808	\$337,327	\$126,899,916	\$71,371,875	\$570,261	\$490,967	\$156,980,976	\$99,948,881	\$798,592	\$687,548			
2032	\$107,957,272	\$53,376,363	\$426,477	\$367,176	\$134,213,725	\$78,319,993	\$625,777	\$538,763	\$168,250,640	\$110,655,062	\$884,134	\$761,196			
2033	\$112,726,500	\$57,907,130	\$462,678	\$398,343	\$141,949,062	\$85,668,563	\$684,492	\$589,314	\$180,329,354	\$122,129,840	\$975,817	\$840,131			
2034	\$117,706,419	\$62,638,052	\$500,478	\$430,887	\$150,130,220	\$93,440,663	\$746,591	\$642,778	\$193,275,198	\$134,428,392	\$1,074,083	\$924,733			
2035	\$122,906,335	\$67,577,973	\$539,948	\$464,869	\$158,782,895	\$101,660,705	\$812,269	\$699,324	\$207,150,424	\$147,609,857	\$1,179,403	\$1,015,408			
			\$4,902,876	\$4,221,137				\$7,046,278	\$6,066,502			\$9,748,462	\$8,392,950		
			Total TIF	\$9,124,013				Total TIF	\$13,112,780			Total TIF	\$18,141,412		

Source: Strategic Planning Group, Inc., 2015

Using the 2012-2015 growth trend, the CRA would not reach its 2007 peak valuation until 2031. The 2014-15 growth trend would not reach its 2007 peak until 2027, while the 2013-2015 growth rate would reach the peak 2007 taxable value by 2025.

Based on the calculations above, taxable property values increases from 4.4177% to 7.1790%, resulting in the CRA TIF revenues (over the 20 year planning period) ranges from \$9.1 million to \$18.1 million.

The results of the improvements to the CRA transportation network as well as major improvements to the existing visual and structural blight, should improve the overall economic vitality of the area. Even given this assumption, SPG believes a conservative TIF revenue generation rate below the above referenced calculations should be used. For the purpose of this Plan, a 4% growth rate was assumed. Using the 4% growth in taxable property values, the CRA's TIF revenues is projected at a little over \$8 million.

Table 2, TIF 20 Year Estimates

Growth Rate Year	Best Conservative Estimate 4.00%			
		Tax Increment @ .95%	City TIF Revenue	County TIF Revenue
2015	\$51,771,627			
2016	\$53,842,492	\$1,967,322	\$15,719	\$13,533
2017	\$55,996,192	\$4,013,337	\$32,067	\$27,608
2018	\$58,236,039	\$6,141,192	\$49,068	\$42,245
2019	\$60,565,481	\$8,354,161	\$66,750	\$57,468
2020	\$62,988,100	\$10,655,650	\$85,139	\$73,300
2021	\$65,507,624	\$13,049,197	\$104,263	\$89,765
2022	\$68,127,929	\$15,538,487	\$124,153	\$106,889
2023	\$70,853,046	\$18,127,348	\$144,838	\$124,698
2024	\$73,687,168	\$20,819,764	\$166,350	\$143,219
2025	\$76,634,655	\$23,619,877	\$188,723	\$162,481
2026	\$79,700,041	\$26,531,993	\$211,991	\$182,514
2027	\$82,888,043	\$29,560,595	\$236,189	\$203,347
2028	\$86,203,565	\$32,710,341	\$261,356	\$225,014
2029	\$89,651,707	\$35,986,076	\$287,529	\$247,548
2030	\$93,237,775	\$39,392,841	\$314,749	\$270,983
2031	\$96,967,286	\$42,935,876	\$343,058	\$295,356
2032	\$100,845,978	\$46,620,633	\$372,499	\$320,703
2033	\$104,879,817	\$50,452,781	\$403,118	\$347,065
2034	\$109,075,010	\$54,438,214	\$434,961	\$374,480
2035	\$113,438,010	\$58,583,064	\$468,079	\$402,993
			\$4,310,595	\$3,711,212
			Total TIF	\$8,021,807

Source: Strategic Planning Group, Inc., 2015

APPENDIX B CAPITAL IMPROVEMENT PLAN

Southwest Deltona 20- Year CRA with 5-Year Capital Plan(s): 2016-2036						Totals	TIFF Contribution City/County
	FY: 2016-2021 Capital Budget	FY: 2022-2026 Capital Planned	FY: 2027-2031 Capital Planned	FY: 2032-2036 Capital Planned	Proj. Total Capital - 2036		
CRA 20-YEAR PROJECT SCHEDULE AND COSTS ESTIMATE							
YEAR	Enter project titles below	Enter 5-Year Increment Totals			Total cost of projects will total here (across)		
1st 5YR: Item 1	9% Survey, Engineering, Permitting, etc.	202,500			202,500		
1st 5YR: Item 2	6% CEI Services	134,900			134,900		
1st 5YR: TOTAL	Subtotal First Phase-First 5 Years	337,400			337,400	\$337,400.00	CITY
2nd 5YR: Item 1	Saxon North of Normandy-Water, Reclaimed Water, Sewer		1,425,000		1,425,000		
2nd 5YR: Item 2	3% Mobilization, Bonds, Indemnity, etc.		67,500		67,500		
2nd 5YR: TOTAL	Subtotal Second Phase-Second 5 Years		1,492,500		1,492,500	\$1,492,500.00	CITY
3rd 5YR: Item 1	Estimated Land Acquisition			500,000	500,000		
3rd 5YR: Item 2	Normandy & Deltona Intersection Improvements			1,000,000	1,000,000		
3rd 5YR: Item 3	S. Deltona (Entprse-Dirksen) 4-Lane & Reconst. w/in 80' ROW			4,750,000	4,750,000		
3rd 5YR: Item 4	Deltona/Dirksen intersection improvement and mast arm			450,000	450,000		
3rd 5YR: Item 5	Deltona/Enterprise intersection improvements and mast arm			450,000	450,000		
3rd 5YR: Item 6	3% Mobilization, Bonds, Indemnity, etc.			169,500	169,500		
3rd 5YR: Item 7	9% Survey, Engineering, Permitting, etc.			508,500	508,500		
3rd 5YR: Item 8	6% CEI Services			339,000	339,000		
3rd 5YR: TOTAL	SubTotal Third Phase- Third 5 Years			8,167,000	8,167,000	\$4,083,500.00	CITY/COUNTY (Grant Match)
4th 5YR: Item 1	Normandy Blvd. Reconstruction and 4 Laning			4,250,000	4,250,000		
4th 5YR: Item 2	3% Mobilization, Bonds, Indemnity, etc.			127,500	127,500		
4th 5YR: Item 3	9% Survey, Engineering, Permitting, etc.			382,500	382,500		
4th 5YR: Item 4	6% CEI Services			155,000	155,000		
4th 5YR: Item 5	Estimated ROW Land Acquisition			600,000	600,000		
4th 5YR: TOTAL	SubTotal Fourth Phase-Fourth 5 Years			5,515,000	5,515,000	\$2,757,000.00	CITY/COUNTY (Grant Match)
4th-5							
TOTAL	Totals 20-Year CRA [suggest add 10%]	\$ 337,400	\$ 1,492,500	\$ 8,167,000	\$ 5,515,000	\$ 15,511,900	\$8,670,400.00

APPENDIX C STRATEGIC PLAN

**A List of Targeted
Objectives to Achieve
within 5-Years**

**City of Deltona
Strategic Plan**



Chris Bowley, AICP, Planning Director



I. Introduction

The City of Deltona (City) is a relatively young community, historically speaking, having been established as an incorporated community in 1995. Although it has physically been a community since the early 1960s, it has grown into the largest city in Volusia County, with a population of over 87,000 residents in a short period of time. This rapid growth has led to the need to identify community goals that galvanize and focus City efforts for both short-range and long-range planning horizons.

The purpose of this Strategic Plan is to identify targeted achievable goals for a short-range planning horizon (no greater than 5 years). The City employed the assistance of Ms. Marilyn Crotty of the Florida Institute of Government at the University of Central Florida to facilitate a community vision to create common goals and objectives to place into this Strategic Plan. The Strategic Plan will also be used to create an Economic Development Element within the City's Comprehensive Plan to expand the short-range planning horizon into a longer-range version.

Two Community Visioning and Strategic Planning Workshops were conducted, one on October 17th and one on November 7th, 2015. The first meeting on October 17th was with residents and interested members of the community to create the topics to present to the City Commission for further focus. The second meeting on November 7th was with the City Commission and representatives of each City department to review the information provided from the community and to narrow it into a short list of priority objectives, to achieve within five years, as follows:

Strategic Issues

1. **Economic Development:** Provide a strategic focused effort towards economic development throughout the City to enhance existing businesses and attract new businesses.
2. **Fiscal Issues:** Maintain current fiscal stability, maximize alternative funding sources, and promote an effective system of checks and balances.
3. **Infrastructure:** Focus on the expansion of park facilities, commercial utilities, technology, roadways and trails to make Deltona a more sustainable community.
4. **Internal and External Communication:** Provide consistent and effective communication that promotes economic development, civic pride and service delivery.
5. **Public Safety:** To provide quality high-level public safety services to the community through consistent regulations within a coordinated management plan process.
6. **Social Services:** Continue to foster a wide variety of effective and targeted social services for City residents. *Note: no priority objectives were listed for this issue.*



The names of the department per task are listed next to each objective, with a projected time period to complete, if not an on-going or already completed effort.

II. Priority Objectives

From the above listed strategic issues, the following ranked priority objectives were created *(with the number of City Commissioner preferences listed in parentheses, where listed)*:

1. **Fiscal Issues** – create a grants management program: find and write grants, administer grants, and provide quarterly updates and pursue new/alternate revenue sources (6) – a grant writer was selected and will begin to assist on the following tasks: *Status: Brought on the City's Grant Writer through the City's procurement process and working with her to have and maintain a focus and ranked priority on projects.*
 - New Senior Community Center – *Planning & Development Services; contact person Chris Bowley. Two year project completing in 2017. Status: Underway with design, permitting in mid-2016, contractor selection late 2016, and construction completion in late 2017.*
 - Improvements to the existing Community Center – *Parks & Recreation Department; contact person Steve Moore. Two year project following the new Senior Center.*
 - Transportation/CIP (i.e. Tivoli Dr. expansion, Normandy Blvd. construction, Howland Blvd./Catalina Dr. intersection, TPO listed roads, sidewalks, trails/bike lanes) – *Public Works Department; contact person Gerald Chancellor. Start Normandy Blvd. and Tivoli Dr. in 2016.*
 - Thornby Park HERE Project – *City Manager's Office; contact persons Jerry Mayes and Lee Lopez. Project based on available funding with decision in 2016.*
 - Veteran's Museum – *Parks & Recreation Department; contact person Steve Moore. On-going with available funding.*
 - Overall beautification grants – *Varies by department. Underway and on-going effort. Status: Wrote the FDOT Bold Initiative Grant with an update, received \$125,000 for SR 472 (double the original grant award), received \$750,000 (verbally) for Interstate 4 at SR 472, and modified the 100% construction plans for the Saxon Blvd. interchange.*
 - Other grants as approved by the City Commission – *Varies by department. On-going per grant opportunities, as they are available. Status: Working with City staff in other departments to have their issues addressed through grant searches by the Grant Writer.*
2. **Economic Development** – update the economic development plan (including the Land Development Code) (5) – underway with real estate analysis with TVEDC and Phase III of the LDC to be adopted in 2016. *Status: Phase III of the Land Development Code amendments was brought to the City Commission and adopted as Ordinance No. 04-2016. Staff is coordinating with Team Volusia staff to complete the highest and best use analysis and bring it to the City Commission at the May 9th workshop.*
 - Team Volusia coordination and creation of a database of commercial properties on the Team Volusia website and City website (market analysis of available properties) – *Planning & Development Services; contact person Chris Bowley. Underway with completion in 2016. Status: See above pertaining to working with Team Volusia.*
 - Determine the business niche for the City to target/pursue (i.e. medical campus/offices/business park) – *Planning & Development Services; contact person*



- Chris Bowley. Underway with completion in 2016. Status: See above pertaining to working with Team Volusia.*
- Focus on Howland Boulevard as the gateway for commercial growth (create a City Center and pursue acquisition of Casey property) – *Planning & Development Services; contact person Chris Bowley. On-going until all parcels are developed. Status: The focus on Howland Blvd. as the gateway is being done in conjunction with the Parks Department and the consultant team to determine a sports niche, as well as through the product of Team Volusia.*
 - Work with existing businesses to expand/grow, including a questionnaire and one-on-one site visits – *City Manager's Office; contact person Jerry Mayes. Questionnaire to be completed in 2016 and site visits on-going.*
 - Promote customer service environment, including creation of a one-stop shop concept and any required staff development/training to achieve it – *City Manager's Office; contact persons Jerry Mayes and Dale Baker. Underway with completion in 2016.*
 - Construct a Senior Community Center and prepare a business pro forma, including the need for an events manager – *Planning & Development Services; contact person Chris Bowley. Two year project completing in 2017. Status: The design team, including the project engineer, has been selected and is underway with design. The development program has been finalized without a gymnasium and with an expanded assembly room. The Final Site Plan and Construction Plans are being worked on.*
 - Pursue the creation of CRA for Deltona Boulevard – *Planning & Development Services; contact person Ron Paradise. CRA submitted and obtain CRA authority/set-up within 2016. Status: The Southwest Deltona CRA requests for additional information were submitted to Volusia County and there is an anticipated awarding of the CRA in 2016 that needs County Council approval.*
 - Create more diversified and high-quality housing opportunities to provide for all market demands – *Planning & Development Services; contact person Chris Bowley. Underway and on-going. Status: The City approved Phase V of Arbor Ridge and Lake Baton Estates master planned communities. Both offer a variety of housing types to meet a broad spectrum of the real estate market. The Arbor Ridge project offers a more urban neighborhood with smaller lots on a central sewer system. The homes are conveniently located to schools. Lake Baton Estates, also on central sewer, offers a much larger home and is adjacent to Spirit Elementary.*
3. **Economic Development** – analyze City-owned properties and determine their highest and best use, need for land acquisition/disposition, etc. (4) – underway with three efforts for real estate, parks, and utility master planning. *Status: Staff is coordinating with Team Volusia staff to complete the highest and best use analysis and bring it to the City Commission at the May 9th workshop.*
- Obtain master planning services, once the niche is determined – *Planning & Development Services; contact person Chris Bowley. Underway with completion in 2016. Status: See above.*
 - Review relocation of existing facilities (i.e. Public Works) – *Public Works Department; contact person Gerald Chancellor. Analyze properties in 2016, with funding, relocation within two years from funding date.*



4. **Public Safety** – strengthen code enforcement (abandoned properties, rental properties) (5) – underway with actions taken to notify residents of trash pick-up timing and letters sent to property owners to take action on sites in disrepair. *Status: Ongoing until June 1st.*
 - Focus on the City’s beautification program (landscaping, trash removal, seasonal/holiday themes at the gateways, and major intersections) – *Enforcement Services; contact person Dale Baker. Status: Underway and on-going.*
 - Fund and implement a demolition program for homes in disrepair. *Enforcement Services; contact person Dale Baker. Status: Underway and on-going; 4 houses taken down to date.*
 - Review the need for additional staff – *Enforcement Services; contact person Dale Baker. Status: Underway and to be completed in 2016. Part of the budget process.*
 - Sign ordinance amendment/rewrite the sign code – *Planning & Development Services; contact person Chris Bowley. Underway with completion in 2016. Status: Sign Code draft was written and distributed to City staff, special interest groups, and sign contractors. The draft will be attached to an ordinance draft with comments received and brought to the City Commission at a workshop.*

5. **Public Safety** – pursue the ability of the City to be able to provide medical transport (4).
 - Prepare a fire assessment fee cost-benefit analysis – *Fire Department; contact person Chief Chris Sievert. Underway with completion in 2016.*
 - Begin dialogue with Volusia County officials/staff – *Fire Department; contact person Chief Chris Sievert. Underway and on-going.*
 - Review the need for additional staff – *Fire Department; contact person Chief Chris Sievert. Underway and to be completed in 2016.*
 - Prepare a medical transport cost-benefit analysis – *Fire Department; contact person Chief Chris Sievert. To be completed in 2016.*

6. **Internal and External Communication** – improve intergovernmental coordination (advocacy, proper courthouse annex location) (4) – always a top priority and on-going effort.
 - Proactively contact agencies and review mailing lists (especially for invitations to special events) – *City Manager’s Office; contact person Jerry Mayes. Underway and on-going.*
 - Conduct partnering sessions with County staff and State Legislature, with trips to Tallahassee, and review of lobbyist contract – *City Manager’s Office; contact person Jane Shang. Underway and on-going.*
 - Update the City’s media (City website) and broaden Deltona TV outreach – *City Manager’s Office; contact person Lee Lopez. Underway and on-going.*
 - Mayor’s Annual State of the City Address – *City Manager’s Office; contact person Jane Shang. Underway and on-going.*

7. **Internal and External Communication** – develop a Deltona brand and improve image (4) – efforts underway since 2007 with request to update that information.
 - Continue the partnership with FDOT for I-4 expansion and City beautification – *Planning & Development Services; contact person Chris Bowley. On-going with Bold Initiative Grant awarded in 2015. Status: The Bold Initiative Grant previously awarded by FDOT was doubled from \$63,000 to \$125,000 and the planting area expanded to between Interstate 4 and Graves Ave. The FDOT is also considering adding \$750,000 in landscaping to the I-4/SR 472 interchange within the travel lane area.*



- Beautify gateways and key locations – Howland Blvd./Graves Ave., Normandy Blvd./Saxon Blvd., Saxon Blvd./I-4, DeBary Ave./Deltona Blvd., City Hall, and City facilities (including lift stations, stormwater ponds, park entrances, etc.) – *Parks & Recreation Department; contact person Steve Moore. Underway and on-going.*
 - Solicit partnerships with businesses, schools, hospitals, and residents for information dissemination – *City Manager's Office; contact person Jerry Mayes. Underway and on-going.*
 - Create a new branding slogan and implement a new marketing campaign – *City Manager's Office; contact persons Jerry Mayes and Lee Lopez. Underway with completion in 2016.*
 - Conduct a needs assessment for social services and communicate resources for public benefit – *Planning & Development Services; contact person Chris Bowley. Two social services summits held with the third to be in February 2016. Coordination for expanded 211/HMIS. Status: The three initial Social Services Summits were conducted and achieved the mission to gather as many local human service agencies together that serve Deltona residents and to disseminate information in the most broad and accessible means possible. The two sources identified were the United Way 211 for access and the HMIS for a tracking database. The United Way staff began working directly with the local agencies. The AHAC is focused on future summits, continued 211 use, and use of the HMIS.*
8. **Infrastructure** – update the Parks and Recreation Master Plan (4) – combining efforts for parks and utility master plan for efficient land use planning.
- Engage a consultant for parks master planning – *Parks & Recreation; contact person Steve Moore. Underway and will be completed in 2016.*
 - Determine a sports facility niche for the City (define the 'stadium' concept) – *Parks & Recreation; contact person Steve Moore. Included in parks master planning in 2016.*
 - Expand existing park facilities (including lighting at Dwight Hawkins and Manny Rodriguez Parks) – *Parks & Recreation; contact person Steve Moore. Included in parks master planning in 2016.*
 - Work with schools, YMCA, and Council on Aging to develop recreational programs in partnership at Volusia County middle school sites utilizing existing infrastructure – *Parks & Recreation; contact person Steve Moore. Included in parks master planning in 2016.*
 - Review the amphitheater agreement for Lyonia Library – *City Attorney's Office; contact person Becky Vose. To be completed in 2016.*
9. **Infrastructure** – create a utility master plan consistent with zoning (water, sewer, natural gas, information technology, etc.) (4) – to be worked jointly with the parks and real estate master planning for greatest efficiency in long-range planning.
- Create a map that identifies existing infrastructure – *Planning & Development Services; contact person Chris Bowley. Underway and to be completed in 2016. Status: See the above concerning the Homeland Security Act. The City has the GIS layers and attribute tables for this information in its system.*
 - Upon completion of a master development plan for the City, identify areas for utility expansion – *Public Works; contact person Gerald Chancellor. Underway and to be completed in 2016.*



- Preserve and increase the City's water supply (Farmton/SJRWMD/Deltona North) – *Public Works Department; contact person Gerald Chancellor. Underway and on-going.*
- Include requirements for utilities when reviewing site plans for permitting – *Public Works Department; contact person Gerald Chancellor. Underway and on-going.*
- Implement Phase I of the Transportation CIP program and develop Phase II of the Transportation CIP program for roads and sidewalks – *Public Works Department; contact person Gerald Chancellor. Underway and on-going.*
- Support a ½-cent to 1 cent sales tax for transportation projects, upon agreement of a methodology for distribution and eligible projects within the TPO – *Planning & Development Services; contact person Ron Paradise. Begin dialogue with the TPO in 2016. Status: Attendance at the TPOs meetings has been consistent and three projects were added to the TPOs call for projects list. The Long Range Transportation Plan includes City projects and the ranking methodology was changed to award more points per a ±32.5% match. Staff is creating a ranking projects list.*

III. On-going Projects & Other Priority Objectives Identified

On-going Projects

- Granicus implementation – *City Clerk; contact person Joyce Raftery.*
- TNR program – *Enforcement Services; contact person Dale Baker.*
- Health insurance alternative access (2) – *Human Resources; contact person Cara Burgess. Status: Presented various options to the Commission at a workshop on April 25th. Direction was to go to RFP this year for fully insured health care plan and to explore options such as plan design and contribution methods as ways to help reduce employee and City cost. We will continue to enhance the Wellness Program to help lower insurance claims by prevention. The Employee Health Insurance Committee will meet to review information and make recommendations.*

Other Priority Objectives Identified

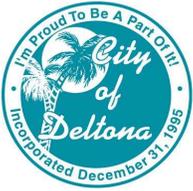
- City engagement and two-way communication (social media, advisory boards) (3) – *City Manager's Office; contact person Wendi Jackson.*
- Employee development and training (2); education and bonuses – *Human Resources; contact person Cara Burgess. Status: Employee Supervisory Training was completed in April. Staff continues to explore options for an employee incentive program and education incentive.*
- Explore multi-modal transportation opportunities with other government entities (2) – *Planning & Development Services; contact person Chris Bowley. Status: Planning staff is a member of the Volusia Transit Connector Study Project Advisory Group and has been making recommendations for increased ridership and multi-modal potential. The transportation consultant for Volusia County has ranked the SR 472 at I-4 interchange as an optimal location for a multi-modal station.*
- Community services summit for the provision of social services (2) and a needs assessment (1) – *Planning & Development Services; contact person Chris Bowley. Status: The three initial Social Services Summits were conducted and achieved the mission to gather as many local human service agencies together that serve Deltona residents and to disseminate information in the most broad and accessible means possible. The two sources identified were the United Way 211 for access and the HMIS*



CITY OF DELTONA STRATEGIC PLAN
Strategic Goals for FY 15/16 - FY 16/17
Revised April 27, 2016

for a tracking database. The United Way staff began working directly with the local agencies. The AHAC is focused on future summits, continued 211 use, and use of the HMIS.

- Maintain a balanced budget, reserves, and investments (1) – *Finance; contact person Bob Clinger.*
- Expand special events (1) – *Parks & Recreation; contact person Steve Moore.*
- Review the City's annexation policy (1) – *City Attorney's Office; contact person Becky Vose.*
- Support an Emergency Management Plan (1) – *Fire Department; contact person Chief Chris Sievert.*
- Continue to support the public safety education program/plan – *Fire Department; contact person Chief Chris Sievert.*



Agenda Memo

AGENDA ITEM: G.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 9 - G

SUBJECT:

Public Hearing - Ordinance No. 24-2016, Vineland Reserve RPUD (RZ15-006), at second and final reading - Chris Bowley, AICP, Planning and Development Services, (386) 878-8602.

Strategic Goal: Create more diversified and high-quality housing opportunities.

LOCATION:

Generally located along the north side of Doyle Road, west of SR 415, and south of Collins Rd.

BACKGROUND:

The ±102.7 acre Vineland Reserve property has development rights assigned in a prior rezoning action to Residential Planned Unit Development (RPUD). The applicant has applied for a zoning amendment to the existing RPUD to create a new RPUD. The prior RPUD approval was for 346 total dwelling units (218 single family and 128 townhomes). The proposed RPUD increases the total dwelling units to 407 (279 single family and 128 townhomes). The RPUD amendment application was reviewed by the Planning & Zoning Board on June 15, 2016, and the Board unanimously voted to recommend denial of the application to the City Commission. The Planning & Zoning Board's comments were based on the following:

1. Add an amenity center that serves the single-family residential portion of the site;
2. More open space is needed within the single-family residential subdivision;
3. Provide more pedestrian connectivity and a connection to the adjacent school;
4. Remove the eastern roadway connection to Collins Road and ensure that the connection shown is for a 20-ft. wide emergency vehicle connection only;
5. Ensure that the City is included in the design review of Doyle Road; and
6. Provide 100% opaque screening along Collins Road to screen the site from nearby less-intensive residential uses.

The City Commission approved Ordinance No. 24-2016 at first reading at their August 1, 2016, public hearing. The ordinance has no changes from that date.

COST:

N/A

SOURCE OF FUNDS:

AGENDA ITEM: G.

N/A

ORIGINATING DEPARTMENT:

Planning and Development Services

STAFF RECOMMENDATION PRESENTED BY:

Chris Bowley, AICP, Director, Planning and Development Services - Staff recommends adoption of Ordinance No. 24-2016, Vineland Reserve RPUD (RZ15-006), at second and final reading.

POTENTIAL MOTION:

"I hereby move to adopt Ordinance No. 24-2016, Vineland Reserve RPUD (RZ15-006), at second and final reading."

ORDINANCE NO. 24-2016

AN ORDINANCE OF THE CITY OF DELTONA, FLORIDA, REZONING AND AMENDING THE OFFICIAL ZONING MAP FOR APPROXIMATELY 102.7 ACRES OF LAND WITH A CITY OF DELTONA RESIDENTIAL PLANNED UNIT DEVELOPMENT (RPUD) TO RPUD LOCATED BETWEEN DOYLE ROAD AND COLLINS ROAD TO ALLOW FOR AN INCREASE IN THE NUMBER OF UNITS AND PROJECT REDESIGN; PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the City of Deltona, Florida has received an application to rezone approximately 102.7 acres from Residential Planned Unit Development (RPUD) to Residential Planned Unit Development (RPUD); and

WHEREAS, the City of Deltona, Florida and its Land Planning Agency have complied with the requirements of the Municipal Home Rule Powers Act, sections 166.011 et. seq., Florida Statutes, in considering the proposed RPUD rezoning; and

WHEREAS, after said public hearing, the City Commission of the City of Deltona, Florida, has determined that the RPUD zoning is consistent with the Comprehensive Plan of the City of Deltona, Florida.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA, as follows:

Section 1. Located in the City of Deltona, Florida the following property is hereby rezoned to RPUD:

OR 6801, PAGE 3579

A portion of the North 1/2 of Section 12, Township 19 South, Range 31 East, Volusia County, Florida, more particularly described as follows:

Commence at the North 1/4 corner of said Section 12; thence South 00°12'06" East. 35.00 feet to the point of beginning; thence North 89°59'16" East, 1333.40 feet; thence South 00°24'06" East,

1285.85 feet; thence North 89°57'56" East, 1337.92 feet, to a point on the East line of the Northeast 1/4 of said Section 12; thence South 00°35'15" East, along said line 660.18 feet; thence South 89°57'15" West, 1340.18 feet; thence North 00°32'09" West, 480.44 feet; thence South 89°59'40" West, 178.79 feet; thence North 00°23'29" West, 180.04 feet; thence South 89°59'36" West, 1440.94 feet to a point on the East line of the West 31.0 acres of the Northeast 1/4 of the Northwest 1/4 of said Section 12; thence North 00°26'19" West, along said line, 1285.77 feet; thence South 89°59'21" East, 288.37 feet to the Point of Beginning Said lands lying in Volusia County, Florida.

Less

A portion of the North 1/2 of Section 12, Township 19 South, Range 31 East, Volusia County, Florida more particularly described as follows:

Commence at the Northeast corner of said Section 12; thence South 89°59'26" West, along the North line of the Northeast 1/4 of said Section 12, a distance of 2622.03 feet; thence South 00°12'15" East, 1004.55 feet; thence South 89°47'45" West, 104.82 feet to the Point of Beginning; thence South 00°12'15" East, a distance of 220.00 feet; thence South 89°47'45" West, 200.00 feet; thence North 00°12'15" West, 220.00 feet; thence North 89°47'45" East, 200.00 feet to the Point of Beginning. Said lands lying in Volusia County, Florida.

TOGETHER WITH:

A portion of Section 12, Township 19 South, Range 31 East, Volusia County, Florida, more particularly described as follows:

Commence at the Northwest corner of the Southwest one-quarter of the Northeast one-quarter of said Section 12; thence South 89°47'05" East along the North line of said Southwest one-quarter. 1257.97 FEET; thence South 00°03'57" East. 180.00 feet to the point of beginning; thence South 89°47'05" East, 80.00 feet, to a point on the West line of the Southeast one-quarter, of the Northeast one-quarter of said Section 12; thence South 00°03'57" East, along said line, 1532.84 feet to a point on the North right-of-way Line of Doyle Road; thence North 71°58'36" West, along said line, 84.16 feet; thence North 00°03'57" West, 1507.10 feet to the point of beginning.

AND TOGETHER WITH

OR 6969, PAGE 3583

THE WEST 31 ACRES OF THE NORTHEAST ONE-QUARTER OF THE NORTHWEST ONE-QUARTER OF SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH ONE-QUARTER CORNER OF SAID SECTION 12;
THENCE NORTH 89°59'21" WEST, ALONG THE NORTH LINE OF THE NORTHWEST ONE-QUARTER OF SAID SECTION 12, A DISTANCE OF 288.63 FEET; THENCE SOUTH 00°26'19" WEST, 35.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°26'19" EAST, A DISTANCE OF 1283.10 FEET; THENCE SOUTH 00°26'19" EAST, 2.68 FEET;

THENCE SOUTH 89°59'40" WEST, 1045.57 FEET; THENCE NORTH 00°26'19" WEST, 1321.08 FEET; THENCE SOUTH 89°59'21" EAST, 167.56 FEET; THENCE SOUTH 00°00'39" WEST, 35.00 FEET; THENCE SOUTH 89°59'21" EAST, 878.28 FEET TO THE POINT OF BEGINNING SAID LANDS LYING IN VOLUSIA COUNTY, FLORIDA.

Section 2. This Ordinance is adopted in conformity with and pursuant to the Comprehensive Plan of the City of Deltona, the Local Government Planning and Development Act, sections 163.161 et. seq., Florida Statutes, and the Municipal Home Rule Powers Act sections 166.011 et. seq., Florida Statutes.

Section 3. Conflicts. Any and all Ordinances or parts of Ordinances in conflict herewith are hereby repealed.

Section 4. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect any other provisions or applications of this Ordinance which can be given effect without the invalid provision or application.

Section 5. Effective Date. This Ordinance shall take effect immediately upon its final adoption by the City Commission.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DELTONA, FLORIDA THIS _____ DAY OF _____, 2016.

First Reading: _____

Advertised: _____

Second Reading: _____

BY: _____

JOHN C. MASIARCZYK, SR., Mayor

ATTEST:

JOYCE RAFTERY, CMC, MMC City Clerk

Approved as to form and legality
for use and reliance of the City of
Deltona, Florida

GRETCHEN R. H. VOSE, ESQ, City Attorney

**THIS INSTRUMENT PREPARED BY
AND AFTER RECORDING RETURN TO:**

Gretchen R. H. Vose, Esq.
City Attorney
City of Deltona
2345 Providence Boulevard
Deltona, Florida 32725

For Recording Purposes Only

Exhibit “A” to Ordinance No. 24-2016

DEVELOPMENT AGREEMENT

for the project known as Vineland Reserve Planned Unit Development (PUD) located at 450 Doyle Road (FKA Pell Place and Vineyard Reserve) (hereinafter referred to as the “Subject Property”).

THIS DEVELOPMENT AGREEMENT (hereinafter referred to as the “Agreement”) is entered into and made as of the ___ day of _____, 2016, by and between the CITY OF DELTONA, a Florida municipal corporation, with a mailing address of 2345 Providence Boulevard, Deltona, Florida 32725, (hereinafter referred to as the “City”), and Lake Disston Lands LLC, a Florida Limited Liability Company with a mailing address of 230 North Woodland Boulevard, Suite 304, DeLand, Florida 32720 (hereinafter referred to as the “Owner”).

WITNESSETH

WHEREAS, the Owner warrants that it holds legal title to the lands located in Volusia County, Florida, and within the corporate limits of the City of Deltona, said lands being more particularly described in Exhibit “B”, Legal Description for the Subject Property, attached hereto and by this reference made a part hereof; and that the holders of any and all liens and encumbrances affecting such property will subordinate their interests to this Agreement; and

WHEREAS, the Owner has clear title of the Subject Property; and

WHEREAS, the Owner desires to facilitate the orderly development of the Subject Property in compliance with the laws and regulations of the City and of other governmental authorities, and the Owner desires to ensure that its development is compatible with other properties in the area and planned traffic patterns; and

WHEREAS, the development permitted or proposed under this Development Agreement is consistent with the City's Comprehensive Plan, concurrency management system, and all land development regulations and this Agreement does not replace, supersede, or grant variances to those regulations; and

WHEREAS, it is the purpose of this Agreement to clearly set forth the understanding and agreement of the parties concerning the matters contained herein; and

WHEREAS, the Owner has sought the City's approval to develop the Subject Property, and the City approved Ordinance No. 24-2016, through rezoning the Subject Property to a Residential Planned Unit Development (RPUD), as defined under the City's Land Development Code on _____, 2016. The RPUD shall consist of this Agreement as the Written Agreement of the RPUD and an Exhibit "C", Master Development Plan (MDP), attached hereto and by this reference made a part hereof as the Preliminary Plan, subject to the covenants, restrictions, and easements offered by the Owner and contained herein, (hereinafter the "Master Development Plan"). Where more detailed criteria for City required submittals exceed the criteria required for a Master Development Plan, the more detailed criteria applies.

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

1. **Recitals and Definitions.** The recitals herein contained are true and correct and are incorporated herein by reference. All capitalized terms not otherwise defined herein shall be as defined or described in the City's Land Development Code as it may be amended from time to time, unless otherwise indicated.

2. **Ownership.** The legal and equitable owner of the Subject Property is: Lake Disston Lands LLC., a Florida Limited Liability Company.

3. **Title Opinion/Certification.** The Owner will provide to the City, in advance of the City's execution and recordation of this Agreement, a title opinion from a licensed attorney in the state of Florida, or a certification by an abstractor or title company authorized to do business in the state of Florida, verifying marketable title to the Subject Property to be in the name of the Owner and any and all liens, mortgages, and other encumbrances that are either satisfied or not satisfied or released of record.

4. **Subordination/Joinder.** Unless otherwise agreed to by the City and if applicable, all liens, mortgages, and other encumbrances not satisfied or released of record, must be subordinated to the terms of this Agreement or the Lienholder join in this Agreement. It shall be the responsibility of the Owner to promptly obtain the said subordination or joinder, in form and substance that is acceptable to the City Attorney, prior to the execution and recordation of this Agreement.

5. **Duration.** The duration of this Agreement is binding and runs with the land in perpetuity, unless amended.

6. **Development of the Subject Property.** Development of the Subject Property shall be subject to performance standards listed in this Agreement. Where a land use listed below differs from a defined use in the City of Deltona's Code of Ordinances, the use listed in this Agreement shall prevail.

A. The Vineland Reserve RPUD is consistent with the Comprehensive Plan.

B. Permitted principal uses allowable on the Subject Property:

- 1a. Residential – Single Family Residential, detached, not to exceed 279 units;
- 1b. Residential – Townhomes not to exceed 128 units;
2. Residential – Alternative to Townhome Development: The MDP contemplates a section of Townhomes within the eastern portion of the Subject Property. In lieu of the 128 Townhomes illustrated on the MDP, Owners may develop additional single family residential lots. However, consistent with Sec. 110-319(k)(5)d of the City Land Development Code, the change shall be processed via a major amendment to this Agreement. If the major amendment is approved, all single family residential lots shall be subject to the development criteria provided herein. If Owner avails itself to this option, the total number of single family residential lots for the Subject Property shall not exceed 360 units;
3. Amenity Center - An amenity center available to and serving all single family residential parcels of Vineland Reserve shall be provided. An additional amenity center shall be available to and serving all residents located within the townhome portion of the site. Each amenity center shall consist of a club house, pavilion, or similar type of structure commonly associated with community amenities. Other amenities shall include recreational types of improvements. Examples include tennis courts, basketball courts, pickle ball facilities, shuffleboard, etc. Parking shall be afforded in accordance with Section O of this Agreement. All structures and amenities shall be setback at minimum 20 feet from property or lot lines.
4. Pedestrian/Bicycle Trail – In addition to the sidewalk requirements provided herein, a pedestrian/bicycle trail shall be provided as an amenity to the development. The trail:

a) Shall be no narrower than 8-feet wide and composed of a paved compacted, stabilized surface;

b) Shall connect the Property and the neighboring Volusia County Public School to provide paved access to the school property for the students within the development.

c) Shall run along the length of the entrance roadway, south to Doyle Road. Notwithstanding anything to the contrary contained herein, the portion of the trail along the entrance road may be provided in lieu of sidewalks which would otherwise be required along both sides of the roadway but only if said portion of the trail is ADA compliant; and

d) May be located within the perimeter buffer of the Property. As part of the trail, a small trailhead servicing the residents of the Property shall be provided and shall include a bicycle rack or basic bicycle parking facilities. The trailhead may be collocated at the amenity center or it may be provided at a separate location. It is the intent of this provision to provide an amenity and point of access for the residents of the Property to the Volusia County Trail System, though no direct connection to said system is required or implied. The trailhead is not intended to serve the general public using the Volusia County Trail System.

5. Home Occupations, as restricted by Section 110-807 of the City's Land Development Code, as it may be amended from time to time;
6. Signage – All signs shall be consistent with Chapter 102 as it may be amended from time to time. According to Sec. 102-76, subdivision entrance signs can be administratively approved. The main entrance to Vineland Reserve is planned to be off of Doyle Road. Therefore, the City shall allow entrance signage at the Doyle Rd. driveway cut. The entrance sign shall be a free standing monument sign of no more than six feet high with an 18 inch base. The copy area shall feature no more than 75 square feet. The sign shall not contain any electronic messaging. Foundation landscaping will be a required element of the sign. The entrance sign shall be permitted separately and must be approved by the Director of Planning and Development Services. An elevation of the sign, including color renditions, landscaping and other design elements shall be part of the submittal to the Director.
7. Infrastructure and support uses for above listed uses.

C. Prohibited principal uses, if any:

1. Uses that are not customary residential;
2. Mobile/manufactured homes defined by the United States Department of Housing and Urban Development.

D. Proposed minimum density: 3 units/ac

E. Proposed maximum density: 4 units/ac

F. Impervious surface ratio is not to exceed 60% of the gross square footage for the Subject Property.

G. Maximum lot coverage: 60% for single family homes and 60% for townhomes.

H. Landscaping and bufferyard requirements meet or exceed the standards provided in Section 110-808 of the City's Land Development Code. A minimum of a 20 foot perimeter buffer shall be afforded around residential nodes of the project. The perimeter buffer adjacent to and along Collins Road shall either consist of a six (6) foot high screen wall of decorative material (non-wood or non-vinyl), a berm with landscaping at 75% opacity, or landscaping only at 100% opacity. Other areas of the project proposed for landscaping shall be depicted on the MDP. A Landscape Plan, illustrating the perimeter buffer yard widths, landscape materials, opacity of screening for adjacent land uses, internal landscape buffers between parcels, within parcels and any common areas shall be provided. Stormwater management facilities shall not be placed within bufferyards.

I. Minimum lot size area:

1. Single Family Residential Lots: 5,750 sq. ft.
2. Townhome Residential Lots: 2,520 sq. ft.

J. Minimum lot width:

1. Single Family Residential Lots: 50 ft.
2. Townhome Residential Lots: 24 ft.

K. Minimum yard setbacks:

1. Single Family Residential Lots
 - a) Front yard: 20 ft.
 - b) Side yard: 5 ft.
 - c) Street side yard: 10 ft.
 - d) Rear yard: 10 ft.
 - e) Minimum floor area: 1,200 SF
2. Townhome Residential Lots
 - a) Front yard: 20 ft.
 - b) Side yard: N/A
 - c) Street side yard: N/A
 - d) Rear yard: 10 ft.
 - e) Minimum floor area: 1,000 SF per unit

L. Accessory Structures: Accessory structures shall be allowed for single family residential lots only; comply with all applicable City supplementary regulations as amended from time to time; be located outside of any easements; and comply with the

following setbacks:

- a) Rear yard: 5 ft.
- b) Side yard: 5 ft.
- c) Street side yard: 10 ft.

M. Maximum building height: 35 ft.

N. Cell tower: There is a parcel of land surrounded by the property proposed to be rezoned which is not owned/controlled by the Owner. This parcel, totaling approximately 0.50 acre in size, is developed with a 59.4 foot high monopole cell tower. The cell tower is not camouflaged. Chapter 82 of the City Land Development Code typically requires a minimum distance from single family residential structures of 300-feet for non-camouflaged towers of that size. Notwithstanding that provision, the minimum distance from the cell tower to a single-family residential structure shall be 150 feet, similar to what is required for a camouflaged tower of that size. Any parcel that contains a single family structure located within 300-feet of the cell tower shall be placed on notice by the Owner that the cell tower is located within 300-feet of the single family structure and that nothing contained within this agreement shall abridge the cell tower owner's right to enlarge or reconstruct the cell tower pursuant to federal and state guidelines. No residential lots shall be platted/created within the design fall radius of the subject tower as shown on the final plat.

O. Minimum parking standards are per Sections 110-828 and 110-829 of the City's Land Development Code. For the townhomes that may be constructed, the following additional provisions shall apply: No less than 50% of the townhomes constructed shall include two-car, internal garages. All other townhomes constructed may have two-car, internal garages but shall each have at least a one-car internal garage. Ample parking in the form of surface lots and parallel parking shall be provided to comply with the total parking requirements referenced above.

P. Minimum lighting standards per the City's Land Development Code shall be included on a separate Illumination Plan to be provided at the time of site plan and/or plat submittal.

Q. Architectural controls and development on the Subject Property:

1. Single Family Residential Lots.

- a) All structures shall complement one another and shall convey a sense of quality and permanence. Nothing contained herein shall require, nor preclude, a uniform architectural style or design aesthetic within the single family residential neighborhood. This shall permit, but not require, a diversification of architectural styles or designs available to homebuilders within the single family residential neighborhood. A homeowners association shall be formed to

determine and enforce architectural expectations of the community. The City shall not be responsible for implementing architectural controls unless otherwise specified in this Agreement or other applicable City codes.

- b) Utility boxes, air conditioning condensers, pool pumps and similar mechanicals/apparatuses shall be screened from the public rights-of-way by architectural screening consistent with the structure or landscaping of sufficient density and maturity at planting to provide opaque screening.
2. Townhome Residential Lots.
- a) All structures shall complement one another and shall convey a sense of quality and permanence. All structures shall follow a common architectural theme by harmoniously coordinating the general appearance of all buildings and accessory structures which may be visible from a public right-of-way. This includes any amenity centers. The purpose is to provide visual compatibility and functional continuity between the townhomes located within the townhome residential lots. For purposes of this subparagraph, general appearance includes, but is not limited to, exterior wall finishes, construction materials, roof styles, slopes, architectural details and ornamentation.
 - b) Exterior walls shall be constructed of finished materials such as stucco, natural brick or stone, finished concrete, wood or concrete fiberboard or other similar materials on all sides.
 - c) The architectural elements of amenities, accessory structures and signage shall be consistent.
 - d) All service areas and mechanical equipment visible from public rights-of-way (ground or roof) including but not limited to, air conditioning condensers, heating units, electric meters, irrigation pumps, ice machines, vending machines and other mechanicals, shall be screened using architectural features consistent with the structure, or landscaping of sufficient density and maturity at planting to provide opaque screening. Nothing contained herein shall be applied in violation of federal, state or local laws regarding the use of satellite television.
 - e) All controls and variations shall be defined by a Homeowners Association, as defined within this Agreement.
3. All utility distribution lines shall be located underground.

R. Utility provision and dedication: The project shall be served by central water, sewer and reuse water. The Owner shall connect to the City of Deltona's central utility systems, and construct the required water, reuse, and wastewater utility network at their sole cost and expense. Utility fees shall be paid to Deltona Water before any building permit is issued. Central utility systems, both on site and off site, are to be designed, permitted, and constructed to City specifications and dedicated to the City upon final inspection, clearance, and acceptance by the service provider.

- S.** Stormwater: The ponds associated with the stormwater system shall be owned and maintained by an established Homeowners Association and shall not be dedicated to or become the responsibility of the City of Deltona. All environmental permitting, mitigation, and/or soil and erosion control for the property shall conform to all federal, state, and local permits/requirements, shall be the sole responsibility of the owner and shall be maintained by the Homeowners Association in good condition/standing with the applicable permitting authorities. Best Management Practices and conformance to National Pollutant Discharge Elimination System (NPDES) criteria are required. Finally, the stormwater system and related drainage will need to be sized/designed to manage flows from all impervious surfaces as provided herein.
- T.** Transportation, site access, and traffic devices: The Owner is responsible for all transportation improvements within the Subject Property and any applicable off-site transportation requirements. The goal of such improvements are to maintain or improve the level of service for area roadways and ensures the public health, safety, and welfare. All permits shall be obtained from appropriate permitting agencies prior to development and the City shall determine the appropriate level of service per the City Comprehensive Plan and current traffic counts. The MDP depicts an 80-foot wide access way from Doyle Road to the development nodes of the project. This access will represent the primary access for the project. Notwithstanding an off-set intersection with Doyle Rd., the entrance road shall be designed appropriately to intersect with Doyle Rd. The project will generate 3,497 trips per day. These trips are projected to be distributed on Doyle Rd. via the above mentioned 80 foot wide ingress/egress road. The following improvements will be required to accommodate access onto Doyle Road:
- 1) An eastbound left-turn lane from Doyle Rd. to the access road with ample storage and transition.
 - 2) A westbound right-turn lane from Doyle Rd. to the access road with ample storage and transition.
 - 3) Appropriate Doyle Rd. travel lane transitions to ensure long term functionality of Doyle Rd.

The above improvements must be financed and constructed solely by the Owner and approved by the County with review from the City, before the first building permit is issued within the project. The actual design distances and other related requirements will be determined through the County Use Permit review process.

Sidewalks of a minimum of five feet of width shall be provided along both sides of all roadways within the project. As provided herein, a pedestrian/bicycle trail along the entrance road from Doyle Road may be provided in lieu of sidewalks along both sides of the road if said trail is constructed to ADA standards.

The Vineland Preserve property abuts Osteen Elementary School. Therefore, the sidewalk network shall be connected to the school through a common boundary via the pedestrian/bicycle trail. This is to eliminate the need for students residing within the Property to walk down to and along Doyle Road to access their school. The design and location of the pedestrian connection shall be determined between the Owner and the Volusia County School District.

The Property abuts Collins Road along the northern boundary. Collins Road provides access to SR 415 and is a County maintained road. However, Collins Rd. is not suitable to accommodate traffic associated with the Vineland Preserve project because of design limitations and lack of appropriate paving/stabilization. Vineland Preserve is designed with one outlet to Collins Road, but this access point is limited for emergency purposes only and said access point shall be gated or otherwise impeded to only allow access by emergency vehicles.

The medians associated with the entrance road shall be landscaped and irrigated with reuse water. The landscaping will include grass and other materials as deemed appropriate by the Owner and/or Homeowner's Association. The Homeowner's Association shall be responsible for the irrigation and maintenance of the landscape area.

The owner shall ensure full access to the cell tower site that is surrounded by the Vineland Reserve project. The access configuration shall be addressed with the owner of the cell tower property and reflected on the plat as part of the plat process.

- U. Development Phases: The Subject Property may be developed at one time or in phases. If developed in phases, each phase must comply with and satisfy the terms and conditions provided for herein and the plat process as applicable per Chapter 106 of the City Land Development Code.
- V. Common Open Space: No less than 25% of the RPUD will be considered common open space. The common open space area shall be open for all residents for recreation and/or other leisure uses. Examples of common open space shall be the amenity centers and a trail system that extends through the natural vegetation retention area.

7. **Public Facilities/Land Dedication.** Facilities or tracts that either are or shall become public facilities/tracts that will serve the development and/or are on the Subject Property are, as follows:

- A. All rights-of-way shall be designed, constructed and dedicated to the public as per City, or as applicable, Volusia County requirements.

- B. All on site and off site lift stations, water/sewer lines and related infrastructure shall be designed, constructed, and dedicated to the public as per City requirements.
- C. Collins Road as it may exist on the on property.
- D. Other dedications as deemed appropriate by the City which may arise during the plat and/or site plan review process.

8. **Development Permits/Fees.** The Owner is responsible for obtaining, permitting, and the payment of all fees for facilities and services associated with the development and maintenance of the Subject Property. Any site permits shall be kept current with the respective permitting agency and shall ensure the protection of the public health, safety, and welfare of the City, surrounding community and the development. All impact fees are applicable and no impact fee credits shall be awarded through this Agreement. Proportionate fair share site improvements shall not be used in lieu of City impact fees. Owner is responsible for County impact fees and at the discretion of the County may be required to engage in proportionate fair share activities or a similar type of arrangement.

9. **Site Plan/Plat Approval.** Exhibit "C", the Master Development Plan, is the graphic for this RPUD and this Agreement. The Master Development Plan shall not replace, supersede, or absolve the Owner from approvals for any site plan, preliminary plat, and/or final plat and their respective regulations. Where more detailed criteria for City required submittals exceed the criteria required for a Master Development Plan, the more detailed criteria applies.

10. **Indemnification.** The Owner shall indemnify and hold the City harmless from any and against all claims, demands, disputes, damages, costs, expenses, (to include attorneys' fees whether or not litigation is necessary and if necessary, both at trial and on appeal), incurred by the City as a result, directly or indirectly, of the use or development of the Subject Property, except those claims or liabilities caused by or arising from the negligence or intentional acts of the City, or its employees or agents. It is specifically understood that the City is not guaranteeing the appropriateness, efficiency, quality or legality of the use or development of the Subject Property, including but not limited to, drainage or water/sewer plans, fire safety, or quality of construction, whether or not inspected, approved, or permitted by the City.

11. **Compliance.** The Owner agrees that it, and its successors and assigns, will abide by the provisions of this Agreement, the City's Comprehensive Plan and the City's Code of Ordinances, including but not limited to, the site plan regulations of the City as amended from time to time, which are incorporated herein by reference and such subsequent amendments hereto as may be applicable. Further, all required improvements, including landscaping, shall be continuously maintained by the Owner, or its successors and assigns, in accordance with the City's Code of Ordinances. The City may, without prejudice to any other legal or equitable right or remedy it may have, withhold permits, Certificates of Occupancy or plan/plat approvals to the Subject Property, should the Owner fail to comply with the terms of this Agreement. In the event of a conflict between this Development Agreement and the City's Land Development Code, the

more restrictive regulations shall govern the development of the Subject Property.

12. **Obligations for Improvements.** Any surface improvement as described and required hereunder included, but not limited to such as signalization, walls, stormwater management facilities, medians, and utilities, or any other surface improvement shall be performed, prior to the issuance of the first Certificate of Occupancy on that portion of the Subject Property that the surface improvement(s) relates or is otherwise scheduled in this Agreement. Should the Owner fail to undertake and complete its obligations as described in this Agreement and to the City's specifications, then the City shall give the Owner thirty (30) days written notice to commence and ninety (90) days to complete said required obligation at the sole expense of the Owner. If the Owner fails to complete the obligations within the ninety (90) day period, then the City, without further notice to the Owner and their successors and assigns in interest, may but shall not be required to, perform such obligations at the expense of the Owner or their successors and assigns in interest, without prejudice to any other rights or remedies the City may have under this Agreement. Further, the City is hereby authorized to immediately recover the actual and verified cost of completing the obligations required under this Agreement and any legal fees from the Owner in an action at law for damages, as well as record a lien against the Subject Property in that amount. The lien of such assessments shall be superior to all others, and all existing lienholders and mortgagees, by their execution of the subordination or joinder documents, agree to subordinate their liens or mortgages to the City's said liens or assessments. Notice to the Owner and its successors and assigns in interest shall be deemed to have been given upon the mailing of notice as provided in paragraph (19) of this Agreement.

13. **Concurrency and Vested Rights.** The Owner acknowledges and agrees that prior to the issuance of any development orders for the Property, the Owner must have received and be in the possession of a valid unexpired certificate of capacity/concurrency management system approval consistent with the City's Land Development Code. The capacity certificate/approval verifies the availability of infrastructure and service capacity sufficient to permit the proposed development of the Subject Property without causing a reduction in the levels of service adopted in the City's Comprehensive Plan. The certificate of capacity/approval shall be effective for a term, as defined in the City's Code of Ordinances. Neither this Agreement nor the approved Master Development Plan shall create or result in a vested right or rights to develop the Subject Property, as cited in Section 86-34 of the City's Land Development Code.

14. **Environmental and Tree Preservation.** The Owner is responsible to obtain all site related permits and approval prior to any development activity on or for the Subject Property. This may involve mitigation for habitat of threatened or endangered flora and fauna or for species identified for proportion (i.e. tree preservation). This Agreement does not vest or exempt the Owner from any permitting and mitigation obligations needed to develop a Subject Property. The property contains gopher tortoise habitat. The site needs to be surveyed and if deemed necessary, tortoises relocated. Any relocation of tortoises needs to be consistent with applicable permitting agencies.

15. **Homeowners Association or Property Owners Association.** A Homeowners Association (“HOA”) shall be established by law to manage the affairs of the Property. The charter and by-laws of an HOA for the Subject Property and any deed restrictions related thereto shall be furnished to the City for approval by the City Attorney prior to the recording thereof in the Public Records of Volusia County, Florida. Such recording shall take place before a Certificate of Occupancy is issued for the first development project on land covered by this Agreement. The HOA shall at a minimum be responsible for maintaining the common open space, stormwater ponds, amenities, any common utility systems, such as for irrigation, landscaping site lighting, project signage and implementing the architectural and aesthetic requirements. The Owner shall be responsible for establishing the HOA and recording said information in the Public Records of Volusia County, Florida. The City is not responsible for the enforcement of any agreements or deed restrictions entered into between property owners or occupiers of the Subject Property. If maintenance for the Subject Property is not maintained following issuance of a Certificate of Occupancy, the City will engage Code Enforcement services.

16. **Enforcement and Venue.** Both parties may seek specific performance of this Agreement and/or bring an action for damages in a court within Volusia County, Florida, if this Agreement is breached by either party. In the event that enforcement of this Agreement by the City becomes necessary, and the City is successful in such enforcement, the Owner shall be responsible for the payment of all of the City’s costs and expenses, including attorney fees, whether or not litigation is necessary and, if necessary, both at trial and on appeal. Such costs, expenses and fees shall also be a lien upon the Subject Property superior to all others. Should this Agreement require the payment of any monies to the City, the recording of this Agreement shall constitute a lien upon the Subject Property for said monies, until said are paid, in addition to such other obligations as this Agreement may impose upon the Subject Property and the Owner. Interest on unpaid overdue sums shall accrue at the rate of the lesser of eighteen percent (18%) compounded annually or at the maximum rate allowed by law.

17. **Utility Easements.** For any easement not established on a plat for the Subject Property, the Owner shall provide to the City such easements and other legal documentation, in form mutually acceptable to the City Attorney and the Owner, as the City may deem reasonably necessary or appropriate for the installation and maintenance of the utility and other services, including but not limited to, sanitary sewer, potable water, and reclaimed water services, electric, cable, gas, fire protection and telecommunications.

18. **Periodic Review.** The City reserves the right to review the Subject Property subject in relation to this Agreement periodically to determine if there has been demonstrated good faith compliance with the terms of this Agreement. If the City finds that on the basis of substantial competent evidence that there has been a failure to comply with the terms of this Agreement, the City may not issue development orders or permits until compliance with this Agreement has been established.

19. **Notices.** Where notice is herein required to be given, it shall be by certified mail return receipt requested, hand delivery or nationally recognized courier, such as Federal Express or UPS. E-mail delivery of documents shall not replace or be in lieu of the aforementioned process. Said notice shall be sent to the following, as applicable:

OWNER REPRESENTATIVES:
James Skinner
Lake Disston Lands LLC
230 North Woodland Boulevard, Suite 304
DeLand, Florida 32720

WITH A COPY TO:
Michael J. Woods, Esq.
CobbCole
351 East New York Avenue; Suite 200
DeLand, Florida 32724

CITY'S REPRESENTATIVES:
City Manager
City of Deltona
2345 Providence Boulevard
Deltona, Florida 32725

WITH A COPY TO:
Director, Planning & Development Services
City of Deltona
2345 Providence Boulevard
DeLand, Florida 32725

Should any party identified above change, it shall be said party's obligation to notify the remaining parties of the change in a fashion as is required for notices herein. It shall be the Owner/Developer's or Developer obligation to identify its lender(s) to all parties in a fashion as is required for notices herein.

20. **Compliance with the Law.** The failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the Owner of the Subject Property from the necessity of complying with the law governing said permitting requirements, conditions, terms, or restrictions.

21. **Captions.** The captions used herein are for convenience only and shall not be relied upon in construing this Agreement.

22. **Binding Effect.** This Agreement shall run with the Subject Property, shall be binding upon and inure to the benefit of the Owner and its successors and assigns in interest, and the City and their successor and assigns in interest. This Agreement shall become effective upon its execution and recordation with the Public Records of Volusia County, Florida. This Agreement does not, and is not intended to, prevent or impede the City from exercising its legislative authority as the same may affect the Subject Property.

23. **Subsequently Enacted State or Federal Law.** If either state or federal law is enacted after the effective date of this Agreement that is applicable to and precludes the parties' compliance with the terms of this Agreement, this Agreement and correlating zoning amendment shall be modified or revoked, as is necessary, to comply with the relevant state or federal law.

24. **Severability.** If any part of this Development Agreement is found invalid or unenforceable in any court, such invalidity or unenforceability shall not affect the other parts of this Development Agreement, if the rights and obligations of the parties contained herein are not materially prejudiced and if the intentions of the parties can be affected. To that end, this Development Agreement is declared severable.

25. **Recordation of Agreement.** The parties hereto agree that an executed original of this Agreement shall be recorded by the City, at the Developer's expense, in the Public Records of Volusia County, Florida.

26. **Time of the Essence.** Time is hereby declared of the essence to the lawful performance of the duties and obligations contained in this Agreement. The Owner shall execute this Agreement within ten (10) business days of City Commission adoption of Ordinance No. 24-2016; and agrees to pay the cost of recording this document in the Public Records of Volusia County, Florida. Failure to execute this Agreement within ten (10) business days of this ordinance adoption may result in the City not issuing development orders or permits until execution and recordation of this Agreement has occurred.

27. **Agreement; Amendment.** This Agreement constitutes the entire agreement between the parties, and supersedes all previous discussions, understandings and agreements, with respect to the subject matter hereof; provided, however, that it is agreed that this Agreement is supplemental to the City's Comprehensive Plan and does not in any way rescind or modify any provisions of the City's Comprehensive Plan. Amendments to and waivers of the provisions of this Agreement shall be made by the parties only in writing by formal amendment.

28. **Effective Date.** The Effective Date of this Agreement shall be the day this Agreement is recorded in the Public Records of Volusia County, Florida.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

IN WITNESS WHEREOF, the Owner, and the City have executed this Agreement.

OWNER

Lake Disston Lands LLC

By:

Signature of Witness # 1

Signature

Print or type name

Print or type name

As:

Signature of Witness #2

Print or type

ATTEST:

Print or type name

Signature

Print or Type Name

As:

Mailing Address: _____

STATE OF FLORIDA

COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of _____, 2016, by _____, and _____, of _____, who is/are personally known to me or who has/have produced _____ as identification and who did not (did) take an oath.

Signature of Notary

(NOTARY SEAL)

Print or type name

CITY OF DELTONA:

By:

Date:

ATTEST:

Date:

Mailing Address:
City of Deltona
2345 Providence Boulevard
Deltona, Florida 32725

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 2016, by _____, and _____, who are personally known to me and acknowledge executing the same freely and voluntarily under authority vested in them by the City of Deltona.

Signature of Notary

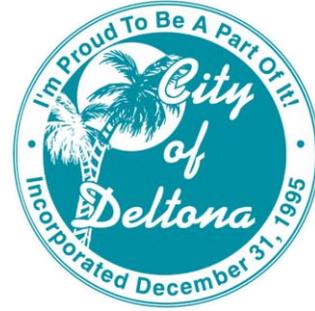
(NOTARY SEAL)

Print or type name

Approved as to form and legality for use and reliance by the City of Deltona, Florida

Gretchen R. H. Vose, Esq.
City Attorney

EXHIBIT B
LEGAL DESCRIPTION
(Presently shown on cover page of Exhibit C)



Staff Report

To: Planning and Zoning Board
From: Chris Bowley, AICP, Director of Planning and Development Services
Date: May 4, 2016
Re: Project No. RZ15-006, Ordinance No. 24-2016, Vineland Reserve RPUD

A. Summary of Application:

Applicant: Michael J. Woods, Esq. representing Lake Disston Lands, LLC

Request: Rezone multiple parcels totaling approximately 102.7 acres from Residential Planned Unit Development (RPUD) to RPUD

Tax Parcel No.: 9112-00-00-0062, 0020, 0030, 0070, 0150, 0250, 0151, 0251, and 0061

Property Acreage: ± 102.7Acres

Property Location: The property is located in the southeastern section of the City between Doyle Road and Collins Road west of SR 415 near Osteen Elementary School.

Legal Description: See attached.

B. Existing Zoning: Residential Planned Unit Development (RPUD)

C. Background: The subject property was annexed into the City in 2004 and was rezoned in 2007 to a Residential Planned Unit Development (RPUD). The 2007 RPUD approved under Ordinance No. 22-2007 featured 346 residential dwelling units. Of the 346 dwelling units, 128 were proposed to be multi-family townhomes. Notwithstanding the City approving Ordinance No. 22-2007, the applicant/developer never executed the Development Agreement. Shortly thereafter, the property went into receivership. Eventually, the property was bought by Lake Disston, LLC and an application has been made to the City to rezone the property. The new RPUD proposal is similar to the 2007 development plan. However, the number of units requested has increased from 346 to 407. Of the 407 units proposed 279 are planned to be detached single family lots and the remaining 128 are townhome multi-family

units. The overall density is a little under four units per acre. Note: when the property was annexed, the City never changed the County Future Land Use Designation of Urban Low Intensity (ULI). Under F.S. 171.062, County Future Land Use Designations remain in effect for annexed land until a City changes the land use. In the case of the Vineland Reserve project, the development is still consistent with the County ULI designation. Finally, there is an inholding within the property proposed for rezoning. The inholding is a cell tower site that is not owned by the applicant.

D. Support Information

Public Facilities:

- a. Potable Water: Deltona Water
- b. Sanitary Sewer: Deltona Water
- c. Reuse Water: Deltona Water
- d. Fire Protection: Deltona Fire. Station 64 is the closest City fire station
- e. Law Enforcement: Volusia County Sheriff's Office (VCSO)
- f. Electricity: Florida Power and Light

E. Matters for Consideration:

Section 110-1101, Code of City Ordinances, states that the City shall consider the following matters when reviewing applications for amendments to the Official Zoning Map:

1. Whether it is consistent with all adopted elements of the Comprehensive Plan.

As has been stated, the property is designated with a County Future Land Use category – Urban Low Intensity (ULI). According to State Law (F.S. 171) there is no preclusion of a municipality utilizing a County Future Land Use classification to approve zoning and/or land development proposals. According to the County Comprehensive Plan, the density range for the ULI is 0.2 to 4 dwelling units per acre. The 407 units proposed on the 102.7 acres of land is just below the 4 dwelling units per acre threshold and within the density range of the ULI.

The most comparable City Land Use designation to the County ULI is Low Density Residential (LDR). The LDR Land Use designation has a density range of 0 to 6 dwelling units per acre and recognizing the suburban nature of the City is the most widely applied Land Use designation. Therefore, the requested four dwelling units per acre density is well within the range of the City LDR designation and comports with City density expectations as articulated within the City Comprehensive Plan. Finally, the LDR designation while recognizing the dominate detached single family dwelling unit on an individual lot development pattern, still allows for a range of housing types including attached units like the townhomes planned.

The following Comprehensive Plan provisions are applicable in light of the RPUD rezoning request:

Policy FLUI-1.1

Development consistent with the Future Land Use Map shall not occur until services and facilities have been determined to be available concurrent with the impacts of the proposed development.

9J-5.006(3)(c)(1,3,6)

There is adequate public service capacity to support the Vineland RPUD at the density proposed. Public services include central water and sewer, transportation and school workstation capacity.

Policy FLUI-1.5

Densities or intensified new development shall not exceed the capacity of the existing transportation system or the capacity of improvements as programmed in the Transportation and Capital Improvements elements unless the City proceeds with implementing a transportation concurrency exception area (TCEA).

9J-5.006(3)(c)(3,4,7)

The applicant has submitted a traffic impact analysis which indicates the City transportation network has adequate capacity to service the 3,497 trips generated from the project. However, there have been improvements identified to facilitate safe and efficient flow of traffic. The improvements include both left and right turn lanes associated with the intersection of the project entrance road and Doyle Road. The owner/applicant will be required to finance and construct the aforementioned improvements. The City did have the transportation findings reviewed and the City review determined the applicant traffic impact analysis and related improvements were appropriate. Finally, none of the traffic modeling and related review was predicated on the project utilizing Collins Road as access to SR 415.

OBJECTIVE FLUI-5

The City of Deltona shall protect natural, archaeological, and historic resources from any adverse development impacts. This will be accomplished through the implementation of the land development regulations and coordination with appropriate permitting agencies.

9J-5.006(3)(b)(4)

The property proposed for development has historically been used for agricultural production including citrus, hay and cattle grazing. Soils on site are sandy and well drained. None of the property is located within the 100 year floodplain. Therefore, the property is suitable to support development. The property does support gopher tortoises.

Tortoises will need to be protected on site and/or relocated as per State permitting requirements.

Policy FLUI-7.9

The residential density guidelines for each Future Land Use category represent an acceptable range and the allowable density shall be based upon the following minimum criteria:

- a. Reducing sprawl by providing options for higher residential densities in appropriate locations;*
- b. Environmental constraints, as established in the Conservation Element;*
- c. Land use compatibility;*
- d. Availability of public facilities and services at acceptable levels of service;*
- e. Character of an area;*
- f. Energy efficient design such as the provision of pedestrian and transit oriented access and options, and the use of efficient subdivision and construction standards; and*
- g. Other policies of this Comprehensive Plan or Land Development Code, which establish more stringent density requirements.*

The proposed density range of 4 units per acre is well within the City land use density guidelines for residential development (Low Density Residential – 0 to 6 units per acre). In addition, the proposed townhome format and smaller lot sizes represent a more compact development pattern and a more efficient use of land.

Policy FLUI-7.22

The City of Deltona shall use and enforce appropriate Volusia County density/intensity standards on annexed properties, as an interim density/intensity limit, until such time the City Commission amends the City's Comprehensive Plan to apply City land uses to such annexed lands. Such City density/intensity standards shall be consistent with the City's Comprehensive Plan.

As has been mentioned, the City is processing the RPUD rezoning under the County Urban Low Intensity (ULI) Land Use category. The RPUD density, as proposed, is consistent with the County ULI designation. Therefore, the RPUD density is consistent with the above referenced policy.

Policy FLUI-7.13

New residential development shall afford a buffer to non-residential land uses. 9J-5.006(3)(c)(2)

The project is located in the southeastern section of the City near SR 415 and Osteen. The RPUD property has traditionally been on the eastern periphery of the Deltona Lakes plat.

Some of the existing land uses in the vicinity of the Vineland RPUD have been more rural in character including large lot subdivisions accessed by unpaved roads. However, notwithstanding some of the rural elements in the area, the RPUD property and surrounding area have been earmarked through both the County and City of Deltona planning programs for urban uses. Even though there is an urban expectation for the area articulated by both the City and County Comprehensive Plans, compatibility is important. Consistent with the above referenced policy, buffers will be used to provide an appropriate transition between the proposed urban development and other less urban land uses in the vicinity.

Policy FLUI-8.1

The Future Land Use Map shall contain adequate residential land to accommodate the projected population. 9J-5.006(3)(c)(1,2,7)

City population projections are illustrated in the below table:

Year	2010	2015	2020	2025
Population	85,182	87,367	92,995	98,018
Source: Shimberg Center for Housing, University of Florida				

The table above clearly indicates population growth within the City within the current planning window. In fact, there is an approximately 11% population increase forecasted between 2015 and 2025. There is anticipation the City can accommodate the expected 2025 population with existing vacant land resources. The 102.7 acre tract is part of the City vacant land inventory and the rezoning request represents an efficient use of land. In addition, the Vineland project, as proposed, will ensure the City can still grow without having to expand its jurisdictional borders into rural and/or ecologically sensitive areas away from public services.

2. Its impact upon the environment or natural resources.

The majority of the property has been or is being used for agricultural endeavors. Historically, portions of the property were planted in citrus and produced hay. Currently the property is used for cattle grazing. The approximately west 425 feet of the property south of Collins Road is natural. The natural area is forested with a mixture of pines and oaks. The soils on site are well drained and sandy. None of the property is located within the 100 year floodplain. There are no wetlands on site. Topography can be described as gentle and rolling. However there is a depression located along the southern end of the property. The declivity accounts for about 1.5 acres of land. The property does support a population of gopher tortoises. The site will need to be surveyed for tortoises before land development to determine the

tortoise population and the location of burrows. The options to manage gopher tortoises include:

- 1) On-site preservation;
- 2) Relocation; or
- 3) A combination of methods.

All tortoise management will need to be permitted with the Florida Fish and Wildlife Conservation Commission.

3. Its impact upon the economy of any affected area.

The project is a residential development of the property will result in short term construction jobs only.

4. Notwithstanding the provisions of Article XIV of the Land Development Code, Ordinance No. 92-25 [Chapter 86, Code of Ordinances] as it may be amended from time to time, its impact upon necessary governmental services, such as schools, sewage disposal, potable water, drainage, fire and police protection, solid waste or transportation systems.

a. Schools:

The applicant will be required to work with the Volusia County School District with regard to workstation spaces. The Owner may be required by the School District to mitigate if there is a workstation deficiency identified. Currently, there is high school and elementary school capacity within southwest Volusia. However, middle school capacity may be deficient. Staff will have an update on the status of school workstation space and any actions required of the Owner, if any, to address lack of school space.

b. Sewage Disposal:

The project will generate about 115,588 gallons of wastewater a day. The wastewater will be treated at the City's new eastern wastewater treatment plant by Deltona Water. There is plenty of treatment capacity available to treat wastewater flows from the project.

c. Potable Water:

The demand for potable water will be about 122,100 gallons a day. Deltona Water will serve the development and has both the physical and permitted capacity to provide potable water.

d. Drainage:

Stormwater management will be required to comply with St. Johns River Water Management District permitting requirements and the City Land Development Code.

e. Transportation Systems:

The project will generate 3,497 new trips on the City transportation network. These trips are forecasted to enter and exit exclusively onto Doyle Rd. While there are no roadway segments or intersections the project will cause to fail, there are improvements needed to ensure appropriate roadway function. More specifically, turn lanes off of Doyle Rd. to the project entrance road. The turn lanes will ensure cars entering the project will not impede the Doyle Rd. travel lanes. In addition, the design speed of the subject segment of Doyle Rd. warrants turn lanes of sufficient length and design to promote safe and efficient traffic flow. Therefore, at minimum, an eastbound left turn lane of 235 feet (both storage and transition) from Doyle Road to the project entrance road and a 185 foot (both storage and transition) right turn lane off of Doyle Rd. to the project entrance are suggested by City Staff. In addition, the travel lanes associated with the segment of Doyle Rd. where the site is located, will need to be modified to accommodate the turn lanes. The modification of the travel lane alignment needs to occur in a manner where traffic flows in a smooth, seamless manner.

Vineland Reserve is planned with access points to Collins Road. Collins Rd is not designed or improved to a standard to support traffic that will be associated with Vineland Reserve. Therefore, the access points to Collins Rd. will be gated and at this point reserved for emergency access only. If in the future Collins Rd. is improved to a paved, urban street standard, general access for Vineland Reserve will be granted to Collins Rd.

5. Any changes in circumstances or conditions affecting the area.

None.

6. Any mistakes in the original classification.

No known mistakes.

7. Its effect upon the public health, welfare, safety, or morals.

All planned unit development zoning classifications are associated with a written Development Agreement (DA). A DA is intended to address a myriad of development related issues including but not limited to dimensional requirements, density/intensity, traffic, aesthetics, infrastructure etc.

The DA for Vineland Reserve has been reviewed by City staff and staff has suggested changes to the document. The goal is to ensure development within the project is well designed and functional. Major changes to the DA recommended by staff involve the following:

- 1) Housing types and related amenities;
- 2) Entrance signage;
- 3) Dimensional requirements;
- 4) Transportation improvements;
- 5) Common open space;
- 6) Public facilities; and
- 7) Recognizing the City of Deltona Cell tower separation distance and fall radius requirements

For more information regarding staff recommended changes to the DA, see the attached DA presented in an underline and strike through format.

CONCLUSION/STAFF RECOMMENDATION:

The project is residential oriented. While the majority of the project is comprised of single family lots a portion of the project is proposed for townhome type development. The mixture of housing types within one project is not common within the City. The townhome format provides a housing product that would appeal to buyers not interested in yard work and other maintenance activities typically associated with detached dwellings on individual lots. The Vineland Reserve project, when compared to the Deltona Lakes plat, is a more dense development product. However, density and development quality are not mutually exclusive concepts. The project will have amenities such as a club house, buffers and a forested open space area. In addition, the developed forms within the project will be subject to aesthetic standards. A homeowners association required for the project is anticipated to promote long term quality within the development. From a planning perspective, Vineland Reserve, as proposed, represents a more compact development pattern and an efficient use of existing land resources within the City. Therefore, City staff recommends approval of Ordinance No. 24-2016 with the staff suggested changes to the Development Agreement.

LEGEND

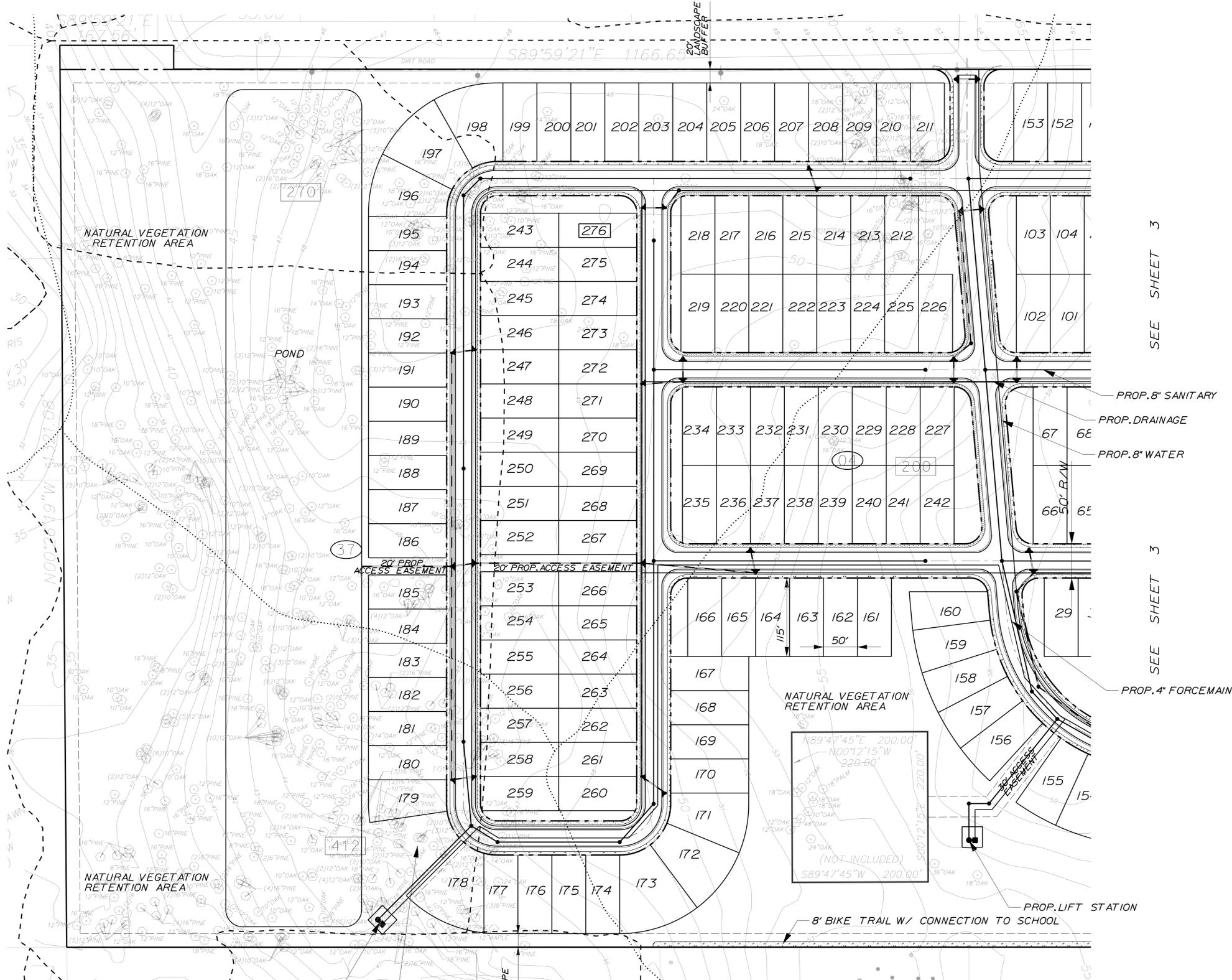
DESCRIPTION	EXISTING	PROPOSED
TREE PRESERVATION AREA	(Symbol)	(Symbol)
PROPOSED POND	(Symbol)	(Symbol)
SANITARY SEWER SYSTEM	(Symbol)	(Symbol)
STORM SEWER SYSTEM	(Symbol)	(Symbol)
WATER SYSTEM	(Symbol)	(Symbol)
FIRE HYDRANT	(Symbol)	(Symbol)
LOT NUMBER	(Symbol)	(Symbol)
CONTOUR	(Symbol)	(Symbol)
EXISTING CONTOUR	(Symbol)	(Symbol)
SOIL BOUNDARY	(Symbol)	(Symbol)
VEGETATION BOUNDARY	(Symbol)	(Symbol)

SOILS LEGEND

01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
17	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	OPEN WATER

VEGETATION TABLE

100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
270	ABANDONED FIELDS
412	PINE/XERIC OAK
414	PINE/MESIC OAK
421	XERIC OAK
740	DISTURBED LANDS



SEE SHEET 3

SEE SHEET 3

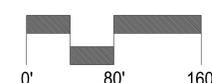
VINELAND RESERVE
MASTER DEVELOPMENT PLAN
CITY OF DELTONA



POCKET PARK TO INCLUDE
 PICNIC TABLES AND GRILLS

DISCLAIMER
 THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.

7/14/2016



7/14/2016

2:10 08 PM

SEE SHEET 2



LEGEND

DESCRIPTION	EXISTING	PROPOSED
TREE PRESERVATION AREA	(Symbol)	(Symbol)
PROPOSED POND	(Symbol)	(Symbol)
SANITARY SEWER SYSTEM	(Symbol)	(Symbol)
STORM SEWER SYSTEM	(Symbol)	(Symbol)
WATER SYSTEM	(Symbol)	(Symbol)
FIRE HYDRANT	(Symbol)	(Symbol)
LOT NUMBER	(Symbol)	(Symbol)
CONTOUR	(Symbol)	(Symbol)
EXISTING CONTOUR	(Symbol)	(Symbol)
SOIL BOUNDARY	(Symbol)	(Symbol)
VEGETATION BOUNDARY	(Symbol)	(Symbol)

SOILS LEGEND

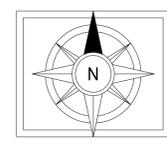
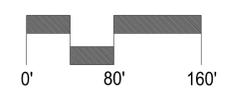
01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
17	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	OPEN WATER

VEGETATION TABLE

100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
270	ABANDONED FIELDS
412	PINE/XERIC OAK
414	PINE/MESIC OAK
421	XERIC OAK
740	DISTURBED LANDS

DISCLAIMER
 THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.

7/14/2016



VINELAND RESERVE
 MASTER DEVELOPMENT PLAN
 CITY OF DELTONA

MATCH LINE SEE SHEET 4

LEGEND

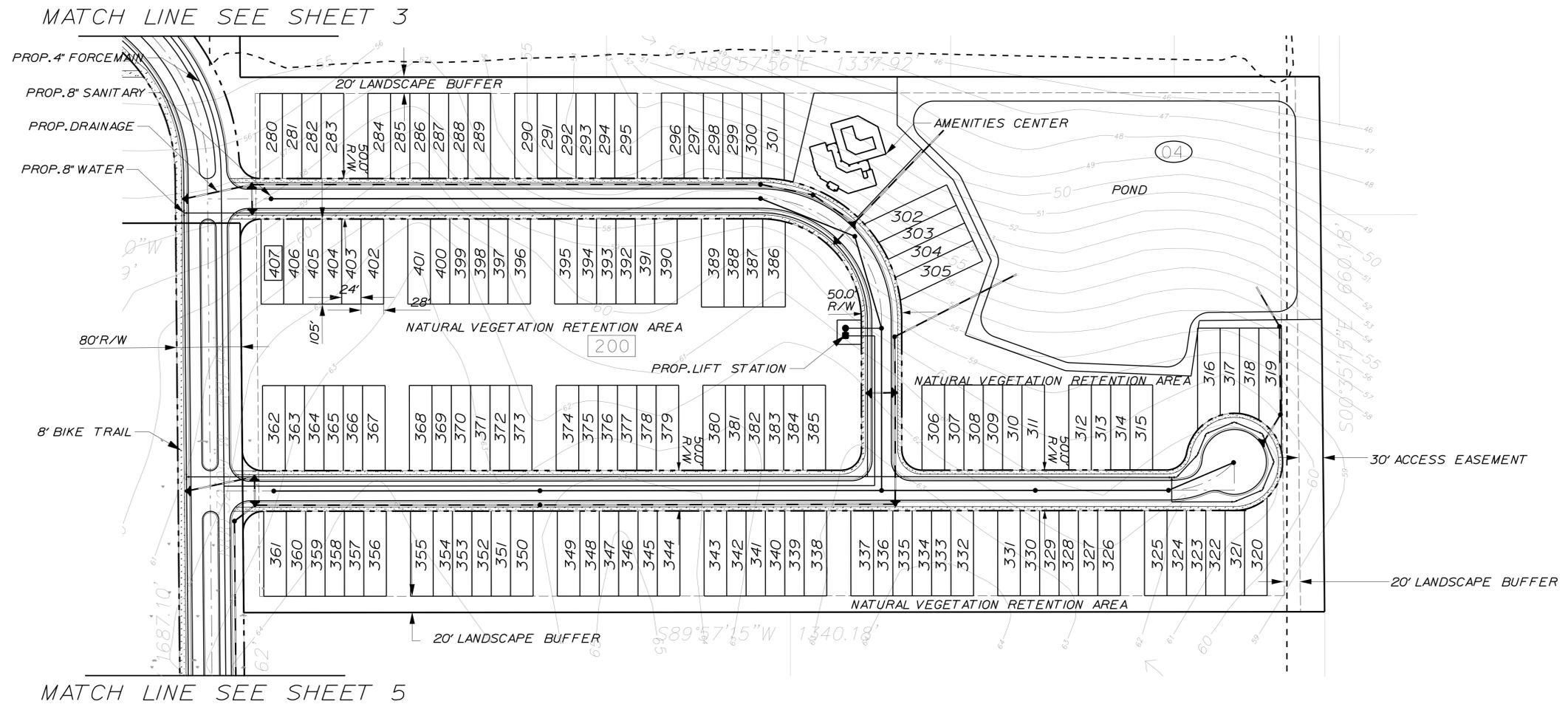
DESCRIPTION	EXISTING	PROPOSED
TREE PRESERVATION AREA		
PROPOSED POND		
SANITARY SEWER SYSTEM		
STORM SEWER SYSTEM		
WATER SYSTEM		
FIRE HYDRANT		
LOT NUMBER		
CONTOUR		
EXISTING CONTOUR		
SOIL BOUNDARY		
VEGETATION BOUNDARY		

SOILS LEGEND

01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
17	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	OPEN WATER

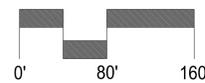
VEGETATION TABLE

100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
270	ABANDONED FIELDS
412	PINE/XERIC OAK
414	PINE/MESIC OAK
421	XERIC OAK
740	DISTURBED LANDS

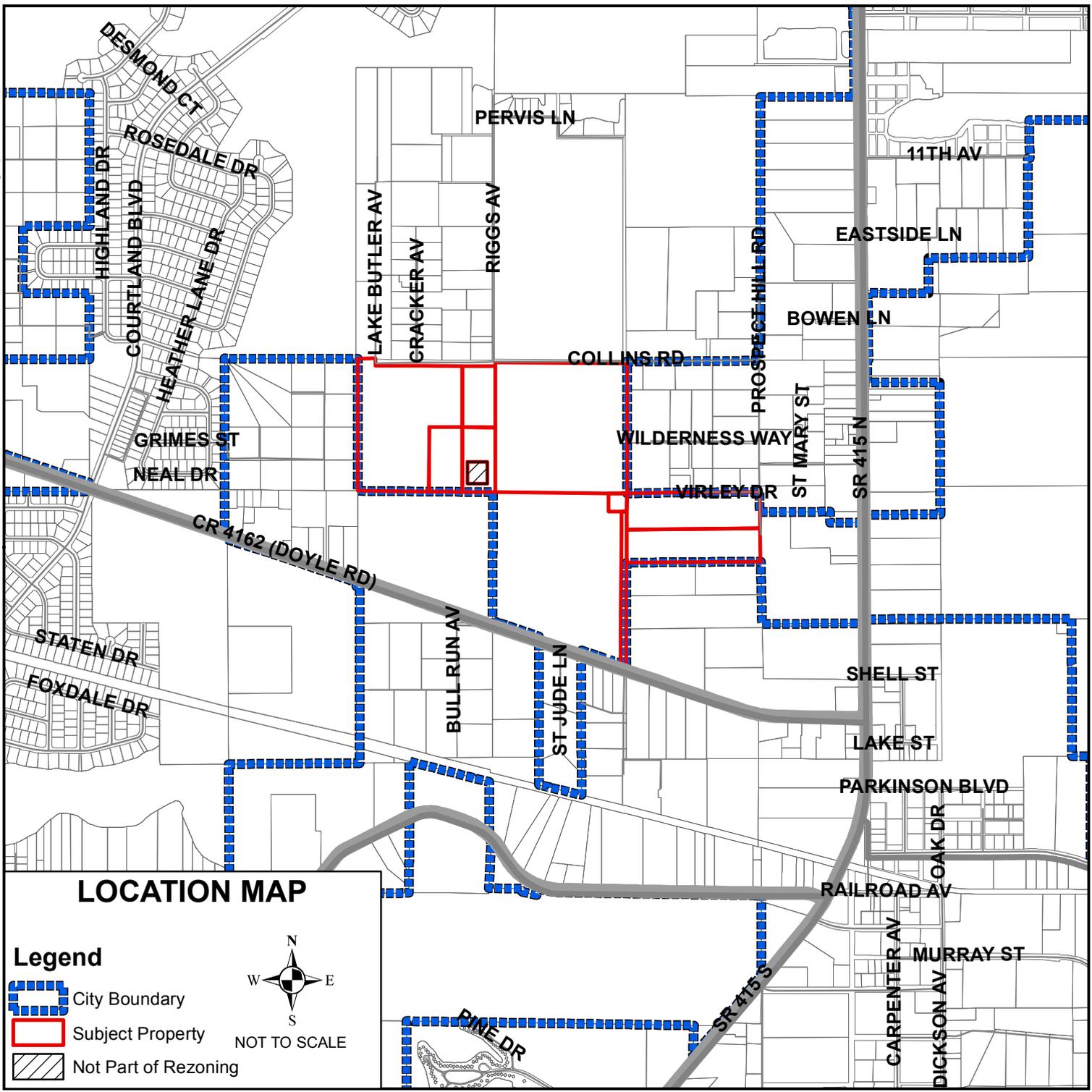


DISCLAIMER
 THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.

7/14/2016

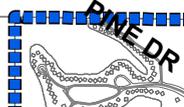


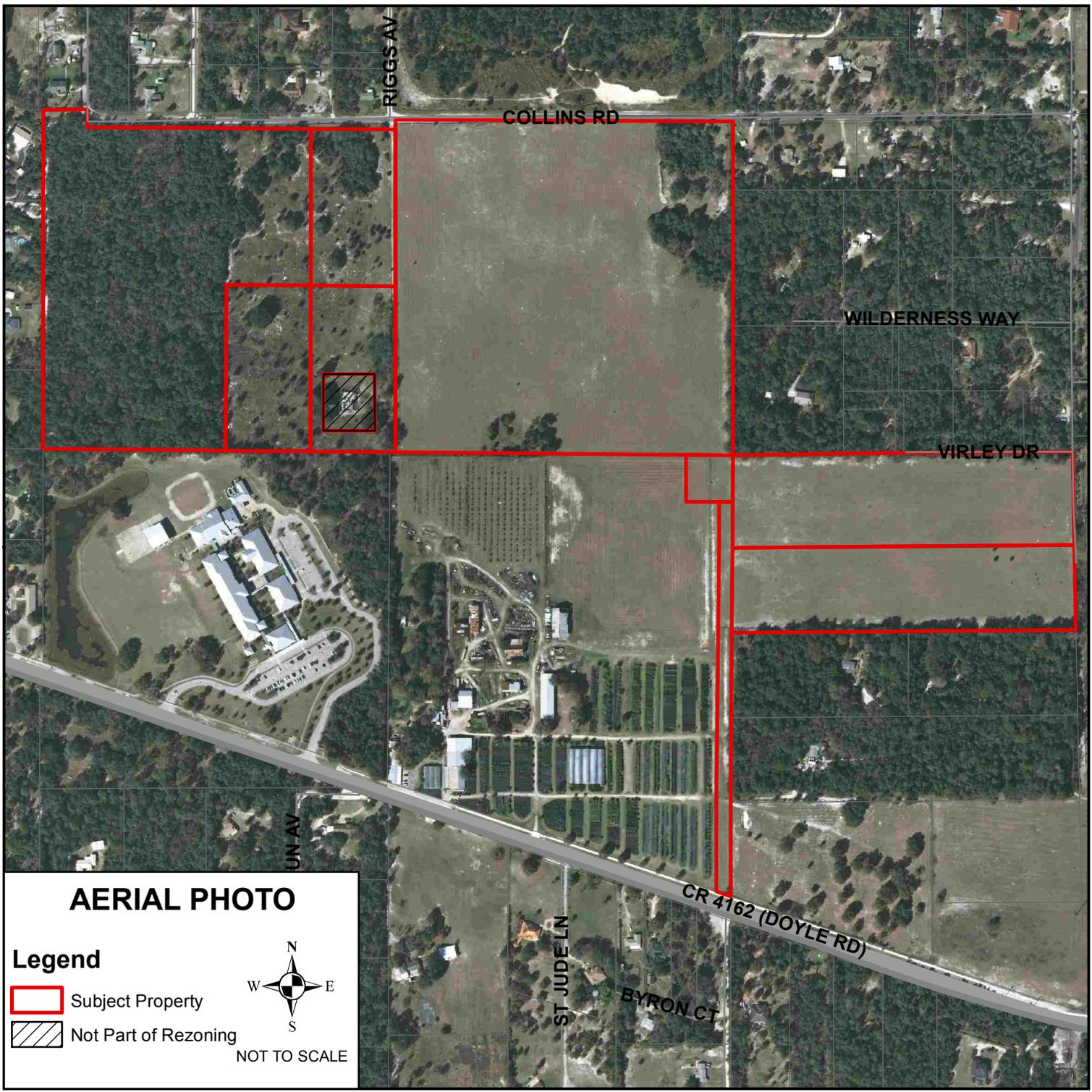
VINELAND RESERVE
 MASTER DEVELOPMENT PLAN
 CITY OF DELTONA



LOCATION MAP

- Legend**
-  City Boundary
 -  Subject Property
 -  Not Part of Rezoning





AERIAL PHOTO

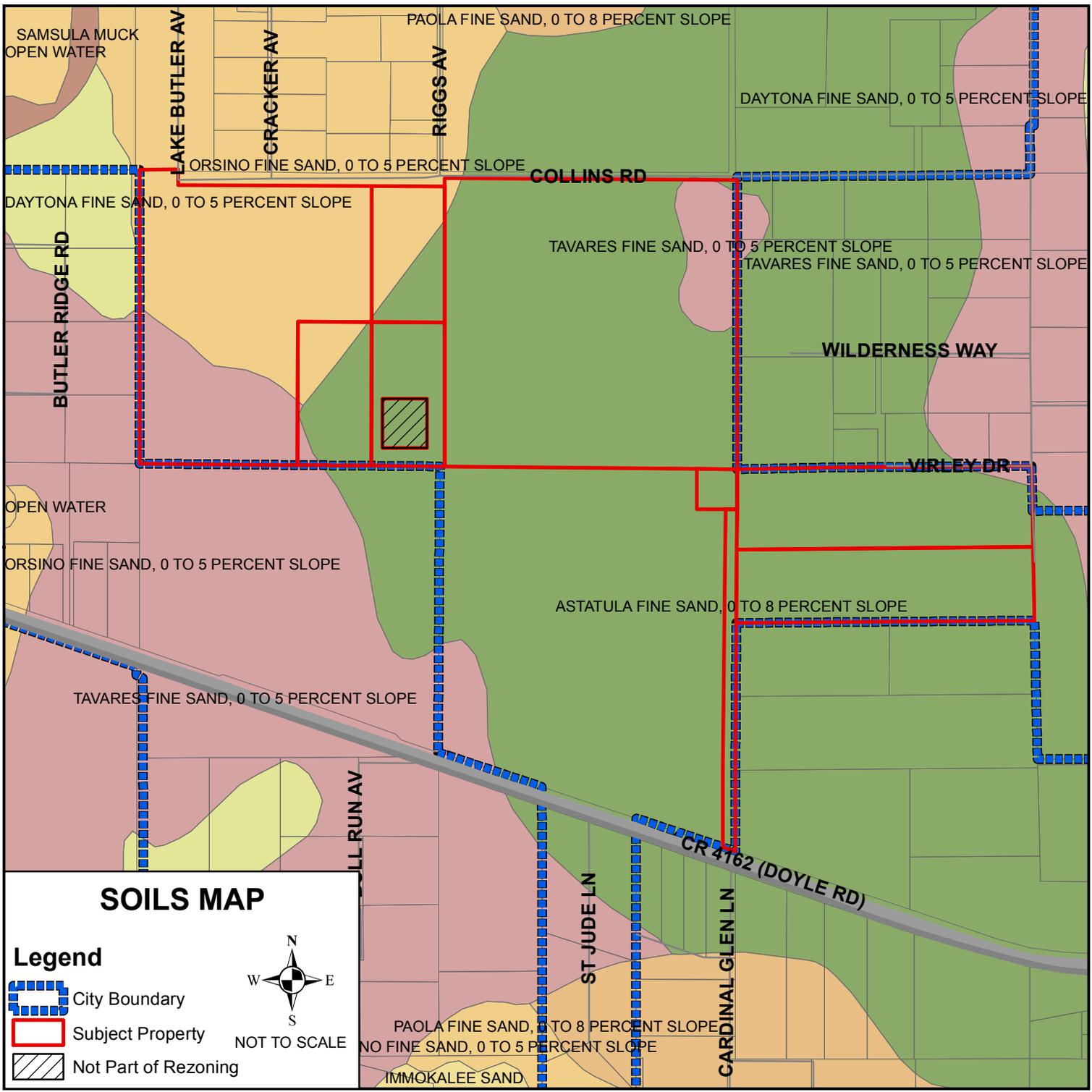
Legend

 Subject Property

 Not Part of Rezoning



NOT TO SCALE



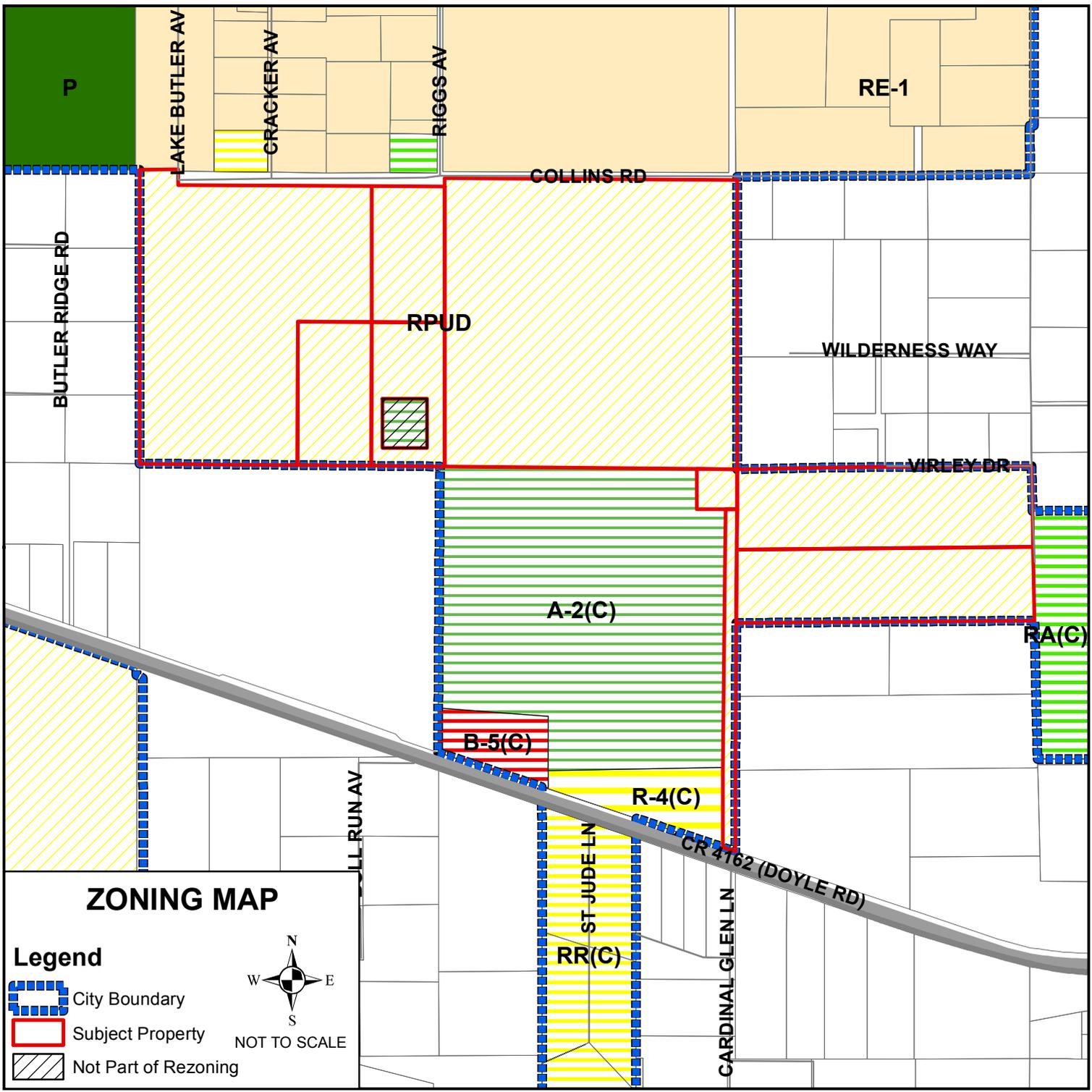
SOILS MAP

Legend

-  City Boundary
-  Subject Property
-  Not Part of Rezoning



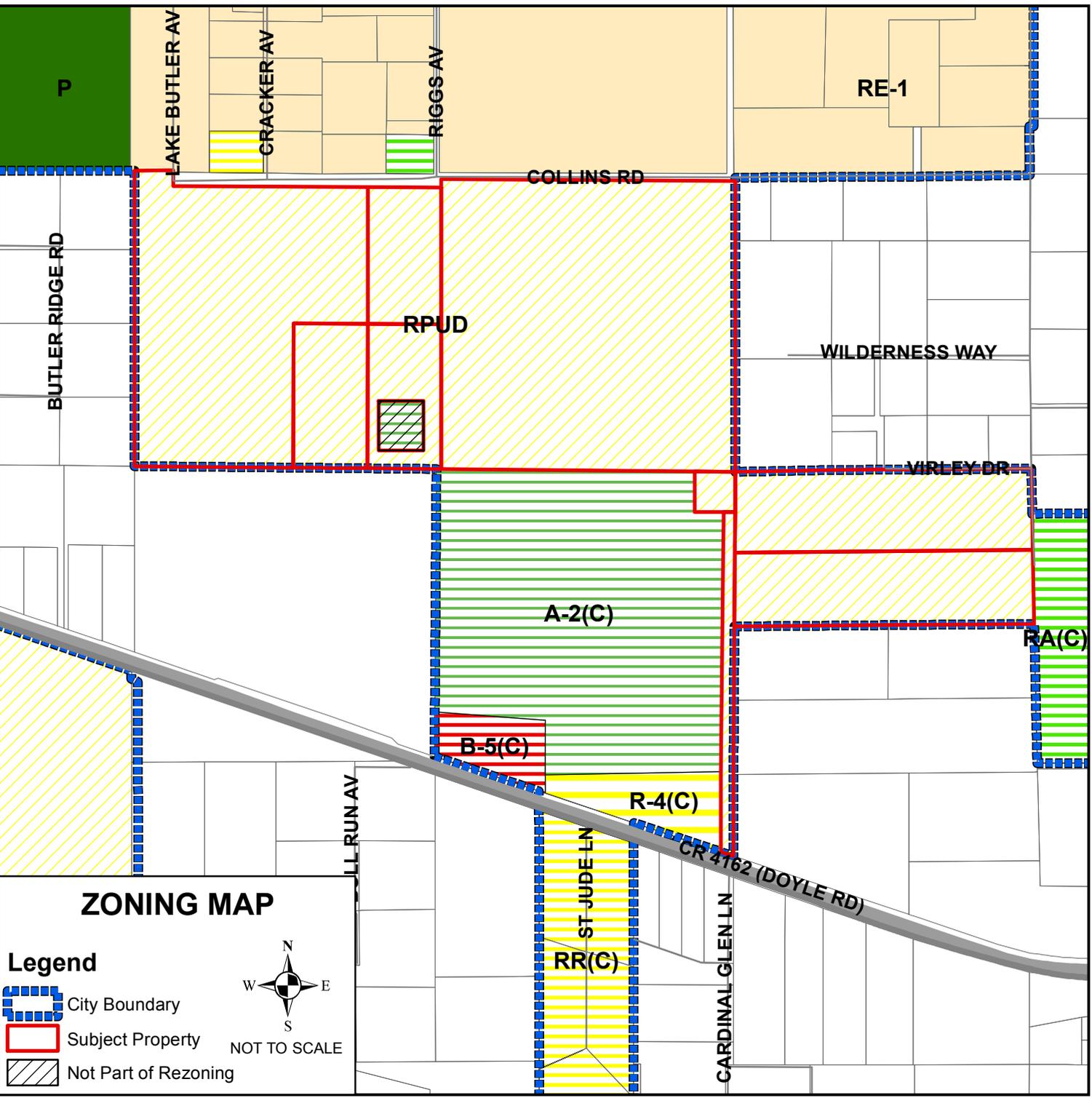
NOT TO SCALE

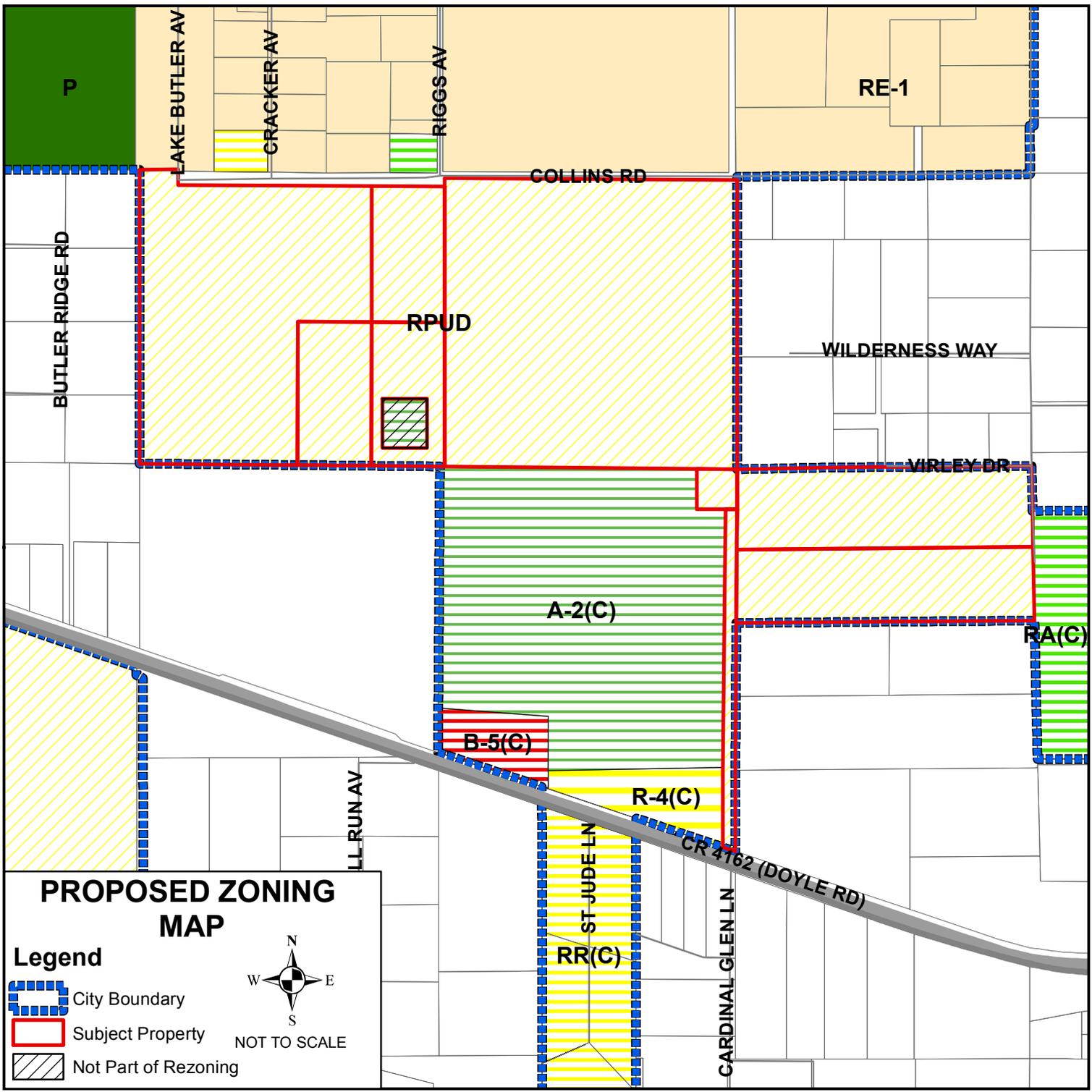


ZONING MAP

Legend

-  City Boundary
-  Subject Property
-  Not Part of Rezoning





PROPOSED ZONING MAP

Legend

-  City Boundary
-  Subject Property
-  Not Part of Rezoning



TRAFFIC IMPACT STUDY

For
Vineland Reserve

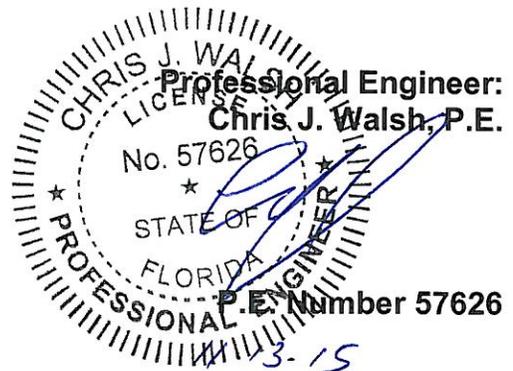
Deltona, Florida

Prepared for:

Pell Properties



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, Florida 32713
November 2015



INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) has been retained to conduct a traffic impact analysis for the Vineland Reserve development located on the north side of Doyle Road approximately 0.46 miles west of State Road 415 in the City of Deltona, Florida (see **Figure 1**). The proposed development will include 279 single-family residential units and 128 townhomes. A preliminary site plan of the proposed development is included in the **Appendix**. The proposed development is scheduled for build out in 2017.

This study, which evaluates the overall impact of the development on the adjacent roadway network, was prepared for the City of Deltona's transportation concurrency requirements. This study was conducted in accordance with the methodology as provided in the **Appendix**.

PROJECT ACCESS

Access to the proposed development is proposed via one full access roadway off of Doyle Road approximately 1.06 miles east of Courtland Boulevard and 0.46 miles west of State Road 415.

STUDY AREA

Because the proposed development is projected to generate more than 300 two-way peak hour external trips, the study area was determined based upon a five-percent level of significance as consistent with the River to Sea TPO Transportation Impact Analysis (TIA) Guidelines. Based on the methodology, Doyle Road, from Providence Boulevard to State Road 415, was determined to be the study roadway. The study intersections include the following:

- Doyle Road at Providence Boulevard
- Doyle Road at Saxon Boulevard
- Doyle Road at Courtland Boulevard
- Doyle Road at Proposed Development Roadway
- Doyle Road at State Road 415

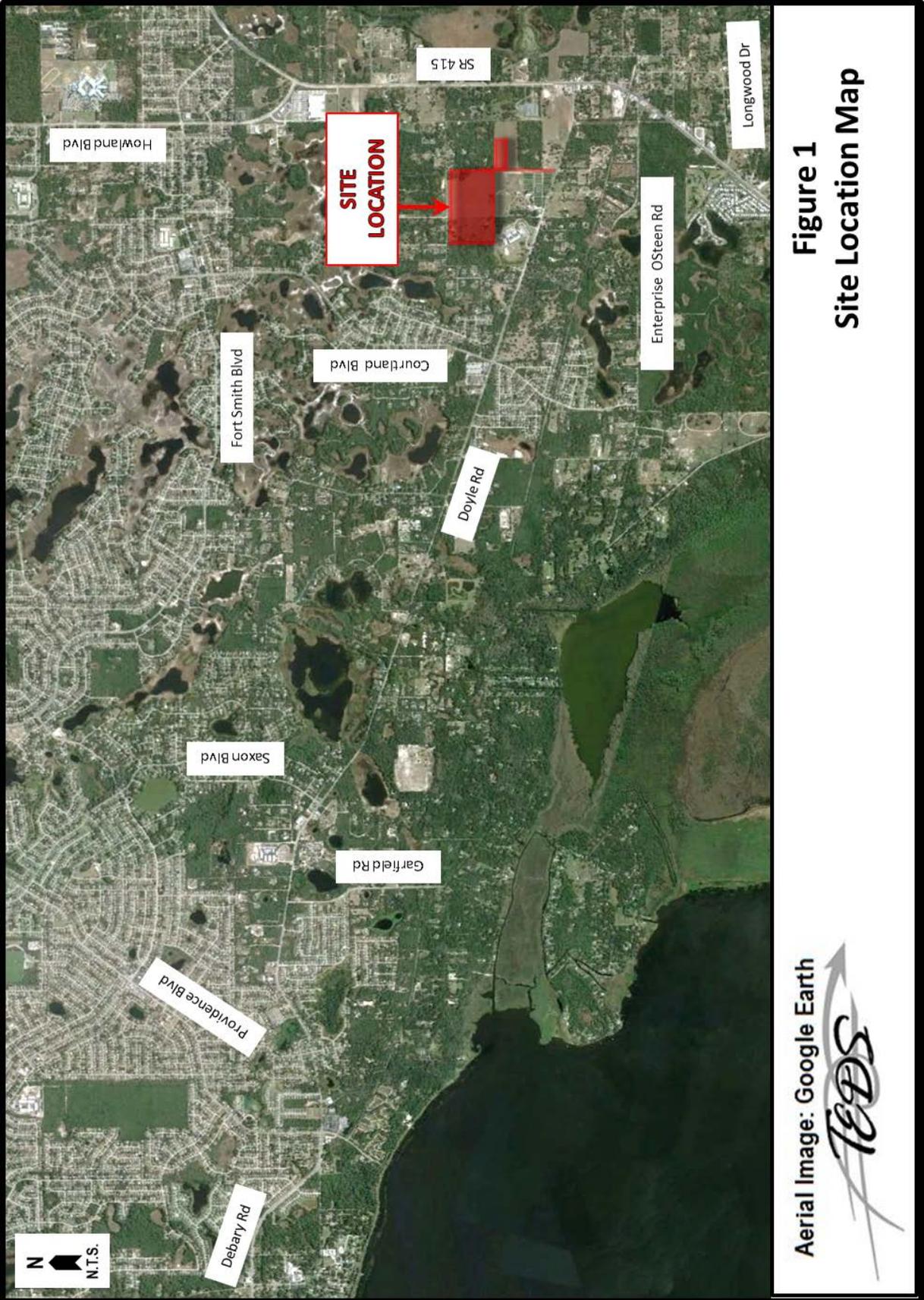


Figure 1
Site Location Map

Aerial Image: Google Earth
T&DS

EXISTING CONDITIONS

Existing Volumes

For purposes of this study, PM peak-period turning movement counts, from 4:00 PM to 6:00 PM, were conducted at the study intersections. **Figure 2** summarizes the existing PM peak-hour turning movement volumes at the study intersections. Printouts of the traffic counts are provided in the **Appendix**.

Roadway Segments

The PM peak-hour two-way volumes on the roadway segments were calculated by obtaining existing daily volumes (2014) from Volusia County and factoring the volumes to two-way PM peak-hour volumes by applying a K-factor of 0.091. The resulting volumes were then compared against the generalized service volume for each study roadway segment. The generalized peak-hour two-way service volume for each roadway segment was obtained from Volusia County's 2014 Average Annual Daily Traffic & Historical Counts based on the adopted level of service standards from the City of Deltona's Comprehensive Plan. **Table 1** below shows the adopted level of service and generalized service volume under the adopted level of service for each study roadway segment. As shown in **Table 1**, the existing PM peak-hour two-way volumes for all of the study roadway segments are below the generalized service volume, thereby indicating that all roadway segments currently have acceptable operating conditions.

Table 1
Existing Roadway Segment Operating Conditions (PM Peak Hour)

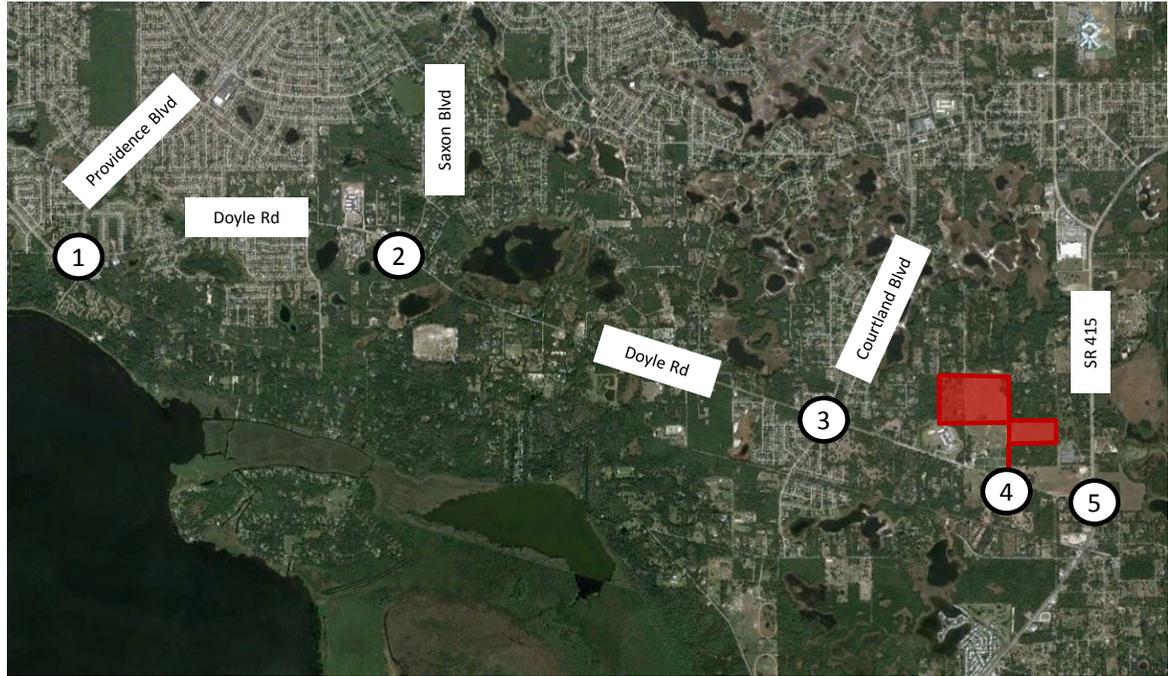
Roadway Segment	Existing Number of Lanes	Adopted Level of Service Standard ¹	Pk-Hr 2-Way Generalized Service Volume ²	Existing AADT	Existing 2-Way PM Peak-Hour Volumes ³	Year of Count	Existing Volume Exceeds Service Volume?
Doyle Road							
Providence Blvd to Garfield Road	2	E	1,230	11,950	1,087	2014	No
Garfield Road to Saxon Blvd	2	E	1,230	9,240	841	2014	No
Saxon Blvd to Courtland Blvd	2	E	1,230	7,670	698	2014	No
Courtland Blvd to Project Access Dwy	2	E	1,230	5,450	496	2014	No
Project Access Dwy to SR 415	2	E	1,230	5,450	496	2014	No

1 - Adopted levels of service obtained from City of Deltona's Comprehensive Plan

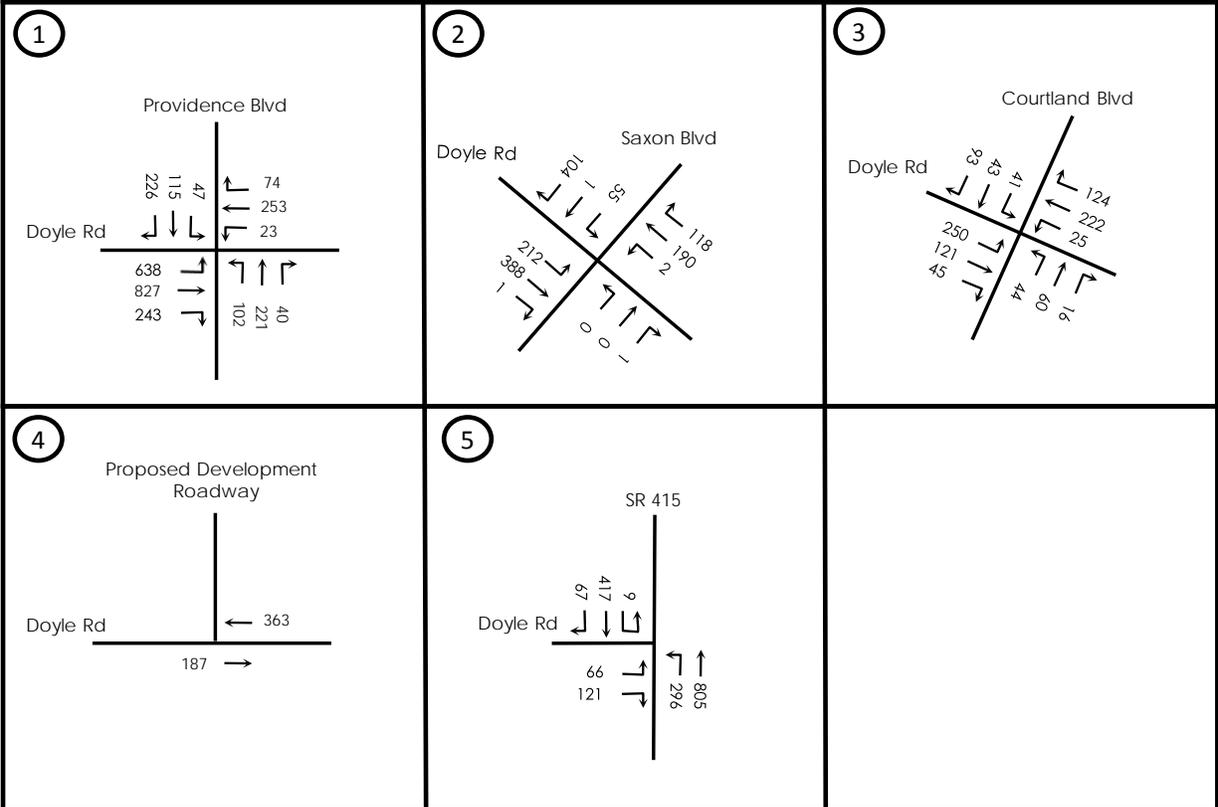
2 - Generalized service volumes for the adopted level of service were obtained from Volusia County.

3 - Existing PM peak-hour 2-way volumes calculated by applying a k-factor of 0.091 to the existing AADT volumes

Figure 2: Existing PM Peak-Hour Turning Movements



Aerial Image: Google Earth



Intersections

The PM peak-hour existing operating conditions of the study intersections were evaluated using the Highway Capacity Software (HCS) 2010 which utilizes analysis methodologies contained in the 2010 Highway Capacity Manual. The existing PM peak-hour turning movement volumes, existing roadway geometry, and existing signal timings were utilized in the analyses. Based on the HCS analyses, the existing overall level of service (LOS) and delay for the study intersections are as follows:

<u>Intersection</u>	<u>Overall LOS</u>	<u>Overall Delay (sec/veh)</u>
Doyle Road/Providence Boulevard	E	71.5
Doyle Road/Saxon Boulevard	B	10.1
Doyle Road/Courtland Boulevard	B	14.1
Doyle Road/State Road 415	B	16.3

HCS printouts are provided in the **Appendix**.

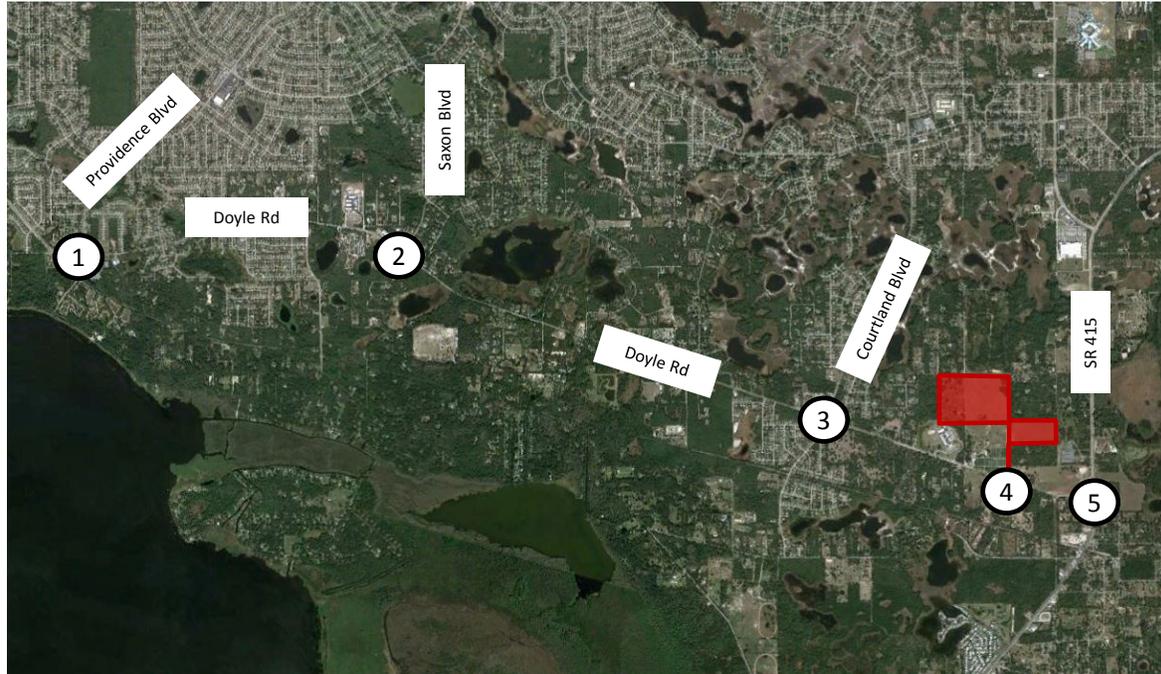
FUTURE BACKGROUND TRAFFIC

Future background traffic is the non-project-related traffic projected to utilize the study roadways and intersections. For the purposes of this analysis, the future background traffic was calculated by applying an annual growth rate to existing PM peak-hour volumes to factor the volumes up to year 2017, the year the development is proposed to be open. The annual growth rates were based on historical annual growth rates calculated from historical traffic data as obtained from Volusia County. Upon using the Traffic Trends Analysis Tool, it was concluded that the historical annual growth rates for Doyle Road, from Providence Boulevard to State Road 415, for the 2004 to 2014 analysis period have been negative. For the purposes of providing a conservative analysis, a one-percent annual growth rate was applied to the existing volumes to factor them to year 2017 future background PM peak-hour volumes. **Figure 3** shows the future background PM peak-hour turning movements at the study intersections while **Table 2** shows the future background PM peak-hour two-way volumes on the study roadway segments. Traffic Trends Analysis Tool printouts are also provided in the **Appendix**.

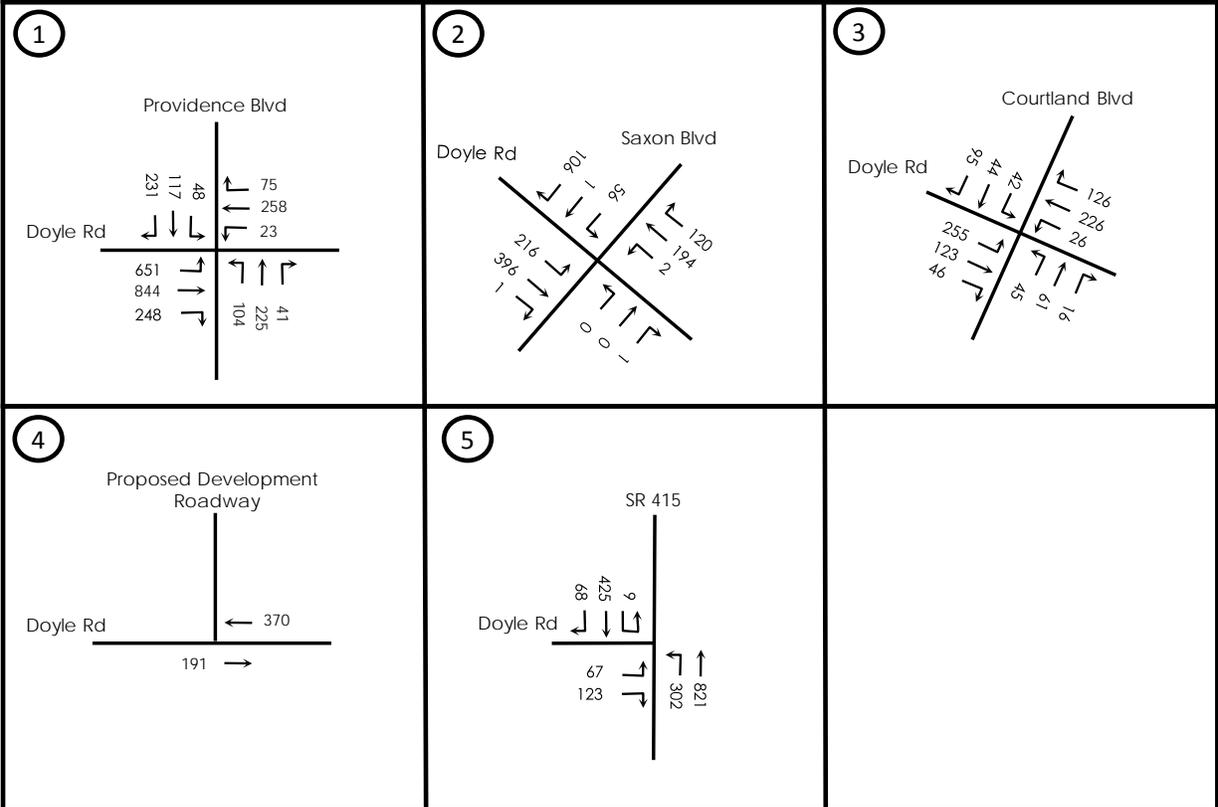
Table 2
Future Background Volumes for Roadway Segments (PM Peak Hour)

Roadway Segment	Existing 2-Way PM Peak-Hour Volumes	Year of Count	Annual Growth Rate	Future Background PM Pk-Hr 2-Way Volume
Doyle Road				
Providence Blvd to Garfield Road	1,087	2014	1.0%	1,120
Garfield Road to Saxon Blvd	841	2014	1.0%	866
Saxon Blvd to Courtland Blvd	698	2014	1.0%	719
Courtland Blvd to Project Access Dwy	496	2014	1.0%	511
Project Access Dwy to SR 415	496	2014	1.0%	511

Figure 3: Future Background PM Peak-Hour Turning Movements



Aerial Image: Google Earth



TRIP GENERATION

The number of vehicle trips that will originate from or are destined to a development is called trip generation and is dependent upon the type and size of the development. The total daily and PM peak-hour trip generation potential for the proposed development was determined based on trip generation equations and rates provided in the Institute of Transportation Engineer's (ITE) Informational Report, *Trip Generation, 9th Edition*. For the proposed development, ITE Land Use Code 210 (Single-Family Detached Housing) and ITE Land Use Code 230 (Residential Condominium/Townhouse) were used. As summarized in **Table 3**, the proposed development is projected to generate 3,497 total daily trips and 338 total PM peak-hour trips (216 in, 122 out).

Table 3
Trip Generation Projection for Proposed Development

Land Use	Intensity	Units	Daily			PM Peak		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing	279	Dwelling Units	1350	1,349	2,699	167	98	265
Residential Condominium/Townhouse	128	Dwelling Units	399	398	797	49	25	74
Net New External Trips			1,749	1,748	3,497	216	122	339

Single-Family Detached Housing (ITE 9th Edition - Land Use Code 210)

Daily	$LN (T) = 0.92 \times LN (\# \text{ of DU}) + 2.72$	50% In	50% Out
PM Peak Hour	$LN (T) = 0.90 \times LN (\# \text{ of DU}) + 0.51$	63% In	37% Out

Residential Condominium/Townhouse (ITE 9th Edition - Land Use Code 230)

Daily	$LN (T) = 0.87 \times LN (\# \text{ of DU}) + 2.46$	50% In	50% Out
PM Peak Hour	$LN (T) = 0.82 \times LN (\# \text{ of DU}) + 0.32$	67% In	33% Out

TRIP DISTRIBUTION

The trip distribution pattern defines the primary corridors that will be traveled by the traffic generated by the project. The approved trip distribution, as included in the approved methodology, was developed based on applying engineering judgment and using local knowledge of typical travel patterns for residents within the area. The trip distribution is shown in **Figure 4**.

TRIP ASSIGNMENT

The new external PM peak-hour project trips were assigned to the study roadways and intersections based on the trip distribution. **Figure 5** shows the PM peak-hour new external trips, assigned to the study intersections.

The project trips were then added to the future background traffic volumes to arrive at the total future PM peak-hour volumes for both the roadway segments and intersections. **Figure 6** shows the total (year 2017) PM peak-hour turning movement projections at the study intersections at build out of the development. Turning movement worksheets are provided in the **Appendix**. **Table 4** summarizes the total PM peak-hour two-way volumes in year 2017 on the roadway segments at build out of the development.

Table 4
Year 2017 Roadway Segment Volumes and Operating Conditions (PM Peak Hour Two-Way)

Roadway Segment	# of Lanes	Future Background PM Pk-Hr 2-Way Volume	Percent Assignment	2-Way Pk-Hr Project Trips	Future Total 2-Way PM Pk-Hr Volume	Adopted Level of Service Standard	Pk-Hr 2-Way Generalized Service Volume	Future Total Volume Exceeds Service Volume?
Doyle Road								
Providence Blvd to Garfield Road	2	1,120	25.0%	85	1,205	E	1,230	No
Garfield Road to Saxon Blvd	2	866	25.0%	85	951	E	1,230	No
Saxon Blvd to Courtland Blvd	2	719	30.0%	101	820	E	1,230	No
Courtland Blvd to Project Access Dwy	2	511	35.0%	118	629	E	1,230	No
Project Access Dwy to SR 415	2	511	65.0%	220	731	E	1,230	No

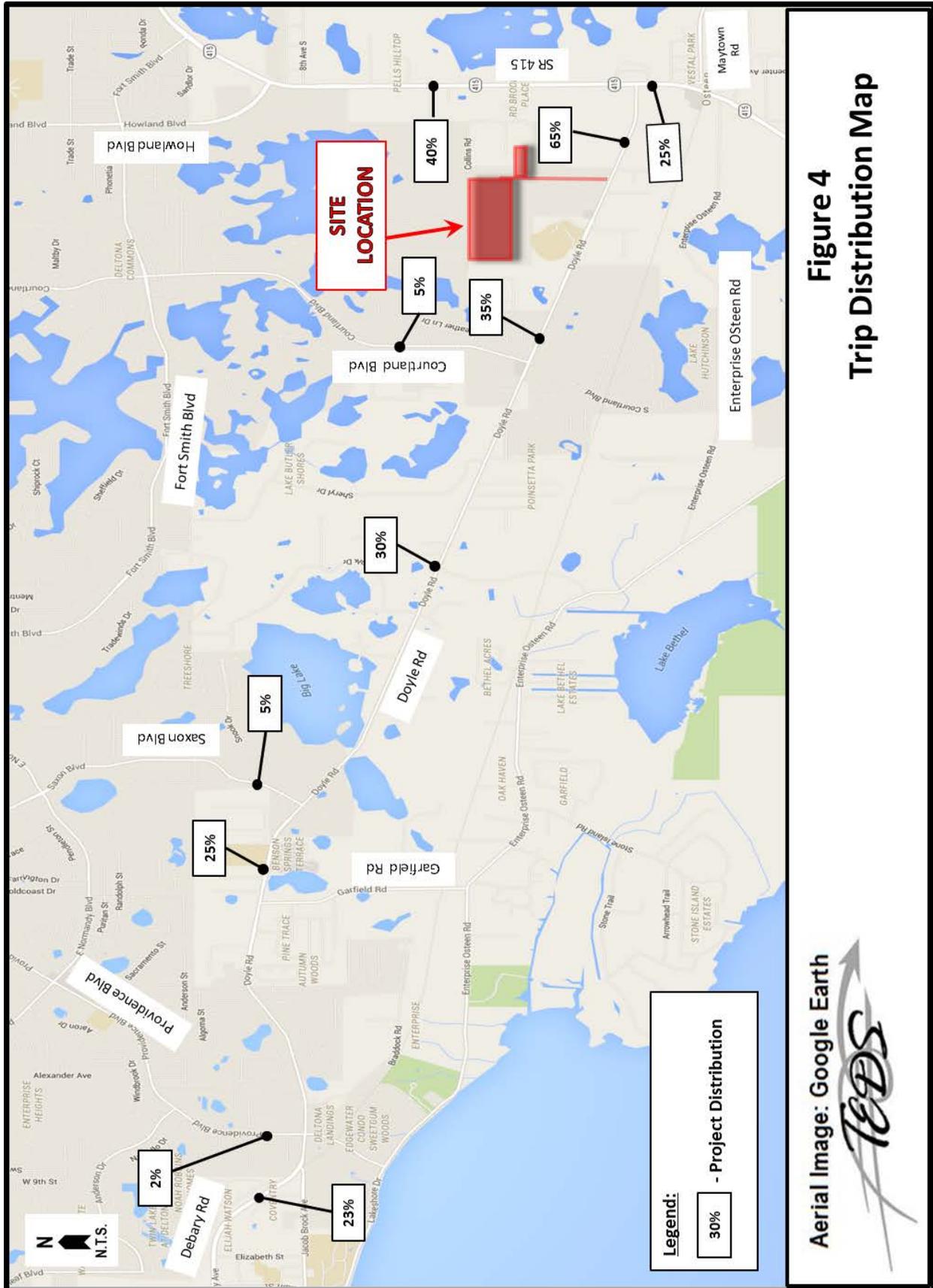


Figure 5: Future New External PM Peak-Hour Turning Movements



Aerial Image: Google Earth

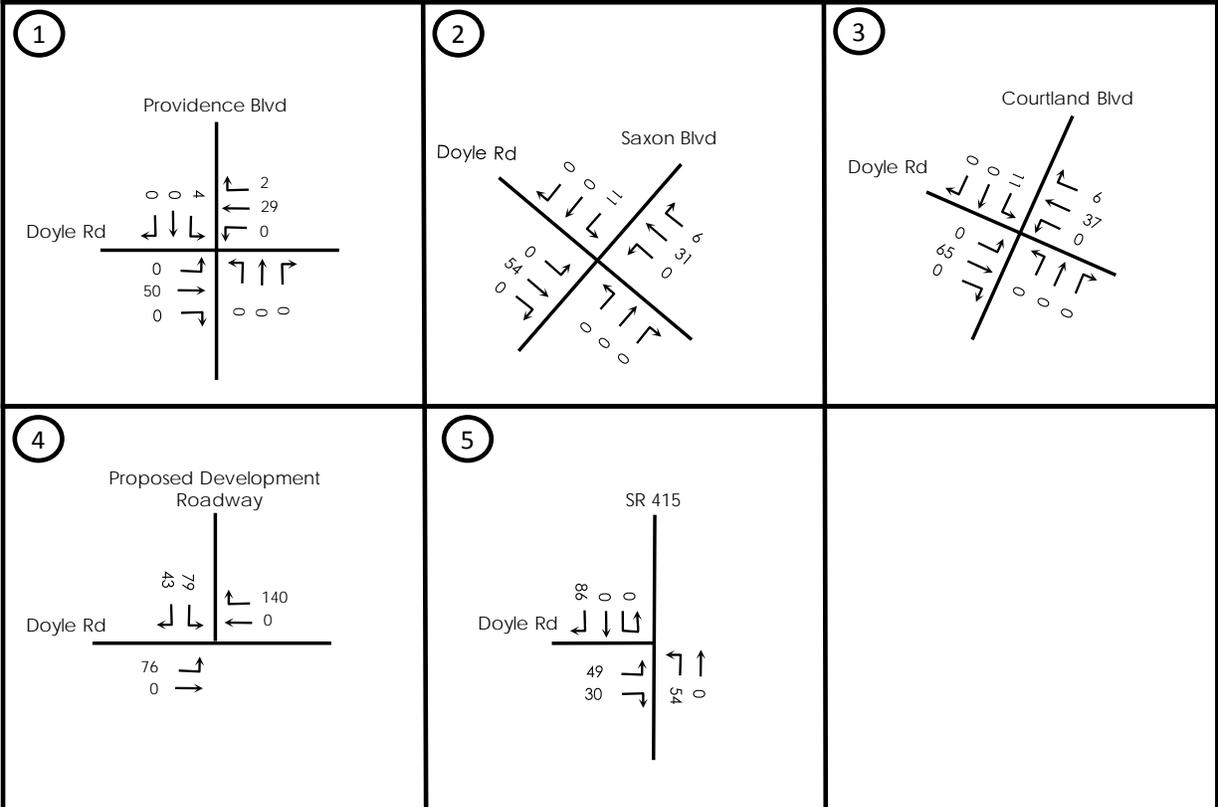
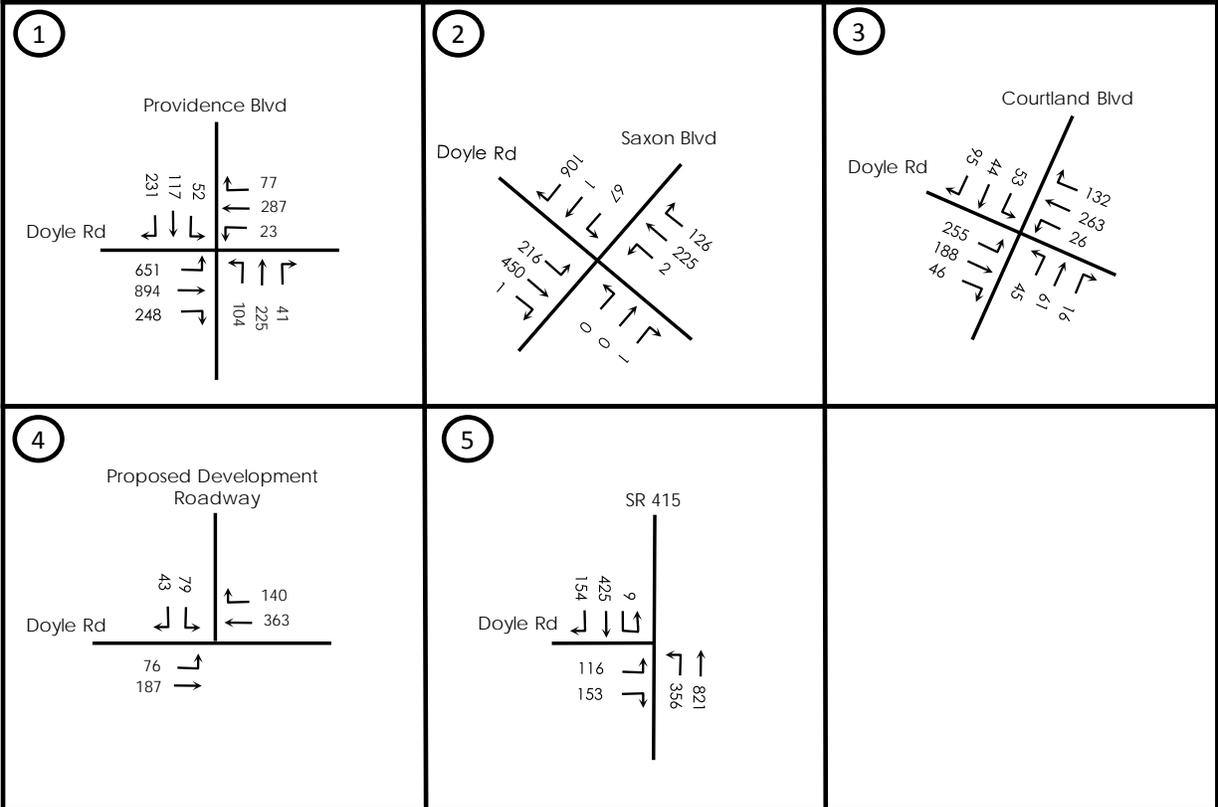


Figure 6: Future Total PM Peak-Hour Turning Movements



Aerial Image: Google Earth



FUTURE CONDITIONS ANALYSIS

Roadway Segments

The PM peak-hour operating conditions of the study roadway segments were analyzed by comparing total projected PM peak-hour two-way segment volumes to each roadway segment's generalized service volume. As summarized in **Table 4**, the projected volumes on all study roadway segments are below the generalized service volumes. Therefore, all study roadway segments are projected to have acceptable operating conditions in year 2017 at build out of the proposed Vineland Reserve development.

Intersections

The PM peak-hour operating conditions for the study intersections along Doyle Road were analyzed at build out of the proposed development in year 2017 using HCS 2010 and the projected turning movements. Based on the HCS analyses, the projected overall level of service (LOS) and delay for the signalized study intersections, at buildout of the proposed development, are as follows:

Intersection	Overall LOS	Overall Delay (sec/veh)
Doyle Road/Providence Boulevard	F	133.8
Doyle Road/Saxon Boulevard	B	10.4
Doyle Road/Courtland Boulevard	B	14.3
Doyle Road/State Road 415	B	18.7

It should be noted that with optimized signal timings (increasing the Max green for the eastbound/westbound left-turn movements to 25 seconds and increasing the eastbound/westbound through movements to 65 seconds) the Doyle Road/Providence Boulevard intersection is projected to operate acceptably at LOS D (overall delay of 44.9 seconds/vehicle). The HCS printouts are provided in the **Appendix**.

Additionally, the intersection of the development road with Doyle Road was analyzed under two-way STOP control using HCS. Based on the HCS analyses, the eastbound left-turn movement is projected to operate acceptably at LOS A (average delay of 8.7 seconds/vehicle). The southbound approach is also projected to operate acceptably at LOS C (average delay of 15.5 seconds/vehicle).

It should be noted that the eastbound left-turn volume is projected to exceed 25 vehicles in the peak hour and thus a left-turn lane on Doyle Road will be required per Volusia County requirements. The 95th percentile queue is less than one vehicle, therefore, a turn-lane length of 205 feet is recommended (based on a 50-foot queue and 155 feet of deceleration per FDOT's 2016 Design Standards, Index 301).

Additionally, the westbound right-turn volume exceeds 100 vehicles per hour, thus a westbound right-turn lane on Doyle Road will also be needed per Volusia County requirements. Because the movement is free flow, there is no projected queue. Therefore, a turn-lane length of 155 feet is recommended (based on 155 feet of deceleration per FDOT's 2016 Design Standards, Index 301).

ALTERNATIVE MODE ANALYSIS

Per the River to Sea TPO TIA Guidelines, an evaluation relating to transit, pedestrian, and bicycle facilities is provided below.

Transit – Votran currently has no routes that pass by the site via Doyle Road, and no routes that pass by the site via State Road 415.

Pedestrian Facilities – Currently, sidewalk is provided on the north side of Doyle Road and along both sides of State Road 415 north of Doyle Road along the frontage of the project.

Bicycle Facilities – There are bike lanes along both sides of State Road 415 to the east of the site. There is also the East Central Regional Rail Trail shared-use path (running east-west), located approximately 1,800 feet south of Doyle Road.

CONCLUSIONS

Traffic Engineering Data Solutions, Inc. (TEDS) was retained to analyze the projected traffic impact for the proposed Vineland Reserve development located on the north side of Doyle Road approximately 0.46 miles west of State Road 415 in the City of Deltona, Florida.

Based on the analyses, the existing PM peak-hour two-way volumes for all of the study roadway segments are below the generalized service volume, thereby indicating that all roadway segments currently have acceptable operating conditions. Additionally, all study intersections currently operate acceptably.

In 2017 at buildout of the proposed development, the projected PM peak-hour two-way volumes for all of the study roadway segments are below the generalized service volume, thereby indicating that all roadway segments are projected to have acceptable operating conditions. Additionally, all study intersections are projected to operate acceptably. However, the maximum green times for the eastbound/westbound left-turn movements and eastbound/westbound through movements will need to be adjusted.

Lastly, at the intersection of the development road with Doyle Road, a 205-foot eastbound left-turn lane and a 155-foot westbound right-turn lane are needed.

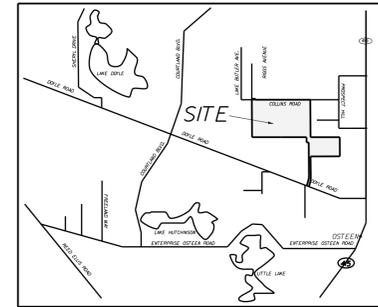
Appendix

PRELIMINARY SITE PLAN

OWNER/DEVELOPER
 LAKE DISTON LANDS, LLC
 300 E NEW YORK AVENUE
 SUITE 300
 DELAND, FLORIDA 32724
 CONTACT: MR. JAMES SWINNER

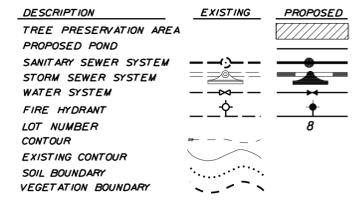
PLANNER/ENGINEER/ENVIRONMENTAL
 DEWBERRY
 110 WEST INDIANA AVENUE, SUITE 202
 DELAND, FLORIDA 32720
 CONTACT: TAD W. KASBERG, P.E.
 (386) 785-0468

SURVEYOR
 BLACKWELL AND ASSOCIATES
 995 WEST VOLUSIA AVENUE
 DELAND, FL 32720
 (386) 734-7660



LOCATION MAP
 NOT TO SCALE

LEGEND



OFFICIAL RECORDS BOOK 5402, PAGE 1532

A PORTION OF THE NORTH 1/4 OF SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTH 1/4 CORNER OF SAID SECTION 12; THENCE SOUTH 00°12'06" EAST, 35.00 FEET TO THE POINT OF BEGINNING; THENCE NORTH 89°59'16" EAST, 1333.40 FEET; THENCE SOUTH 00°24'06" EAST, 1285.85 FEET; THENCE NORTH 89°57'56" EAST, 1337.92 FEET; TO A POINT ON THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12; THENCE SOUTH 00°35'15" EAST, ALONG SAID LINE, 660.18 FEET; THENCE SOUTH 89°57'15" WEST, 1340.18 FEET; THENCE NORTH 00°32'09" WEST, 480.44 FEET; THENCE SOUTH 89°59'15" WEST, 178.79 FEET; THENCE NORTH 00°23'29" WEST, 180.04 FEET; THENCE SOUTH 89°59'36" WEST, 1440.94 FEET; TO A POINT ON THE EAST LINE OF THE WEST 31.0 ACRES OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SAID SECTION 12; THENCE NORTH 00°26'19" WEST, ALONG SAID LINE, 1285.77 FEET; THENCE SOUTH 89°59'21" EAST, 288.37 FEET TO THE POINT OF BEGINNING SAID LANDS LYING IN VOLUSIA COUNTY, FLORIDA.

LESS:

A PORTION OF THE NORTH 1/4 OF SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHEAST CORNER OF SAID SECTION 12; THENCE SOUTH 89°59'26" WEST, ALONG THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, A DISTANCE OF 2622.03 FEET; THENCE SOUTH 00°12'15" EAST, 1004.55 FEET; THENCE SOUTH 89°47'45" WEST, 104.82 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°12'15" EAST, A DISTANCE OF 220.00 FEET; THENCE SOUTH 89°47'45" WEST, 104.82 FEET TO THE POINT OF BEGINNING SAID LANDS LYING IN VOLUSIA COUNTY, FLORIDA.

THE WEST 31 ACRES OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTH 1/4 CORNER OF SAID SECTION 12; THENCE NORTH 89°59'21" WEST, ALONG THE NORTH LINE OF THE NORTHEAST 1/4 OF SAID SECTION 12, A DISTANCE OF 2883.63 FEET; THENCE SOUTH 00°26'19" WEST, 35.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00°26'19" EAST, A DISTANCE OF 1283.10 FEET; THENCE SOUTH 00°26'19" EAST, 2.68 FEET; THENCE SOUTH 89°59'40" WEST, 1045.57 FEET; THENCE NORTH 00°26'19" WEST, 1321.08 FEET; THENCE SOUTH 89°59'21" EAST, 167.56 FEET; THENCE SOUTH 00°07'39" WEST, 35.00 FEET; THENCE SOUTH 89°59'21" EAST, 878.28 FEET TO THE POINT OF BEGINNING SAID LANDS LYING IN VOLUSIA COUNTY, FLORIDA.

LEGAL DESCRIPTION: BY SURVEYOR

A PORTION OF LAND LYING IN SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE OF SECTION 12 A BEARING OF N89°41'20"W, A DISTANCE OF 2667.07 FEET TO THE NORTH QUARTER CORNER OF SECTION 12; THENCE S00°07'18"W, A DISTANCE OF 35.00 FEET TO THE POINT OF BEGINNING; THENCE S89°41'20"E, A DISTANCE OF 1333.40 FEET, SAID LINE BEING 35.00 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF SECTION 12; THENCE S00°04'42"E ALONG THE WEST LINE OF JOE SMITH PLACE AS RECORDED IN MAP BOOK 3, PAGE 32, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A BEARING OF S89°42'42"E, AND A DISTANCE OF 1337.91 FEET; THENCE ALONG THE WEST LINE OF ASSESSORS SUBDIVISION OF THE R.D. BROOKE PLACE, AS RECORDED IN MAP BOOK 3, PAGE 68, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, A BEARING OF S00°15'27"E, A DISTANCE OF 660.18 FEET; THENCE ALONG THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 12 A BEARING OF N89°43'23"W, A DISTANCE OF 1340.10 FEET; THENCE N00°12'45"W, A DISTANCE OF 480.44 FEET; THENCE N89°40'56"W, A DISTANCE OF 178.79 FEET; THENCE N00°04'05"W, A DISTANCE OF 180.04 FEET; THENCE N89°41'00"W, A DISTANCE OF 1440.94 FEET; THENCE N89°40'56"W, A DISTANCE OF 1045.57 FEET; THENCE N00°06'55"W, A DISTANCE OF 1321.08 FEET; THENCE S89°39'57"E, A DISTANCE OF 167.56 FEET; THENCE S00°20'03"W, A DISTANCE OF 35.00 FEET; THENCE S89°39'57"E, A DISTANCE OF 1166.66 FEET TO THE POINT OF BEGINNING.

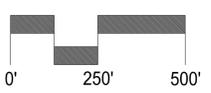
LESS THE FOLLOWING:

A PORTION OF LAND LYING IN SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF SECTION 12, TOWNSHIP 19 SOUTH, RANGE 31 EAST, VOLUSIA COUNTY, FLORIDA; THENCE N89°41'20"W ALONG THE NORTH LINE OF SECTION 12, A DISTANCE OF 2622.03 FEET; THENCE S00°06'59"W, A DISTANCE OF 1004.55 FEET; THENCE N89°55'01"W, A DISTANCE OF 104.82 FEET TO THE POINT OF BEGINNING; THENCE S00°06'59"W, A DISTANCE OF 220.00 FEET; THENCE N89°53'01"W, A DISTANCE OF 200.00 FEET; THENCE N00°06'59"E, A DISTANCE OF 220.00 FEET; THENCE S89°53'01"E, A DISTANCE OF 200.00 FEET TO THE POINT OF BEGINNING.

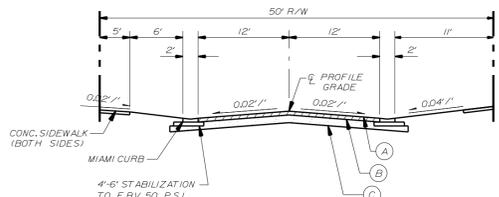
DISCLAIMER
 THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.

10/5/2015



SITE DATA

- PARCEL I.D. -
 - 12-19-31-00-00-0251
 - 12-19-31-00-00-0151
 - 12-19-31-00-00-0250
 - 12-19-31-00-00-0250
 - 12-19-31-00-00-0070
 - 12-19-31-00-00-0061
 - 12-19-31-00-00-0062
 - 12-19-31-00-00-0020
 - 12-19-31-00-00-0030
- 102.7 AC GROSS LAND AREA
- 12.4 AC RETENTION (12.1%)
- 21.2 AC TREE PRESERVATION (25.0%)
- 2.4 AC OPEN AREA (2.3%)
- (35% TO BE COMMON AREA)
- PROPOSED STREET LENGTH = 16,996 LF
- HORIZONTAL ALIGNMENT OF STREETS MEET FLORIDA DEPARTMENT OF TRANSPORTATION MINIMUM STANDARDS FOR A 20 MPH DESIGN SPEED
- 407 TOTAL LOTS
- 279 SINGLE FAMILY
- 128 TOWNHOME
- ZONING - RPUD
- SINGLE FAMILY:
- SETBACKS:
 - FRONT 20'
 - SIDE 15'
 - REAR 20'
- MIN. LOT SIZE: 6,900 SF
- MIN. LOT WIDTH: 50'
- TOWNHOME:
- SETBACKS:
 - FRONT 25'
 - REAR 20'
- MIN. LOT SIZE: 2,520 SF
- MIN. LOT WIDTH: 24'
- PROPOSED DENSITY = 4.0 UNITS/ACRE
- GEOMETRY IS PURELY CONCEPTUAL



- (A) 1 1/2" AC, S.C., TYPE S-111, MINIMUM MARSHALL FIELD STABILITY 1500, COMPACTED TO 98% DENSITY PER FM 1-238 (METHOD B), NUCLEAR DENSITY TEST, "BACK SCATTER METHOD" (TYP.)
- (B) 8" LUMEROCK BASE (LBR 100) COMPACTED TO 98% DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST (TYP.)
- (C) 8" SUB-BASE COMPACTED TO 98% DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST WITH MINIMUM LBR 40. (TYP.)

TYPICAL SECTION

SOILS LEGEND

01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
11	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSDINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	NATURAL VEGETATION RETENTION AREAS WATER

VEGETATION TABLE

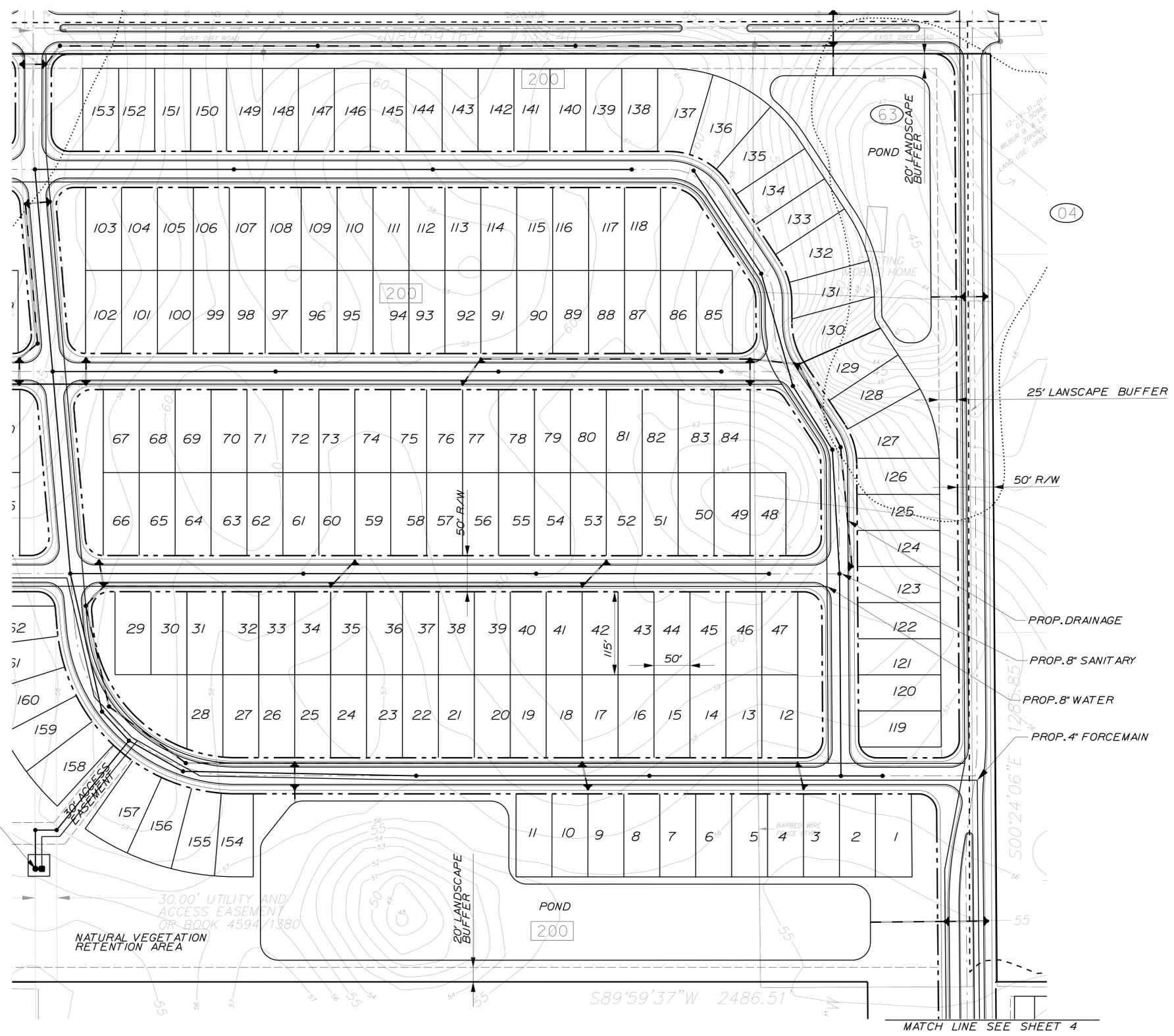
100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
210	ABANDONED FIELDS
412	PINE/FAERIC OAK
414	PINE/AMERIC OAK
421	YERIC OAK
710	DISTURBED LANDS

VINELAND RESERVE
 MASTER DEVELOPMENT PLAN
 CITY OF DELTONA

10/5/2015
 1:39:29 PM
 C:\Users\jswin\Documents\VINELAND_MASTER_PLAN.dwg
 10/5/2015
 1:39:29 PM
 jswin - DWGTEXT 10

SEE SHEET 2

SEE SHEET 2



LEGEND

DESCRIPTION	EXISTING	PROPOSED
TREE PRESERVATION AREA		
PROPOSED POND		
SANITARY SEWER SYSTEM		
STORM SEWER SYSTEM		
WATER SYSTEM		
FIRE HYDRANT		
LOT NUMBER		
CONTOUR		
EXISTING CONTOUR		
SOIL BOUNDARY		
VEGETATION BOUNDARY		

SOILS LEGEND

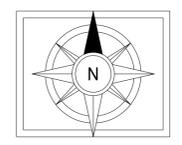
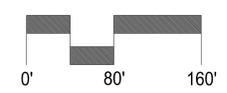
01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
17	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	OPEN WATER

VEGETATION TABLE

100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
270	ABANDONED FIELDS
412	PINE/XERIC OAK
414	PINE/MESIC OAK
421	XERIC OAK
740	DISTURBED LANDS

DISCLAIMER
 THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.

10/5/2015



VINELAND RESERVE
 MASTER DEVELOPMENT PLAN
 CITY OF DELTONA

MATCH LINE SEE SHEET 4

LEGEND

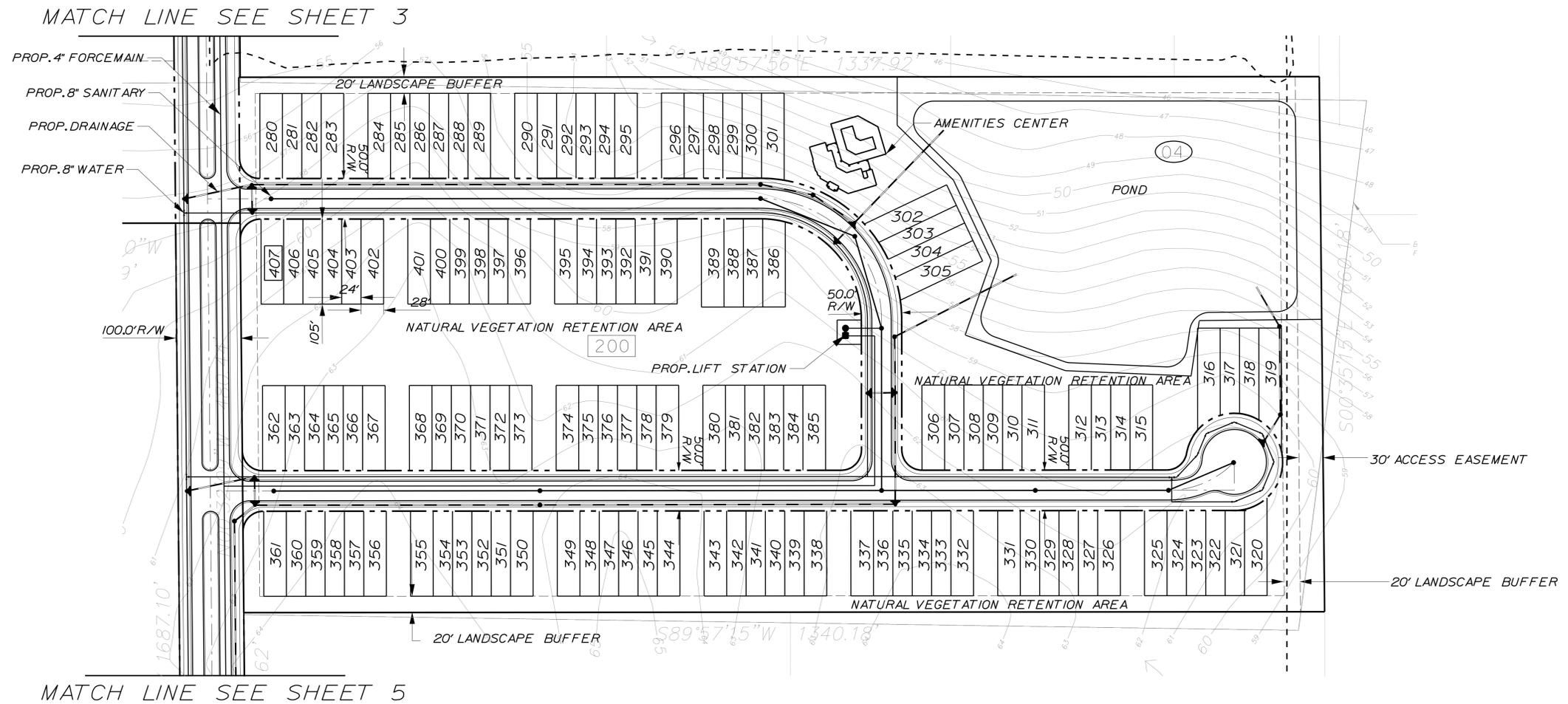
DESCRIPTION	EXISTING	PROPOSED
TREE PRESERVATION AREA		
PROPOSED POND		
SANITARY SEWER SYSTEM		
STORM SEWER SYSTEM		
WATER SYSTEM		
FIRE HYDRANT		
LOT NUMBER		
CONTOUR		
EXISTING CONTOUR		
SOIL BOUNDARY		
VEGETATION BOUNDARY		

SOILS LEGEND

01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
17	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	OPEN WATER

VEGETATION TABLE

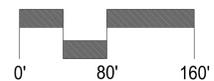
100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
270	ABANDONED FIELDS
412	PINE/XERIC OAK
414	PINE/MESIC OAK
421	XERIC OAK
740	DISTURBED LANDS



VINELAND RESERVE
 MASTER DEVELOPMENT PLAN
 CITY OF DELTONA

DISCLAIMER
 THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.

10/5/2015



LEGEND

DESCRIPTION	EXISTING	PROPOSED
TREE PRESERVATION AREA		
PROPOSED POND		
SANITARY SEWER SYSTEM		
STORM SEWER SYSTEM		
WATER SYSTEM		
FIRE HYDRANT		
LOT NUMBER		
CONTOUR		
EXISTING CONTOUR		
SOIL BOUNDARY		
VEGETATION BOUNDARY		

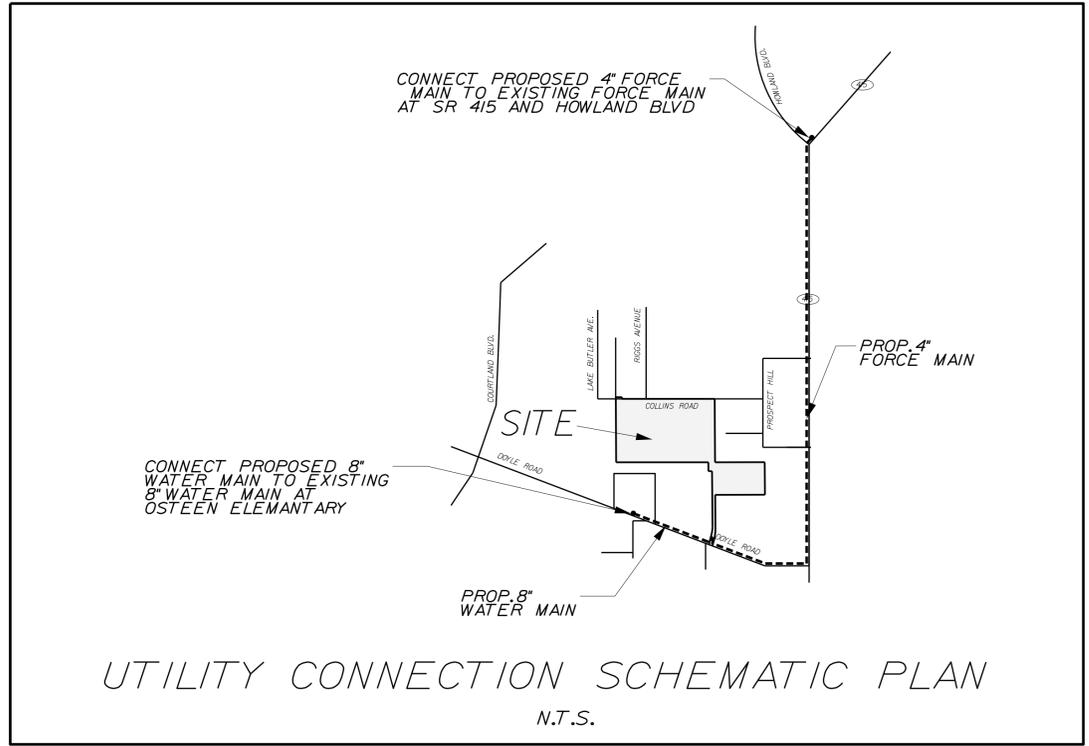
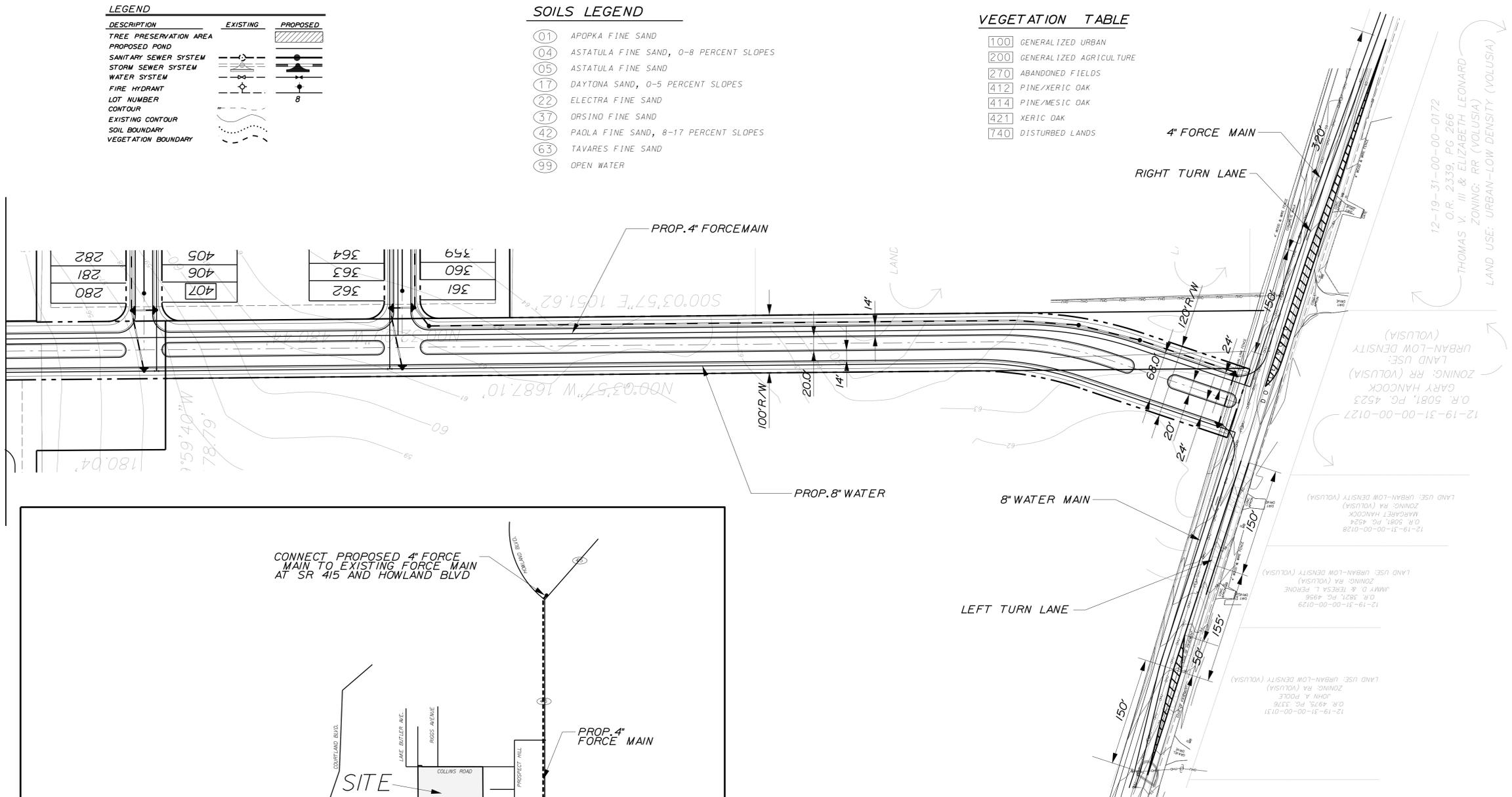
SOILS LEGEND

01	APOPKA FINE SAND
04	ASTATULA FINE SAND, 0-8 PERCENT SLOPES
05	ASTATULA FINE SAND
17	DAYTONA SAND, 0-5 PERCENT SLOPES
22	ELECTRA FINE SAND
37	ORSINO FINE SAND
42	PAOLA FINE SAND, 8-17 PERCENT SLOPES
63	TAVARES FINE SAND
99	OPEN WATER

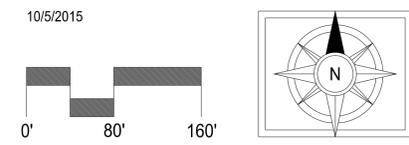
VEGETATION TABLE

100	GENERALIZED URBAN
200	GENERALIZED AGRICULTURE
270	ABANDONED FIELDS
412	PINE/XERIC OAK
414	PINE/MESIC OAK
421	XERIC OAK
740	DISTURBED LANDS

MATCH LINE SEE SHEET 4



DISCLAIMER
THIS CONCEPTUAL EXHIBIT ILLUSTRATES THE GENERAL INTENT OF THE DEVELOPMENT, AND IS NOT BASED ON AN ENGINEERING ANALYSIS. THE CONCEPT SHOULD NOT BE USED FOR COST PURPOSES AS IT IS SUBJECT TO CHANGE.



VINELAND RESERVE
MASTER DEVELOPMENT PLAN
CITY OF DELTONA

TRAFFIC METHODOLOGY AND REVIEW CORRESPONDENCE



Ref: 10838

TECHNICAL MEMORANDUM

To: Mr. James Skinner
From: Chris J. Walsh, P.E.
Subject: Traffic Impact Analysis Methodology – Vineland Reserve
Deltona, Florida
Date: October 28, 2015

Introduction

Traffic Engineering Data Solutions, Inc. (TEDS) has been retained to conduct a traffic impact analysis for the Vineland Reserve development located on the north side of Doyle Road approximately 0.46 miles west of State Road 415 in the City of Deltona, Florida (see **Figure 1**). The proposed development will include 279 single-family residential units and 128 townhomes. A preliminary site plan of the proposed development is attached. This letter summarizes the methodology for the traffic impact analysis.

Trip Generation

The total daily and PM peak-hour trip generation potential for the development was determined based on trip generation equations and rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 9th Edition*. For single-family residential units, Land Use Code 210 (Single-Family Detached Housing) was used. For townhomes, Land Use Code 230 (Residential Condominiums/Townhouse) was used. As summarized in **Table 1**, the proposed development is projected to generate 3,497 total daily trips (1,749 in, 1,748 out) and 338 total PM peak-hour trips (216 in, 122 out).



Aerial Image: Google Earth



Figure 1
Site Location Map

**Table 1
 Trip Generation Summary**

Land Use	Intensity	Units	Daily			PM Peak		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing	279	Dwelling Units	1350	1,349	2,699	167	98	265
Residential Condominium/Townhouse	128	Dwelling Units	399	398	797	49	25	74
Net New External Trips			1,749	1,748	3,497	216	122	339

Single-Family Detached Housing (ITE 9th Edition - Land Use Code 210)

Daily LN (T) = 0.92 x LN (# of DU) + 2.72 50% In 50% Out
 PM Peak Hour LN (T) = 0.90 x LN (# of DU) + 0.51 63% In 37% Out

Residential Condominium/Townhouse (ITE 9th Edition - Land Use Code 230)

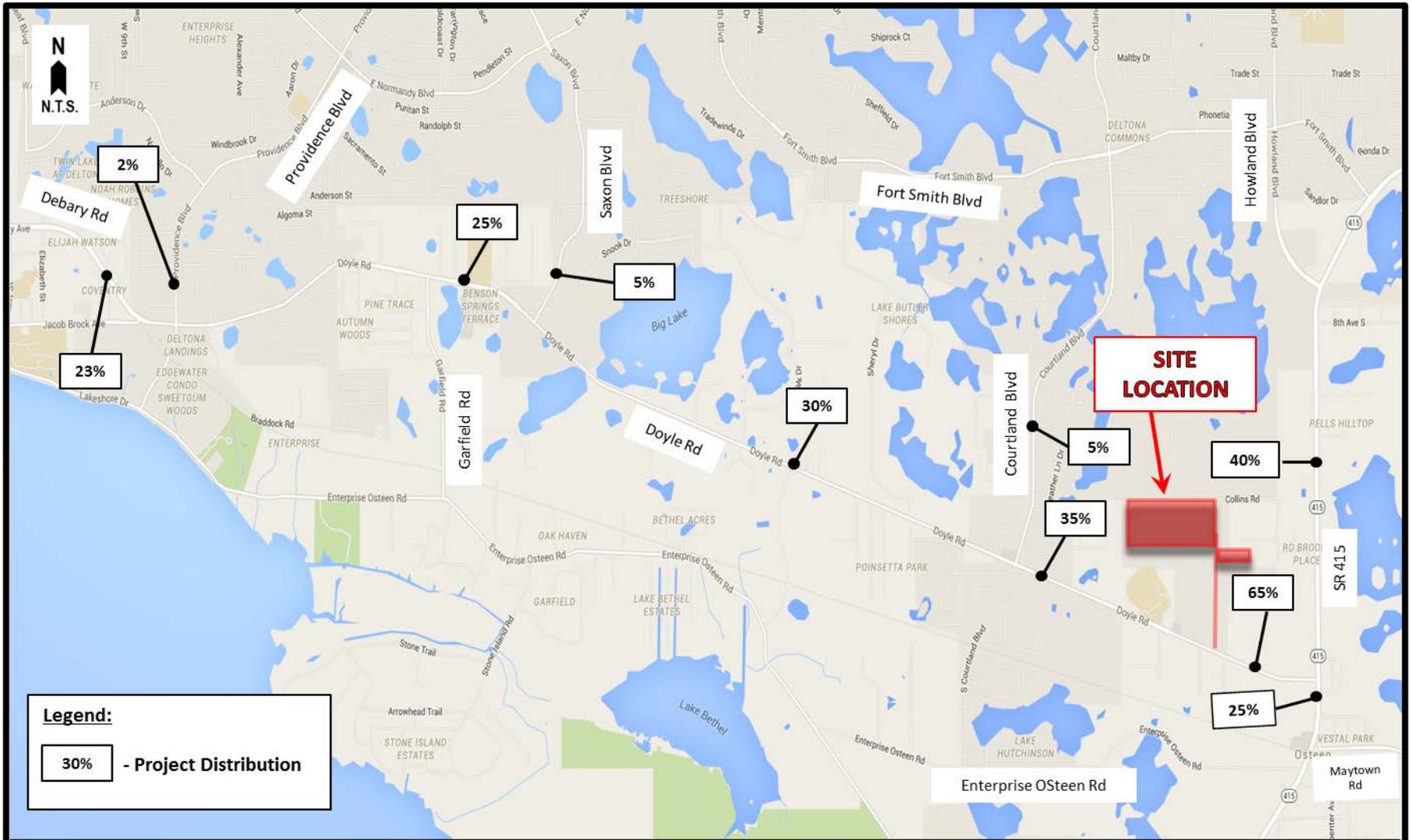
Daily LN (T) = 0.87 x LN (# of DU) + 2.46 50% In 50% Out
 PM Peak Hour LN (T) = 0.82 x LN (# of DU) + 0.32 67% In 33% Out

Trip Distribution & Assignment

A traffic impact analysis was previously conducted in 2006 for the Collingswood Properties and Vineland Reserve developments. The distribution included in the approved TIA included was based on a model distribution. Recognizing that the Vineland Reserve development is still proposed as a residential development, the model distribution from the 2006 TIA was used as the basis for the newly proposed distribution. The proposed trip distribution is shown in **Figure 2** and the 2006 model distribution is attached.

Study Area

Because the proposed development is projected to generate more than 300 two-way peak hour external trips, the study area was determined based upon a five-percent level of significance as consistent with the River to Sea Transportation Planning Organization (River to Sea TPO) Transportation Impact Analysis (TIA) Guidelines. A summary of the determination of the five-percent significance area can be found in **Table 2**. The adopted levels of service (LOS) included in **Table 2** were obtained from the City of Deltona’s comprehensive plan and the generalized service volumes based on FDOT’s 2013 Quality/Level of Service Handbook.



Aerial Image: Google Earth



Figure 4
Trip Distribution Map

**Table 2
 Summary of Significant Impact Determination**

Roadway Segment	Existing Number of Lanes	Adopted Level of Service Standard	Pk-Hr 2-Way Generalized Service Volume	Percent Assignment	Pk-Hr 2-Way Project Trips	Project Trips as % of Service Volume	Impact Exceeds 5%?
State Road 415							
Enterprise-Osteen Road to Doyle Rd	4	E	3,759	25.0%	85	2.26%	No
Doyle Rd to Walmart Dwy	4	E	3,759	40.0%	135	3.59%	No
Doyle Road							
Main Street to Providence Blvd	4	E	3,759	23.0%	78	2.08%	No
Providence Blvd to Garfield Road	2	E	1,230	25.0%	85	6.91%	YES
Garfield Road to Saxon Blvd	2	E	1,230	25.0%	85	6.91%	YES
Saxon Blvd to Courtland Blvd	2	E	1,230	30.0%	101	8.21%	YES
Courtland Blvd to Project Access Dwy	2	E	1,230	35.0%	118	9.59%	YES
Project Access Dwy to SR 415	2	E	1,230	65.0%	220	17.89%	YES
Courtland Boulevard							
Fort Smith Blvd to Doyle Road	2	E	1,150	5.0%	17	1.48%	No
Saxon Boulevard							
Normandy Blvd to Doyle Road	2	E	1,230	5.0%	17	1.38%	No
Providence Boulevard							
Anderson Dr to Doyle Road	2	E	1,020	2.0%	7	0.69%	No

Based on **Table 2**, the following roadway segments will be analyzed:

- Doyle Road, from Providence Boulevard to State Road 415

The study intersections will include the following:

- Doyle Road at Providence Boulevard
- Doyle Road at Saxon Boulevard
- Doyle Road at Courtland Boulevard
- Doyle Road at State Road 415

The PM peak-hour background traffic volumes for the roadway segments will be projected by factoring up existing volumes through the application of vested trips from the City of Deltona, and/or historical growth rates. Project trips will then be added to the future background volumes to project the build out conditions for each roadway segment and intersection.

The existing and future roadway segment and intersection operating conditions will be analyzed for the PM peak hour. The roadway segments will be analyzed by comparing the two-way link volumes to the generalized service volumes. Should the projected volume be less than the generalized service volume then it shall be concluded that the roadway will operate at an acceptable level of service (LOS)

volume then it shall be concluded that the roadway will operate at an acceptable level of service (LOS) standard at build out of the project. In the event the future volume of a roadway exceeds the generalized service volume, TEDS may conduct a more detailed highway/arterial analysis to further refine the level of service evaluation.

Existing and future PM peak-hour intersection operating conditions will be analyzed using the Highway Capacity Software based upon the committed geometry. Existing signal timings and phasing will be used for intersection analyses. A study intersection will be deemed to operate acceptably if the overall intersection LOS meets the adopted LOS standard for the roadways. Per the River to Sea TPO TIA Guidelines, in the event the two intersecting roadways have different LOS standards, then the lower standard shall prevail. For example, if one roadway has a LOS standard of D and the intersecting road has a LOS standard of E, then the overall intersection LOS standard shall be E.

Critical and Near Critical Study Area

A critical, near critical, and hurricane critical roadway segment is one where the existing daily volume is 90 percent or more of a roadway's service volume at the adopted LOS standard. There are no critical, near critical, and hurricane critical roadway segments identified on Volusia County Traffic Engineering Division's critical/near-critical map within a five-mile travel distance.

Alternative Mode Analysis

Per the River to Sea TPO TIA Guidelines, an evaluation relating to transit, pedestrian, and bicycle facilities will be provided.

Conclusions, Recommendations and Mitigation

Based upon the results of the analysis, conclusions and recommendations will be prepared. If the TIA identifies deficient roadways/intersections and the project's impacts are non-deminimus, then a plan to mitigate the project's impacts will be provided.

From: Chris Walsh [<mailto:cwalsh@teds-fl.com>]
Sent: Tuesday, November 03, 2015 11:02 AM
To: 'Ron Paradise' <RParadise@deltonafl.gov>
Cc: 'Chris Bowley' <CBowley@deltonafl.gov>; 'Kat Kyp' <KKyp@deltonafl.gov>; 'Melissa Winsett' (mwinsett@volusia.org) <mwinsett@volusia.org>
Subject: RE: Vineland Reserve

Good afternoon Ron,

Below are responses to your methodology comments (see in red). Please note that based on comment #4, we have prepared a revised distribution and included it in a revised methodology (basically the only change is the distribution and the significance test table). Also attached is the old approved traffic study for the development which was the basis of the trip distribution in our first methodology.

Melissa, a driveway permit will be needed from the County for a connection to Doyle Road. Attached is the site plan.

Chris

Chris J. Walsh, PE
Senior Transportation Engineer



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, Florida 32713
386.753.0558 (o) 386.801.5682 (c)
cwalsh@teds-fl.com
www.teds-fl.com

From: Ron Paradise [<mailto:RParadise@deltonafl.gov>]
Sent: Thursday, October 29, 2015 11:44 AM
To: Chris Walsh <cwalsh@teds-fl.com>
Cc: Chris Bowley <CBowley@deltonafl.gov>; Kat Kyp <KKyp@deltonafl.gov>; Melissa Winsett (mwinsett@volusia.org) <mwinsett@volusia.org>
Subject: RE: Vineland Reserve

Mr. Walsh, I looked at the methodology and have the following observations/comments?

- 1) The TIA will comport with TPO guidelines – correct? **Correct**
- 2) Need to incorporate some sort of signal warrant oriented analysis at the project entrance and Doyle. Furthermore what improvements will be needed to make that intersection function (i.e. turn lanes, storage, etc.)? **We will first analyze the intersection under STOP sign control. If the intersection operates acceptably, then a signal warrant analysis will not be conducted. If the intersection fails (sidestreet approach does not meet the LOS standard), then a signal warrant analysis will be conducted.**
- 3) Please coordinate with Volusia County Traffic Engineering (Doyle is a County Rd.). **Will do**
- 4) With regard to the traffic splits, what is the rationale behind only 8% of the trips heading south on SR 415? In addition, what percent of traffic will use Courtland Blvd. from Doyle to Ft. Smith? Only 2%? **We had utilized the distribution from the previously approved TIA for the same development (see attachment). However, we are in**

agreement as we would expect more traffic to be to/from the south on SR 415. Based on local knowledge, we propose a revised (new) distribution....see the attached revised methodology.

- 5) Note: the City does have 2015 traffic counts on City t-fare facilities. Will send under separate cover. Thank you, we received your email with the count data.
- 6) If traffic deficiencies are noted, please indicate how those deficiencies will be addressed and by what entity including a funding mechanism. We will utilize mitigation procedures in accordance with the TIA guidelines and City's LDR's (proportionate-share is the typical approach but will work with the City and County on mitigation solutions).

Have a good day.

Ron

From: Chris Walsh [<mailto:cwalsh@teds-fl.com>]
Sent: Thursday, October 29, 2015 10:41 AM
To: Ron Paradise
Subject: Vineland Reserve

Good afternoon Ron,

Attached is a methodology for the TIA for the Vineland Reserve development. Please let me know if you have any questions.

Chris

Chris J. Walsh, PE
Senior Transportation Engineer



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, Florida 32713
386.753.0558 (o) 386.801.5682 (c)
cwalsh@teds-fl.com
www.teds-fl.com

From: Vischal Persaud [<mailto:vpersaud@teds-fl.com>]
Sent: Wednesday, October 28, 2015 2:41 PM
To: cwalsh@teds-fl.com
Subject: Vineland Reserve

Vischal Persaud, EI
Transportation Analyst



Traffic Engineering Data Solutions, Inc.
80 Spring Vista Drive
DeBary, Florida 32713
386.753.0558 (o) 386.753.0778 (f)
vpersaud@teds-fl.com
www.teds-fl.com

Florida has a very broad Public Records Law. Virtually all written communications to or from State and Local Officials and employees are public records available to the public and media upon request. The City of Deltona's policy does not differentiate between personal and business emails. This means email messages, including your e-mail address and any attachments and information we receive online might be disclosed to any person or media making a public records request. E-mail sent on the City system will be considered public and will only be withheld from disclosure if deemed confidential or exempt pursuant to State Law. If you are an individual whose identifying information is exempt under 119.071, Florida Statutes, please so indicate in your email or other communication. If you have any questions about the Florida public records law refer to Chapter 119 Florida Statutes.

TRAFFIC COUNT DATA PRINTOUTS

Groups Printed- All Vehicles

Start Time	PROVIDENCE Northbound					PROVIDENCE Southbound					DOYLE Eastbound					DOYLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	22	37	12	0	71	14	25	59	0	98	114	142	44	0	300	8	65	11	0	84	553
04:15 PM	31	27	8	0	66	10	34	74	0	118	123	215	68	0	406	8	65	18	0	91	681
04:30 PM	36	40	6	0	82	12	26	62	0	100	175	230	71	2	478	1	89	26	0	116	776
04:45 PM	29	37	7	0	73	11	27	68	0	106	131	231	62	1	425	6	81	9	0	96	700
Total	118	141	33	0	292	47	112	263	0	422	543	818	245	3	1609	23	300	64	0	387	2710
05:00 PM	31	55	9	0	95	12	37	54	0	103	138	199	53	1	391	9	65	10	0	84	673
05:15 PM	20	44	7	0	71	14	23	57	0	94	191	233	65	1	490	5	60	31	3	99	754
05:30 PM	25	64	16	0	105	14	32	53	0	99	159	215	60	1	435	6	65	17	0	88	727
05:45 PM	26	58	8	0	92	7	23	62	2	94	150	180	65	0	395	3	63	16	0	82	663
Total	102	221	40	0	363	47	115	226	2	390	638	827	243	3	1711	23	253	74	3	353	2817
Grand Total	220	362	73	0	655	94	227	489	2	812	1181	1645	488	6	3320	46	553	138	3	740	5527
Apprch %	33.6	55.3	11.1	0		11.6	28	60.2	0.2		35.6	49.5	14.7	0.2		6.2	74.7	18.6	0.4		
Total %	4	6.5	1.3	0	11.9	1.7	4.1	8.8	0	14.7	21.4	29.8	8.8	0.1	60.1	0.8	10	2.5	0.1	13.4	

Start Time	PROVIDENCE Northbound					PROVIDENCE Southbound					DOYLE Eastbound					DOYLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	36	40	6	0	82	12	26	62	0	100	175	230	71	2	478	1	89	26	0	116	776
04:45 PM	29	37	7	0	73	11	27	68	0	106	131	231	62	1	425	6	81	9	0	96	700
05:00 PM	31	55	9	0	95	12	37	54	0	103	138	199	53	1	391	9	65	10	0	84	673
05:15 PM	20	44	7	0	71	14	23	57	0	94	191	233	65	1	490	5	60	31	3	99	754
Total Volume	116	176	29	0	321	49	113	241	0	403	635	893	251	5	1784	21	295	76	3	395	2903
% App. Total	36.1	54.8	9	0		12.2	28	59.8	0		35.6	50.1	14.1	0.3		5.3	74.7	19.2	0.8		
PHF	.806	.800	.806	.000	.845	.875	.764	.886	.000	.950	.831	.958	.884	.625	.910	.583	.829	.613	.250	.851	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:30 PM					04:30 PM					
+0 mins.	31	55	9	0	95	10	34	74	0	118	175	230	71	2	478	1	89	26	0	116	
+15 mins.	20	44	7	0	71	12	26	62	0	100	131	231	62	1	425	6	81	9	0	96	
+30 mins.	25	64	16	0	105	11	27	68	0	106	138	199	53	1	391	9	65	10	0	84	
+45 mins.	26	58	8	0	92	12	37	54	0	103	191	233	65	1	490	5	60	31	3	99	
Total Volume	102	221	40	0	363	45	124	258	0	427	635	893	251	5	1784	21	295	76	3	395	
% App. Total	28.	60.	11	0		10.	29	60.	0		35.	50.	14.	0.3		5.3	74.	19.	0.8		
	1	9				5	4				6	1	1			7	2				
PHF	.82	.86	.62	.00	.864	.93	.83	.87	.00	.905	.83	.95	.88	.62	.910	.58	.82	.61	.25		.851
	3	3	5	0		8	8	2	0		1	8	4	5		3	9	3	0		

Groups Printed- Heavy Trucks

Start Time	PROVIDENCE Northbound					PROVIDENCE Southbound					DOYLE Eastbound					DOYLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	1	0	1	0	2	1	0	1	0	2	5	2	0	0	7	0	2	0	0	2	13
04:15 PM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	1	0	4	7
04:30 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	0	0	0	3
Total	1	1	2	0	4	1	1	3	0	5	7	5	0	1	13	0	5	1	0	6	28
05:00 PM	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	2
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	0	1	0	0	1	4
Total	0	2	0	0	2	0	1	0	2	3	0	1	1	1	3	0	2	0	0	2	10
Grand Total	1	3	2	0	6	1	2	3	2	8	7	6	1	2	16	0	7	1	0	8	38
Apprch %	16.7	50	33.3	0		12.5	25	37.5	25		43.8	37.5	6.2	12.5		0	87.5	12.5	0		
Total %	2.6	7.9	5.3	0	15.8	2.6	5.3	7.9	5.3	21.1	18.4	15.8	2.6	5.3	42.1	0	18.4	2.6	0	21.1	

Start Time	PROVIDENCE Northbound					PROVIDENCE Southbound					DOYLE Eastbound					DOYLE Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	1	0	1	0	2	1	0	1	0	2	5	2	0	0	7	0	2	0	0	2	13
04:15 PM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	1	0	4	7
04:30 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	0	0	0	3
Total Volume	1	1	2	0	4	1	1	3	0	5	7	5	0	1	13	0	5	1	0	6	28
% App. Total	25	25	50	0		20	20	60	0		53.8	38.5	0	7.7		0	83.3	16.7	0		
PHF	.250	.250	.500	.000	.500	.250	.250	.750	.000	.625	.350	.625	.000	.250	.464	.000	.417	.250	.000	.375	.538

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
+0 mins.	1	0	1	0	2	1	0	1	0	2	5	2	0	0	7	0	2	0	0	2	13
+15 mins.	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	3	1	0	4	7
+30 mins.	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
+45 mins.	0	0	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	0	0	0	3
Total Volume	1	1	2	0	4	1	1	3	0	5	7	5	0	1	13	0	5	1	0	6	28
% App. Total	25	25	50	0		20	20	60	0		53.8	38.5	0	7.7		0	83.3	16.7	0		
PHF	.25	.25	.50	.00	.500	.25	.25	.75	.00	.625	.35	.62	.00	.25	.464	.00	.41	.25	.00	.375	.538
	0	0	0	0		0	0	0	0		0	5	0	0		0	7	0	0		

Groups Printed- ALL VEHICLES

Start Time	SAXON BLVD Northbound					SAXON BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	1	0	1	13	0	21	0	34	41	90	0	0	131	1	48	23	0	72	238
04:15 PM	0	0	0	0	0	20	0	20	0	40	44	73	2	0	119	0	56	19	0	75	234
04:30 PM	0	0	0	0	0	12	0	17	0	29	49	107	0	0	156	0	65	23	0	88	273
04:45 PM	0	0	0	0	0	16	0	16	0	32	44	79	0	0	123	0	43	26	0	69	224
Total	0	0	1	0	1	61	0	74	0	135	178	349	2	0	529	1	212	91	0	304	969
05:00 PM	0	0	1	0	1	15	1	23	0	39	53	100	0	0	153	0	48	23	0	71	264
05:15 PM	0	0	0	0	0	11	0	28	0	39	59	97	0	0	156	0	42	36	0	78	273
05:30 PM	0	0	0	0	0	12	0	31	0	43	54	100	1	0	155	2	48	31	0	81	279
05:45 PM	0	0	0	0	0	17	0	22	0	39	46	91	0	0	137	0	52	28	0	80	256
Total	0	0	1	0	1	55	1	104	0	160	212	388	1	0	601	2	190	118	0	310	1072
Grand Total	0	0	2	0	2	116	1	178	0	295	390	737	3	0	1130	3	402	209	0	614	2041
Apprch %	0	0	100	0		39.3	0.3	60.3	0		34.5	65.2	0.3	0		0.5	65.5	34	0		
Total %	0	0	0.1	0	0.1	5.7	0	8.7	0	14.5	19.1	36.1	0.1	0	55.4	0.1	19.7	10.2	0	30.1	

Start Time	SAXON BLVD Northbound					SAXON BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
05:00 PM	0	0	1	0	1	15	1	23	0	39	53	100	0	0	153	0	48	23	0	71	264
05:15 PM	0	0	0	0	0	11	0	28	0	39	59	97	0	0	156	0	42	36	0	78	273
05:30 PM	0	0	0	0	0	12	0	31	0	43	54	100	1	0	155	2	48	31	0	81	279
05:45 PM	0	0	0	0	0	17	0	22	0	39	46	91	0	0	137	0	52	28	0	80	256
Total Volume	0	0	1	0	1	55	1	104	0	160	212	388	1	0	601	2	190	118	0	310	1072
% App. Total	0	0	100	0		34.4	0.6	65	0		35.3	64.6	0.2	0		0.6	61.3	38.1	0		
PHF	.000	.000	.250	.000	.250	.809	.250	.839	.000	.930	.898	.970	.250	.000	.963	.250	.913	.819	.000	.957	.961

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:	04:00 PM					05:00 PM					05:00 PM					05:00 PM				
+0 mins.	0	0	1	0	1	15	1	23	0	39	53	100	0	0	153	0	48	23	0	71
+15 mins.	0	0	0	0	0	11	0	28	0	39	59	97	0	0	156	0	42	36	0	78
+30 mins.	0	0	0	0	0	12	0	31	0	43	54	100	1	0	155	2	48	31	0	81
+45 mins.	0	0	0	0	0	17	0	22	0	39	46	91	0	0	137	0	52	28	0	80
Total Volume	0	0	1	0	1	55	1	104	0	160	212	388	1	0	601	2	190	118	0	310
% App. Total	0	0	100	0		34.4	0.6	65	0		35.3	64.6	0.2	0		0.6	61.3	38.1	0	
PHF	.000	.000	.250	.000	.250	.809	.250	.839	.000	.930	.898	.970	.250	.000	.963	.250	.913	.819	.000	.957

Groups Printed- Heavy Trucks

Start Time	SAXON BLVD Northbound					SAXON BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	1	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	3	2	0	5	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	4
Grand Total	0	0	0	0	0	0	0	2	0	2	0	10	0	0	10	0	5	2	0	7	19
Apprch %	0	0	0	0		0	0	100	0		0	100	0	0		0	71.4	28.6	0		
Total %	0	0	0	0		0	0	10.5	0	10.5	0	52.6	0	0	52.6	0	26.3	10.5	0	36.8	

Start Time	SAXON BLVD Northbound					SAXON BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	6
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	1	0	3	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	3	2	0	5	15
% App. Total	0	0	0	0		0	0	100	0		0	100	0	0		0	60	40	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.450	.000	.000	.450	.000	.375	.500	.000	.417	.625

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	1	
+15 mins.	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	2	1	0	3	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	1	0	1	0	9	0	0	9	0	3	2	0	5	
% App. Total	0	0	0	0		0	0	100	0		0	100	0	0		0	60	40	0		
PHF	.00	.00	.00	.00	.000	.00	.00	.25	.00	.250	.00	.45	.00	.00	.450	.00	.37	.50	.00	.417	

Groups Printed- All Vehicles

Start Time	COURTLAND BLVD Northbound					COURTLAND BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	8	9	5	0	22	5	9	33	0	47	38	36	15	0	89	8	51	18	0	77	235
04:15 PM	8	7	0	1	16	5	12	23	2	42	44	48	9	0	101	1	48	22	0	71	230
04:30 PM	4	8	2	0	14	13	10	19	0	42	45	50	3	0	98	4	76	19	0	99	253
04:45 PM	14	15	0	2	31	10	8	20	0	38	53	34	7	0	94	7	54	26	2	89	252
Total	34	39	7	3	83	33	39	95	2	169	180	168	34	0	382	20	229	85	2	336	970
05:00 PM	8	12	4	0	24	7	15	13	0	35	62	34	6	0	102	3	59	38	0	100	261
05:15 PM	12	18	5	0	35	16	5	25	0	46	68	32	14	0	114	7	56	32	0	95	290
05:30 PM	10	16	1	3	30	9	10	32	2	53	67	26	12	0	105	6	50	31	0	87	275
05:45 PM	14	14	6	0	34	9	13	23	0	45	53	29	13	0	95	9	57	23	0	89	263
Total	44	60	16	3	123	41	43	93	2	179	250	121	45	0	416	25	222	124	0	371	1089
Grand Total	78	99	23	6	206	74	82	188	4	348	430	289	79	0	798	45	451	209	2	707	2059
Apprch %	37.9	48.1	11.2	2.9		21.3	23.6	54	1.1		53.9	36.2	9.9	0		6.4	63.8	29.6	0.3		
Total %	3.8	4.8	1.1	0.3	10	3.6	4	9.1	0.2	16.9	20.9	14	3.8	0	38.8	2.2	21.9	10.2	0.1	34.3	

Start Time	COURTLAND BLVD Northbound					COURTLAND BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	12	4	0	24	7	15	13	0	35	62	34	6	0	102	3	59	38	0	100	261
05:15 PM	12	18	5	0	35	16	5	25	0	46	68	32	14	0	114	7	56	32	0	95	290
05:30 PM	10	16	1	3	30	9	10	32	2	53	67	26	12	0	105	6	50	31	0	87	275
05:45 PM	14	14	6	0	34	9	13	23	0	45	53	29	13	0	95	9	57	23	0	89	263
Total Volume	44	60	16	3	123	41	43	93	2	179	250	121	45	0	416	25	222	124	0	371	1089
% App. Total	35.8	48.8	13	2.4		22.9	24	52	1.1		60.1	29.1	10.8	0		6.7	59.8	33.4	0		
PHF	.786	.833	.667	.250	.879	.641	.717	.727	.250	.844	.919	.890	.804	.000	.912	.694	.941	.816	.000	.928	.939

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					05:00 PM					05:00 PM					04:30 PM				
+0 mins.	8	12	4	0	24	7	15	13	0	35	62	34	6	0	102	4	76	19	0	99
+15 mins.	12	18	5	0	35	16	5	25	0	46	68	32	14	0	114	7	54	26	2	89
+30 mins.	10	16	1	3	30	9	10	32	2	53	67	26	12	0	105	3	59	38	0	100
+45 mins.	14	14	6	0	34	9	13	23	0	45	53	29	13	0	95	7	56	32	0	95
Total Volume	44	60	16	3	123	41	43	93	2	179	250	121	45	0	416	21	245	115	2	383
% App. Total	35.8	48.8	13	2.4		22.9	24	52	1.1		60.1	29.1	10.8	0		5.5	64	30	0.5	
PHF	.786	.833	.667	.250	.879	.641	.717	.727	.250	.844	.919	.890	.804	.000	.912	.750	.806	.757	.250	.958

Groups Printed- Heavy Trucks

Start Time	COURTLAND BLVD Northbound					COURTLAND BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	9
04:15 PM	0	0	0	1	1	0	0	1	2	3	0	2	0	0	2	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	5
Total	0	0	0	3	3	0	2	2	2	6	1	7	0	0	8	0	3	0	2	5	22
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	3	3	0	0	1	1	2	0	1	0	0	1	0	2	0	0	2	8
Grand Total	0	0	0	6	6	0	2	3	3	8	1	8	0	0	9	0	5	0	2	7	30
Apprch %	0	0	0	100		0	25	37.5	37.5		11.1	88.9	0	0		0	71.4	0	28.6		
Total %	0	0	0	20	20	0	6.7	10	10	26.7	3.3	26.7	0	0	30	0	16.7	0	6.7	23.3	

Start Time	COURTLAND BLVD Northbound					COURTLAND BLVD Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	9
04:15 PM	0	0	0	1	1	0	0	1	2	3	0	2	0	0	2	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	5
Total Volume	0	0	0	3	3	0	2	2	2	6	1	7	0	0	8	0	3	0	2	5	22
% App. Total	0	0	0	100		0	33.3	33.3	33.3		12.5	87.5	0	0		0	60	0	40		
PHF	.000	.000	.000	.375	.375	.000	.250	.500	.250	.500	.250	.438	.000	.000	.500	.000	.375	.000	.250	.625	.611

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

+0 mins.	04:45 PM					04:00 PM					04:00 PM					04:00 PM					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
+0 mins.	0	0	0	2	2	0	2	1	0	3	0	4	0	0	4	0	2	0	0	2	
+15 mins.	0	0	0	0	0	0	0	1	2	3	0	2	0	0	2	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	
+45 mins.	0	0	0	3	3	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	
Total Volume	0	0	0	5	5	0	2	2	2	6	1	7	0	0	8	0	3	0	2	5	
% App. Total	0	0	0	100		0	33.3	33.3	33.3		12.5	87.5	0	0		0	60	0	40		
PHF	.00	.00	.00	.41	.417	.00	.25	.50	.25	.500	.25	.43	.00	.00	.500	.00	.37	.00	.25	.625	
	0	0	0	7		0	0	0	0		0	8	0	0		0	5	0	0		

Groups Printed- All Vehicles

Start Time	SR 415 Northbound					SR 415 Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	49	138	0	0	187	2	97	18	0	117	29	0	34	0	63	0	0	0	0	0	367
04:15 PM	49	151	0	0	200	2	99	23	0	124	24	0	37	0	61	0	0	0	0	0	385
04:30 PM	63	182	0	0	245	0	108	30	0	138	20	0	46	0	66	0	0	0	0	0	449
04:45 PM	62	174	0	0	236	1	83	23	0	107	19	0	29	0	48	0	0	0	0	0	391
Total	223	645	0	0	868	5	387	94	0	486	92	0	146	0	238	0	0	0	0	0	1592
05:00 PM	79	184	0	0	263	1	113	15	0	129	23	0	29	0	52	0	0	0	0	0	444
05:15 PM	69	198	0	0	267	4	109	18	0	131	19	0	31	0	50	0	0	0	0	0	448
05:30 PM	66	200	0	0	266	2	116	17	0	135	10	0	34	1	45	0	0	0	0	0	446
05:45 PM	82	223	0	0	305	2	79	17	0	98	14	0	27	0	41	0	0	0	0	0	444
Total	296	805	0	0	1101	9	417	67	0	493	66	0	121	1	188	0	0	0	0	0	1782
Grand Total	519	1450	0	0	1969	14	804	161	0	979	158	0	267	1	426	0	0	0	0	0	3374
Apprch %	26.4	73.6	0	0		1.4	82.1	16.4	0		37.1	0	62.7	0.2		0	0	0	0	0	
Total %	15.4	43	0	0	58.4	0.4	23.8	4.8	0	29	4.7	0	7.9	0	12.6	0	0	0	0	0	

Start Time	SR 415 Northbound					SR 415 Southbound					DOYLE RD Eastbound					DOYLE RD Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	79	184	0	0	263	1	113	15	0	129	23	0	29	0	52	0	0	0	0	0	444
05:15 PM	69	198	0	0	267	4	109	18	0	131	19	0	31	0	50	0	0	0	0	0	448
05:30 PM	66	200	0	0	266	2	116	17	0	135	10	0	34	1	45	0	0	0	0	0	446
05:45 PM	82	223	0	0	305	2	79	17	0	98	14	0	27	0	41	0	0	0	0	0	444
Total Volume	296	805	0	0	1101	9	417	67	0	493	66	0	121	1	188	0	0	0	0	0	1782
% App. Total	26.9	73.1	0	0		1.8	84.6	13.6	0		35.1	0	64.4	0.5		0	0	0	0	0	
PHF	.902	.902	.000	.000	.902	.563	.899	.931	.000	.913	.717	.000	.890	.250	.904	.000	.000	.000	.000	.000	.994

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

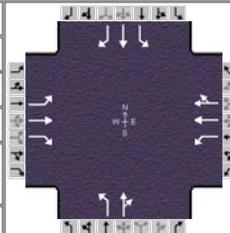
Peak Hour for Each Approach Begins at:

	05:00 PM					04:30 PM					04:00 PM					04:00 PM					
+0 mins.	79	184	0	0	263	0	108	30	0	138	29	0	34	0	63	0	0	0	0	0	0
+15 mins.	69	198	0	0	267	1	83	23	0	107	24	0	37	0	61	0	0	0	0	0	0
+30 mins.	66	200	0	0	266	1	113	15	0	129	20	0	46	0	66	0	0	0	0	0	0
+45 mins.	82	223	0	0	305	4	109	18	0	131	19	0	29	0	48	0	0	0	0	0	0
Total Volume	296	805	0	0	1101	6	413	86	0	505	92	0	146	0	238	0	0	0	0	0	0
% App. Total	26.	73.	0	0		1.2	81.	17	0		38.	0	61.	0		0	0	0	0	0	
	9	1					8				7		3								
PHF	.90	.90	.00	.00	.902	.37	.91	.71	.00	.915	.79	.00	.79	.00	.902	.00	.00	.00	.00	.00	.000
	2	2	0	0		5	4	7	0		3	0	3	0		0	0	0	0	0	

EXISTING CONDITIONS HCS PRINTOUTS

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency		Analysis Date	Nov 2, 2015	Duration, h	1.00
Analyst		Time Period	5pm-6pm	Area Type	Other
Jurisdiction		Analysis Year	2015 Existing Condition	PHF	1.00
Intersection	Providence Blvd			Analysis Period	1 > 7:00
File Name	Doyle at Providence Existing.xus				
Project Description	Existing Condition PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	638	827	243	23	253	74	102	221	40	47	115	226

Signal Information				Signal Phases																				
Cycle, s	91.5	Reference Phase	2																					
Offset, s	0	Reference Point	Begin	Green	2.2	5.8	27.2	3.5	2.3	15.6	Yellow	4.5	4.5	4.5	4.0	0.0	4.0	Red	2.5	2.5	2.5	3.0	0.0	3.0
Uncoordinated	Yes	Simult. Gap E/W	On	Force Mode	Fixed	Simult. Gap N/S	On																	

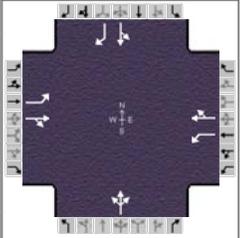
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	22.0	47.0	9.2	34.2	12.8	24.8	10.5	22.6
Change Period, (Y+R _c), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Allow Headway (MAH), s	3.0	3.0	3.0	3.0	3.2	3.2	3.1	3.2
Queue Clearance Time (g _s), s	17.0	42.0	2.8	8.6	6.1	14.4	4.0	14.5
Green Extension Time (g _e), s	0.0	0.0	0.0	2.9	0.1	1.0	0.1	1.0
Phase Call Probability	1.00	1.00	0.44	1.00	0.93	1.00	0.70	1.00
Max Out Probability	1.00	1.00	0.00	0.00	0.00	0.02	0.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	638	827	243	23	168	159	102	261		47	115	226
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1881	1586	1810	1900	1710	1774	1809		1774	1863	1596
Queue Service Time (g _s), s	15.0	40.0	9.3	0.8	6.3	6.6	4.1	12.4		2.0	5.0	12.5
Cycle Queue Clearance Time (g _c), s	15.0	40.0	9.3	0.8	6.3	6.6	4.1	12.4		2.0	5.0	12.5
Capacity (c), veh/h	616	822	693	134	565	508	310	353		212	317	271
Volume-to-Capacity Ratio (X)	1.035	1.006	0.351	0.171	0.298	0.312	0.329	0.740		0.221	0.363	0.833
Available Capacity (c _a), veh/h	616	822	693	387	830	747	489	494		629	509	436
Back of Queue (Q), veh/ln (50th percentile)	24.9	31.4	3.1	0.3	2.7	2.5	1.7	5.6		0.8	2.2	5.0
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	1.04	0.47	0.39	0.07	0.04	0.04	0.44	0.09		0.21	0.04	1.25
Uniform Delay (d ₁), s/veh	17.9	25.8	17.1	25.0	24.8	24.9	27.1	34.7		30.1	33.6	36.7
Incremental Delay (d ₂), s/veh	112.1	68.8	0.1	0.2	0.1	0.1	0.2	1.9		0.2	0.3	3.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	130.0	94.6	17.3	25.2	24.9	25.0	27.3	36.6		30.3	33.9	40.5
Level of Service (LOS)	F	F	B	C	C	C	C	D		C	C	D
Approach Delay, s/veh / LOS	96.8		F	25.0		C	34.0		C	37.3		D
Intersection Delay, s/veh / LOS	71.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.4	B	2.8	C
Bicycle LOS Score / LOS	3.3	C	0.8	A	1.1	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency		Duration, h	1.00			
Analyst		Analysis Date	Nov 2, 2015		Area Type	Other
Jurisdiction		Time Period	5pm-6pm		PHF	1.00
Intersection	Saxon Blvd	Analysis Year	2015		Analysis Period	1 > 7:00
File Name	Doyle at Saxon Existing.xus					
Project Description	Existing PM Peak Hour					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	212	388	1	2	190	118	0	0	1	55	1	104

Signal Information				Phase Diagram								
Cycle, s	48.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	5.2	17.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

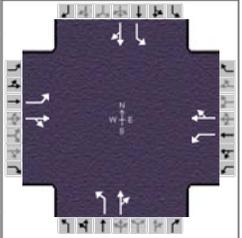
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		6.3		8.0		7.0
Phase Duration, s	11.7	35.2		23.5		13.2		13.2
Change Period, (Y+R _c), s	6.5	6.5		6.5		7.0		7.0
Max Allow Headway (MAH), s	3.1	3.0		3.0		3.2		3.2
Queue Clearance Time (g _s), s	5.2	7.1		8.7		2.0		5.0
Green Extension Time (g _e), s	0.3	1.3		1.3		0.3		0.2
Phase Call Probability	0.94	1.00		1.00		0.88		0.88
Max Out Probability	0.00	0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	212	389		2	308			0			56	104
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1880		1010	1760			0			1448	1579
Queue Service Time (g _s), s	3.2	5.1		0.1	6.7			0.0			1.7	3.0
Cycle Queue Clearance Time (g _c), s	3.2	5.1		0.1	6.7			0.0			1.7	3.0
Capacity (c), veh/h	575	1114		504	619						333	202
Volume-to-Capacity Ratio (X)	0.369	0.349		0.004	0.498			0.000			0.168	0.514
Available Capacity (c _a), veh/h	943	1750		1089	1638						746	653
Back of Queue (Q), veh/ln (50th percentile)	0.8	1.1		0.0	2.0						0.5	1.0
Overflow Queue (Q ₃), veh/ln	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	0.06	0.02		0.00	0.03			0.00			0.01	0.06
Uniform Delay (d ₁), s/veh	7.8	5.1		10.2	12.3						19.1	19.7
Incremental Delay (d ₂), s/veh	0.1	0.1		0.0	0.2			0.0			0.1	0.8
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	8.0	5.1		10.2	12.6						19.2	20.4
Level of Service (LOS)	A	A		B	B						B	C
Approach Delay, s/veh / LOS	6.1		A	12.5		B	18.4		B	20.0		B
Intersection Delay, s/veh / LOS	10.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.0	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.5	A	1.0	A	0.5	A	0.8	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency		Duration, h	1.00			
Analyst		Analysis Date	Nov 2, 2015		Area Type	Other
Jurisdiction		Time Period	5pm-6pm		PHF	1.00
Intersection	Courtland Blvd	Analysis Year	2015		Analysis Period	1 > 7:00
File Name	Doyle at Courtland Existing.xus					
Project Description	PM Peak Hour Existing					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	250	121	45	25	222	124	44	60	16	41	43	93

Signal Information																		
Cycle, s	46.6	Reference Phase	2															
Offset, s	0	Reference Point	End	Green	6.3	12.0	7.3	0.0	0.0	0.0								
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	3.0	0.0	0.0	0.0								

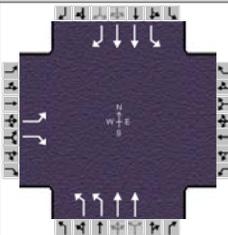
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2		4		8
Case Number	1.0	4.0		6.3		6.0		6.0
Phase Duration, s	13.3	32.3		19.0		14.3		14.3
Change Period, (Y+R _c), s	7.0	7.0		7.0		7.0		7.0
Max Allow Headway (MAH), s	3.1	3.1		3.1		3.2		3.2
Queue Clearance Time (g _s), s	6.2	4.2		10.4		7.0		5.4
Green Extension Time (g _e), s	0.3	1.0		1.0		0.5		0.5
Phase Call Probability	0.96	1.00		1.00		0.98		0.98
Max Out Probability	0.01	0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	250	166		25	346		44	76		41	136	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1794		1239	1767		1273	1831		1344	1692	
Queue Service Time (g _s), s	4.2	2.2		0.7	8.4		1.5	1.7		1.3	3.4	
Cycle Queue Clearance Time (g _c), s	4.2	2.2		0.7	8.4		5.0	1.7		3.0	3.4	
Capacity (c), veh/h	479	972		473	455		261	289		317	267	
Volume-to-Capacity Ratio (X)	0.522	0.171		0.053	0.760		0.169	0.263		0.129	0.510	
Available Capacity (c _a), veh/h	817	1154		952	1137		743	982		826	907	
Back of Queue (Q), veh/ln (50th percentile)	1.2	0.5		0.2	2.8		0.4	0.6		0.3	1.2	
Overflow Queue (Q ₃), veh/ln	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	10.2	5.4		13.1	16.0		20.3	17.3		18.6	18.0	
Incremental Delay (d ₂), s/veh	0.3	0.0		0.0	1.0		0.1	0.2		0.1	0.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	10.5	5.4		13.1	17.0		20.4	17.4		18.7	18.6	
Level of Service (LOS)	B	A		B	B		C	B		B	B	
Approach Delay, s/veh / LOS	8.5	A		16.7	B		18.5	B		18.6	B	
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.2	A	1.1	A	0.7	A	0.8	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency		Duration, h	1.00				
Analyst		Analysis Date	Nov 2, 2015		Area Type	Other	
Jurisdiction		Time Period	5pm-6pm		PHF	1.00	
Intersection	Doyle Rd		Analysis Year	2015		Analysis Period	1 > 7:00
File Name	SR 415 at Doyle Existing.xus						
Project Description	Existing PM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	66		121				296	805		9	417	67

Signal Information				Phase Timing (s)						Phase Diagrams					
Cycle, s	90.0	Reference Phase	2												
Offset, s	0	Reference Point	End	Green	1.0	2.4	53.3	8.8	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	4.5	4.5	4.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	1.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6	5	2
Case Number		9.0			2.0	4.0	2.0	3.0
Phase Duration, s		13.8			16.4	68.7	7.5	59.8
Change Period, (Y+R _c), s		5.0			6.5	6.5	6.5	6.5
Max Allow Headway (MAH), s		3.2			3.1	0.0	3.1	0.0
Queue Clearance Time (g _s), s		8.7			9.4		2.4	
Green Extension Time (g _e), s		0.2			0.5	0.0	0.0	0.0
Phase Call Probability		0.99			1.00		0.20	
Max Out Probability		0.05			0.00		0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	66		121				296	805		9	417	67
Adjusted Saturation Flow Rate (s), veh/h/ln	1792		1594				1740	1773		1810	1773	1610
Queue Service Time (g _s), s	3.1		6.7				7.4	8.2		0.4	4.9	1.6
Cycle Queue Clearance Time (g _c), s	3.1		6.7				7.4	8.2		0.4	4.9	1.6
Capacity (c), veh/h	175		155				384	2452		20	2100	953
Volume-to-Capacity Ratio (X)	0.378		0.779				0.770	0.328		0.444	0.199	0.070
Available Capacity (c _a), veh/h	299		266				763	2452		397	2100	953
Back of Queue (Q), veh/ln (50th percentile)	1.3		2.7				3.1	2.4		0.2	1.7	0.5
Overflow Queue (Q ₃), veh/ln	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	0.06		0.12				0.24	0.04		0.05	0.03	0.04
Uniform Delay (d ₁), s/veh	38.1		39.7				38.9	5.5		44.2	8.5	7.8
Incremental Delay (d ₂), s/veh	0.5		3.2				1.3	0.4		5.7	0.2	0.1
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	38.6		42.9				40.2	5.9		49.9	8.7	8.0
Level of Service (LOS)	D		D				D	A		D	A	A
Approach Delay, s/veh / LOS	41.4		D		0.0		15.1	B		9.3		A
Intersection Delay, s/veh / LOS	16.3						B					

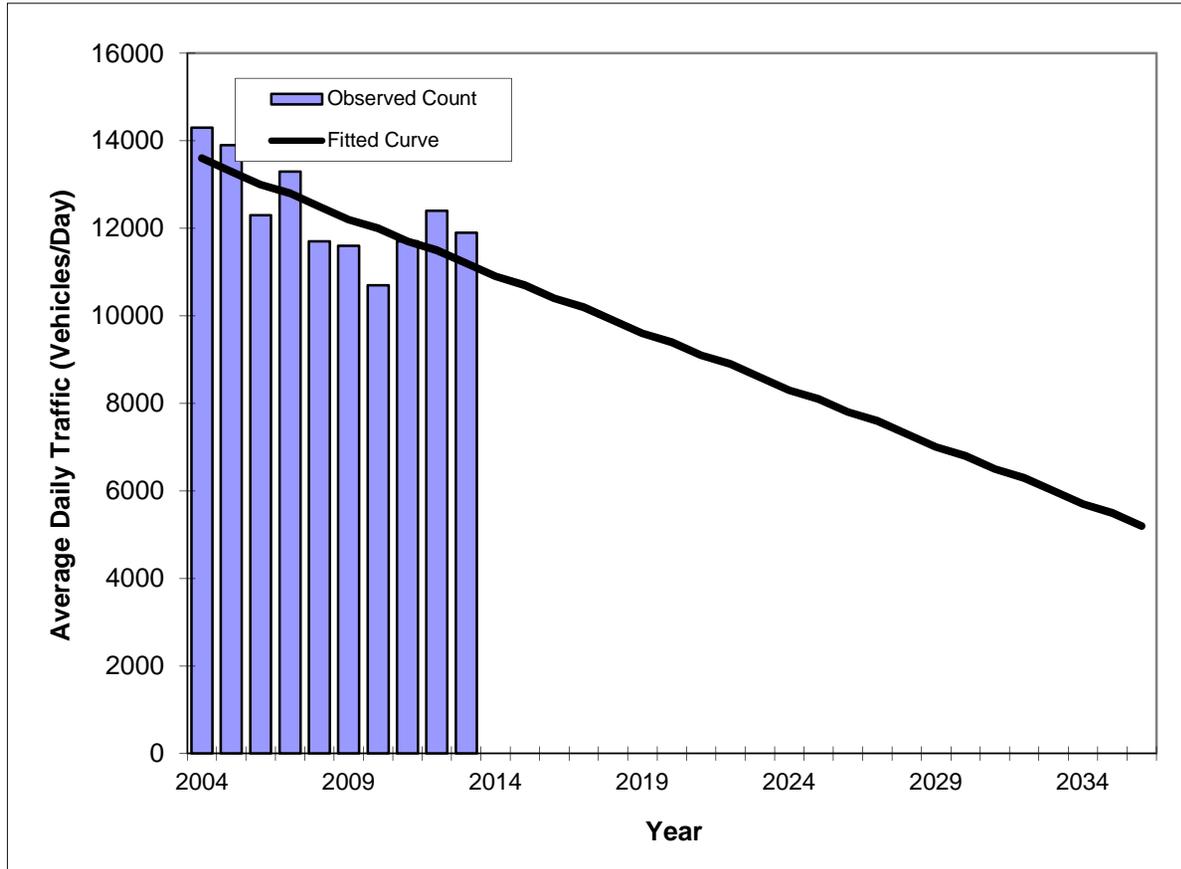
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	1.9	A	2.7	B
Bicycle LOS Score / LOS		F			1.4	A	0.9	A

HISTORICAL TRENDS SPREADSHEETS

TRAFFIC TRENDS

Doyle Rd -- Providence Blvd

County:	Volusia
Station #:	485
Highway:	Doyle Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	14300	13600
2005	13900	13300
2006	12300	13000
2007	13300	12800
2008	11700	12500
2009	11600	12200
2010	10700	12000
2011	11700	11700
2012	12400	11500
2013	11900	11200
2014 Opening Year Trend		
2014	N/A	10900
2015 Mid-Year Trend		
2015	N/A	10700
2016 Design Year Trend		
2016	N/A	10400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** -261
Trend R-squared: 49.0%
Trend Annual Historic Growth Rate: -1.96%
Trend Growth Rate (2013 to Design Year): -2.38%
Printed: 11-Nov-15

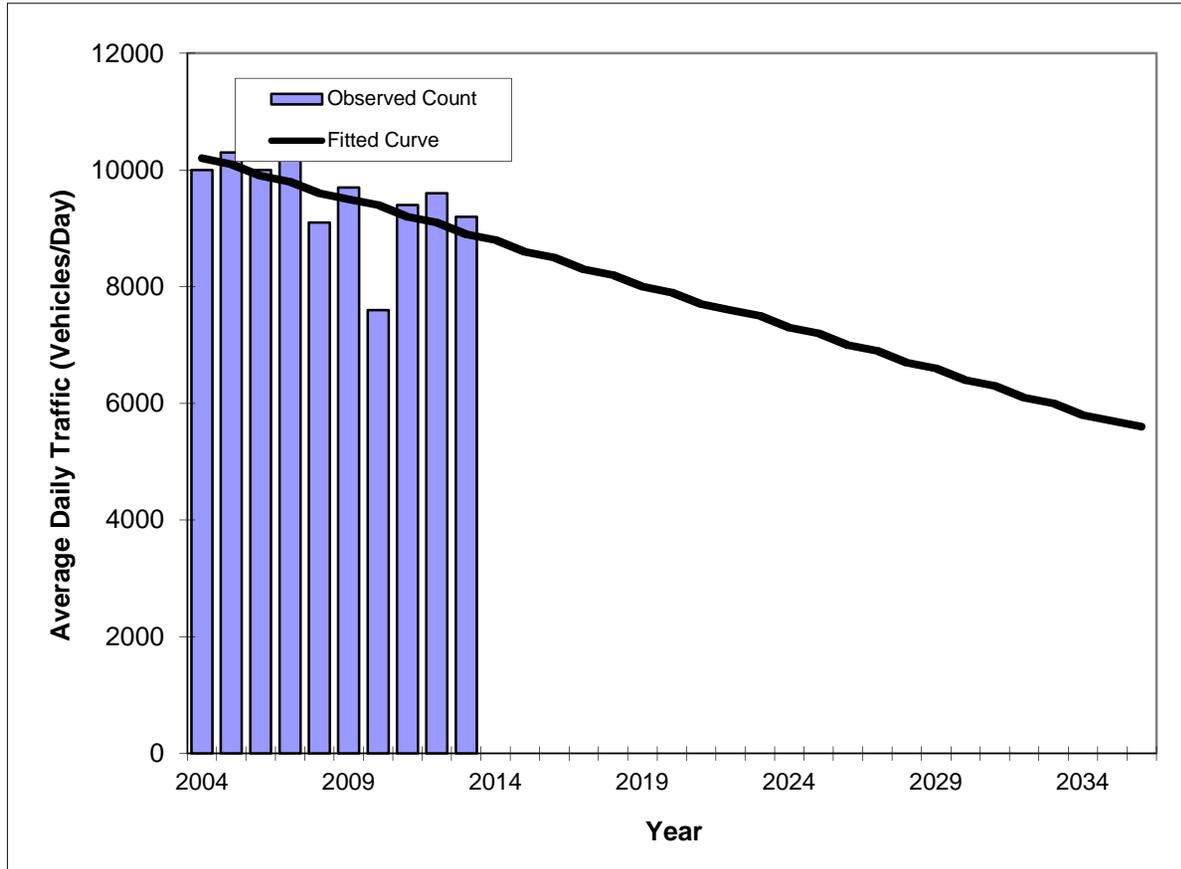
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Doyle Rd -- Saxon Blvd

County:	Volusia
Station #:	530
Highway:	Doyle Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	10000	10200
2005	10300	10100
2006	10000	9900
2007	10800	9800
2008	9100	9600
2009	9700	9500
2010	7600	9400
2011	9400	9200
2012	9600	9100
2013	9200	8900
2014 Opening Year Trend		
2014	N/A	8800
2015 Mid-Year Trend		
2015	N/A	8600
2016 Design Year Trend		
2016	N/A	8500
TRANPLAN Forecasts/Trends		

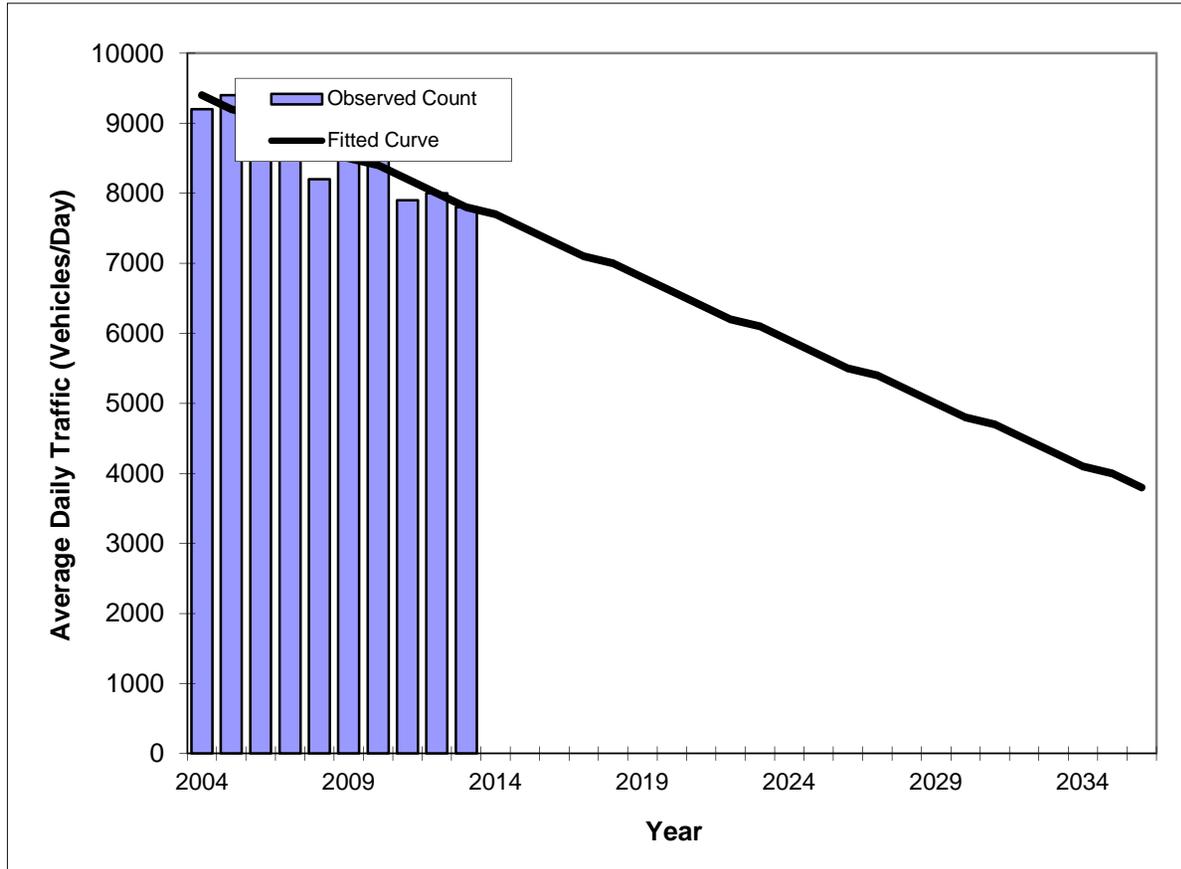
** Annual Trend Increase: -146
 Trend R-squared: 26.3%
 Trend Annual Historic Growth Rate: -1.42%
 Trend Growth Rate (2013 to Design Year): -1.50%
 Printed: 11-Nov-15
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Doyle Rd -- Courtland Blvd

County:	Volusia
Station #:	531
Highway:	Doyle Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	9200	9400
2005	9400	9200
2006	9200	9100
2007	9000	8900
2008	8200	8700
2009	8900	8500
2010	8700	8400
2011	7900	8200
2012	8000	8000
2013	7800	7800
2014 Opening Year Trend		
2014	N/A	7700
2015 Mid-Year Trend		
2015	N/A	7500
2016 Design Year Trend		
2016	N/A	7300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:** -176
Trend R-squared: 78.7%
Trend Annual Historic Growth Rate: -1.89%
Trend Growth Rate (2013 to Design Year): -2.14%
 Printed: 11-Nov-15

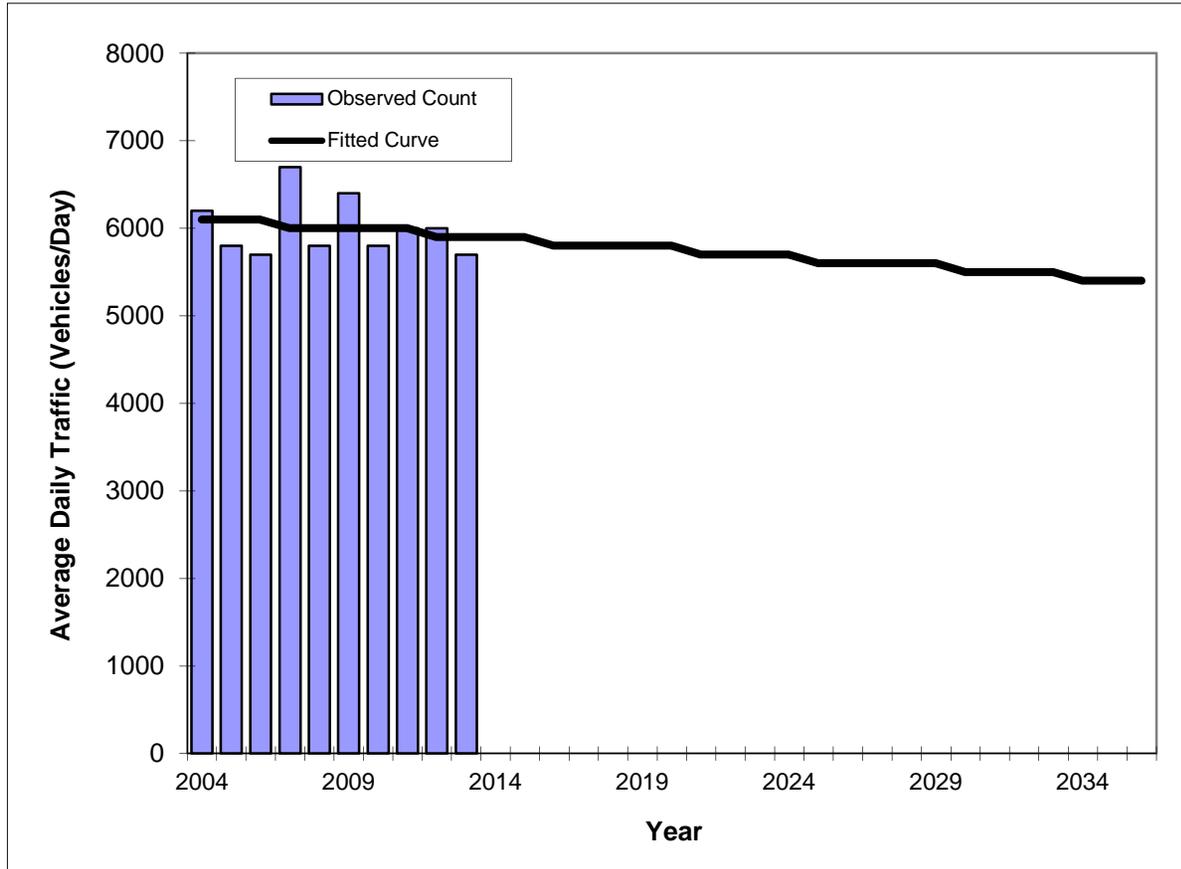
Straight Line Growth Option

*Axle-Adjusted

TRAFFIC TRENDS

Doyle Rd -- SR 415

County:	Volusia
Station #:	533
Highway:	Doyle Rd



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	6200	6100
2005	5800	6100
2006	5700	6100
2007	6700	6000
2008	5800	6000
2009	6400	6000
2010	5800	6000
2011	6000	6000
2012	6000	5900
2013	5700	5900
2014 Opening Year Trend		
2014	N/A	5900
2015 Mid-Year Trend		
2015	N/A	5900
2016 Design Year Trend		
2016	N/A	5800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase: -22
 Trend R-squared: 4.2%
 Trend Annual Historic Growth Rate: -0.36%
 Trend Growth Rate (2013 to Design Year): -0.56%
 Printed: 11-Nov-15
Straight Line Growth Option

*Axle-Adjusted

TURNING MOVEMENT WORKSHEETS

Turning Movement Worksheet - PM Peak Hour

State Road 415 at Doyle Road

	SR 415			SR 415			Doyle Road			Doyle Road		
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing												
Existing Volume	296	805	0	9	417	67	66	0	121	0	0	0
Count year	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015
Pk Season Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjust Exist Volume	296	805	0	9	417	67	66	0	121	0	0	0
Future Background												
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Growth (%)	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth (year)	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
Growth (volume)	6	16	0	0	8	1	1	0	2	0	0	0
Applied Growth	6	16	0	0	8	1	1	0	2	0	0	0
Volume	302	821	0	9	425	68	67	0	123	0	0	0
New External Project Trips												
% In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume In	54	0	0	0	0	86	0	0	0	0	0	0
% Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume Out	0	0	0	0	0	0	49	0	30	0	0	0
Total Volume	54	0	0	0	0	86	49	0	30	0	0	0
Total												
Total	356	821	0	9	425	154	116	0	153	0	0	0

Turning Movement Worksheet - PM Peak Hour

Courtland Blvd at Doyle Road

	Courtland Blvd			Courtlnad Blvd			Doyle Road			Doyle Road		
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing												
Existing Volume	44	60	16	41	43	93	250	121	45	25	222	124
Count year	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015
Pk Season Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjust Exist Volume	44	60	16	41	43	93	250	121	45	25	222	124
Future Background												
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Growth (%)	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth (year)	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
Growth (volume)	1	1	0	1	1	2	5	2	1	1	4	2
Applied Growth	1	1	0	1	1	2	5	2	1	1	4	2
Volume	45	61	16	42	44	95	255	123	46	26	226	126
New External Project Trips												
% In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume In	0	0	0	11	0	0	0	65	0	0	0	0
% Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume Out	0	0	0	0	0	0	0	0	0	0	37	6
Total Volume	0	0	0	11	0	0	0	65	0	0	37	6
Total												
Total	45	61	16	53	44	95	255	188	46	26	263	132

Turning Movement Worksheet - PM Peak Hour

Saxon Blvd at Doyle Road

	Saxon Blvd			Saxon Blvd			Doyle Road			Doyle Road		
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing												
Existing Volume	0	0	1	55	1	104	212	388	1	2	190	118
Count year	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015
Pk Season Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjust Exist Volume	0	0	1	55	1	104	212	388	1	2	190	118
Future Background												
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Growth (%)	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth (year)	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
Growth (volume)	0	0	0	1	0	2	4	8	0	0	4	2
Applied Growth	0	0	0	1	0	2	4	8	0	0	4	2
Volume	0	0	1	56	1	106	216	396	1	2	194	120
New External Project Trips												
% In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume In	0	0	0	11	0	0	0	54	0	0	0	0
% Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume Out	0	0	0	0	0	0	0	0	0	0	31	6
Total Volume	0	0	0	11	0	0	0	54	0	0	31	6
Total												
Total	0	0	1	67	1	106	216	450	1	2	225	126

Turning Movement Worksheet - PM Peak Hour

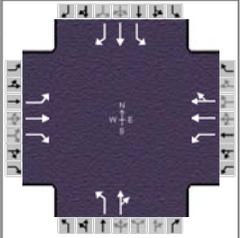
Providence Blvd at Doyle Road

	Providence Blvd			Providence blvd			Doyle Road			Doyle Road		
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing												
Existing Volume	102	221	40	47	115	226	638	827	243	23	253	74
Count year	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015
Pk Season Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjust Exist Volume	102	221	40	47	115	226	638	827	243	23	253	74
Future Background												
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Growth (%)	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth (year)	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
Growth (volume)	2	4	1	1	2	5	13	17	5	0	5	1
Applied Growth	2	4	1	1	2	5	13	17	5	0	5	1
Volume	104	225	41	48	117	231	651	844	248	23	258	75
New External Project Trips												
% In	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume In	0	0	0	4	0	0	0	50	0	0	0	0
% Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume Out	0	0	0	0	0	0	0	0	0	0	29	2
Total Volume	0	0	0	4	0	0	0	50	0	0	29	2
Total												
Total	104	225	41	52	117	231	651	894	248	23	287	77

FUTURE CONDITIONS HCS PRINTOUTS

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency		Analysis Date	Nov 2, 2015	Duration, h	1.00
Analyst		Time Period	5pm-6pm	Area Type	Other
Jurisdiction		Analysis Year	2015 Existing Condition	PHF	1.00
Intersection	Providence Blvd			Analysis Period	1 > 7:00
File Name	Doyle at Providence Future.xus				
Project Description	Future Condition PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	651	904	248	23	287	77	104	225	41	52	117	231

Signal Information														
Cycle, s	92.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.2	5.8	27.2	3.7	2.2	15.9				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.5	4.0	0.0	4.0				
				Red	2.5	2.5	2.5	3.0	0.0	3.0				

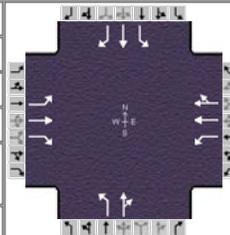
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	22.0	47.0	9.2	34.2	12.9	25.1	10.7	22.9
Change Period, (Y+R _c), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Allow Headway (MAH), s	3.0	3.0	3.0	3.0	3.2	3.2	3.1	3.2
Queue Clearance Time (g _s), s	17.0	42.0	2.8	9.4	6.2	14.7	4.2	14.9
Green Extension Time (g _e), s	0.0	0.0	0.0	3.3	0.1	1.0	0.1	1.0
Phase Call Probability	1.00	1.00	0.44	1.00	0.93	1.00	0.74	1.00
Max Out Probability	1.00	1.00	0.00	0.00	0.00	0.03	0.00	0.03

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	651	904	248	23	188	176	104	266		52	117	231
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1881	1586	1810	1900	1721	1774	1809		1774	1863	1596
Queue Service Time (g _s), s	15.0	40.0	9.6	0.8	7.1	7.4	4.2	12.7		2.2	5.1	12.9
Cycle Queue Clearance Time (g _c), s	15.0	40.0	9.6	0.8	7.1	7.4	4.2	12.7		2.2	5.1	12.9
Capacity (c), veh/h	596	818	689	133	562	509	313	356		214	322	276
Volume-to-Capacity Ratio (X)	1.093	1.106	0.360	0.173	0.334	0.347	0.332	0.746		0.243	0.363	0.837
Available Capacity (c _a), veh/h	596	818	689	384	826	748	488	491		625	506	434
Back of Queue (Q), veh/ln (50th percentile)	38.0	63.7	3.2	0.3	3.0	2.9	1.8	5.7		0.9	2.3	5.2
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	1.58	0.94	0.40	0.07	0.05	0.05	0.45	0.10		0.23	0.04	1.30
Uniform Delay (d ₁), s/veh	17.8	26.0	17.4	25.2	25.3	25.4	27.0	34.8		30.0	33.6	36.8
Incremental Delay (d ₂), s/veh	196.8	211.0	0.1	0.2	0.1	0.2	0.2	2.3		0.2	0.3	4.6
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	214.6	237.0	17.6	25.4	25.4	25.6	27.2	37.1		30.2	33.8	41.4
Level of Service (LOS)	F	F	B	C	C	C	C	D		C	C	D
Approach Delay, s/veh / LOS	198.7	F		25.5	C		34.3	C		37.7	D	
Intersection Delay, s/veh / LOS	133.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.4	B	2.8	C
Bicycle LOS Score / LOS	3.5	C	0.8	A	1.1	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency		Analysis Date	Nov 2, 2015	Duration, h	1.00
Analyst		Time Period	5pm-6pm	Area Type	Other
Jurisdiction		Analysis Year	2015 Existing Condition	PHF	1.00
Intersection	Providence Blvd			Analysis Period	1 > 7:00
File Name	Doyle at Providence Future-Optimized.xus				
Project Description	Future Condition PM Peak Hour (Optimized)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	651	904	248	23	287	77	104	225	41	52	117	231

Signal Information														
Cycle, s	114.6	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.6	12.2	38.4	4.1	3.1	19.2				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.5	4.0	0.0	4.0				
				Red	2.5	2.5	2.5	3.0	0.0	3.0				

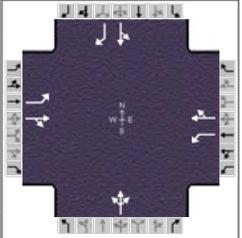
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	28.8	64.6	9.6	45.4	14.1	29.3	11.1	26.2
Change Period, (Y+R _c), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Allow Headway (MAH), s	3.0	3.0	3.0	3.0	3.2	3.2	3.1	3.2
Queue Clearance Time (g _s), s	21.2	54.8	2.9	10.7	7.3	17.9	4.8	18.3
Green Extension Time (g _e), s	0.6	2.7	0.0	3.3	0.1	0.9	0.1	0.9
Phase Call Probability	1.00	1.00	0.52	1.00	0.96	1.00	0.81	1.00
Max Out Probability	0.66	0.21	0.00	0.00	0.00	0.15	0.00	0.17

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	651	904	248	23	187	177	104	266		52	117	231
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1881	1589	1810	1900	1726	1774	1809		1774	1863	1586
Queue Service Time (g _s), s	19.2	52.8	10.5	0.9	8.3	8.7	5.3	15.9		2.8	6.4	16.3
Cycle Queue Clearance Time (g _c), s	19.2	52.8	10.5	0.9	8.3	8.7	5.3	15.9		2.8	6.4	16.3
Capacity (c), veh/h	677	946	800	131	639	581	316	352		188	312	266
Volume-to-Capacity Ratio (X)	0.961	0.955	0.310	0.176	0.293	0.304	0.329	0.755		0.277	0.375	0.868
Available Capacity (c _a), veh/h	728	1065	900	484	1076	978	437	394		511	406	346
Back of Queue (Q), veh/ln (50th percentile)	14.9	27.4	3.6	0.4	3.7	3.5	2.3	7.7		1.2	2.9	7.5
Overflow Queue (Q ₃), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	0.62	0.41	0.45	0.09	0.06	0.06	0.59	0.13		0.31	0.05	1.88
Uniform Delay (d ₁), s/veh	17.2	27.3	16.8	29.0	28.0	28.2	34.1	43.6		38.3	42.4	46.5
Incremental Delay (d ₂), s/veh	35.2	22.8	0.1	0.2	0.1	0.1	0.2	6.2		0.3	0.3	16.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	52.4	50.0	16.9	29.2	28.1	28.3	34.3	49.9		38.6	42.7	62.8
Level of Service (LOS)	D	D	B	C	C	C	C	D		D	D	E
Approach Delay, s/veh / LOS	46.3	D		28.3	C		45.5	D		53.8	D	
Intersection Delay, s/veh / LOS	44.9						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.7	A	1.9	A	1.9	A	1.9	A
Bicycle LOS Score / LOS	3.5	C	0.8	A	1.1	A	1.1	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency		Duration, h	1.00			
Analyst		Analysis Date	Nov 2, 2015		Area Type	Other
Jurisdiction		Time Period	5pm-6pm		PHF	1.00
Intersection	Saxon Blvd	Analysis Year	2015		Analysis Period	1 > 7:00
File Name	Doyle at Saxon Future.xus					
Project Description	Future PM Peak Hour					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	216	450	1	2	225	126	0	0	1	67	1	106

Signal Information				Phase Diagram								
Cycle, s	48.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	5.3	17.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.5	4.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	2.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

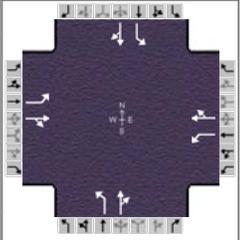
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6		8		4
Case Number	1.0	4.0		6.3		8.0		7.0
Phase Duration, s	11.8	35.3		23.5		13.3		13.3
Change Period, (Y+R _c), s	6.5	6.5		6.5		7.0		7.0
Max Allow Headway (MAH), s	3.1	3.0		3.0		3.2		3.2
Queue Clearance Time (g _s), s	5.3	8.3		9.8		2.0		5.0
Green Extension Time (g _e), s	0.3	1.5		1.5		0.3		0.3
Phase Call Probability	0.95	1.00		1.00		0.91		0.91
Max Out Probability	0.00	0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	216	451		2	351			0			68	106
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1880		954	1767			0			1446	1579
Queue Service Time (g _s), s	3.3	6.3		0.1	7.8			0.0			2.0	3.0
Cycle Queue Clearance Time (g _c), s	3.3	6.3		0.1	7.8			0.0			2.1	3.0
Capacity (c), veh/h	541	1113		482	618						336	206
Volume-to-Capacity Ratio (X)	0.399	0.405		0.004	0.568			0.000			0.203	0.515
Available Capacity (c _a), veh/h	903	1741		1032	1636						741	649
Back of Queue (Q), veh/ln (50th percentile)	0.9	1.3		0.0	2.4						0.6	1.0
Overflow Queue (Q ₃), veh/ln	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	0.06	0.02		0.00	0.04			0.00			0.01	0.06
Uniform Delay (d ₁), s/veh	8.2	5.3		10.3	12.8						19.3	19.7
Incremental Delay (d ₂), s/veh	0.2	0.1		0.0	0.3			0.0			0.1	0.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	8.4	5.4		10.3	13.1						19.4	20.4
Level of Service (LOS)	A	A		B	B						B	C
Approach Delay, s/veh / LOS	6.4	A		13.1	B		18.4	B		20.0	C	
Intersection Delay, s/veh / LOS	10.4						B					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.0	B		2.3	B		2.3	B		2.3	B	
Bicycle LOS Score / LOS	1.6	A		1.1	A		0.5	A		0.8	A	

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency		Duration, h	1.00		
Analyst		Analysis Date	Nov 2, 2015	Area Type	Other
Jurisdiction		Time Period	5pm-6pm	PHF	1.00
Intersection	Courtland Blvd	Analysis Year	2015	Analysis Period	1 > 7:00
File Name	Doyle at Courtland Future.xus				
Project Description	PM Peak Hour Future				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	255	188	46	26	263	132	45	61	16	53	44	95

Signal Information				Signal Phases								
Cycle, s	48.5	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	6.5	13.3	7.7	0.0	0.0	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.5	4.5	4.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.5	2.5	3.0	0.0	0.0	0.0	0.0	0.0

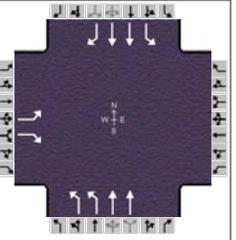
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6		2		4		8
Case Number	1.0	4.0		6.3		6.0		6.0
Phase Duration, s	13.5	33.8		20.3		14.7		14.7
Change Period, (Y+R _c), s	7.0	7.0		7.0		7.0		7.0
Max Allow Headway (MAH), s	3.1	3.1		3.1		3.2		3.2
Queue Clearance Time (g _s), s	6.4	5.2		12.1		7.3		5.7
Green Extension Time (g _e), s	0.3	1.2		1.2		0.5		0.6
Phase Call Probability	0.97	1.00		1.00		0.99		0.99
Max Out Probability	0.01	0.00		0.00		0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	255	234		26	395		45	77		53	139	
Adjusted Saturation Flow Rate (s), veh/h/ln	1810	1817		1165	1774		1270	1831		1343	1692	
Queue Service Time (g _s), s	4.4	3.2		0.8	10.1		1.6	1.8		1.7	3.7	
Cycle Queue Clearance Time (g _c), s	4.4	3.2		0.8	10.1		5.3	1.8		3.5	3.7	
Capacity (c), veh/h	457	1003		467	486		256	293		314	270	
Volume-to-Capacity Ratio (X)	0.558	0.233		0.056	0.812		0.176	0.263		0.169	0.514	
Available Capacity (c _a), veh/h	774	1123		868	1097		707	943		791	871	
Back of Queue (Q), veh/ln (50th percentile)	1.2	0.7		0.2	3.4		0.4	0.7		0.5	1.2	
Overflow Queue (Q ₃), veh/ln	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Queue Storage Ratio (RQ) (50th percentile)	0.00	0.00		0.00	0.00		0.00	0.00		0.00	0.00	
Uniform Delay (d ₁), s/veh	10.6	5.6		13.1	16.5		21.1	17.9		19.4	18.7	
Incremental Delay (d ₂), s/veh	0.4	0.0		0.0	1.3		0.1	0.2		0.1	0.6	
Initial Queue Delay (d ₃), s/veh	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	11.0	5.6		13.1	17.7		21.2	18.1		19.5	19.2	
Level of Service (LOS)	B	A		B	B		C	B		B	B	
Approach Delay, s/veh / LOS	8.4	A		17.5	B		19.2	B		19.3	B	
Intersection Delay, s/veh / LOS	14.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	1.3	A	1.2	A	0.7	A	0.8	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency		Duration, h	1.00			
Analyst		Analysis Date	Nov 2, 2015		Area Type	Other
Jurisdiction		Time Period	5pm-6pm		PHF	1.00
Intersection	Doyle Rd	Analysis Year	2015		Analysis Period	1 > 7:00
File Name	SR 415 at Doyle Future.xus					
Project Description	Future PM Peak Hour					



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	116		153				356	821		9	425	154

Signal Information				Phase Diagram								
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	1.0	4.0	49.9	10.6	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6	5	2
Case Number		9.0			2.0	4.0	2.0	3.0
Phase Duration, s		15.6			18.0	66.8	7.5	56.4
Change Period, (Y+R _c), s		5.0			6.5	6.5	6.5	6.5
Max Allow Headway (MAH), s		3.2			3.1	0.0	3.1	0.0
Queue Clearance Time (g _s), s		10.4			11.0		2.4	
Green Extension Time (g _e), s		0.2			0.5	0.0	0.0	0.0
Phase Call Probability		1.00			1.00		0.20	
Max Out Probability		0.32			0.04		0.00	

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6		5	2	12
Adjusted Flow Rate (v), veh/h	116		153				356	821		9	425	154
Adjusted Saturation Flow Rate (s), veh/h/ln	1792		1594				1740	1773		1810	1773	1610
Queue Service Time (g _s), s	5.5		8.4				9.0	8.9		0.4	5.5	4.2
Cycle Queue Clearance Time (g _c), s	5.5		8.4				9.0	8.9		0.4	5.5	4.2
Capacity (c), veh/h	212		189				443	2378		20	1966	893
Volume-to-Capacity Ratio (X)	0.547		0.811				0.804	0.345		0.444	0.216	0.173
Available Capacity (c _a), veh/h	299		266				690	2378		359	1966	893
Back of Queue (Q), veh/ln (50th percentile)	2.4		3.6				3.8	2.8		0.2	2.0	1.4
Overflow Queue (Q ₃), veh/ln	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Queue Storage Ratio (RQ) (50th percentile)	0.10		0.16				0.29	0.05		0.05	0.03	0.11
Uniform Delay (d ₁), s/veh	37.4		38.7				38.2	6.4		44.2	10.2	9.9
Incremental Delay (d ₂), s/veh	0.8		8.8				1.8	0.4		5.7	0.3	0.4
Initial Queue Delay (d ₃), s/veh	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	38.2		47.5				40.0	6.8		49.9	10.4	10.3
Level of Service (LOS)	D		D				D	A		D	B	B
Approach Delay, s/veh / LOS	43.5		D		0.0		16.8	B		11.0		B
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	3.0	C	1.9	A	2.7	B
Bicycle LOS Score / LOS		F			1.5	A	1.0	A

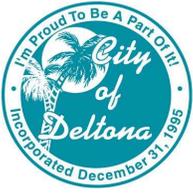
TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst				Intersection	Doyle Rd at Prop Vineland Res			
Agency/Co.				Jurisdiction				
Date Performed	11/11/2015			Analysis Year	2017			
Analysis Time Period	5pm-6pm PM Peak Hour Build-Out							
Project Description								
East/West Street: Doyle Rd				North/South Street: Vineland Reserve Entry/Exit				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	76	187			363	140		
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95		
Hourly Flow Rate, HFR (veh/h)	80	196	0	0	382	147		
Percent Heavy Vehicles	1	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0				0	
Lanes	1	1	0	0	1	1		
Configuration	L	T			T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				79		43		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95		
Hourly Flow Rate, HFR (veh/h)	0	0	0	83	0	45		
Percent Heavy Vehicles	0	0	0	1	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Delay, Queue Length, and Level of Service								
Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	80					83		45
C (m) (veh/h)	1043					357		670
v/c	0.08					0.23		0.07
95% queue length	0.25					0.90		0.22
Control Delay (s/veh)	8.7					18.1		10.8
LOS	A					C		B
Approach Delay (s/veh)	--	--				15.5		
Approach LOS	--	--				C		

TRANSPORTATION IMPACT ANALYSIS SUBMISSION CHECKLIST

	DESCRIPTION	INFORMATION INCLUDED			
		YES	NO	N/A	Remarks ¹
TRANSPORTATION IMPACT ANALYSIS REPORT DATA	4 Printed TIA Copies Signed and Sealed by Professional Engineer	✓			
	1 Electronic version of the TIA & all analysis computer files	✓			
	Site Location relative to surrounding roadway network (map)	✓			
	Description of proposed land uses	✓			
	Proposed Build-out schedule	✓			
	Study area boundaries including all Thoroughfare Road segments and intersections within appropriate radius (map)	✓			
	Existing Traffic Volumes	✓			
	Existing roadway segment analysis	✓			
	Existing intersection analysis	✓			
	List scheduled improvements within first three years of County, FDOT, and/or City Capital Improvement Programs			✓	
	Proposed development trip generation/internal capture/pass by capture	✓			
	Proposed development trip distribution and assignment (map)	✓			
	Future Background Traffic Volume Estimates	✓			
	Projected future roadway segment analysis	✓			
	Future Total Peak-Hour(s) Traffic Volume Estimates (Background + Vested + Project Trips)	✓			
	Projected future Peak-Hour(s) roadway intersection analysis including proposed turn lanes and signals	✓			
	Projected Future Roadway Concurrency Analysis	✓			
	Conclusions and Recommended Improvements	✓			
	Site access recommendations	✓			
	Concurrency mitigation strategy			✓	
APPENDIX DATA	Methodology Documentation & Conceptual Site Plan	✓			
	Traffic Count Data & Inventory of Existing Road Conditions	✓			
	Confirmation of Scheduled Improvements (Copy of Appropriate CIE)			✓	
	Existing Conditions Analysis Worksheets (HCS Printouts)	✓			
	Background Traffic Growth Worksheets	✓			
	Trip Generation, Internal Capture, Pass-By Capture Worksheets	✓			
	Future Conditions Analysis Worksheets (HCS Printouts)	✓			
	Turn Lanes Analysis Worksheets (Queue Length)		✓		
	Signal Warrant Analysis		✓	✓	
	Multi Way STOP Warrant Analysis	✓			

¹ - Remarks: Justify "NO" and "N/A"

Submitted By:  Printed Name: Chris W. West
 Date: 11-13-15



Agenda Memo

AGENDA ITEM: A.

TO: Mayor and Commission

AGENDA DATE: 9/6/2016

FROM: Jane K. Shang, City Manager

AGENDA ITEM: 11 - A

SUBJECT:

Request Approval for funding the Bullying Prevention Program with Volusia County School Board and Bully Armor, Inc. for the City of Deltona schools - Steve Moore, Parks & Recreation Department, 386-878-8902

Strategic Goal: Infrastructure - Develop recreational programs in partnership with Volusia County middle school sites utilizing existing infrastructure

LOCATION:

City of Deltona schools, Deltona

BACKGROUND:

The City of Deltona has a need to offer recreational programs in a full size gymnasium during the evening and weekend timeframes. Staff has met with Volusia County on two separate occasions: April 20th and May 19th at Heritage Middle School, to discuss the potential opportunity for a collaborative partnership.

During the last meeting, it was decided the use of the gymnasium could be made available for the City of Deltona to offer recreational programs, if the City would participate in the cost for the Bullying Program. The City of Deltona could utilize the gymnasium for 30 hours per week, provided City staff is present during that timeframe to monitor and supervise the programs.

In 2014, Bully Armor assisted with the initial participation in five (5) Volusia County Schools: Deltona Lake Elementary, Friendship Elementary, Spirit Elementary, Timbercrest Elementary and Galaxy Middle School. The cost for the City is \$ 23,450.00 (see attached), which is for a three (3) year period, for the remaining eight (8) schools. The remaining schools are Heritage Middle, Pride Elementary, Osteen Elementary, Sunrise Elementary, Deltona Middle, Enterprise Elementary, Forest Lake Elementary, and Discovery Elementary. The Olweus Bullying Prevention Program (OBPP) is the most researched and best known bullying prevention program available today. With over thirty-five years of research and successful implementation all over the world, OBPP is a whole-school program that has been proven to prevent or reduce bullying throughout a school setting.

The funding for this program is included in the upcoming FY 16/17 Budget and an agreement will follow for consideration, which will be the first step in moving this project forward. Bully Armor Inc., is planning on conducting a fund raising event on September 10, 2016 at Dewey Boster Soccer Complex and has requested a ceremonial check from the City of Deltona, for the \$23,450.00 to promote the Bullying Program.

AGENDA ITEM: A.

The program curriculum is offered online and the teachers that are trained in the OBPP can choose what to show that particular day. Mr. Tom Vaughn, Principal of Heritage Middle School has been appointed by Mr. Russell, who has been working with Mr. Nick Pizza of Bully Armor to act as the point of contact for the Bullying Program.

COST:

\$23,450.00 included in FY 16/17 Budget

SOURCE OF FUNDS:

General Fund

ORIGINATING DEPARTMENT:

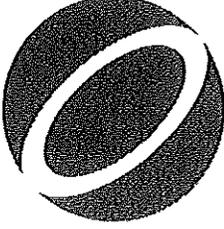
Parks and Recreation

STAFF RECOMMENDATION PRESENTED BY:

Steve Moore, Parks and Recreation Director - Recommends approval of the funding for the Bullying Prevention Program

POTENTIAL MOTION:

I move that funding for the Bullying Prevention Program be approved by the City Commission.



OLWEUS™
BULLYING PREVENTION PROGRAM



Scope and Sequence

The Olweus Bullying Prevention Program

What Is the Olweus Bullying Prevention Program?

The *Olweus Bullying Prevention Program (OBPP)* is the most researched and best-known bullying prevention program available today. With over thirty-five years of research and successful implementation all over the world, *OBPP* is a whole-school program that has been proven to prevent or reduce bullying throughout a school setting.

OBPP is used at the school, classroom, and individual levels and includes methods to reach out to parents and the community for involvement and support. School administrators, teachers, and other staff are primarily responsible for introducing and implementing the program. These efforts are designed to improve peer relations and make the school a safer and more positive place for students to learn and develop.

What Are the Goals of OBPP?

The goals of the program are

- to reduce existing bullying problems among students
- to prevent the development of new bullying problems
- to achieve better peer relations at school

For Whom Is OBPP Designed?

OBPP is designed for students in elementary, middle, and junior high schools (students ages five to fifteen years old). All students participate in most aspects of the program, while students identified as bullying others, or as targets of bullying, receive additional individualized interventions.

With some adaptation, the program can also be used in high schools, although research has not measured the program's effectiveness beyond tenth grade. In addition, classroom support materials are not currently available for high school students. Chapter 17 of the program's *Schoolwide Guide* talks about adapting the program for use in a high school setting.

Because *OBPP* is not a curriculum, its core principles, rules, and supportive materials could be adapted for use by any program that children and youth attend on a regular basis, such as after-school programs, camps, or community youth programs. The core principles and rules could be integrated into these existing programs' policies and routines. Although research has not measured *OBPP's* effectiveness in these settings, with appropriate staff training, these nonschool programs may help prevent bullying and

help students understand that bullying is not just a school issue, but one that spills over into all areas of their lives and into their communities as well.

What Are the *Olweus Bullying Prevention Program* Materials?

Schoolwide Guide (Order No. 0542)

The approximately 130-page Schoolwide Guide, with accompanying DVD and CD-ROM, provides step-by-step instructions on how to implement the program in the entire school setting. The Schoolwide Guide is used mainly by your school's Bullying Prevention Coordinating Committee (BPCC), the group that is established to guide schoolwide implementation. Ideally, every person in leadership at a school and all members of the school's BPCC should have their own copy of this guide.



Teacher Guide (Order No. 0541)

The approximately 150-page Teacher Guide, with accompanying DVD and CD-ROM, serves as the primary program implementation tool for teachers and other classroom support staff. It highlights the important role teachers play both in the classroom and in schoolwide efforts in preventing and addressing bullying. All the resources teachers need to implement the program, except for the Olweus Bullying Questionnaire, are provided in this guide or on the accompanying DVD and CD-ROM.



Ideally, every teacher should have a copy of this guide. If this is not possible, we recommend that each Teacher Guide be shared among no more than three teachers.

School leadership and each member of a school's BPCC will also need to have a copy of the Teacher Guide, because it includes much more in-depth information about bullying and the various components of *OBPP*.



The power of the *Olweus Bullying Prevention Program* lies in staff and students using common language to address bullying situations.

A message is carried out to students saying bullying will not be tolerated here.

— A JUNIOR HIGH SCHOOL COUNSELOR

Olweus Bullying Questionnaire

The Olweus Bullying Questionnaire is administered to all students in grades 3–12 before the program begins and at regular intervals (ideally each year) from then on. The questionnaire is available in both English and Spanish. School leadership and members of the BPCC oversee the implementation of this questionnaire. The questionnaire is available in two options:

Option 1: Scannable Questionnaire with Reports

(Order No. 292130—Package of thirty questionnaires with scanning services)

(Order No. 292330—Package of thirty Spanish questionnaires with scanning services)

A scannable questionnaire can be administered to students and then shipped to Hazelden Publishing for processing. The resulting data is presented in reports with graphs/tables and narrative text explaining the results. A comparison of the data to a national database and graphs that can be inserted into PowerPoint slides for use in school presentations are also included. The scannable questionnaires are sold in class sets of thirty. Current pricing is \$1.00 per student. For an additional cost, schools can obtain a Trends Report that shows changes in a school's data over two administrations of the questionnaire.

Option 2: Reproducible Questionnaire with Manual Entry (Order No. 7301)

Schools photocopy the questionnaire for use. Then they must hand-enter the results into the CD-ROM reporting software. This option is most often chosen by small schools, where hand-entry of data would not be difficult. An estimate of time taken to enter one child's data is approximately 1.5 to 2 minutes. In this option, you will not receive narrative text, graphs for PowerPoint slides, or the comparison to a national database.

What Are the Components of the Program?

OBPP is not a classroom curriculum. It is a whole-school, systems-change program at four different levels. On the next page are the program components for each of these levels. Each component is discussed in detail in the two guides.



**I think schools really find *OBPP* attractive because it's schoolwide.
It involves all school staff, students, and even parents in bullying prevention.**

— PREVENTION SPECIALIST

GENERAL REQUIREMENTS	
Generate awareness and involvement on the part of the adults in the school.	
<p>SCHOOL-LEVEL COMPONENTS</p> <ul style="list-style-type: none"> • Establish a Bullying Prevention Coordinating Committee. • Conduct committee and staff trainings. • Administer the Olweus Bullying Questionnaire schoolwide. • Hold staff discussion group meetings. • Introduce the school rules against bullying. • Review and refine the school's supervisory system. • Hold a school kick-off event to launch the program. • Involve parents. <p>CLASSROOM-LEVEL COMPONENTS</p> <ul style="list-style-type: none"> • Post and enforce schoolwide rules against bullying. • Hold regular class meetings. • Hold meetings with students' parents. 	<p>INDIVIDUAL-LEVEL COMPONENTS</p> <ul style="list-style-type: none"> • Supervise students' activities. • Ensure that all staff intervene on the spot when bullying occurs. • Hold meetings with students involved in bullying. • Hold meetings with parents of involved students. • Develop individual intervention plans for involved students. <p>COMMUNITY-LEVEL COMPONENTS</p> <ul style="list-style-type: none"> • Involve community members on the Bullying Prevention Coordinating Committee. • Develop partnerships with community members to support your school's program. • Help to spread anti-bullying messages and principles of best practice in the community.

What Are the Effects of the *Olweus Bullying Prevention Program*?

OBPP has been more thoroughly evaluated than any other bullying prevention/reduction program so far. Six large-scale evaluations involving more than 40,000 students have documented results such as¹

- average reductions of 20 to 70 percent in student reports of being bullied and bullying others. Peer and teacher ratings of bullying problems have yielded roughly similar results.
- marked reductions in student reports of general antisocial behavior, such as vandalism, fighting, theft, and truancy.
- clear improvements in the classroom social climate, as reflected in students' reports of improved order and discipline, more positive social relationships, and more positive attitudes toward schoolwork and school.

For students in grades 4–7, most of these positive results can be seen after only eight months of intervention work, given reasonably good implementation of the program. For students in grades 8–10, it may take somewhat more time, maybe two years, to achieve equally good results.

Using *OBPP* will also help you meet portions of many federal mandates or programs you are probably already administering, such as Safe and Drug Free Schools, school connectedness, high-stakes testing, juvenile delinquency prevention, school dropout prevention, school health programs, suicide prevention, and the promotion of developmental assets.

New research has also shown that there is a positive link between bullying and student achievement. Preventing bullying may help your school make positive improvements in statewide student achievement assessments/No Child Left Behind requirements as well.²

What Is the History behind the *Olweus Bullying Prevention Program*?

Although bullying problems among students have been around for centuries, it wasn't until the early 1970s that Dr. Dan Olweus initiated the first systematic research study in the world on these problems. The results were published in a Swedish book in 1973 and in the United States in 1978 under the title *Aggression in the Schools: Bullies and Whipping Boys*. For a considerable period of time, up to the early 1990s, there was very little attention to and research on the topic of bullying outside of Scandinavia.

In 1983, after three adolescent boys in northern Norway committed suicide, most likely as a consequence of severe bullying by peers, the country's Ministry of Education initiated a national campaign against bullying in schools. In that context, the first version of what has later become known as the *Olweus Bullying Prevention Program* was developed.

The program was carefully evaluated in a large-scale project involving 40,000 students from forty-two schools followed over a period of two and a half years.³ The program has since been refined, expanded, and further evaluated with successful results in five additional large-scale projects in Norway. Since 2001, as part of the Norwegian government's plans for the prevention and reduction of delinquency and violence among children and youth, *OBPP* has been implemented on a large-scale basis in elementary and lower secondary schools throughout Norway.



**At our school, we have seen amazing results after the first year—
increased attendance, increased student achievement,
and decreased incidents that lead to suspensions.**

— ELEMENTARY MATH AND SCIENCE COORDINATOR

Dr. Olweus has for a long time seen the phenomenon of bullying in the context of human rights.⁴ As early as 1981, he proposed enacting a law against bullying in schools. He argued that it is a fundamental human right for a student to feel safe in school and to be spared the repeated humiliation implied in bullying. In the mid-1990s, these arguments led to legislation against bullying by the Swedish and Norwegian parliaments. Similar legislation has been adopted in more than thirty states (at the date of this publication) in the United States and in several other countries.

During the 1990s, Dr. Olweus worked closely with American colleagues, notably Dr. Susan P. Limber, now at Clemson University in South Carolina, to implement and evaluate the program in the United States, also resulting in positive though somewhat weaker outcomes. Since then, hundreds of schools in most every state in the United States have used the program, and the number is growing. Additional studies of these efforts are being conducted. Summaries of and citations to current research may be found at www.clemson.edu/olweus.

Is the *Olweus Bullying Prevention Program* a Nationally Recognized Program?

The *Olweus Bullying Prevention Program* has received recognition from a number of organizations, including the following:

- Blueprints Model Program, Center for the Study and Prevention of Violence, University of Colorado at Boulder
(www.colorado.edu/cspv/blueprints/model/programs/BPP.html)
- Model Program, Substance Abuse and Mental Health Services Administration, U.S. Department of Health and Human Services
(www.modelprograms.samhsa.gov)
- Effective Program, Office of Juvenile Justice and Delinquency Prevention, U.S. Department of Justice
(www.ojjdp.ncjrs.org)
- Level 2 Program, U.S. Department of Education
(www.helpingamericasyouth.gov)

Note: “Level 2” programs have been scientifically demonstrated to prevent delinquency or reduce the risks and enhance protection from delinquency and other child and youth problems using either an experimental or quasi-experimental research design, with a comparison group.

What Type of Support Is Available as You Implement the Program in Your School?

Since *OBPP* is a program that is implemented throughout the entire school setting, implementation takes a concerted effort on everyone's part, but the rewards will be significant. It is important that schools that implement *OBPP* feel supported in their efforts. The following resources are available to help schools with implementation:

- ***Certified Olweus Trainers***

To aid in program implementation, schools are strongly encouraged to contract with an outside certified Olweus trainer or have a staff member certified as an Olweus trainer. This person will have a wealth of knowledge about the program and will be available for ongoing consultation via regular telephone and/or Internet contact (or in person, whenever possible). A certified Olweus trainer may also know of other schools in your region that have successfully implemented the program and could serve as a resource to you.

- ***Olweus Bullying Prevention Program Web Site***

<http://www.clemson.edu/olweus>

This Web site provides background information about the program, implementation strategies, training information, current evaluation research, and other related resources.

- ***Hazelden Publishing Web Site***

<http://www.hazelden.org/olweus>

This Web site provides background information about the program and specific information about purchasing program materials.

How Long Does It Take to Implement the Program?

You should plan to spend approximately four to six months in preparation before implementing *OBPP* in your school. This preparation is done in consultation with your certified Olweus trainer.

On the next page is an optimal timeline for schoolwide implementation of *OBPP*, assuming a program launch at the beginning of the fall semester. (Alternatively, but somewhat less optimally, the program could be launched just after winter break, with the Olweus Bullying Questionnaire administered the previous fall and staff trainings held in the winter.)

Target Dates for Fall Launch	Activity
Late winter/early spring	Select members of the BPCC and an on-site program coordinator.
March/April	Administer the Olweus Bullying Questionnaire.
April/May	Hold a two-day training with members of the BPCC; have the committee meet every two weeks to work out the details of program implementation.
May/June	Input data (if using the manual entry version) or obtain data (if using the scannable version) of the Olweus Bullying Questionnaire; review data from the questionnaire.
August/September	Conduct a one-day training with all school staff. Also hold your school kick-off event(s) with students and parents.
Beginning of the fall semester, following the one-day staff training	Plan, schedule, and launch other elements of the schoolwide program: <ul style="list-style-type: none"> • Introduce school/class rules against bullying. • Begin class meetings. • Increase supervision; review and coordinate your supervisory system. • Initiate individual interventions with students. • Start regular staff discussion groups (scheduled before the school year starts). • Hold parent meetings.

Although this timeline provides a general framework for program implementation, it is important for each school to implement the program at its own pace and with integrity. Your school's certified Olweus trainer will help your Bullying Prevention Coordinating Committee consider a timeline that best fits your school's needs.

What Do Students Learn in Classroom Meetings?

The *Olweus Bullying Prevention Program* is not a curriculum. However, regular classroom meetings are held with students, during which key concepts about bullying and related topics are discussed. Among the topics for discussion are

- What is bullying?
- What are the different forms bullying can take?
- What are the different roles students can take in a bullying situation?

- What are possible consequences of bullying for the student who is bullied?
How may bullying affect bystanders? Why is there reason to be concerned about students who bully?
- What are the four school rules about bullying?
- What should you do if bullying happens to you?
- Who should you talk to if you see or experience bullying?
- What should you do when you see bullying happen? How can you support someone who is being bullied?
- What are some positive ways to include students who are often excluded in activities?
- What are some ways you can resist peer pressure to participate in bullying others?

**Meeting National Academic Standards⁵ with the
*Olweus Bullying Prevention Program***

Educators may find it helpful to know that implementation of *OBPP* will help meet national health education standards for grades K–8 (see below).

Health Education Standards (Grades K–2)

- identifies and shares feelings in appropriate ways
- knows ways to seek assistance if worried, abused, or threatened (physically, emotionally, sexually)

Health Education Standards (Grades 3–5)

- knows characteristics needed to be a responsible friend and family member
- knows behaviors that communicate care, consideration, and respect of self and others
- understands how one responds to the behavior of others and how one's behavior may evoke responses in others
- knows strategies for resisting negative peer pressure
- knows the difference between positive and negative behaviors used in conflict situations
- knows some nonviolent strategies to resolve conflicts
- knows behaviors that are safe, risky, or harmful to self and others

Health Education Standards (Grades 6–8)

- understands how peer relationships affect health
- knows appropriate ways to build and maintain positive relationships with peers, parents, and other adults
- understands the difference between safe and risky or harmful behaviors in relationships
- knows techniques for seeking help and support through appropriate resources
- knows potential signs of self- and other-directed violence
- knows the various possible causes of conflict among youth in schools and communities, and strategies to manage conflict

Implementation of *OBPP* also may help to meet other standards related to writing and communication skills, among others.

Notes

1. Dan Olweus, "Bully/Victim Problems among Schoolchildren: Basic Facts and Effects of a School-Based Intervention Program," in *The Development and Treatment of Childhood Aggression*, ed. D. Pepler and K. Rubin (Hillsdale, NJ: Erlbaum, 1991), 411–48; Dan Olweus, "A Useful Evaluation Design, and Effects of the Olweus Bullying Prevention Program," *Psychology, Crime & Law* 11 (2005): 389–402; Dan Olweus and Susan P. Limber, *Blueprints for Violence Prevention: Bullying Prevention Program* (Boulder: Program Institute of Behavioral Science, University of Colorado, 1999); Jan Helge Kallestad and Dan Olweus, "Predicting Teachers' and Schools' Implementation of the Olweus Bullying Prevention Program: A Multilevel Study," *Prevention and Treatment* 6 (2003): 3–21.

2. C. B. Fleming, K. P. Haggerty, R. F. Catalano, T. W. Harachi, J. J. Mazza, and D. H. Gruman, "Do Social and Behavioral Characteristics Targeted by Preventive Interventions Predict Standardized Test Scores and Grades?" *Journal of School Health* 75 (2005): 342–349.

3. Dan Olweus, "Bully/Victim Problems among Schoolchildren: Basic Facts and Effects of a School-Based Intervention Program," in *The Development and Treatment of Childhood Aggression*, ed. D. Pepler and K. Rubin (Hillsdale, NJ: Erlbaum, 1991), 411–48.

4. Dan Olweus, "Vad skapar aggressiva barn?" [What creates aggressive children?], in *Normkrise og oppdragelse* [Norm crisis and child rearing], ed. A. O. Telhaug and S. E. Vestre (Oslo, Norway: Didakta, 1981); Dan Olweus, "Sweden," in *The Nature of School Bullying: A Cross-National Perspective*, ed. P. K. Smith, Y. Morita, J. Junger-Tas, D. Olweus, R. Catalano, & P. Slee (London: Routledge, 1999), 7–27.

5. Standards are taken from John S. Kendall and Robert J. Marzano, *Content Knowledge: A Compendium of Standards and Benchmarks for K–12 Education*, 3rd ed. (Aurora, CO: Mid-continent Research for Education and Learning [MCREL], 2000).

• • •



Bully Armor.org™

800-982-8629
689 Deltona Blvd.
Deltona, FL 32725
BullyArmor.org

Bully Armor is a non-profit organization in Deltona Florida. We are geared towards bullying prevention in schools, Members of the local community including mothers, fathers, counselors, business owners and other community members make up Bully Armor. These members believe that taking action to overcome and stop bullying is of the highest priority. After extensive research Bully Armor has found that the Olweus Bullying Prevention Program is best suited for Volusia County.

In 2014 Bully Armor assisted in the initial implementation of the Olweus Bullying Prevention Program in five Volusia County school: Deltona Lake Elementary, Friendship Elementary, Spirit Elementary, Timbercrest Elementary, and Galaxy Middle School. Bully Armor seeks to assist in the implementation of the Olweus Bullying Prevention program in all of Volusia County Schools with the City of Deltona schools being the first priority.

Schools Left in Deltona and pricing:

Heritage Middle	\$2,100
Pride Elementary	\$2,100
Osteen Elementary	\$2,100
Sunrise Elementary	\$2,100
Deltona Middle	\$2,100
Enterprise Elementary	\$2,100
Forest Lake Elementary	\$2,100
Discovery Elementary	\$2,100
Total for all schools for 3 Year Subscription	\$16,800

Training Information & Pricing:

First & Second Half of Training Program	\$4,250
Flight, Transportation, Lodging	\$2,000 Est (based on where training is located)
Meals	\$300 Est
Total	\$6,650

Totals for 8 remaining schools and training:

Total for All Schools & Trainer	\$23,450
---------------------------------	----------

The projected start date for all remaining 8 Schools is September 2016. After payment is made start dates can fluctuate based on each schools availability.